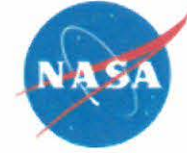


National Aeronautics and Space Administration

**Ames Research Center**  
Moffett Field, California 94035



May 31, 2017

Julianne Polanco  
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Office of Historic Preservation  
Department of Parks & Recreation  
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Sacramento, CA 95816

Mark A. Beason  
State Historian II  
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Subject: Initiation of Section 106 consultation for the construction of the Navigational Aids, Airfield Lighting, and Signage Replacement Project (NAVAIDS project) at the NASA Ames Research Center, Moffett Federal Airfield, Santa Clara County, CA.

Dear Ms. Polanco,

The National Aeronautics and Space Administration (NASA) has entered into a long-term lease agreement with Planetary Ventures (PV), an independent entity, at Moffett Federal Airfield (MFA) in Santa Clara County, CA. Pursuant to its lease, PV proposes to replace and upgrade the existing Navigational Aids (NAVAIDS) system, lighting system, and additional features that support the airfield operations of MFA. This project is referred to by PV as the NAVAIDS project (project or Undertaking).

Per the requirements of the National Historic Preservation Act (NHPA), as amended, and its regulations found at 36 CFR Part 800, NASA is the lead agency and requests consultation under Section 106 for the proposed construction of the Undertaking.

The proposed Undertaking would involve replacing and upgrading the existing NAVAIDS system. Components of the NAVAIDS system that will be replaced are located alongside Runway 14L-32R, as well as in adjacent turfed areas. These components include runway lighting, navigational instrumentation, utility pathways and connections, airfield traffic signage, computerized monitoring system equipment, electrical power distribution equipment, and paved access roads. To accommodate the new NAVAIDS system, the Undertaking will involve the construction of utility pathways via new duct banks and conduits. In locations requiring the installation of new duct banks, the construction methodology will include horizontal directional drilling to a maximum depth of 8 feet where the alignment intersects with paved airfield taxiways, and trench excavation to a maximum depth of 48 inches below existing grade in the turfed areas located east of Runway 14L-32R. Part of the utility pathway will extend to the Sunnyvale Golf Course, located south of the airfield; open trenching will be used at the golf course with a maximum depth of 48 inches, and horizontal directional drilling will be used underneath U.S. Highway 101 with a potential depth of 10 feet-20 feet. In addition to the primary utility pathway, the proposed navigational instruments, equipment, and lighting will all require electrical and/or data connections, as well as concrete foundations. The exact depth of disturbance will vary depending on a feature's location and the exact implement being constructed; the range is expected to be between 12 inches and 8 feet below grade.

As the Undertaking involves work occurring below grade, the Section 106 assessment will include an archaeological investigation that will assist in the determination of whether the Undertaking would have an effect on properties that are eligible for listing in the National Register of Historic Places. Archaeological investigation involving core sampling is currently underway in areas of the Undertaking that have been identified in previous studies as archaeologically sensitive. This investigation is being conducted by the PV archaeological consultant, WSA, and reviewed by PV historic preservation architect Page & Turnbull, NASA's Facilities Historic Preservation Officer, and NASA's cultural resource consultants. Qualified archaeologists are on site during the coring process and are accompanied by an Ohlone Native American monitor. A report with findings of the archaeological investigation will be incorporated into an Archaeological Testing Report and forwarded to the SHPO for review in subsequent Section 106 correspondence.

At this time, we request acknowledgement of initiation of the Section 106 consultation process. Documentation related to details of the Undertaking, the Archaeological Testing Report, and a Section 106 Technical Report with supporting Appendices will be forthcoming.

Sincerely,



Keith H. Venter,  
Historic Preservation Officer



**Ames Research Center**

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Cc:

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