



3.2

**PLANNING AND BUILDING
DEPARTMENT**

CAROL SHEARLY
NATOMAS MANAGER

**CITY OF SACRAMENTO
CALIFORNIA**

NATOMAS UNIT
2101 ARENA BOULEVARD
ROOM 200
SACRAMENTO, CA 95834

PH. (916) 808-8368
FAX (916) 566-3968

March 25, 2004

City Council
Sacramento, California

Honorable Members in Session

**SUBJECT: RESOLUTION OF SUPPORT – HISTORIC SOUTHERN PACIFIC SHOPS
FUNDING REQUEST**

LOCATION/COUNCIL DISTRICT: Council District 1, Railyards Planning District
Richards Boulevard Redevelopment Area

RECOMMENDATION:

Staff recommends the City Council adopt the attached resolution of support for the State of California Department of Parks and Recreation's request for State Transportation Enhancement Activity (TEA) funds for stabilization of three of the historic Southern Pacific structures. See Attachment A for site plan map.

CONTACT PERSONS: Carol Shearly, Natomas Manager, 808-5893
Paul Blumberg, Sr. Management Analyst, 808-7204

FOR THE COUNCIL MEETING OF: April 8, 2004

SUMMARY:

The action recommended in the resolution will establish the City's support for the State's request for \$6.7 million in Federal Transportation Enhancement Activity (TEA) funds. If approved, the funds would be used to provide structural stabilization for three of the historic Southern Pacific Shops buildings. The funding is only for needed repairs to the structures, and does not predetermine any future use of the buildings. Copies of the applications are included as Attachment B.

BACKGROUND:

- The State Department of Parks and Recreation has submitted applications to Caltrans for funding through the State TEA program, which provides federal funds for transportation-related enhancements to the state transportation system or state facilities that are of statewide significance. The State TEA program is administered by Caltrans, through the State Transportation Improvement Program (STIP). The Historic Central Shops structures, which have, and will likely continue to house transportation related uses, has been deemed by Caltrans staff to be of statewide significance. Caltrans staff will be recommending that the Southern Pacific Shops projects be prioritized for funding. The staff recommendation will go to the California Transportation Commission (CTC) on April 13, 2004. The CTC is expected to act on the recommendation at a later meeting in July 2004.
- The project to be funded with the TEA funds will stabilize and rehabilitate historically significant railroad maintenance buildings located within the Union Pacific Railyards, specifically the Blacksmith Shop and Boiler Shop buildings. The two buildings are at the core of the Historic Southern Pacific Shops District, or “Central Shops”, which are eligible for listing on the National Register of Historic Places.
- The buildings are in a state of disrepair, and significant seismic and structure rehabilitation will be necessary to bring the buildings up to code for continued use/adaptive reuse.
 - Caltrans staff has requested that the City approve a resolution of support for the funding application. This resolution would be presented with the staff report to the CTC, which considers local government support as a factor in evaluating and recommending funding to STIP projects.

FINANCIAL CONSIDERATIONS:

There are no financial implications associated with the action recommended in the attached resolution. The City does not routinely apply for State TEA funds because our enhancement projects are generally not of statewide significance. Therefore, the State’s request is not competitive with other City projects.

ENVIRONMENTAL CONSIDERATIONS:

The action associated with this staff report is not a project as defined in CEQA Guidelines Section 15378 (a) (4) in that no commitments are being made to a project.

POLICY CONSIDERATIONS:

The actions contained in the attached resolution are consistent with the adopted Richards


Boulevard Redevelopment Plan and Five-Year Implementation Plan, and with the strategies outlined in the Economic Development Department Strategy Framework.

ESBD CONSIDERATIONS: None.

Respectfully submitted,


Approved:


Carol Shearly
Natomas Manager



Betty Masuoka
Assistant City Manager

RECOMMENDATION APPROVED:



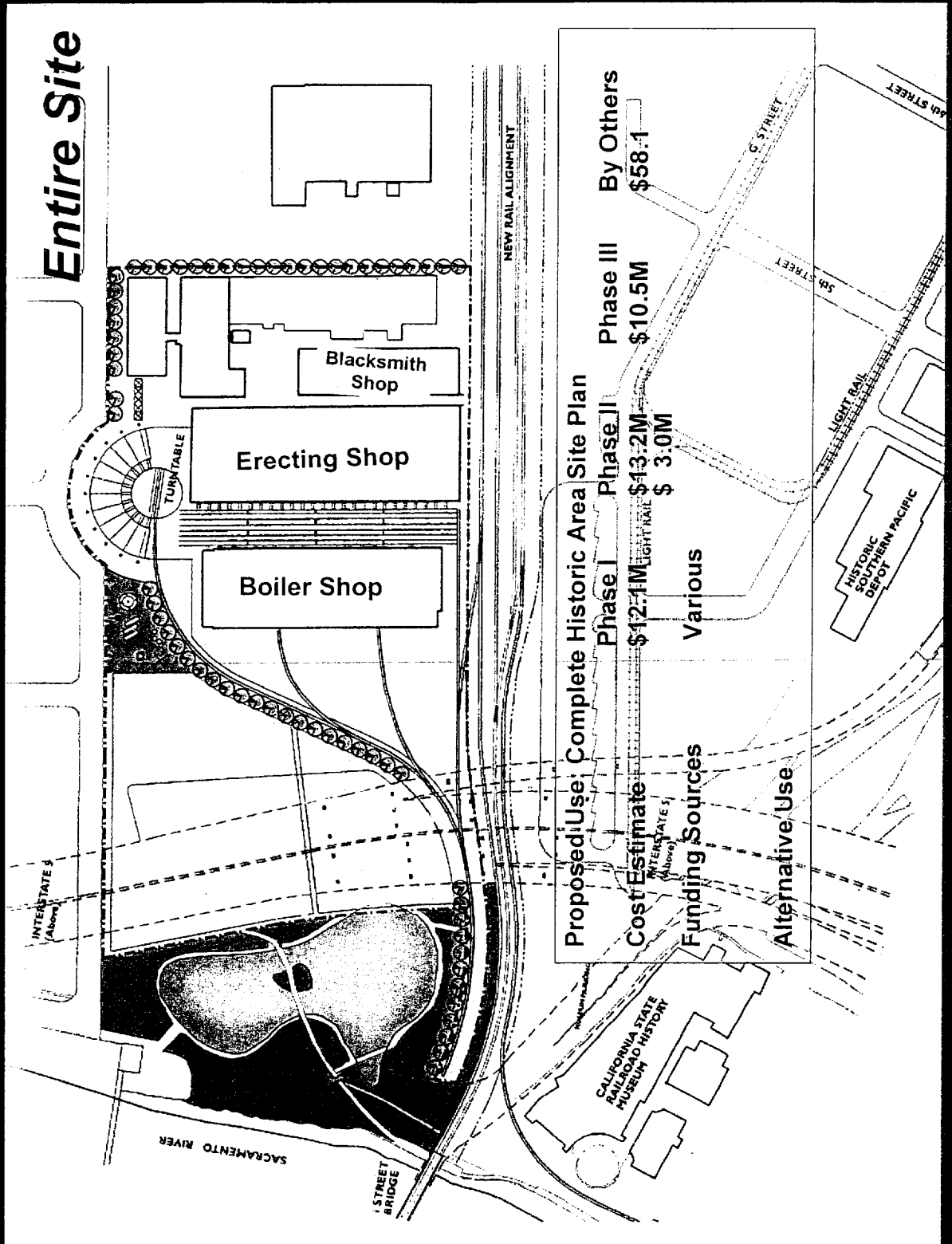
ROBERT P. THOMAS
CITY MANAGER

Attachments

- Attachment A: Map of Southern Pacific Shops
- Attachment B: TEA funding applications

Railroad Technology Museum

Entire Site



Proposed Use: Complete Historic Area Site Plan			
Phase I	Phase II	Phase III	By Others
Cost Estimate	\$12.1M	\$13.2M	\$10.5M
Funding Sources	Various	Various	Various
Alternative Use	Light Rail	Light Rail	Light Rail
	\$ 3.0M		\$58.1

Attachment B: TEA Funding Applications Erecting Shop Application (1 of 3)

2004 STATE TRANSPORTATION IMPROVEMENT PROGRAM

Project Nomination Sheet (Page A-1) Reformatted - 11/04/2003

Project Information							Fact Sheet Date:		01/29/04
County	Caltrans District	PPNO *	EA *	Region/MPO/TIP ID*	Element	Route / Corridor *	PM / KP Back *	PM / KP Ahead *	
Sacramento	3						PM: KP:	PM: KP:	
Legislative Districts:	Senate: 6 - Ortiz			Congressional: 5 - Matsui					
	Assembly: 9 - Steinberg								
Project Sponsor:	California State Parks								
Implementing Agency: (by component)	PA&ED:			AB 3090? <input type="checkbox"/>	PS&E:			AB 3090? <input type="checkbox"/>	
	R/W:			AB 3090? <input type="checkbox"/>	CON:			AB 3090? <input type="checkbox"/>	
Project Title:	ERECTING SHOP Rehabilitation								

* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & PM/KP Back/Ahead used for State Highway System and Intercity Rail projects.

Location - Project Limits - Description and Scope of Work - (brief) (State/Region and Area Specific Maps to be included below)
Please see attached project description paragraph.

Transportation Problem to be Addressed by Project and Description of Project Benefits - (brief)
See attached general merits.

Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need' - (brief)
California State Parks is pursuing the development of the Railroad Technology Museum as a high priority under Proposition 40, the 2001 State Park Bond Act. Additionally, Proposition 116 of 1990 lists \$5 million toward construction for the project, which will be pursued by State Parks within the next two years. The project total is \$25 million for total build out.

Requesting State-Only Funds?			
Project Milestones	Date	Doc. Type	Date
Project Study Report (PSR) Complete:	03/01/04	Scheduled Circulation of Draft Environmental Document:	Neg. Dec. 03/01/04
Project Manager (Person responsible for delivering the project within cost, scope and schedule)			
Name: Catherine A. Taylor	Agency: Museum Director, California State Railroad Museum, Cali	Phone: 916-324-7815	
Project Location Maps - Location Map of Project in State/Region, and Area Specific Map			

See attached maps

Transportation Enhancement Activities (TEA) Application Form
PART ONE: GENERAL PROJECT INFORMATION

Project is located entirely within the RTPA.
 Proposal is statewide or multi-regional in scope.

RTPA/ County:
 Legislative District Number:

RTPA County 3
 Assembly: 9
 Senate: 6

PROJECT TITLE:
 Railroad Technology Museum: Rehabilitation and
 Structural Stabilization – ERECTING SHOP

ADMINISTERING AGENCY APPLICANT Project Administrator/person with day-to-day responsibility for implementing project (Name, title, agency, address, phone, fax, email) Catherine A. Taylor Museum Director California State Railroad Museum Sacramento, CA 95814 (916) 324-7815 ctaylor@parks.ca.gov FAX (916) 327-5655	TEA FUNDS REQUESTED \$2,500,000 NON-FEDERAL TEA MATCH 742,101 TOTAL TEA PROJECT COST 3,242,101 XX TEA is a stand-alone project. TEA is part of a larger project. Total Project Cost: \$3,242,101
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Person who can answer questions about this application (Name, title, phone, fax, email) Catherine Taylor (same as above)	PARTNER(S) (Name, title, agency, address, phone, fax) California State Railroad Museum Foundation 111 "I" Street Sacramento, CA 95814 Attn: Catherine Taylor, Museum Director (same as above) Mike Casey General Director, Special Properties Union Pacific Railroad U.S. Bank Plaza 980 9 th Street, Suite 2050 Sacramento, CA 95814 (916) 325-5588 mwcasey@up.com
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PROJECT SCOPE OF PROPOSED TRANSPORTATION ENHANCEMENT ACTIVITIES

Describe the project's location, limits of work, size, etc. (Not the justification or benefits).

This project will stabilize and rehabilitate a historically-significant railroad structure within the existing Union Pacific Railyards complex in downtown Sacramento, California. These buildings are the core of the historic Central Shops of the Southern Pacific Railroad. The buildings date from the 1867-1910 period, and are the largest remaining historic railroad shop structures in California.

After rehabilitation, these buildings will provide the California State Railroad Museum, a part of California State Parks, with adequate storage facilities to house and protect its collection of historic locomotives, passenger cars and other railroad artifacts owned by the State of California, and provide limited public access to these significant buildings.

Stabilization and rehabilitation of buildings in the historic shops complex will be the first phase of a potential master-planned development of a Railroad Technology Museum.

PROPOSED SCHEDULE:

	<u>Quarter and Calendar Year</u>
Start Environmental Studies	Q3/04
Draft Environmental Document	Q2/05
Final Environmental Document	Q1/05
Begin Design Engineering	Q2/05
Plans, Specifications, and Cost Estimates complete	Q2/05
Start Right of Way Acquisition	n/a
Right of Way Certification	Q2/05
Ready to Advertise	Q3/05
Award Construction	Q4/05
Project Completion (open for use)	Q4/06

WHICH CATEGORY OR CATEGORIES ENCOMPASS THE TEA? (May be more than one.)

List approximate amount of federal TEA funds to be spent in each of the TEA categories:

- | | | | |
|--------------|---|----------|--|
| \$ _____ | 1. Pedestrian or bike facilities | \$ _____ | 7. Rails to trails |
| \$ _____ | 2. Acquisition of sites | \$ _____ | 8. Outdoor advertising removal |
| \$ _____ | 3. Historic highway programs | \$ _____ | 9. Archaeology planning/research |
| \$ _____ | 4. Landscaping/scenic beautification | \$ _____ | 10. Runoff water pollution control |
| \$ 2,500,000 | 5. Historic preservation | \$ _____ | 11. Environmental mitigation |
| \$ _____ | 6. Historic transportation rehabilitation | \$ _____ | 12. Transportation museums establishment |

Activities outside the categories: List approximate amount of federal TEA funds to be spent in activities outside the twelve categories (must be necessary and incidental to the portion inside the categories): \$ NONE

Describe:

PART TWO: FUNDING

Prepared by: Catherine A. Taylor

Title: Museum Director

Agency: California State Railroad Museum/California State Parks Phone: (916) 324-7815

FAX: (916) 327-5655

PROJECT COMPONENT COSTS

PRELIMINARY ENGINEERING PHASE:

• Construction Documents	\$	
• Environmental Documents	\$	
TOTAL PRELIMINARY ENGINEERING		\$

RIGHT OF WAY PHASE (ACQUISITION):

• Capital	\$	
• Support costs	\$	
TOTAL RIGHT OF WAY		\$

CONSTRUCTION PHASE:

• Construction contract items \$5,278,000*		
Contingencies	\$	
Construction engineering	\$	
TOTAL CONSTRUCTION		\$

*see next sheet for detail

CASH FLOW CHART

	Fiscal Year 2000/01	Fiscal Year 2001/02	Fiscal Year 2002/03	Fiscal Year 2003/04	Beyond 2004/05
Preliminary Engineering	\$ _____	\$ _____	\$	\$	\$ -0-
Right of Way	\$ _____	\$ _____	\$ -0-	\$ -0-	\$ -0-
Construction	\$ _____	\$ _____	\$ -0-	\$ -0-	\$
TOTAL	\$ _____	\$ _____	\$	\$	\$ 3,242,101

LOCAL FUNDING SHARE DETAIL

Phases	A Federal	+	B Match	=	C TEA Cost	D* Total Cost
Preliminary Eng	\$		\$		\$	\$
Right of Way	\$ -0-		\$ -0-		\$ -0-	\$ -0-
Construction	\$		\$		\$	\$
TOTAL	\$2,500,000		\$742,101		\$	\$3,242,101

*Fill in column 'D' only when TEA is part of larger project, not a stand-alone project

SOURCE(S) OF MATCH

Preliminary Engineering California State Parks
 Right of Way: Union Pacific Railroad
 Construction: California State Parks/TEA

MAINTENANCE

Who will maintain? California State Parks
 What is the source of maintenance funds? California State Parks Operating Budget and Maintenance Budget for the California State Railroad Museum, and California State Railroad Museum Foundation Operating Budget

PART TWO: FUNDING (continued)

ITEM ESTIMATE - CONSTRUCTION CONTRACT ITEMS

<u>Item</u>	<u>Description</u>	<u>Unit</u>	<u>Quantity</u>	<u>Unit Price</u>	<u>Amount</u>
					ERECTING SHOP
Architectural		\$	398,000		
Structural			1,876,000		
Rail Construction					
HVAC/Environmental Control					
Roof			-0-		
Plumbing/Fire Protection			50,250		
Electrical/Security			62,300		
Estimated Total Current Costs			2,386,550		
	Adjust from CCCI 3861 to 4019		117,250		
Estimated Total Current Costs on Jul 1, 2001			2,503,800		
	Adjust to midpoint (6 months)		59,630		
Estimated Total Contracts			2,563,430		
	Contingency @ 5%		128,171		
Estimated Total Construction Cost			\$2,691,601		
Architectural and Engineering			309,000		
Other Project Costs and Agency Retained Items			241,500		
Estimated Total Project Cost			\$ 3,242,101		

PART THREE: ASSURANCES

This page must be signed for the project to be considered for funding.

Commitment/Prior Commitment:

Has the project Administering Agency certified that it is willing and able to maintain and operate the project?



Yes



No

Please describe the best evidence of the certification available. If none is available, when can one be provided?

California State Parks currently operates the California State Railroad Museum as one of its premier units. This project would be an expansion to the existing operation.

Project Administering Agency possesses legal authority to nominate transportation enhancement activity and to finance, acquire, and construct the proposed project; and by formal action (e.g., a resolution) the Administering Agency's governing body authorizes the nomination of the transportation enhancement activity, including all understanding and assurances contained therein, and authorizes the person identified as the official representative of the Administering Agency to act in connection with the nomination and to provide such additional information as may be required.

Project Administering Agency will maintain and operate the property acquired, developed, rehabilitated, or restored for the life of the resultant facility(ies) or activity. With the approval of the California Department of Transportation, the Administering Agency or its successors in interest in the property may transfer the responsibility to maintain and operate the property.

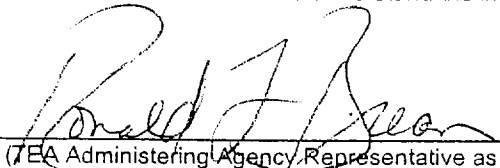
Project Administering Agency will give the California Department of Transportation's representative access to and the right to examine all records, books, papers, or documents related to the transportation enhancement activity.

Project Administering Agency will cause work on the project to be commenced within a reasonable time after receipt of notification from the State that funds have been approved by the Federal Highway Administration and that the project will be carried to completion with reasonable diligence.

Project Administering Agency will comply where applicable with provisions of the California Environmental Quality Act, the National Environmental Policy Act, the Americans with Disabilities Act, the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, and any other federal, state, and/or local laws, rules and/or regulations.

I certify that the information contained in this transportation enhancement activity application, including required attachments, is accurate and that I have read and understand the important information and agree to the assurances on this form.

Signed



(TEA Administering Agency Representative as shown in Resolution)

Date: January 29, 2004

Printed (Name and Title): Ronald L. Brean, Deputy Director, Operations

Administering Agency: California Department of Parks and Recreation

Attachment B: TEA Funding Applications Boiler Shop Application (2 of 3)

2004 STATE TRANSPORTATION IMPROVEMENT PROGRAM

Project Nomination Sheet (Page A-1) Reformatted - 11/04/2003

Project Information							Fact Sheet Date: 01/29/04	
County	Caltrans District	PPNO *	EA *	Region/MPO/TIP ID*	Element	Route / Corridor *	PM / KP Back *	PM / KP Ahead *
Sacramento	3						PM:	PM:
							KP:	KP:
Legislative Districts:	Senate: 6 - Ortiz			Congressional: 5 - Matsui				
	Assembly: 9 - Steinberg							
Project Sponsor:	California State Parks							
Implementing Agency: (by component)	PA&ED:	AB 3090? <input type="checkbox"/>		PS&E:				AB 3090? <input type="checkbox"/>
	R/W:	AB 3090? <input type="checkbox"/>		CON:				AB 3090? <input type="checkbox"/>
Project Title:	BOILER SHOP Rehabilitation							

* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & PM/KP Back/Ahead used for State Highway System and Intercity Rail projects.

Location - Project Limits - Description and Scope of Work - (brief) (State/Region and Area Specific Maps to be included below)
Please see attached project description paragraph.

Transportation Problem to be Addressed by Project and Description of Project Benefits - (brief)
See attached general merits.

Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need' - (brief)
California State Parks is pursuing the development of the Railroad Technology Museum as a high priority under Proposition 40, the 2001 State Park Bond Act. Additionally, Proposition 116 of 1990 lists \$5 million toward construction for the project, which will be pursued by State Parks within the next two years. The project total is \$25 million for total build out.

Requesting State-Only Funds?			
Project Milestones		Date	Doc. Type
Project Study Report (PSR) Complete:		03/01/04	Scheduled Circulation of Draft Environmental Document: Neg. Dec.
			03/01/04
Project Manager (Person responsible for delivering the project within cost, scope and schedule)			
Name:	Catherine A. Taylor	Agency:	Museum Director, California State Railroad Museum, Cali Phone: 916-324-7815
Project Location Maps - Location Map of Project in State/Region, and Area Specific Map			
See attached maps			

Transportation Enhancement Activities (TEA) Application Form
PART ONE: GENERAL PROJECT INFORMATION

Project is located entirely within the RTPA.
 Proposal is statewide or multi-regional in scope.

RTPA/ County:
 Legislative District Number:

RTPA County 3
 Assembly: 9
 Senate: 6

PROJECT TITLE:
 Railroad Technology Museum: Rehabilitation and
 Structural Stabilization – BOILER SHOP

ADMINISTERING AGENCY APPLICANT Project Administrator/person with day-to-day responsibility for implementing project (Name, title, agency, address, phone, fax, email) Catherine A. Taylor Museum Director California State Railroad Museum Sacramento, CA 95814 (916) 324-7815 ctaylor@parks.ca.gov FAX (916) 327-5655	TEA FUNDS REQUESTED \$3,000,000. NON-FEDERAL TEA MATCH 400,858 TOTAL TEA PROJECT COST 3,400,000 XX TEA is a stand-alone project. TEA is part of a larger project. Total Project Cost: \$3,400,858
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Person who can answer questions about this application (Name, title, phone, fax, email) Catherine Taylor (same as above)	PARTNER(S) (Name, title, agency, address, phone, fax) California State Railroad Museum Foundation 111 "I" Street Sacramento, CA 95814 Attn: Catherine Taylor, Museum Director (same as above) Mike Casey General Director, Special Properties Union Pacific Railroad U.S. Bank Plaza 980 9 th Street, Suite 2050 Sacramento, CA 95814 (916) 325-5588 mwcasey@up.com
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PROJECT SCOPE OF PROPOSED TRANSPORTATION ENHANCEMENT ACTIVITIES

Describe the project's location, limits of work, size, etc. (*Not* the justification or benefits).

This project will stabilize and rehabilitate a historically-significant railroad structure within the existing Union Pacific Railyards complex in downtown Sacramento, California. These buildings are the core of the historic Central Shops of the Southern Pacific Railroad. The buildings date from the 1867-1910 period, and are the largest remaining historic railroad shop structures in California.

After rehabilitation, these buildings will provide the California State Railroad Museum, a part of California State Parks, with adequate storage facilities to house and protect its collection of historic locomotives, passenger cars and other railroad artifacts owned by the State of California, and provide limited public access to these significant buildings.

Stabilization and rehabilitation of buildings in the historic shops complex will be the first phase of a potential master-planned development of a Railroad Technology Museum.

PROPOSED SCHEDULE:

	<u>Quarter and Calendar Year</u>
Start Environmental Studies	Q3/04
Draft Environmental Document	Q2/05
Final Environmental Document	Q1/05
Begin Design Engineering	Q2/05
Plans, Specifications, and Cost Estimates complete	Q2/05
Start Right of Way Acquisition	n/a
Right of Way Certification	Q2/05
Ready to Advertise	Q3/05
Award Construction	Q4/05
Project Completion (open for use)	Q4/06

WHICH CATEGORY OR CATEGORIES ENCOMPASS THE TEA? (May be more than one.)

List approximate amount of federal TEA funds to be spent in each of the TEA categories:

- | | |
|--|---|
| \$ _____ 1. Pedestrian or bike facilities | \$ _____ 7. Rails to trails |
| \$ _____ 2. Acquisition of sites | \$ _____ 8. Outdoor advertising removal |
| \$ _____ 3. Historic highway programs | \$ _____ 9. Archaeology planning/research |
| \$ _____ 4. Landscaping/scenic beautification | \$ _____ 10. Runoff water pollution control |
| \$ 3,000,000 5. Historic preservation | \$ _____ 11. Environmental mitigation |
| \$ _____ 6. Historic transportation rehabilitation | \$ _____ 12. Transportation museums establishment |

Activities outside the categories: List approximate amount of federal TEA funds to be spent in activities outside the twelve categories (must be necessary and incidental to the portion inside the categories): \$ NONE

Describe:

PART TWO: FUNDING

Prepared by: Catherine A. Taylor

Title: Museum Director

Agency: California State Railroad Museum/California State Parks Phone: (916) 324-7815

FAX: (916) 327-5655

PROJECT COMPONENT COSTS

PRELIMINARY ENGINEERING PHASE:

• Construction Documents	\$	
• Environmental Documents	\$	
TOTAL PRELIMINARY ENGINEERING		\$

RIGHT OF WAY PHASE (ACQUISITION):

• Capital	\$	
• Support costs	\$	
TOTAL RIGHT OF WAY		\$

CONSTRUCTION PHASE:

• Construction contract items		
Contingencies	\$	
Construction engineering	\$	
TOTAL CONSTRUCTION		\$

*see next sheet for detail

CASH FLOW CHART

	Fiscal Year 2000/01	Fiscal Year 2001/02	Fiscal Year 2002/03	Fiscal Year 2003/04	Beyond 2004/05
Preliminary Engineering	\$ _____	\$ _____	\$ _____	\$ _____	\$ -0-
Right of Way	\$ _____	\$ _____	\$ -0-	\$ -0-	\$ -0-
Construction	\$ _____	\$ _____	\$ -0-	\$ -0-	\$ _____
TOTAL	\$ _____	\$ _____	\$ _____	\$ _____	\$ 3,400,858

LOCAL FUNDING SHARE DETAIL

Phases	A Federal	+	B Match	=	C TEA Cost	D* Total Cost
Preliminary Eng	\$ _____		\$ _____		\$ _____	\$ _____
Right of Way	\$ -0-		\$ -0-		\$ -0-	\$ -0-
Construction	\$ _____		\$ _____		\$ _____	\$ _____
TOTAL	\$3,000,000		\$ 400,858		\$ _____	\$3,000,000

*Fill in column 'D' only when TEA is part of larger project, not a stand-alone project

SOURCE(S) OF MATCH

Preliminary Engineering California State Parks
 Right of Way: Union Pacific Railroad
 Construction: California State Parks/TEA

MAINTENANCE Who will maintain? California State Parks

What is the source of maintenance funds? California State Parks Operating Budget and Maintenance Budget for the California State Railroad Museum, and California State Railroad Museum Foundation Operating Budget

PART TWO: FUNDING (continued)

ITEM ESTIMATE - CONSTRUCTION CONTRACT ITEMS

<u>Item</u>	<u>Description</u>	<u>Unit</u>	<u>Quantity</u>	<u>Unit Price</u>	<u>Amount</u>
					BOILER SHOP
Architectural		\$			398,000
Structural					924,000
Rail Construction					500,000
HVAC/Environmental Control					
Roof					750,000
Plumbing/Fire Protection					24,750
Electrical/Security					30,700
Estimated Total Current Costs					2,627,450
	Adjust from CCCI 3861 to 4019				57,750
Estimated Total Current Costs on Jul 1, 2001					2,685,200
	Adjust to midpoint (6 months)				29,370
Estimated Total Contracts					2,714,570
	Contingency @ 5%				135,788
Estimated Total Construction Cost					\$2,850,358
Architectural and Engineering					309,000
Other Project Costs and Agency Retained Items					241,500
Estimated Total Project Cost					\$ 3,400,858

PART THREE: ASSURANCES

This page must be signed for the project to be considered for funding.

Commitment/Prior Commitment:

Has the project Administering Agency certified that it is willing and able to maintain and operate the project?

Yes

No

Please describe the best evidence of the certification available. If none is available, when can one be provided?

California State Parks currently operates the California State Railroad Museum as one of its premier park units. This project would be an expansion to the existing operation.

Project Administering Agency possesses legal authority to nominate transportation enhancement activity and to finance, acquire, and construct the proposed project; and by formal action (e.g., a resolution) the Administering Agency's governing body authorizes the nomination of the transportation enhancement activity, including all understanding and assurances contained therein, and authorizes the person identified as the official representative of the Administering Agency to act in connection with the nomination and to provide such additional information as may be required.

Project Administering Agency will maintain and operate the property acquired, developed, rehabilitated, or restored for the life of the resultant facility(ies) or activity. With the approval of the California Department of Transportation, the Administering Agency or its successors in interest in the property may transfer the responsibility to maintain and operate the property.

Project Administering Agency will give the California Department of Transportation's representative access to and the right to examine all records, books, papers, or documents related to the transportation enhancement activity.

Project Administering Agency will cause work on the project to be commenced within a reasonable time after receipt of notification from the State that funds have been approved by the Federal Highway Administration and that the project will be carried to completion with reasonable diligence.

Project Administering Agency will comply where applicable with provisions of the California Environmental Quality Act, the National Environmental Policy Act, the Americans with Disabilities Act, the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, and any other federal, state, and/or local laws, rules and/or regulations.

I certify that the information contained in this transportation enhancement activity application, including required attachments, is accurate and that I have read and understand the important information and agree to the assurances on this form.

Signed


(TEA Administering Agency Representative as shown in Resolution)

Date: January 29, 2004

Printed (Name and Title): Ronald L. Brean, Deputy Director, Operations

Administering Agency: California Department of Parks and Recreation

Attachment B: TEA Funding Applications Blacksmith Shop Application (3 of 3)

2004 STATE TRANSPORTATION IMPROVEMENT PROGRAM

Project Nomination Sheet (Page A-1) Reformatted - 11/04/2003

Project Information						Fact Sheet Date: 01/29/04		
County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Element	Route / Corridor *	PM / KP Back *	PM / KP Ahead *
Sacramento	3						PM: KP:	PM: KP:
Legislative Districts:		Senate: 6 - Ortiz			Congressional: 5 - Matsui			
		Assembly: 9 - Steinberg						
Project Sponsor:		California State Parks						
Implementing Agency: (by component)		PA&ED:		AB 3090? <input type="checkbox"/>		PS&E:		AB 3090? <input type="checkbox"/>
		R/W:		AB 3090? <input type="checkbox"/>		CON:		AB 3090? <input type="checkbox"/>
Project Title:		BLACKSMITH SHOP Rehabilitation						

* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & PM/KP Back/Ahead used for State Highway System and Intercity Rail projects.

Location - Project Limits - Description and Scope of Work - (brief) (State/Region and Area Specific Maps to be included below)

Please see attached project description paragraph.

Transportation Problem to be Addressed by Project and Description of Project Benefits - (brief)

See attached general merits.

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Requesting State-Only Funds?

Project Milestones	Date	Doc. Type	Date
Project Study Report (PSR) Complete:	03/01/04	Scheduled Circulation of Draft Environmental Document:	Neg. Dec. 03/01/04

Project Manager (Person responsible for delivering the project within cost, scope and schedule)

Name: Catherine A. Taylor Agency: Museum Director, California State Railroad Museum, Cali Phone: 916-324-7815

Project Location Maps - Location Map of Project in State/Region, and Area Specific Map

See attached maps

Transportation Enhancement Activities (TEA) Application Form
PART ONE: GENERAL PROJECT INFORMATION

Project is located entirely within the RTPA.
 Proposal is statewide or multi-regional in scope.
PROJECT TITLE:
 Railroad Technology Museum: Rehabilitation and
 Structural Stabilization – BLACKSMITH SHOP

RTPA/ County:
 Legislative District Number:

RTPA County 3
 Assembly: 9
 Senate: 6

ADMINISTERING AGENCY APPLICANT Project Administrator/person with day-to-day responsibility for implementing project (Name, title, agency, address, phone, fax, email) Catherine A. Taylor Museum Director California State Railroad Museum Sacramento, CA 95814 (916) 324-7815 ctaylor@parks.ca.gov FAX (916) 327-5655	TEA FUNDS REQUESTED \$1,200,000 NON-FEDERAL TEA MATCH 412,758 TOTAL TEA PROJECT COST 1,612,758 <input checked="" type="checkbox"/> TEA is a stand-alone project. <input type="checkbox"/> TEA is part of a larger project. Total Project Cost: \$1,612,758
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Person who can answer questions about this application (Name, title, phone, fax, email) Catherine Taylor (same as above)	PARTNER(S) (Name, title, agency, address, phone, fax) California State Railroad Museum Foundation 111 "I" Street Sacramento, CA 95814 Attn: Catherine Taylor, Museum Director (same as above) Mike Casey General Director, Special Properties Union Pacific Railroad U.S. Bank Plaza 980 9 th Street, Suite 2050 Sacramento, CA 95814 (916) 325-5588 mwcasey@up.com
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PROJECT SCOPE OF PROPOSED TRANSPORTATION ENHANCEMENT ACTIVITIES

Describe the project's location, limits of work, size, etc. (Not the justification or benefits).

This project will stabilize and rehabilitate a historically-significant railroad structure within the existing Union Pacific Railyards complex in downtown Sacramento, California. These buildings are the core of the historic Central Shops of the Southern Pacific Railroad. The buildings date from the 1867-1910 period, and are the largest remaining historic railroad shop structures in California.

After rehabilitation, these buildings will provide the California State Railroad Museum, a part of California State Parks, with adequate storage facilities to house and protect its collection of historic locomotives, passenger cars and other railroad artifacts owned by the State of California, and provide limited public access to these significant buildings.

Stabilization and rehabilitation of buildings in the historic shops complex will be the first phase of a potential master-planned development of a Railroad Technology Museum.

PROPOSED SCHEDULE:

	<u>Quarter and Calendar Year</u>
Start Environmental Studies	Q3/04
Draft Environmental Document	Q2/05
Final Environmental Document	Q1/05
Begin Design Engineering	Q2/05
Plans, Specifications, and Cost Estimates complete	Q2/05
Start Right of Way Acquisition	n/a
Right of Way Certification	Q2/05
Ready to Advertise	Q3/05
Award Construction	Q4/05
Project Completion (open for use)	Q4/06

WHICH CATEGORY OR CATEGORIES ENCOMPASS THE TEA? (May be more than one.)

List approximate amount of federal TEA funds to be spent in each of the TEA categories:

- | | |
|--|---|
| \$ _____ 1. Pedestrian or bike facilities | \$ _____ 7. Rails to trails |
| \$ _____ 2. Acquisition of sites | \$ _____ 8. Outdoor advertising removal |
| \$ _____ 3. Historic highway programs | \$ _____ 9. Archaeology planning/research |
| \$ _____ 4. Landscaping/scenic beautification | \$ _____ 10. Runoff water pollution control |
| \$ 1,200,000 5. Historic preservation | \$ _____ 11. Environmental mitigation |
| \$ _____ 6. Historic transportation rehabilitation | \$ _____ 12. Transportation museums establishment |

Activities outside the categories: List approximate amount of federal TEA funds to be spent in activities outside the twelve categories (must be necessary and incidental to the portion inside the categories): \$ NONE

Describe:

PART TWO: FUNDING

Prepared by: Catherine A. Taylor

Title: Museum Director

Agency: California State Railroad Museum/California State Parks Phone: (916) 324-7815

FAX: (916) 327-5655

PROJECT COMPONENT COSTS

PRELIMINARY ENGINEERING PHASE:

• Construction Documents	\$	
• Environmental Documents	\$	
TOTAL PRELIMINARY ENGINEERING		\$

RIGHT OF WAY PHASE (ACQUISITION):

• Capital	\$	
• Support costs	\$	
TOTAL RIGHT OF WAY		\$

CONSTRUCTION PHASE:

• Construction contract items \$5,278,000*		
Contingencies	\$	
Construction engineering	\$	
TOTAL CONSTRUCTION		\$

*see next sheet for detail

CASH FLOW CHART

	Fiscal Year 2000/01	Fiscal Year 2001/02	Fiscal Year 2002/03	Fiscal Year 2003/04	Beyond 2004/05
Preliminary Engineering	\$ _____	\$ _____	\$ _____	\$ _____	\$ -0-
Right of Way	\$ _____	\$ _____	\$ -0-	\$ -0-	\$ -0-
Construction	\$ _____	\$ _____	\$ -0-	\$ -0-	\$ _____
TOTAL	\$ _____	\$ _____	\$ _____	\$ _____	\$ 1,612,758

LOCAL FUNDING SHARE DETAIL

<u>Phases</u>	A Federal	+	B Match	=	C TEA Cost	D* Total Cost
Preliminary Eng	\$ _____		\$ _____		\$ _____	\$ _____
Right of Way	\$ -0-		\$ -0-		\$ -0-	\$ -0-
Construction	\$ _____		\$ _____		\$ _____	\$ _____
TOTAL	\$ 1,200,000		\$ 412,58		\$ _____	\$ 1,612,758

*Fill in column 'D' only when TEA is part of larger project, not a stand-alone project

SOURCE(S) OF MATCH

Preliminary Engineering California State Parks
 Right of Way: Union Pacific Railroad
 Construction: California State Parks/TEA

MAINTENANCE

Who will maintain? California State Parks
 What is the source of maintenance funds? California State Parks Operating Budget and Maintenance Budget for the California State Railroad Museum, and California State Railroad Museum Foundation Operating Budget

PART TWO: FUNDING (continued)

ITEM ESTIMATE - CONSTRUCTION CONTRACT ITEMS

<u>Item</u>	<u>Description</u>	<u>Unit</u>	<u>Quantity</u>	<u>Unit Price</u>	<u>Amount</u>
					BLACKSMITH SHOP
Architectural		\$	200,000		
Structural			500,000		
Rail Construction					
HVAC/Environmental Control					
Roof			200,000		
Plumbing/Fire Protection			20,000		
Electrical/Security			20,000		
Estimated Total Current Costs			940,000		
	Adjust from CCCI 3861 to 4019		47,000		
Estimated Total Current Costs on Jul 1, 2001			987,000		
	Adjust to midpoint (6 months)		24,675		
Estimated Total Contracts			1,011,675		
	Contingency @ 5%		50,583		
Estimated Total Construction Cost			\$1,062,258		
Architectural and Engineering			309,000		
Other Project Costs and Agency Retained Items			241,500		
Estimated Total Project Cost			\$ 1,612,758		

PART THREE: ASSURANCES

This page must be signed for the project to be considered for funding.

Commitment/Prior Commitment:

Has the project Administering Agency certified that it is willing and able to maintain and operate the project?

Yes

No

Please describe the best evidence of the certification available. If none is available, when can one be provided?

California State Parks currently operates the California State Railroad Museum as one of its premier units. This project would be an expansion to the existing operation.

Project Administering Agency possesses legal authority to nominate transportation enhancement activity and to finance, acquire, and construct the proposed project; and by formal action (e.g., a resolution) the Administering Agency's governing body authorizes the nomination of the transportation enhancement activity, including all understanding and assurances contained therein, and authorizes the person identified as the official representative of the Administering Agency to act in connection with the nomination and to provide such additional information as may be required.

Project Administering Agency will maintain and operate the property acquired, developed, rehabilitated, or restored for the life of the resultant facility(ies) or activity. With the approval of the California Department of Transportation, the Administering Agency or its successors in interest in the property may transfer the responsibility to maintain and operate the property.

Project Administering Agency will give the California Department of Transportation's representative access to and the right to examine all records, books, papers, or documents related to the transportation enhancement activity.

Project Administering Agency will cause work on the project to be commenced within a reasonable time after receipt of notification from the State that funds have been approved by the Federal Highway Administration and that the project will be carried to completion with reasonable diligence.

Project Administering Agency will comply where applicable with provisions of the California Environmental Quality Act, the National Environmental Policy Act, the Americans with Disabilities Act, the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, and any other federal, state, and/or local laws, rules and/or regulations.

I certify that the information contained in this transportation enhancement activity application, including required attachments, is accurate and that I have read and understand the important information and agree to the assurances on this form.

Signed Ronald L. Brean
(TEA Administering Agency Representative as shown in Resolution)

Date: January 29, 2004

Printed (Name and Title): Ronald L. Brean, Deputy Director, Operations

Administering Agency: California Department of Parks and Recreation

RAILROAD TECHNOLOGY MUSEUM
Stabilization and Rehabilitation of Historic Railroad Structures

This project will stabilize and rehabilitate three historically-significant railroad structures within the existing Union Pacific Railyards complex in downtown Sacramento, California. These buildings (the former Boiler Shop, Erecting Shop and Blacksmith Shop) are the core of the historic Central Shops of the Southern Pacific Railroad, and date from the 1867-1910 period, and are part of the largest remaining historic railroad shops structures in California and the Western United States. The Shops are eligible for the historic register and for National Historic Landmark status. After rehabilitation, these buildings will provide the California State Railroad Museum, a part of California State Parks, with adequate storage facilities to house and protect its collection of historic locomotives, passenger cars and other railroad artifacts owned by the State of California, and provide public access to these significant buildings. California State Parks will additionally pursue exhibit development within the structures and build them out as the California State Railroad Technology Museum, a public facility with statewide and national scope. The Museum currently has no facility for the protection and preservation of these rolling stock resources. The three buildings will provide approximately 190,000 square feet of space well-suited for the unique requirements to house, service, and restore historic railroad equipment in the collection of the California State Railroad Museum. In addition, these spaces will ultimately be used for the planned Railroad Technology Museum and its associated components. (See site map and artist rendering attached). The Central Shops are also part of an overall redevelopment of 240 acres of Union Pacific Railroad land in downtown Sacramento. The Shops, specifically the Railroad Technology Museum and other cultural uses of the structures, will be the primary public visitation area, and will be surrounded by mixed used development including housing, office and retail developments being pursued by a partnership of Millenia Associates and Jerde Partnership out of Southern California.

RAILROAD TECHNOLOGY MUSEUM
Stabilization and Rehabilitation of Historic Railroad Structures

GENERAL MERIT CRITERIA

1. *Regional and Community Enhancement*

1. **Benefit to quality of life, community, environment.**

The stabilization and rehabilitation of historically-significant structures within the UP Railyards will preserve the central core of what was once the largest single-site industrial complex in the West, and set the stage for future development of the Railroad Technology Museum. Consistent with the Master Plan created for the California State Railroad Museum, the Railroad Technology Museum will adaptively reuse the historic Southern Pacific Sacramento Shops to serve as an anchor for redevelopment of the former railroad yards, house and exhibit the Museum's collection of locomotives and cars, and interpret the industrial aspects of the railroad industry.

The longer-term Railroad Technology Museum development will be a unique rail-themed attraction, that not only completes the Railroad Museum, but holds the promise of becoming a significant cultural community resource and visitor destination in its own right.

The Railroad Technology Museum project will be linked to Sacramento's new Intermodal Transportation Facility (SITF) and will contribute positively to the economic and cultural life of downtown Sacramento and the entire region.

Consistent with the Museum's role as an educational facility, the stabilization and rehabilitation of these two structures will allow the Museum to develop vocational education programs related to metalworking, machining, welding, woodworking, steam and diesel locomotive maintenance and other skills training programs related to the railroad industry.

2. **Increases access to activity centers, such as businesses, schools, recreation areas and shopping areas. Connects transportation modes, has multi modal aspects. Reinforces and complements the regional transportation system, fills deficiency in the system.**

This project has a direct relationship to the surface transportation system, and is an integral part of the intermodal facility planned for Sacramento, as well as associated land uses.

To the south, the historic railroad shops will be connected to Union Pacific's adjacent mixed-use development, the intermodal complex (via overhead and underground pedestrian walkways), Old Sacramento Historic District, and the "K" Street Mall in Downtown Sacramento.

The intermodal complex will bring Amtrak, Capitol Corridor, San Joaquin Trains, Regional Transit Light Rail and Bus Services, Regional and Intercity Bus Services, Shuttles, Taxis, automobiles, bicycle and pedestrian systems to a point immediately adjacent to the historic shops buildings to be rehabilitated under this project.

To the north, the project will connect to future development of the Railyards site via a network of new roadways identified in the North East Area Transportation Study (NEATS) adopted by the City of Sacramento. This infrastructure will connect the historic Shops and intermodal complex with the northern areas of the City via north-south and east-west arterial roadways.

To the east, the historic shops connect with the Alkali Flat neighborhood of Sacramento.

To the west, the historic shops face the Interstate 5 freeway and the Sacramento River.

3. Implements goals in the regional transportation plan, or other adopted federal, state, or local plans.

California State Parks' 1973 Master Plan for the California State Railroad Museum calls for development of a Railroad Technology Museum as the final component of the California State Railroad Museum development. Stabilization and Rehabilitation of structures related to this purpose comprise the first phase of the Railroad Technology Museum development, and will allow initial public access to these facilities during development of the additional phases and ultimate museum opening on or about Fall 2008.

The project is also consistent with the City's adopted master plan for development of the former Southern Pacific Railyards site—the Railyards Specific Plan adopted in 1994. In December 1999, the City of Sacramento passed a resolution supporting the Railroad Technology Museum in the historic shops complex.

4. Increases availability, awareness or protection of historic, community, visual or natural resources.

The stabilization and rehabilitation of historic structures represents a unique opportunity to contribute to the long-term preservation and continued use of the largest industrial complex west of the Mississippi River. The Shops were once Sacramento's largest industrial employer.

Steeped in the nation's history as the West's center of the growth of the railroad and rail transportation, Sacramento continues to play a significant transportation role, as it is strategically located at the confluence of key north-south and east-west transportation routes. This stabilization and rehabilitation project will be a significant step in the preservation of these historically-significant buildings.

The Railroad Technology Museum project embraces the industrial buildings and railroad shops within an overall park-like exterior setting to provide shading and visitor comfort in the many hard-surfaced areas traditional to railroad maintenance and operational facilities. The park setting helps ameliorate the high summer temperatures, and meets environmental mitigation objectives.

As noted earlier, this facility will be integrated into contiguous Union Pacific/Millenia and City of Sacramento redevelopment of the Railyards, and will be gracefully connected to the Old Sacramento Historic District via pedestrian routes and bikeways.

5. Degree of regional or community support. For example, letters of support from local interest groups and public bodies, additional match.

This project is supported by California State Parks and the California State Railroad Museum Foundation, the non-profit support arm of the California State Railroad Museum. The Museum Foundation assists State Parks by raising private funds to complete restoration and interpretive projects, and has recently contributed significantly to the completion of a major development project at the historic Shops: reconstruction of the Transfer Table.

This TEA project, as well as the Railroad Technology Museum, is strongly supported by the Union Pacific Railroad, owners of the property and lessors of these two structures to the State of California. The Union Pacific's long term plans include donations of these structures to the State, as well as three additional historic structures identified on the Site Map—a copy of which is included with this application.

The project is strongly supported by the City of Sacramento. A resolution from the Sacramento City Council from December 1999 is included with this application.

6. Encompasses more than one of the four activity-specific divisions. That is, the project has aspects of other activity-specific division(s) which would score meritoriously in and of themselves. There will be direct and intended public benefit from these merits; the benefits are not remotely related by function and proximity to the main project activity, or only suspected to occur by the main activity.

Category 1: Bicycle, pedestrian, abandoned rail right-of-way: This project includes rail right-of-way to the historic shops buildings which will be rehabilitated and used by the Railroad Museum

to move equipment in and out of the structures. The site map and project plan also include extension of the City of Sacramento bikeway--which runs parallel to the Sacramento River--through the Railroad Technology Museum site. Pedestrian walkways from Old Sacramento to the intermodal station and overhead and underground passageways will be included in the final intermodal and museum plans currently under development.

Category 2: This application is being filed under this category to allow for stabilization and rehabilitation of historically-significant railroad structures in Downtown Sacramento.

Category 3: Transportation Aesthetics and Scenic Value: To the extent this project borders Interstate 5 and the Sacramento River, the stabilization and rehabilitation of the two most visible buildings from the freeway will add immensely to the aesthetic value of the area, and establish a standard for future adjacent redevelopment projects. Because the project will allow public access to the interiors of buildings, appreciation of the architecture and history will be an added aesthetic benefit. A clear picture of this connection to the Interstate can be understood by looking at the aerial photographs included with this application.

2. *Cost Effectiveness/Reasonable Cost*

Establish reasonableness of the cost.

Cost estimates prepared by the staff architect of the California State Parks Northern Service Center are included with this application. The construction costs are based on a California Construction Cost Index (CCCI) of 3861, as of the date of estimate preparation (December 2000). When an actual construction date is established, revised indexing may be required.

Costs of constructing to the design standards required for federal-aid projects have been addressed and will be met.

The local match has been approved by California State Parks and is included in the major capital outlay program for 2003/04, 04/05, and 05/06.

California State Parks currently occupies facilities in the historic shops complex through a lease with the Union Pacific Railroad. Ongoing maintenance of these facilities is achieved through California State Parks budget for the California State Railroad Museum which will be the operating entity of the facilities.

How many people will use the enhancement?

Approximately 500,000 people are expected to visit the facility annually once opened in the Fall of 2008. Prior to the opening of the Museum facility, stabilization and rehabilitation of structures will allow the Museum to begin initial public access which will result in approximately 5,000 to 10,000 visitors per year.

What is the length of the life cycle?

The enhancement will allow immediate access to historically significant structures within the former Southern Pacific Sacramento Shops, which will ultimately become the home of the Railroad Technology Museum. The life cycle of this project will be over 50 years.

ACTIVITY-SPECIFIC CRITERIA

2. *Historic/Archaeological Specific Division*

Category #5 and #6: Historic Preservation and Rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals)

Current recognized level of historic significance (federal, state or local)

The historic Southern Pacific Railroad Sacramento Shops are one of the most important historical sites in the Western United States, and formerly the largest single industrial complex west of the Mississippi River. The shops have been determined National Register eligible by the keeper of the National Register of Historic Places, and the National Park Service is investigating the site for listing as a National Historic Landmark. The site has also been documented by the HAER (Historic American Engineering Record). The full report on all seven structures within the site is available on CD or hard copy at the California State Railroad Museum Library and the National Archives in Washington, D.C.

Although the site has no State or local designation, both the State of California and City of Sacramento support listing of the site once ownership is transferred to public agency(ies).

Degree project activity will enhance, preserve, or protect the historic/archaeological resource.

Stabilization and rehabilitation is the only mechanism which will ensure the preservation of these structures.

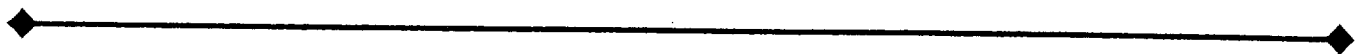
SITE MAP



Aerial view of UP Railyards
240 Acres
Downtown, Sacramento CA

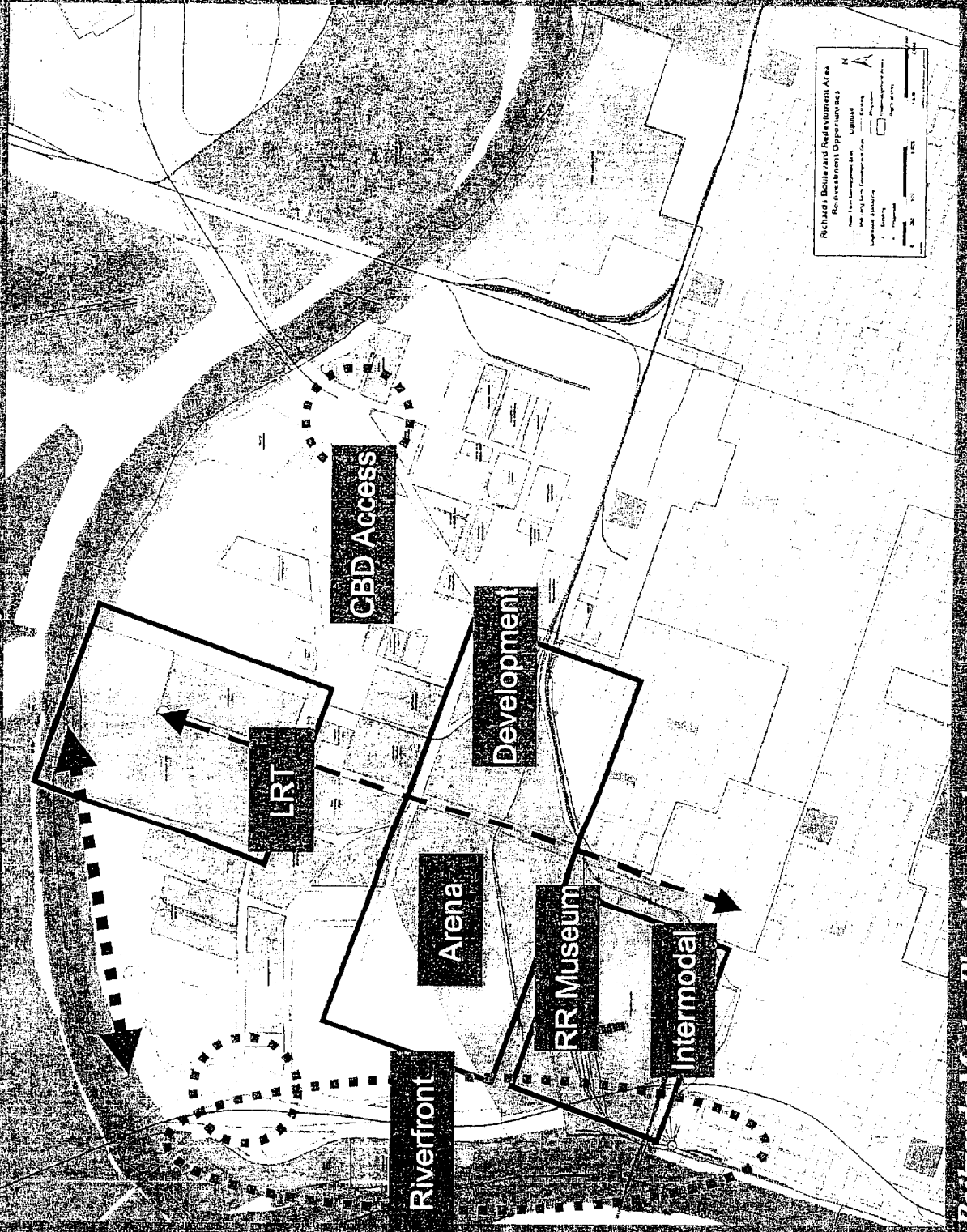


SITE MAP



Millenia Development
Proposal for UP Railyards
240 Acres
Downtown, Sacramento CA

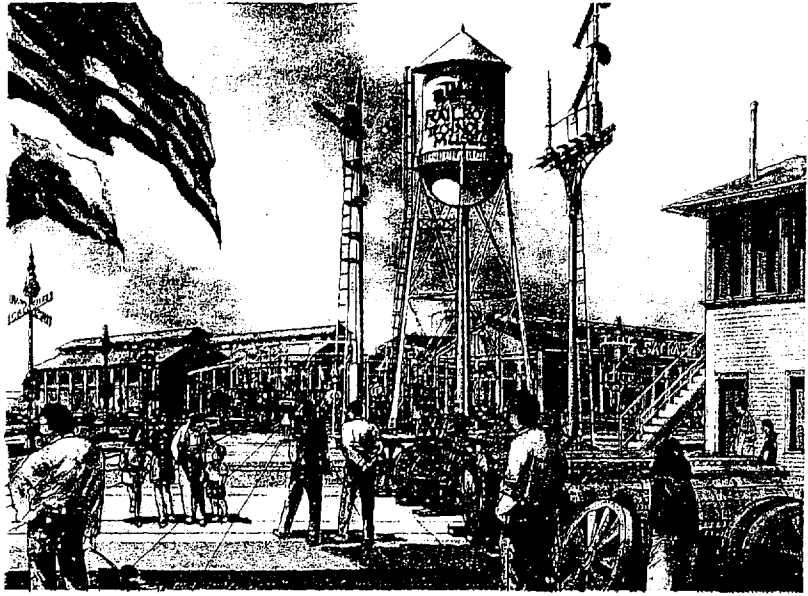
Master Plan Projects



Railyards Master Plan Approach

Rail Technology Museum

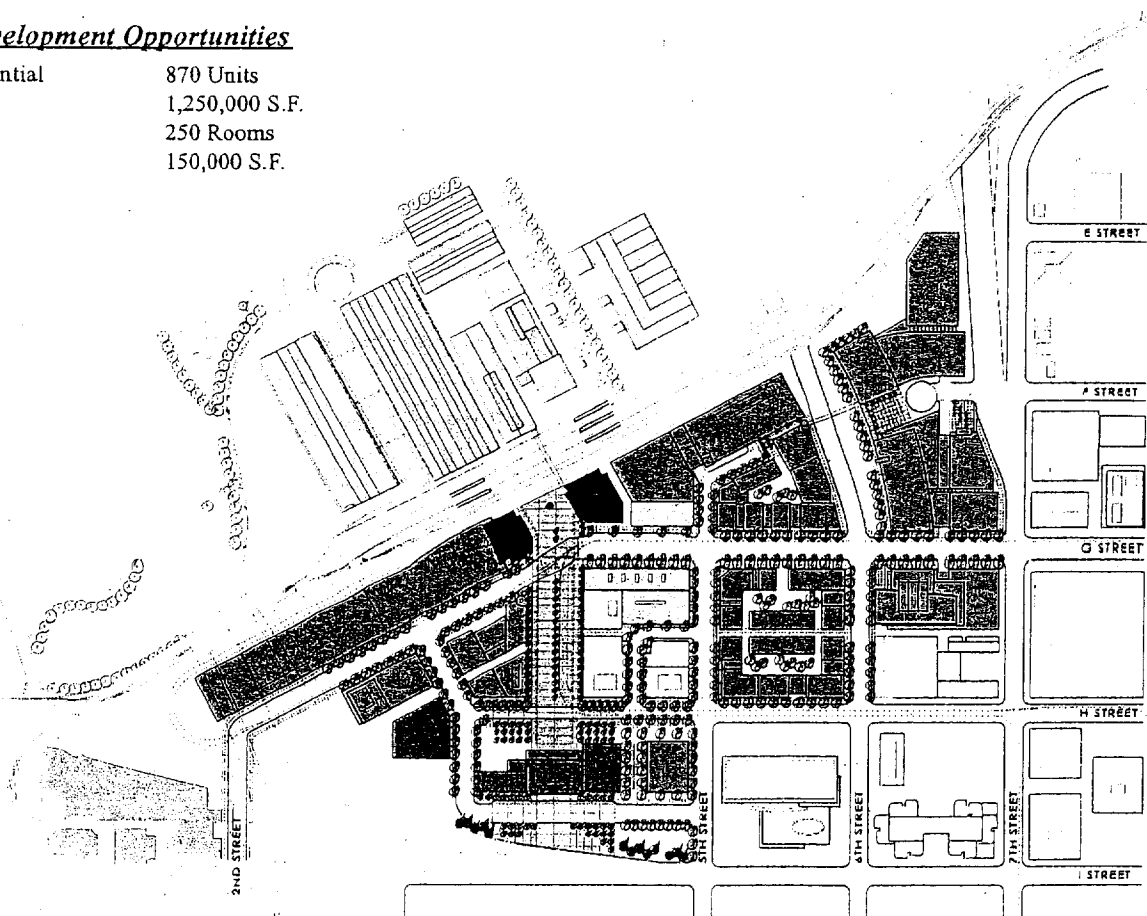
The 25 to 40 million dollar renovation of the Historic Central Shops Buildings on the northern 32 acres of The Depot District is currently under way. The renovation is being lead by The California State Parks, with assistance from the California State Railroad Museum Foundation (CSRM) and is scheduled for completion in 2005. The new Rail Technology Museum will be a valuable asset to the Downtown area and Sacramento Region. The Museum is expected to draw 350,000 additional visitors during the first year.



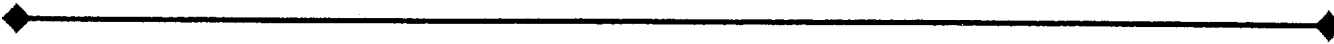
Depot District - Conceptual Site Plan

Proposed Development Opportunities

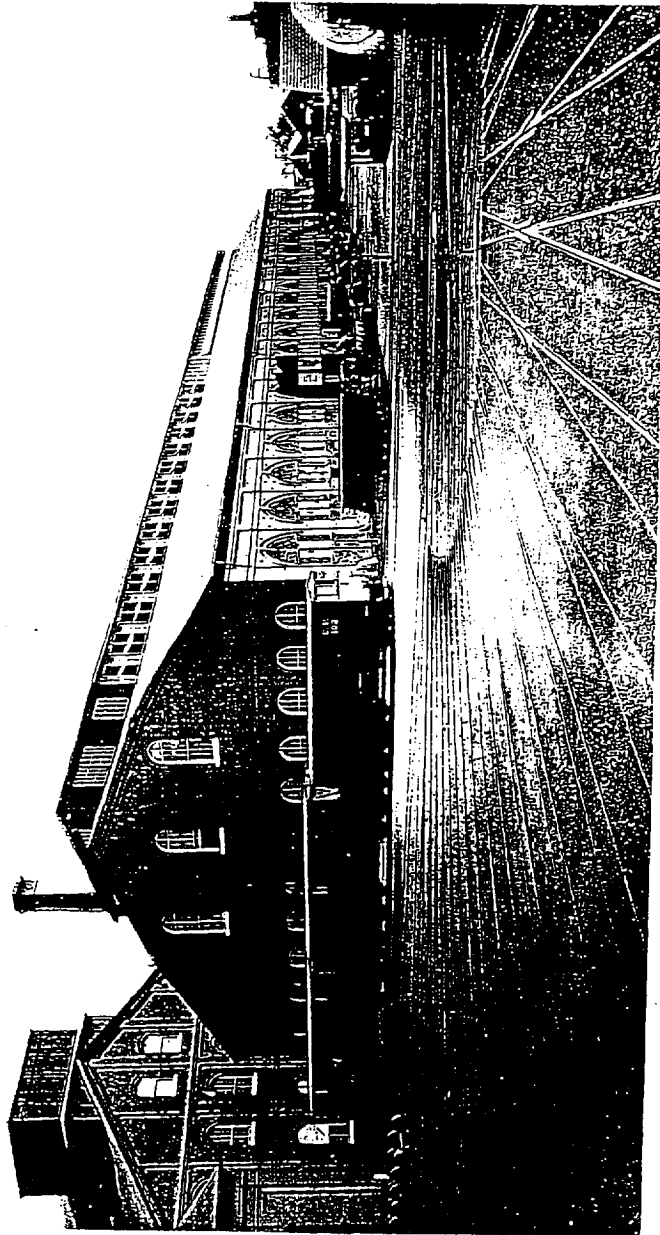
■ Multi Residential	870 Units
■ Office	1,250,000 S.F.
■ Hotel	250 Rooms
■ Retail	150,000 S.F.



SITE MAP

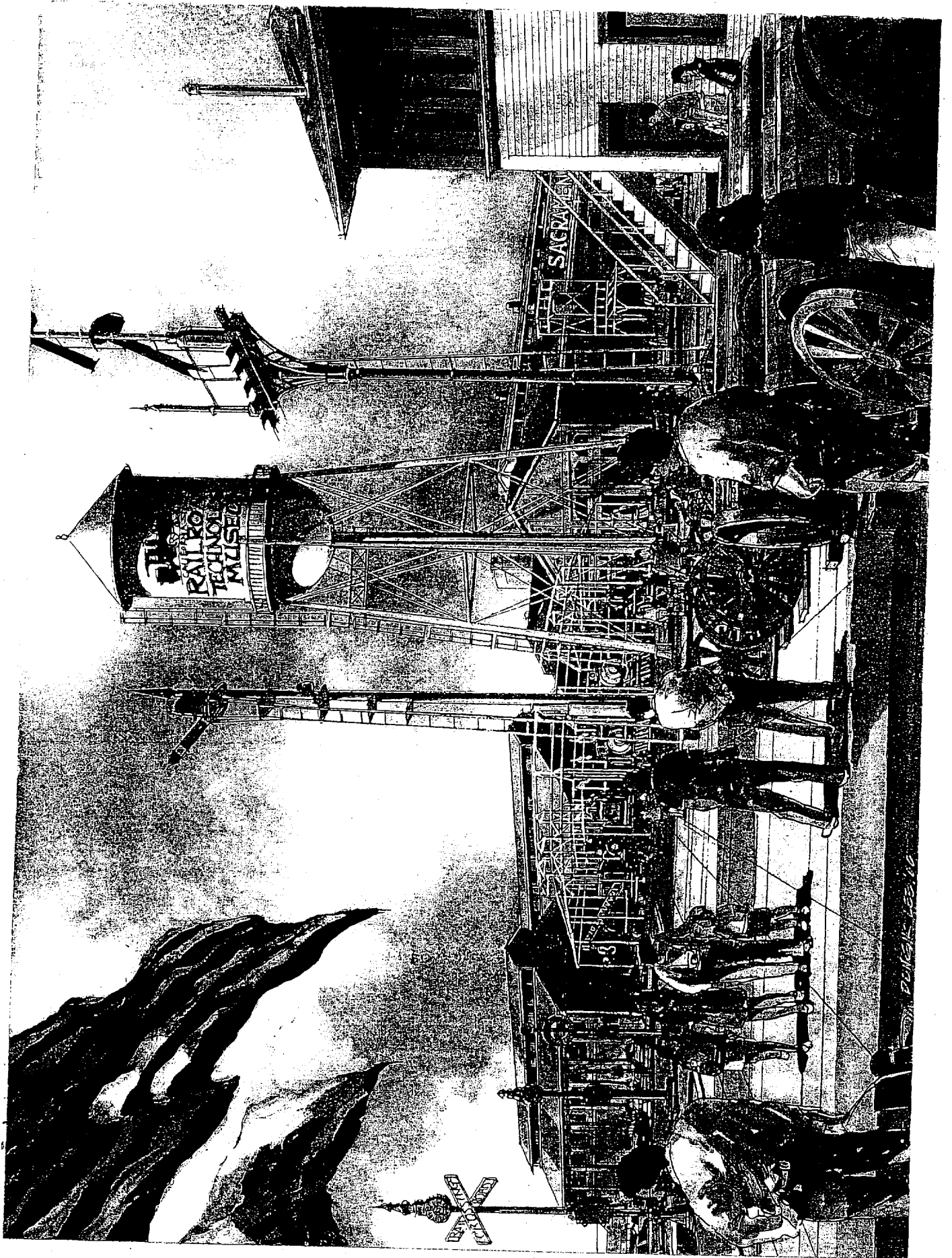


California State Parks
Railroad Technology Museum
Development for UP Railyards
13 Acres - Historic Shops Complex
Downtown, Sacramento CA



RAILROAD TECHNOLOGY MUSEUM

STABILIZATION AND REHABILITATION OF
HISTORIC RAILROAD STRUCTURES



RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

**RESOLUTION OF SUPPORT
FOR THE
STATE DEPARTMENT OF PARKS AND RECREATION'S
REQUEST FOR STATE TEA FUNDS FOR
STABILIZATION OF THE HISTORIC SOUTHERN PACIFIC SHOPS BUILDINGS**

**NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF
SACRAMENTO:**

The City Council of the City of Sacramento supports the State of California Department of Parks and Recreation's request to the State of California Department of Transportation for allocation of State TEA funds (through 2004 STIP) to stabilize three of the Historic Southern Pacific ("Central Shops") buildings, located on the Union Pacific Railyards site.

APPROVED:

Mayor

ATTEST:

City Clerk

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____