



March 27, 2009

Mr. Don Smith, Senior Planner
Sacramento Regional Transit District
PO Box 2110
Sacramento, CA 95812
dsmith@sacrt.com

**Regional Transit DNA MOS-1 Draft Environmental Impact Report
Comments (State Clearing House # 2008112042)**

Dear Mr. Smith:

The following comments are submitted on behalf of the California State Railroad Museum, a unit of California State Parks that collects, preserves and interprets the rich heritage of railroading in California in the West. The Museum is widely regarded as the finest and most popular railroad museum in North America, and one of the top two in the entire world.

As you are aware, California State Parks is an interested party because it is a property owner of adjacent land in Old Sacramento and along the Railyards' riverfront, a tenant of current property owner Thomas Enterprises, and a potential landowner and museum operator within the Central Shops Historic District of the Railyards. As such, we are submitting the following comments, tied to the relevant sections of the Draft EIR:

2-1 | As you know, the MOS-1 line will cross Track 150 at-grade in the Railyards as it follows Seventh Street north to Richards Boulevard. Track 150 currently provides rail access to the California State Railroad Museum complex, including the Museum's facilities and operations in Old Sacramento and extending southward to provide both freight service and excursion train rides, plus the Museum's current maintenance and repair shops in the Railyards and its proposed Railroad Technology Museum. The Museum's track connection to the Union Pacific mainline (and thus the North American general railroad system) is federally prescribed.

2-2 | The Draft EIR appears to reference this at-grade "diamond" crossing of Track 150 only in section 4.2.2 Other Alternatives, thus it is unclear to us what suppositions have been used relative to this track crossing in preparing this document. Of concern to us are the timelines that are being, or may be, contemplated for eventual removal of Track 150 and the MOS-1 line's at-grade "diamond" crossing thereof.

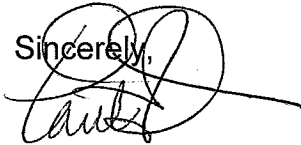


2-3

We are writing to comment on the DEIR because of a statement made at the March 11, 2009 Public Workshop regarding the MOS-1 DEIR. At this meeting, a staff member from HDR, Inc. (one of the firms involved in project planning) noted in his public presentation that the at-grade crossing of Track 150 was only temporary, and that Track 150 and the diamond crossing would be removed just as soon as the Track Relocation Project (currently in design to move the Union Pacific/Capitol Corridor mainline tracks) was complete. This statement is not correct; Track 150 cannot be removed until a feasible replacement alignment has been adopted, and a new access track constructed. Currently there is not an adopted alignment providing this access, therefore the at-grade diamond crossing of Track 150 could potentially be in place for some time to come.

Thank you for this opportunity to comment on the DEIR.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul Hammond", written over the word "Sincerely,".

Paul Hammond
Museum Director
California State Railroad Museum

Cc: Catherine A. Taylor, District Superintendent, Capital District
Gary L. Riddle, Program Manager, Union Pacific Railroad

Response to Comments
Submitted by: Paul Hammond, Museum Director
California State Railroad Museum
27 March 2009

2-1

Comment noted.

2-2

The at-grade “diamond” crossing between the proposed bi-directional single-track for the DNA MOS-1 LRT Project on the east side of 7th Street and Track 150 will be added to the Project Description in Section 3.1. RT has discussed the at-grade crossing with the Union Pacific Railroad and the California Public Utilities Commission. RT will coordinate with Union Pacific Railroad, the Federal Railroad Administration, and the Public Utilities Commission for the necessary approvals to construct the at-grade crossing, including providing an opportunity for design review. The improvements to allow for the at-grade crossing would remain until Track 150 is removed. The design and installation of safety devices for this crossing would not assume the near-term removal of Track 150.

2-3

The commenter is correct that Track 150 would not be removed until a replacement has been constructed. The removal of Track 150 is not related to the DNA MOS-1 Project, and the DNA MOS-1 Project does is not affected by the schedule of Track 150’s removal.