

Summary

Museum of Handcar Technology LLC proposes to host guided tours using human powered rail vehicles across three miles of the Monterey Branch Line. We originally came before the Executive Committee in January 2020 and received approval in February from the full Transportation Commission to provide a 30 day demonstration beginning in July. Shortly after the commission approved our proposal, a statewide stay at home order was enacted that lasted until June. State guidelines that would have allowed our operation to take place were not released until mid September 2020. As a result we were unable to carry out our demonstration. We are proposing to conduct the demonstration event for a 30 day period during the summer or fall of 2021 over much of the same route, but using an alternative site as a terminal location for starting and ending our tours.

Demonstration Dates

During the previous proposal we committed to initiating the tours beginning in mid July 2020. Considering the current health emergency, we are requesting flexibility to allow for a “to be determined” start date. We plan to initiate the demonstration during a 30 day period between July 1 and October 1. This flexibility will allow us to choose the least risky period if public health restrictions create operating restrictions.

Terminal Location Change

We are proposing to relocate the participant loading location to Marina Drive and Palm Avenue within the City of Marina to alleviate three issues that make the previous site difficult to operate from.

1. The former location situated off the former Fort Ord Spur was also not well suited to allow for social distancing. Under our previous plan, participants were to receive a briefing at the checkin station before being led as a group along the pedestrian trail, under Highway 1 to the boarding spur. Herding participants as a group along the trail would be risky, as would directing visitors to walk single file alongside the narrow pathway next to the spur before boarding our handcars. The new proposed location alleviates these hazards by offering more space to allow adequate social distancing.
2. It appeared after we received approval from TAMC that the City of Marina had concerns with processing a local coastal development permit. The handcar storage location may have triggered the need for a Coastal Development Permit directly from the California Coastal Commission requiring costly and significant delays for carrying out the proposal.
3. Last summer we put our handcars through a battery of tests on the Nevada Northern Railway. With COVID19 infections low, we carried paying passengers over a two day period. We discovered the steep grade where we proposed to load passengers at the Fort Ord spur may create difficulty with participants starting the handcars.

Revised Location

We propose to initiate tours outside of the coastal zone, near the intersection of Marina Drive and Palm Avenue in the City of Marina. This portion of the right-of-way has direct road access to Marina Avenue and is currently used by local residents for unauthorized off-street parking.

Operating Route

Handcars will leave the loading location and proceed south 2.5 miles. The handcars will proceed around the one mile balloon loop track and retrace the route to the starting point. Our tours will cover nearly 6 miles of trackage and require about 45 minutes to complete.

Our plan is for the tours to stop short of the crossing. Our tour guides will set orange traffic cones across both sides of the bicycle trail, and then install a 10 foot long section of lightweight aluminum track on top of the branch line. One guide will function as a flag person to ensure bicycle traffic or pedestrians do not attempt to cross as the handcars pass over the crossing. After the handcars have passed, the lightweight aluminum strips will be taken up and the cones removed. We estimate the entire process will require about 3 minutes, about the same amount of time a passing freight train blocks a road crossing.

State Parks is currently processing construction bids to build out Fort Ord Dunes State Park's new campground. As part of the project, the development contractor will be temporarily removing a section of track around the loop to install utility lines. We will coordinate with the contractor and modify our routing if required. We can accommodate the balloon loop being out of service by having our handcars reverse along the route instead of going around the entire loop.

Preparing the Route

Approximately 1.75 miles of track is in need of brush and weed clearance. Most of this distance is inaccessible by rubber tired vehicles. Handcars will be used for accessing these areas and to carry brush cutting equipment to the work site. Debris will be transported using a flange wheeled maintenance flatbed trailer that can be human pushed or towed with a handcar. Vegetation and trash debris will be transported to staging locations to be picked up by a debris removal contractor.

There is a pedestrian/bicycle trail crossing where the tracks pass under Highway 1 that have been paved over. While we would prefer to obtain the services of a contractor to uncover the crossing at our expense, we understand this improvement may be controversial in that it may be considered a permanent improvement. We will instead create a temporary lightweight aluminum track crossing that will be dropped in place by the tour guide only while the handcars are crossing the pathway.

There are seven mechanical railroad track switches that have not operated in twenty years. Our enterprise will require two of the switches to be in operating condition. A cursory inspection reveals the switches require maintenance and possibly repair as corrosive sea air may have damaged parts. We will repair the switches at our expense and any replacement parts will remain in place after we depart.

We intend to place a temporary chain link security fence around the activity area. Being situated within an urbanized area creates overnight security risks for our handcars. We plan to mitigate this risk by placing a 45 foot long cargo container within the fence off area for overnight handcar storage. We also intend to place a rented 20 foot long "POD" container for support item storage. The smaller container will be used for storing an easy up tent, tables, chairs, tools, and spare parts for supporting the enterprise. We will also place temporary portable toilets within the fenced area.

At the previously approved location we proposed to install a temporary wooden platform to aid in boarding. The tracks at the new proposed location have nearly been completely covered in soil, providing a high level surface for boarding. Therefore, a platform will not be required.

Experience Description

Each touring group consists of 11 handcars that move over the branch line as one unit. Nine handcars are designated for participants and two for tour guides. Each handcar carries up to four people, and each require at least two participants to operate. The lead and rear handcars

are each staffed with at least one trained guide. Tours carry up to 44 participants and will be sold in advanced using our online booking platform.

Arriving participants will be directed to check-in and sign a liability waiver that was written by our attorney before they will be permitted to participate in the activity. Participants will receive a safety briefing explaining how the vehicle functions. We have in place a public health emergency operating plan that provides safeguards if COVID19 restrictions are still in place.

The handcars will depart from the temporary terminal and proceed south. The tour will pause before the paved over section under Highway 1, while our tour guides install a removable lightweight aluminum track segment over the path. After passing, the rails will be removed and the tour will proceed up the grade and around the balloon loop, then back down the line. The tour will once again pause at the bicycle path to allow the rails to be installed and taken down. The tour ends at the terminal where it began.

Excursion Frequency

We initially plan to offer tours Thursday through Monday, with four tours scheduled each day. As tours fill up we will increase capacity by adding additional daily tours, up to a maximum of eight tours each day. Tours may be added on Tuesday and Wednesday as staffing resources permit.

Marketing

We plan to use a combination of local news publication and targeted Facebook advertising. During the summer targeted Facebook advertising was used exclusively to sell out two days worth demonstration trips in remote Northern Nevada with less than \$100 in advertising costs. We also expect that local news media will follow our progress as we clear the lie of brush and trash will drive customers to our enterprise.

Tour Guides

Each tour will be led by at least two guides, each riding a handcar to the front and rear of the group. As required by our insurance terms, each tour will depart with at least one American Red Cross certified CPR and First Aid trained person. Our guides will consist of four members of our immediate family that have handcar operating experience, supplemented with local labor. Athletic trainers and public pool lifeguards are especially well suited as these individuals are generally in top physical condition, are certified in first aid and CPR, and are experienced in working with the public during physical fitness endeavors.

Emergency Response Plan

We have a written plan for responding to emergencies that may arise. Tour guides will be equipped with cell phones and FCC licensed two-way radios to communicate with each other. This will enable efficient coordination in the event of an emergency.

COVID19 Operating Plan

While there is a high probability that COVID19 public health restrictions will be lifted by the time we operate our 30 day demonstration, we feel it is prudent to assume that restrictions will still be in place. We modified our proposal from one year ago to remove instances that may violate social distancing protocols. We have a separate COVID19 response plan that outlines how we plan to operate during a restrictive public health environment.

Insurance

We will obtain a \$1,000,000 per occurrence, \$2,000,000 aggregate insurance policy by Veracity Insurance Solutions. The covered limits are the industry standard for recreational activities. Rail bicycle enterprises operating in Oregon and Washington carry the same coverage limits and

are accepted by the Port of Tillamook Bay and Willowa Union Railroad Authority, both public agencies.

For medical coverage we intend to carry a medical rider policy that covers \$25,000 for medical expenses, with a \$250,000 aggregate limit. This is the maximum coverage our carrier offers and is in addition to the main \$1,000,000 liability insurance that also extends medical benefits.

Other Land Use Entitlements

Our enterprise will be conducting business within the Marina City Limits. Although we were not previously asked to receive zoning approval from the City of Marina, we are proactively seeking the City's approval for the event to alleviate any concerns the City may have with the temporary terminal within their city limits. We intend to obtain a City of Marina business license prior to commencing operation.

Handcar Photos

Mason Clark on the set of CBS's reality show "Tough As Nails" with two of our handcars in January 2020. Two of our handcars were featured in the pilot episode with contestants racing head to head. The blockbuster rated show was renewed for a second season.

As of this writing we have three of these handcars in our fleet.



Testing our prototype touring handcar in May 2019. By summer 2021 we will have 12 touring handcars completed.

As of this writing in December we have eight of these handcars completed.



We hosted two days of sold out demonstration tours in Ely, Nevada over Labor Day weekend 2020. Participants drove more than 250 miles to join the tour from Las Vegas and Salt Lake City. Our limited capacity event was sold out in hours using a \$100 Facebook advertising budget.



Proposed Revised Handcar Route

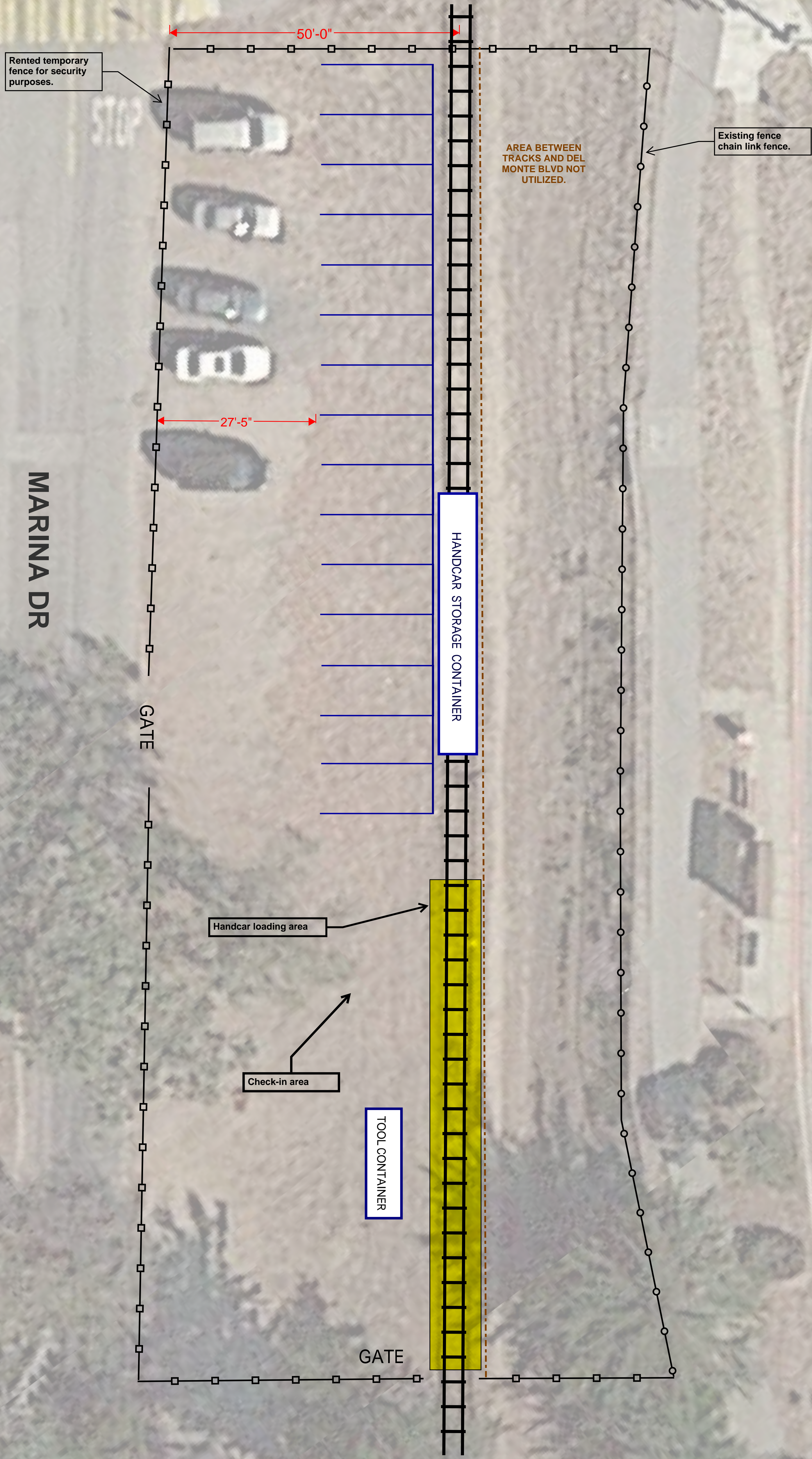


1600 additional
feet of operating
limits than
previous 2020
proposal.

PALM AVE

MARINA DR

DEL MONTE BLVD

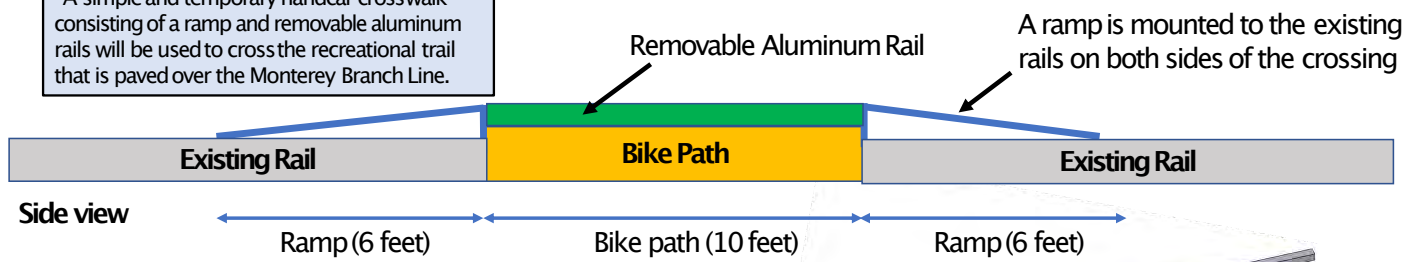


Proposed Temporary Terminal Site Photos



Recreational Trail Handcar Crossing

*A simple and temporary handcar crosswalk consisting of a ramp and removable aluminum rails will be used to cross the recreational trail that is paved over the Monterey Branch Line.



*Aluminum rails weigh 9 pounds and are placed over the recreational trail before the first handcar crosses and removed immediately after the last handcar crosses to prevent any tripping hazards on the trail.

*A handcar tour guide will stand on the trail while the handcars are crossing to ensure pedestrians and bicyclists stop.

1



Tubing sample that will be used for the handcar crosswalk.

Crossing location 1/3 mile South of temporary handcar loading site.

