



# **Real Property Ownership Policies**

**Adopted by the Transportation Agency Board of Directors  
December 3, 2025**

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# Real Property Ownership Policies

## 1. BACKGROUND

The Transportation Agency for Monterey County (TAMC), as the designated Regional Transportation Planning Agency for Monterey County, has historically focused on planning, funding, and delivering transportation projects rather than owning significant real property. However, TAMC has acquired various properties to support multimodal transportation initiatives, including the Monterey Branch Line, parcels at the former Fort Ord, and land surrounding the Salinas Intermodal Transportation Center.

The original Real Property Ownership Policies were adopted in 2003 and applied solely to the Monterey Branch Line, which was purchased from Union Pacific Railroad using State Proposition 116 Rail Bond funds. These funds required the property to be used for fixed corridor mass transit purposes, with incidental uses allowed only if they did not interfere with planned rail service and were compensated at fair market value. The 2003 policy established procedures for managing encroachments and leases, recognizing that incidental uses, such as street crossings, utilities, and private business operations, would occur.

In 2016, TAMC updated the policies to apply to all agency-owned property and to provide clearer guidance on the administration of leases, easements, and encroachment permits. The update also addressed the acquisition of additional properties, including 14.96 acres at Fort Ord conveyed in 2004 for future transportation uses, and 21.08 acres at the Balloon Railroad Spur conveyed in 2007. These properties were made available for government and nonprofit use and provided public access to Fort Ord State Beach.

Since the 2016 update, several developments prompt the need for revisions. TAMC demolished the warehouse buildings on the Fort Ord property, changing the nature of potential uses. The Proposition 116 restrictions no longer apply to the Monterey Branch Line, allowing for broader flexibility in use and revenue generation. TAMC has also entered into various use agreements that highlight the need for consistent terms, fair market compensation, and standardized termination clauses.

These proposed updates aim to modernize TAMC's approach to real property management, ensure compliance with applicable funding agreements, and support the agency's long-term transportation goals.

## **2. BEST PRACTICES FOR REAL PROPERTY MANAGEMENT**

To ensure consistent, equitable, and transparent management of TAMC-owned real property, the following best practices shall guide staff decisions regarding leases, easements, encroachment permits, and license agreements.

### **2.1. ALIGNMENT WITH TRANSPORTATION MISSION**

All property uses must support or be compatible with TAMC’s long-term transportation goals. Interim uses may be allowed if they don’t unduly interfere with planned or potential transportation projects, including rail, transit, or multimodal infrastructure.

#### **2.1.1. Transportation Uses**

These are uses that directly support or enhance the movement of people or goods or facilitate access to transportation services. Examples include:

- Passenger rail stations, platforms, and layover facilities
- Bus rapid transit corridors and transit exchanges
- Bicycle and pedestrian infrastructure (e.g., trails, lockers, crossings)
- Intermodal hubs and transit-oriented development
- Transportation-related public access (e.g., trailheads, wayfinding)

#### **2.1.2. Non-Transportation Uses**

These are uses that do not serve a transportation function or may conflict with TAMC’s long-term transportation plans. Such uses may be considered only if they are temporary, revocable, and do not interfere with future transportation development. Non-Transportation uses are those defined in the State Controller’s [Guidelines Relating to Gas Tax Expenditures for Cities and Counties](#) (Section 450, Ineligible Expenditures). Examples include:

- Private storage or commercial operations unrelated to transit
- Improvements and maintenance to park and ride designated lots
- Recreation or event uses without a transportation nexus
- Residential or retail development not integrated into a transit-oriented plan

- Utility installations that obstruct future rail or transit infrastructure

All non-transportation uses must be subordinate to TAMC's transportation objectives and will be subject to standard lease terms, revocation clauses, and review processes.

### **2.1.3. Projects with Multiple Components**

A single agreement may encompass projects that include both transportation and non-transportation components, provided the transportation use remains the primary purpose and non-transportation elements are interim and do not interfere with TAMC's long-term transportation objectives. Examples include:

- A bicycle trail integrated with parking facilities
- Transit-oriented development that includes retail or recreational amenities

Such agreements must clearly define the scope of each component, compensation terms, and compliance with applicable zoning and environmental regulations.

## **2.2. COMPENSATION**

All leases, easements, permits, and license agreements for non-transportation uses shall require compensation at fair market value unless explicitly exempted by Board action. Fair market valuations should be based on independent appraisal or comparable market data.

Public agencies or nonprofit organizations may receive reduced compensation rates if the proposed use provides a clear public purpose and does not compromise TAMC's transportation objectives. (County of Alameda v. Janssen (1940) 16 Cal. 2d 276, 281) The Board of Directors must make such findings when deliberating whether to approve the agreement.

## **2.3. CONSISTENCY IN TERMS**

Agreements shall include standardized provisions for:

- Duration, renewal, and cost escalation
- Termination with reasonable notice
- Insurance and liability coverage
- Maintenance responsibilities

- Compliance with local, state, and federal regulations and requirements

## **2.4. TRANSPARENCY AND DOCUMENTATION**

All agreements shall be in writing. The TAMC Board of Directors must approve all agreements, unless the Board delegates approval to staff under specific policy provisions. Staff shall maintain a centralized database of property agreements.

## **2.5. ENVIRONMENTAL AND SAFETY STANDARDS**

Uses must comply with applicable environmental regulations and not create safety hazards. TAMC reserves the right to inspect properties and require corrective action if conditions become unsafe or non-compliant.

## **2.6. COMMUNITY ACCESS AND EQUITY**

Where feasible, TAMC shall promote equitable access to its properties for community-serving uses, such as trail connections, transit facilities, or public events, provided such uses are temporary, revocable, and consistent with transportation planning.

# **3. HISTORICAL INFORMATION RELATED TO LAND HOLDINGS**

## **3.1. MONTEREY BRANCH LINE**

TAMC purchased the Monterey Branch Line in 2003 from Union Pacific Railroad for \$9.3 million using funds from the State Proposition 116 Rail Bond. Proposition 116, approved by California voters in 1990, required that properties acquired with its funds be used for fixed corridor mass transit purposes. TAMC's use of the corridor has consistently been guided by these requirements and aligned with its long-term rail objectives.

In 2024, the California Transportation Commission formally lifted the Proposition 116 restrictions on the Monterey Branch Line. This action provides TAMC with expanded flexibility to pursue a broader range of transportation-related uses, including interim projects that support future transit development. One such project is the SURF! Busway and Bus Rapid Transit (BRT) initiative, developed in partnership with Monterey-Salinas Transit (MST), which will offer express bus service between Marina and Sand City along the corridor adjacent to Highway 1.

While the corridor remains publicly owned and reserved for rail service, the existing infrastructure is in poor condition. A 2024 evaluation found that the track ballast is saturated with sand, timber ties are deteriorated, and drainage is inadequate,

making the corridor unsuitable for immediate rail operations. TAMC continues to coordinate with MST and other stakeholders to ensure that any interim uses, such as the SURF! Project do not preclude future rail development. Long-term plans still envision a phased light rail system connecting Monterey, Marina, and Castroville, pending funding, environmental clearance, and project approval.

### **3.2. FORT ORD PROPERTY**

TAMC was conveyed parcels of land at the former Fort Ord military base through an Economic Development Conveyance (EDC) agreement with the U.S. Army, facilitated by the Fort Ord Reuse Authority (FORA). An EDC allows surplus military property to be transferred to local agencies for economic development and public benefit, with fewer restrictions than other federal property transfers. This flexibility enables TAMC to pursue a broader range of transportation-related and community-serving uses, subject to local land use approvals.

The first transfer occurred in 2004 and consists of 14.96 acres located adjacent to State Route 1 between 5th Street and 8th Street in the City of Marina. This site formerly housed several warehouses and cold storage buildings, which were leased to government and nonprofit agencies. These structures were demolished in 2021, clearing the site for future development.

The second transfer occurred in 2007, and includes 21.08 acres at the Balloon Railroad Spur, located west of State Route 1 and adjacent to Fort Ord Dunes State Park. This property remains undeveloped and offers potential for future multimodal transportation facilities, recreational access, or trail connections.

With the sunset of FORA on June 30, 2020, the Fort Ord Base Reuse Plan is no longer in effect. Future land use decisions for TAMC's Fort Ord properties are now governed by local jurisdictions, primarily the City of Marina, and must comply with applicable zoning, environmental, and planning regulations. TAMC continues to explore opportunities for transit-oriented development, public access enhancements, and integration with regional trail systems such as the Fort Ord Regional Trail and Greenway (FORTAG) and Coastal Recreation Trail. All uses must also comply with environmental cleanup requirements and deed restrictions established during the federal property transfer process.

### **3.3. RAIL EXTENSION TO MONTEREY COUNTY PROPERTY**

TAMC is leading the multi-phase Monterey County Rail Extension project to extend passenger rail service from Santa Clara County to Salinas, with future stations planned in Pajaro/Watsonville and Castroville. The project is designed to relieve

congestion along the US 101 corridor and provide sustainable transportation alternatives for residents commuting to the Bay Area.

As part of the Kick Start Phase, TAMC acquired multiple parcels in downtown Salinas to support the development of the Salinas Intermodal Transportation Center (ITC) and a train layover facility. These acquisitions included properties along West Market Street, Station Place, Lincoln Avenue, and Palmetto Street, totaling over 2.3 acres. TAMC transferred those parcels to the City of Salinas in 2022 through a Quitclaim Deed. The transfer included eleven parcels and was governed by a Memorandum of Understanding between TAMC and the City of Salinas outlining roles and responsibilities for project development, operations, and maintenance. The property transfer was ultimately approved by the California Transportation Commission.

TAMC acquired additional parcels in fee simple for the layover facility along West Market Street and New Street in Salinas. The layover yard will include a second passenger platform, crew base building, storage shed, train sidings, and auxiliary parking. The layover facility is located northwest of the existing Amtrak station and is designed to accommodate up to six trains.

The City of Salinas owns the ITC station buildings and platform areas. TAMC holds easements for rail operations on these parcels. TAMC holds title to the layover facility parcels and retains responsibility for their development and long-term transportation use.

## **4. CHARACTERISTICS OF AGREEMENT TYPES**

### **4.1. ENCROACHMENT PERMIT**

An Encroachment Permit is a form of License, in that it allows someone to “use” TAMC property, generally while construction or some other short-term event occurs. An encroachment permit allows an entity to “encroach” upon TAMC property for a specific purpose over a specific period of time. Encroachment permits to allow the use of TAMC property for event parking, for example, or for construction staging areas, are appropriate. If the construction involves work that will remain on (or under) TAMC property, the Encroachment Permit should be coupled with a longer-term agreement (such as a Lease or License) that deals with the long-term use of TAMC property.

### **4.2. EASEMENT**

An Easement, like a License, gives the permission of the owner to use or prevent the use of the owner’s real property. However, unlike a License, an Easement transfers

an interest in real property that encumbers (or burdens) the real property in favor of the Easement holder. Easements are classified either “appurtenant” or “in gross.” Appurtenant Easements benefit a specific piece of real property - like a neighboring property – and get transferred along with that benefitted property. An Easement “in gross” benefits a specific grantee (such as a utility company) and generally lasts as long as the holder of the Easement lives/exists.

Unless an Easement provides otherwise, those holding an Easement may transfer the Easement without the consent of the landowner (Easement grantor). Easements are presumptively permanent and non-exclusive (meaning the fee title holder can use the same property under the easement).

TAMC should require compensation for transferring an Easement.

### **4.3. LICENSE**

A license (also called a “permit”) permits an individual (or entity) to use the owner’s real property for a specific purpose. Unlike a lease, a license does not transfer an interest in the real property. While leases generate rent payments, a license can generate a fee for use. A license is “personal” to the licensee and any attempt to transfer the license terminates the license. A license is usually revocable and can be either exclusive or non-exclusive.

Some agreements may implicitly create licenses, but TAMC should exclusively allow Licenses through a separate document. A simple license agreement can be attached as an exhibit to a larger agreement (for example if TAMC provides funding for a given project that may also include temporary use of TAMC property). Separate License agreement allow staff to track revenue and organize multiple requests to access the same property over time (e.g. broadband, sewer, water lines).

### **4.4. LEASE**

A lease is an agreement in which the landlord (owner) agrees to give the tenant the right to occupy real property, usually for a specific term, and in exchange, the tenant agrees to provide compensation. A lease transfers to the tenant a leasehold interest in the real property and, unless otherwise provided in the lease, a lease is transferable and irrevocable during the term of the lease. Because TAMC is a public entity, it is generally obligated to seek fair market value for the leasehold interest.

#### **4.5. USE AGREEMENT**

A Use Agreement is a negotiated contract between TAMC and a public or private entity that outlines the terms for the planning, construction, and long-term use of TAMC-owned property. These agreements are typically used for complex, multi-phase projects such as transit-oriented development, multimodal hubs, or infrastructure improvements that support TAMC’s transportation mission.

##### **4.5.1. Key Differences from Leases:**

**Nature of Interest:** Unlike a lease, which grants a leasehold interest and exclusive occupancy rights for a defined term, a Use Agreement does not necessarily convey a possessory interest. Instead, it establishes a framework for collaboration, performance obligations, and phased implementation.

**Flexibility:** Use Agreements allow TAMC to retain long-term control over the property while enabling external investment and construction. They may include performance milestones, land use coordination, and public benefit provisions not typically found in leases.

**Public Process:** Use Agreements require TAMC Board approval and may involve public review, especially when land use changes or zoning approvals are needed.

##### **4.5.2. When to Use a Use Agreement:**

- The project involves construction or infrastructure investment on TAMC property.
- The use supports TAMC’s transportation mission and long-term planning.
- The agreement includes shared responsibilities for funding, maintenance, or operations.
- TAMC seeks to retain ownership while enabling development through negotiated terms.

Use Agreements are preferred over leases or licenses when TAMC seeks to retain long-term control of the property while enabling development or infrastructure that aligns with transportation goals and public benefit.

Table 1: Summary of Use Agreement Types

<b>Characteristic</b>	<b>Encroachment Permit</b>	<b>Easement</b>	<b>License</b>	<b>Lease</b>	<b>Use Agreement</b>
<b>Conveys Interest in Real Property</b>	No	Yes	No	Yes	No
<b>Revocable at will</b>	Yes	No	Yes	No	No
<b>Permanent (generally)</b>	No	Yes	No	No	No
<b>Transferable</b>	No	Yes	No	Yes	No
<b>Exclusive right</b>	Optional	Optional	Optional	Yes	Yes

If the interest in real property is anticipated to belong exclusively to the user during the term (including as against the owner), a Lease is appropriate. If the use or occupancy of the real property is expected to be shared during the term of the Agreement, then a License or Easement is appropriate. If TAMC does not want the interest in the property to be conveyed by the holder of that interest, then a License is appropriate. If TAMC wants to regain the interest in real property without having to wait for a specific period of time, a License is appropriate.

## **5. USE OF TAMC PROPERTY**

TAMC-owned real property are held for the primary purpose of supporting current and future transportation uses, including passenger rail, bus rapid transit, multimodal access, and transit-oriented development. All uses of TAMC properties must be consistent with TAMC’s long-term transportation mission and planning objectives.

### **5.1. GRANT REQUIREMENTS AND FUNDING COMPLIANCE**

Properties acquired with state or federal grant funds must comply with the terms of the applicable funding agreements. Historically, the Monterey Branch Line was purchased using State Proposition 116 Rail Bond funds, which required the corridor to be used for fixed corridor mass transit purposes. However, those restrictions no longer apply, allowing TAMC greater flexibility in managing and utilizing the corridor for a broader range of transportation-related uses.

TAMC remains committed to ensuring that all property uses support the agency’s transportation goals and do not hinder future infrastructure development. Any

incidental or interim use must be subordinate to TAMC's transportation objectives and may be subject to revocation or modification if needed to accommodate future projects.

## **5.2. REVENUE AND FAIR MARKET VALUE**

Any transfer of property rights for non-transportation uses must be compensated at fair market value, unless explicitly exempted by Board action. Revenues generated from property use shall be directed toward maintaining the real property and supporting TAMC's transportation programs, including capital improvements and operations.

Agreements shall include terms for escalation of rental rates consistent with market conditions. TAMC staff will review all existing agreements every five years to ensure rent is at market rates. Staff will amend any agreement found to be below market rates to bring the agreement to market rates unless expressly exempted by the TAMC Board.

## **5.3. USE EVALUATION CRITERIA**

All proposed uses of TAMC property will be evaluated based on:

- Alignment with TAMC's transportation mission
- Compatibility with existing and planned infrastructure
- Impact on public access, safety, and environmental conditions
- Compliance with applicable grant or funding requirements
- Contribution to public benefit or regional mobility

## **5.4. UNAPPROVED ENCROACHMENTS**

Encroachment occurs when a person comes onto the real property of another without any legal right to come onto the land. TAMC shall resolve encroachments onto TAMC property by requiring removal of the encroachment or conversion of the encroachment into an executed use agreement.

## **5.5. ENFORCEMENT AND PENALTIES FOR NON-COMPLIANCE**

Agreement holders who fail to comply with the terms of their agreement, including expiration of the term without renewal, shall be subject to enforcement actions. Within existing law, TAMC reserves the right to:

- Revoke access to the property.
- Prohibit continued operations or activities on TAMC property until compliance issues are remedied.
- Require removal of improvements or facilities at the agreement holder's expense.
- Seek recovery of any unpaid compensation or damages resulting from unauthorized use.

These provisions ensure that expired or non-compliant agreements do not allow parties to continue generating revenue or profit from TAMC property without proper authorization. Additional compliance requirements related to maintenance and upkeep of TAMC property is covered in Section 7.

## **6. TYPES OF INTERESTS IN TAMC PROPERTY**

TAMC may authorize the use of its real property through formal agreements, as described below. All agreements shall follow standardized terms to ensure consistency, transparency, and alignment with TAMC's transportation mission.

### **6.1. ENCROACHMENT PERMITS**

Encroachment permits may be issued for temporary, incidental uses, such as signage, special events, utility work, or minor improvements.

#### **6.1.1. Standard Permit Terms:**

- Revocability: All permits are revocable and convey no property rights.
- Duration: Defined term.
- Conditions: Include insurance, liability, and .
- Fees: May be charged to offset administrative costs.
- Staff Authority: Issued by staff under these Board-approved guidelines.

### **6.2. EASEMENTS**

Easements may be granted for defined uses such as utilities, access, or air rights.

**6.2.1. Standard Easement Terms:**

- **Defined Scope:** Clearly describe the physical area, purpose, and duration.
- **Access and Maintenance:** Specify responsibilities and liability.
- **Relocation and Damage:** Easement holders are responsible for relocation, maintenance, and repairs.
- **Fair Market Value:** Required unless waived by the Board.
- **Board Approval:** Required for all easements.

**6.3. LICENSE AGREEMENTS**

License agreements may be used for non-exclusive, limited-duration access to TAMC property, typically for uses that do not require physical improvements or exclusive control.

**6.3.1. Standard License Terms:**

- **Duration:** Typically short-term, with clear expiration.
- **Renewal Options:** May be renewed upon mutual agreement.
- **Termination Clause:** Licenses are revocable at TAMC's discretion with minimal notice (e.g., 30 days).
- **Fair Market Value:** License fees must reflect market value unless the Board waives.
- **Board Approval:** Required for all licenses.
- **Non-Exclusive Use:** Licenses do not convey property rights or exclusive access.

**6.4. LEASES**

Leases may be granted for interim or supportive uses of TAMC property, typically for defined physical occupancy or exclusive use.

**6.4.1. Standard Lease Terms:**

- **Duration:** Fixed term, with defined start and end dates.

- **Renewal Options:** May include renewal periods, with automatic rate adjustments.
- **Termination Clause:** Must allow TAMC to terminate with reasonable notice (typically 60 days) if the property is needed for transportation purposes.
- **Fair Market Value:** Lease payments must reflect market rates unless the Board waives.
- **Use Restrictions:** Leases may restrict activities to preserve future transportation utility.
- **Board Approval:** Required for all leases.

## **6.5. USE AGREEMENTS**

Use Agreements may be used to facilitate strategic development of TAMC property, particularly for transportation-supportive infrastructure or transit-oriented development.

### **6.5.1. Standard Use Agreement Terms:**

- **Duration:** Multi-year term with defined milestones and review periods.
- **Performance Obligations:** Parties may commit to specific deliverables (e.g., infrastructure improvements, public amenities).
- **Termination Clause:** TAMC retains the right to terminate if project goals are not met or if transportation needs change.
- **Fair Market Value:** Compensation may be monetary or in-kind (e.g., infrastructure investment), subject to Board approval.
- **Use Restrictions:** Must align with TAMC's transportation mission and planning objectives.
- **Board Approval:** Required for all Use Agreements.
- **Leaseholder Coordination:** Existing leases may be modified, terminated, or incorporated into the Use Agreement depending on project needs.
- **Land Use Compliance:** Must comply with local zoning, environmental, and planning regulations.

## **7. MAINTENANCE AND UPKEEP**

TAMC will include provisions for the maintenance, landscaping and weed abatement, and upkeep of TAMC real property in all agreements. In the event that property which is subject to an agreement is determined by TAMC to be held in a manner that is dilapidated or creates a safety hazard, TAMC will have the right to demand repair and correction, and if compliance is not undertaken within a thirty day period, TAMC may cause the improvements to be removed in accordance with the terms of the agreement at the cost of the agreement holder.

No temporary shelters of any kind shall be permitted except with the expressed written permission of TAMC.

TAMC shall follow Public Utility Commission (PUC) rules governing maintenance responsibilities at railroad grade crossings with public streets, roads and highways. The agency having jurisdiction over the roadway crossing will maintain the roadway approaches and those portions of the crossing not included in TAMC responsibility.



## **8. APPENDIX – MAPS OF TAMC PROPERTY**

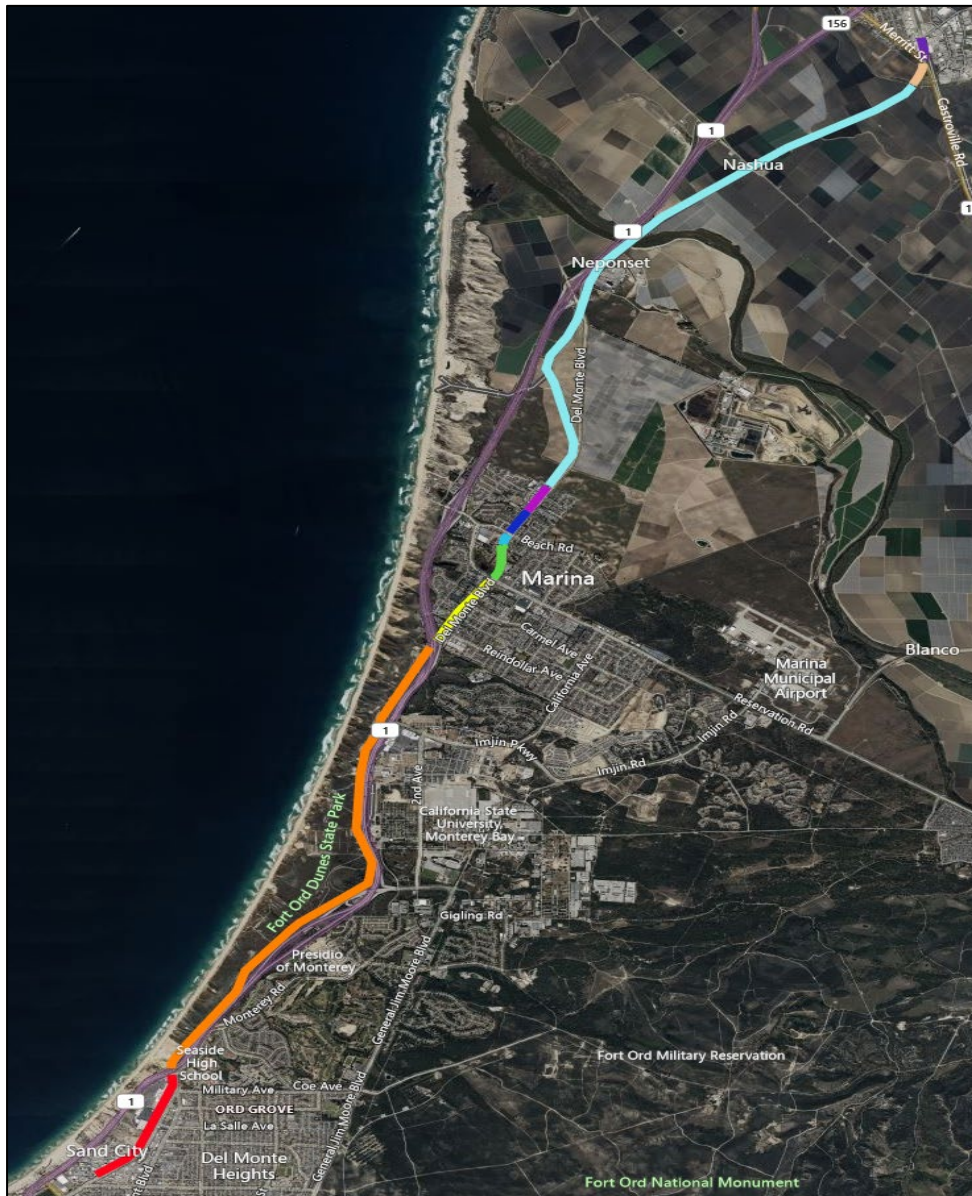
Figure 1 - Monterey Branch Line Property

Figure 2 - Fort Ord Properties

Figure 3 - Rail Extension to Monterey County Property

# # #

AERIAL MAP



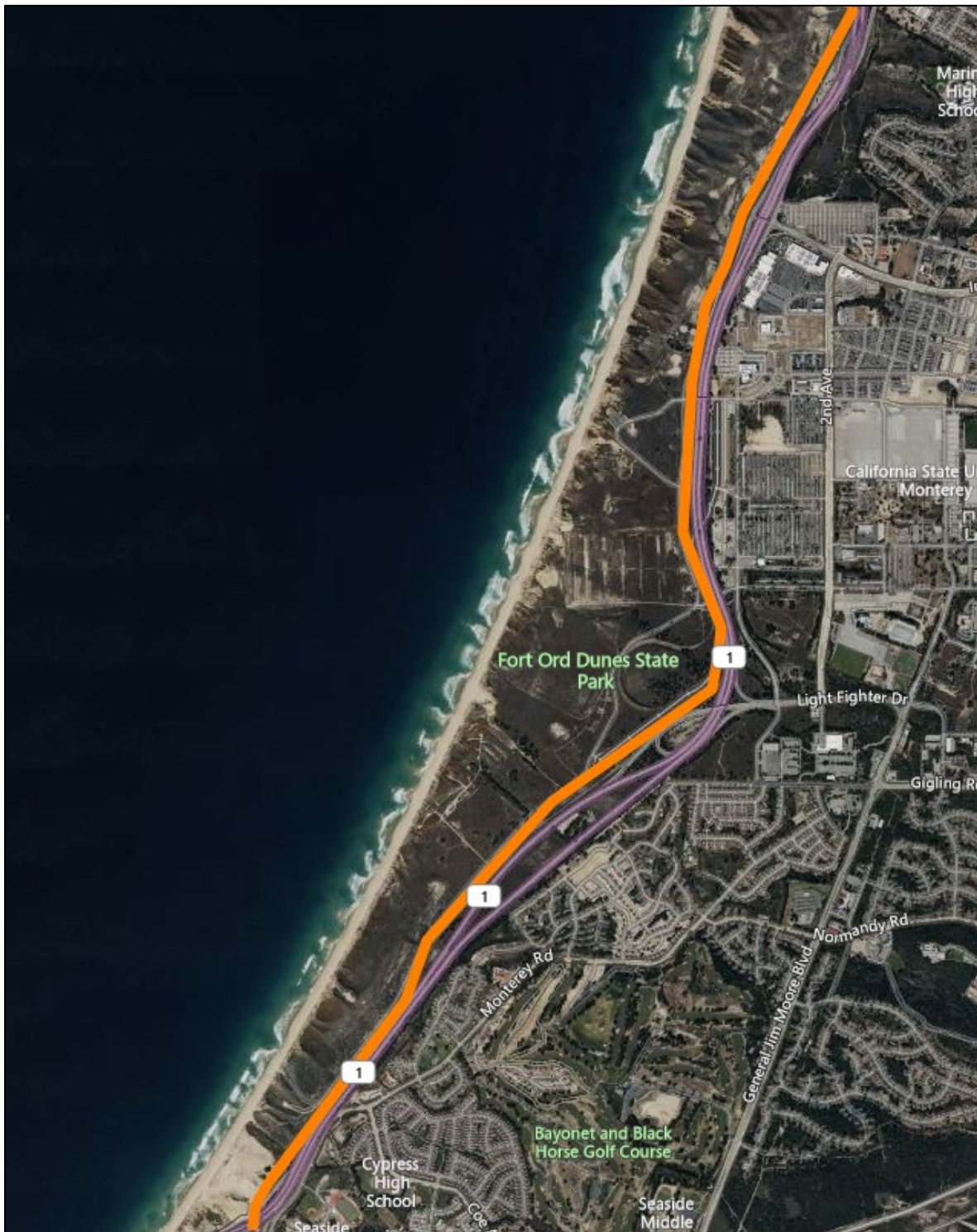
Segment	Zoning Type
Zone A	Commercial
Zone B	Open Space
Zone C	Multifamily Residential
Zone D	Open Space
Zone E	Retail/Service
Zone F	Single-Family Residential
Zone G	Light Industrial
Zone H	Agricultural 40 AC
Zone I	Residential Spec
Zone J	Industrial

**Segment A (Mile Post 123.3 to approximately Mile Post 122.2±)**



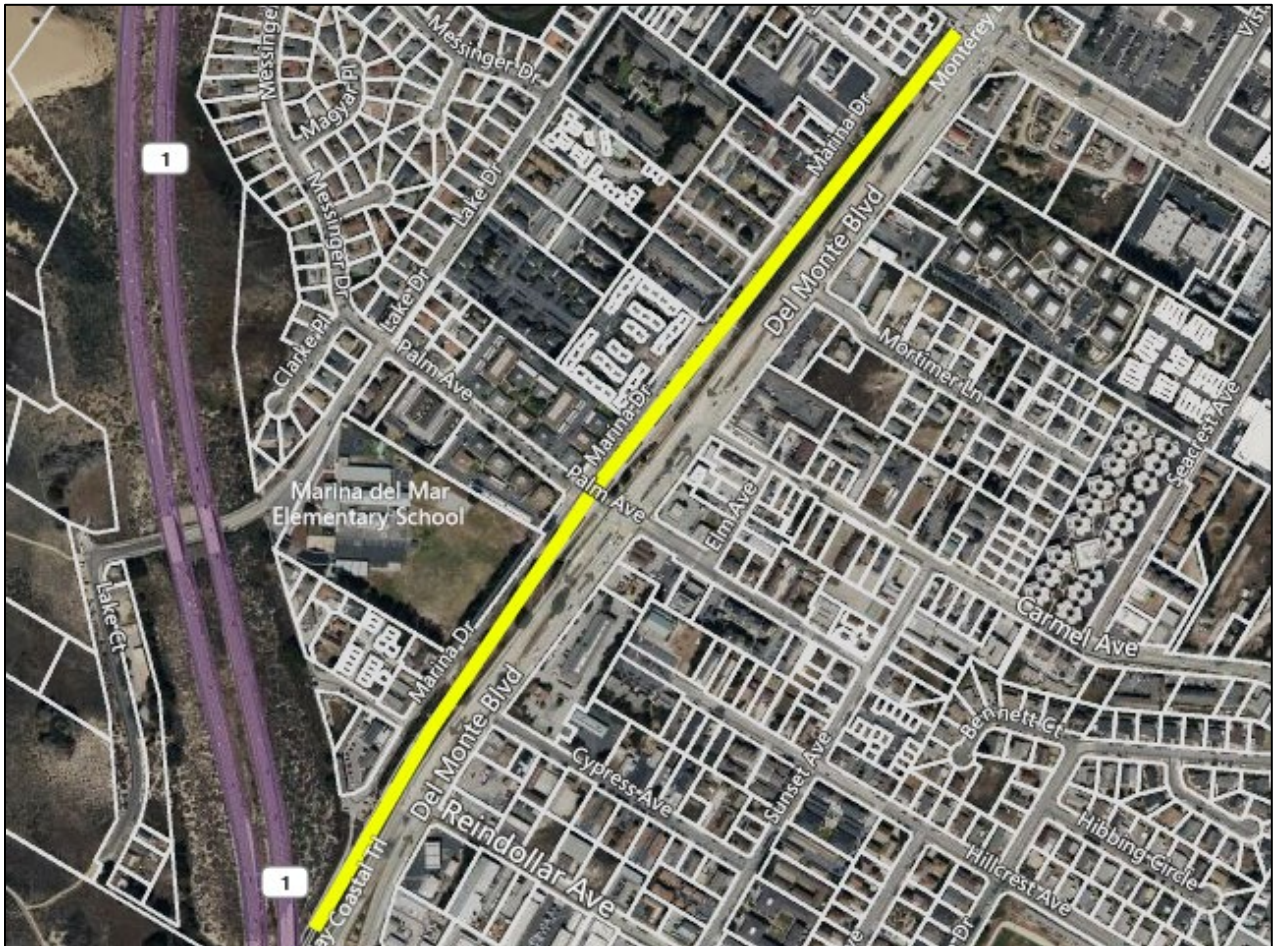
The segment includes the corridor area which totals approximately 12.66± net acres.

**Segment B (Mile Post 122.5± to approximately Mile Post 117.75±)**



The segment includes the corridor area which totals approximately 54.88± net acres.

**Segment C (Mile Post 117.75± to Mile Post 117.10±)**



The segment includes the corridor area which totals approximately 7.48± net acres.

**Segment D (Mile Post 117.10± to approximately Mile Post 116.40)**



The segment includes the corridor area which totals approximately 8.06± net acres.

**Segment E (Mile Post 116.40± to approximately Mile Post 116.50±)**



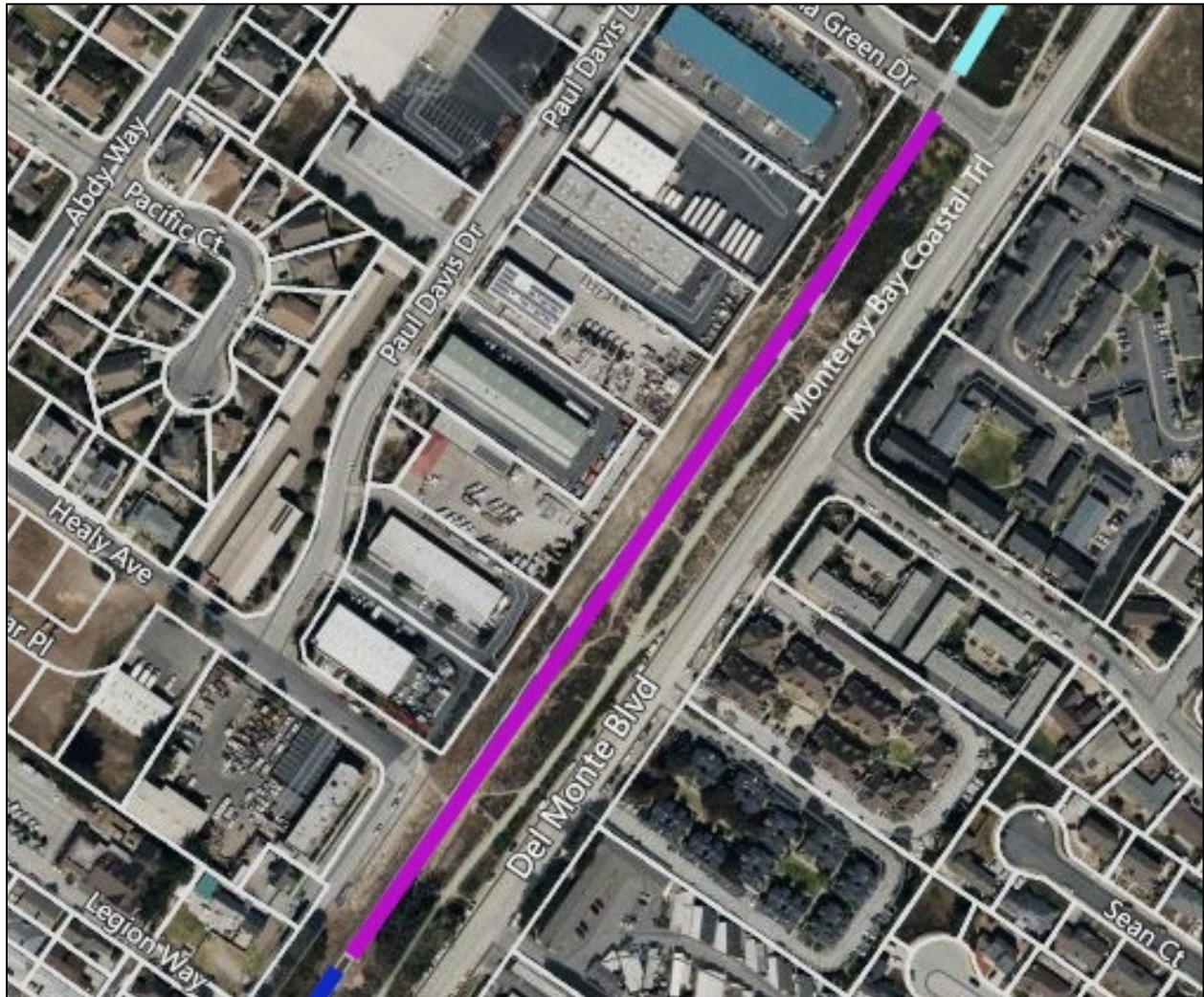
The segment includes the corridor area which totals approximately 1.15± net acres.

**Segment F (Mile Post 116.50± to approximately Mile Post 116.24)**



The segment includes the corridor area which totals approximately 2.99± net acres.

**Segment G (Mile Post 116.24± to approximately Mile Post 115.97±)**



The segment includes the corridor area which totals approximately 3.11± net acres.

**Segment H (Mile Post 115.97± to approximately Mile Post 111.06±)**



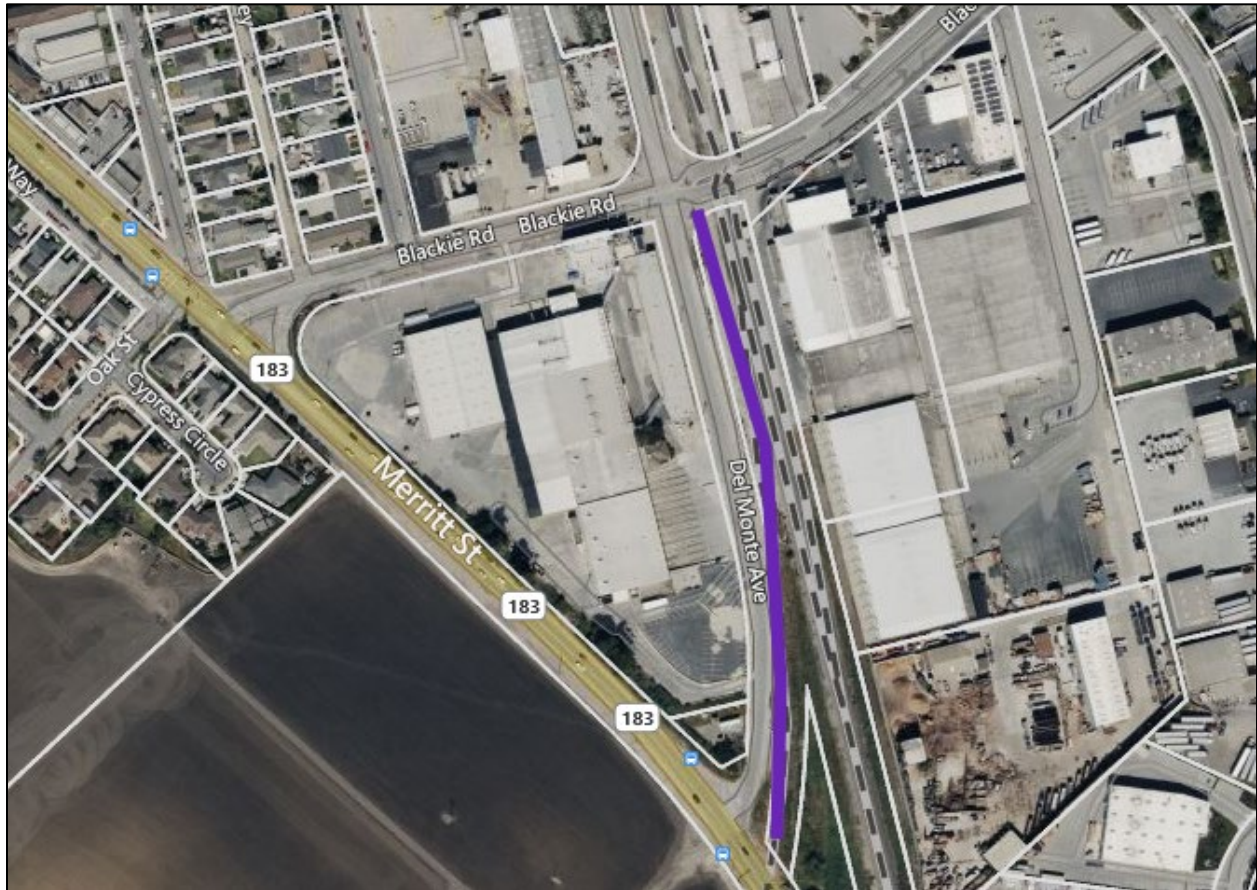
The segment includes the corridor area which totals approximately 56.75± net acres.

**Segment I (Mile Post 111.06± to approximately Mile Post 110.85)**



The segment includes the corridor area which totals approximately 2.42± net acres.

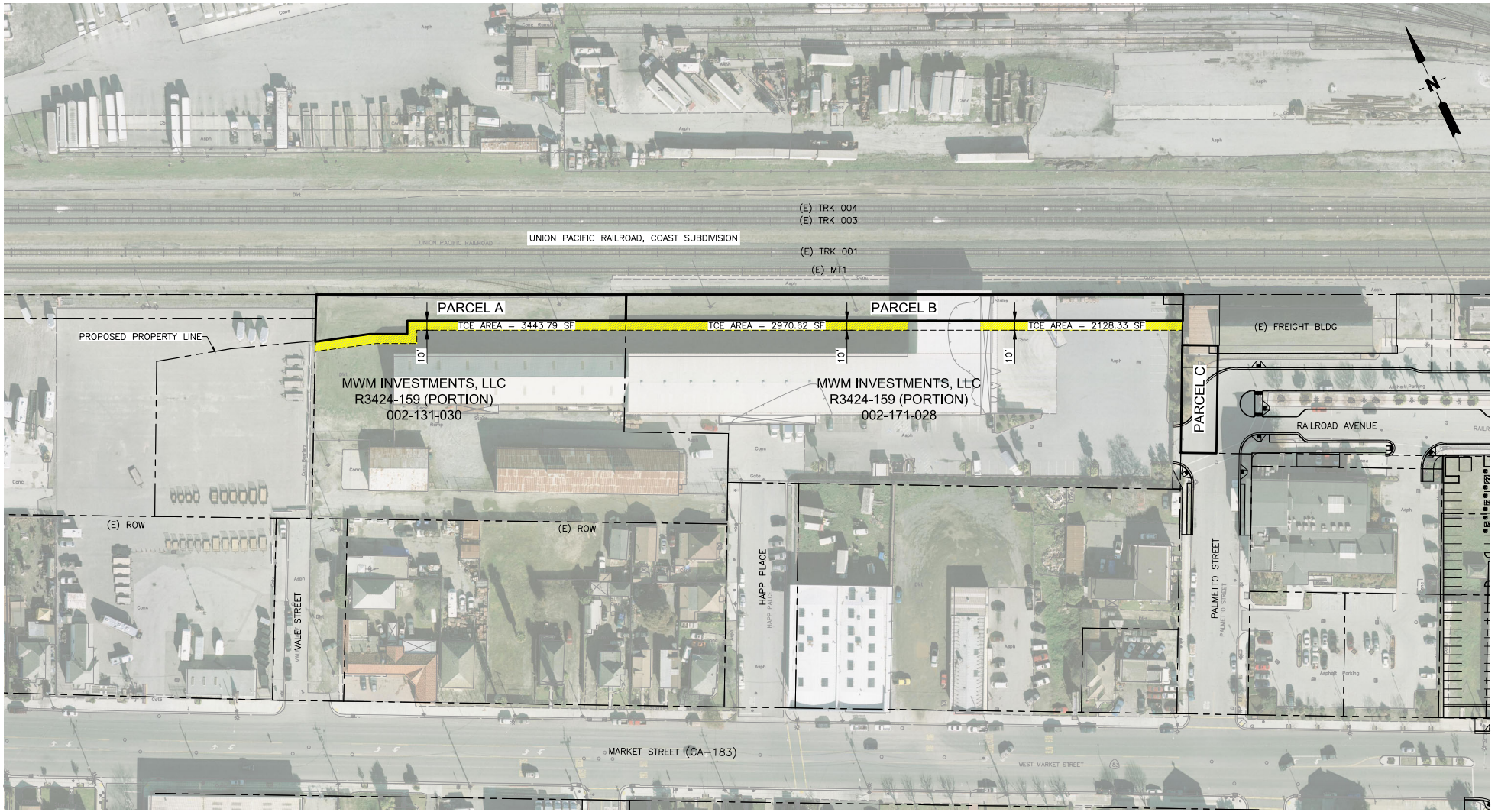
**Segment J (Mile Post 110.85± to approximately Mile Post 110.80)**



The segment includes the corridor area which totals approximately 0.58± net acres.

# TAMC FORT ORD PROPERTIES





(E) TRK 004  
 (E) TRK 003  
 (E) TRK 001  
 (E) MT1

UNION PACIFIC RAILROAD, COAST SUBDIVISION

PARCEL A  
 TCE AREA = 3443.79 SF

PARCEL B  
 TCE AREA = 2970.62 SF

PARCEL C  
 TCE AREA = 2128.33 SF

MWM INVESTMENTS, LLC  
 R3424-159 (PORTION)  
 002-131-030

MWM INVESTMENTS, LLC  
 R3424-159 (PORTION)  
 002-171-028

(E) FREIGHT BLDG

RAILROAD AVENUE

(E) ROW

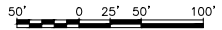
(E) ROW

HAPP PLACE

PALMETTO STREET

MARKET STREET (CA-183)

WEST MARKET STREET



GRAPHIC SCALE  
 PLANS PRINTED AT 11"X17" ARE  
 REDUCED PLANS; USE GRAPHIC SCALE

PLAN  
 SCALE: 1"=50'

M:Siegel Jun 05, 2018 1:07pm C:\working\ss\0621307\Ch-MWM\_Map\_2018.dwg

REV	DATE	BY	SUB	APP	DESCRIPTION

**TAMC**  
 TRANSPORTATION AGENCY  
 FOR MONTEREY COUNTY  
 55-B Plaza Circle  
 Salinas, CA 93901

**HDR**  
 100 Pringle Avenue  
 Suite 400  
 Walnut Creek, CA 94596  
 925-974-2500

APPROVED

DESIGNED:  
 DRAWN:  
 M. SIEGEL  
 CHECKED:  
 M. SHIPPEN  
 DATE:  
 6/6/18

MONTEREY COUNTY COMMUTER RAIL EXTENSION PROJECT

SALINAS COMMUTER RAIL STATION  
 & LAYOVER FACILITY  
 ADDRESS 21 HAPP PLACE

SCALE:  
 1"=50'  
 CONTRACT NO:  
 6803.2-02  
 DRAWING NO:  
**MWM MAP**  
 SHEET NO:  
 X of XXX

Aerial Photograph of Subject Property and Immediate Surroundings





356  
W Market

346  
W Market

330  
W Market

320  
W Market

New Street

West Market Street