

1 [Communications Agreement - Bay Area Rapid Transit - Extend Commercial Fiber and
2 Cellular Infrastructure to San Francisco Municipal Transportation Agency Underground
3 System]

4 **Resolution authorizing the San Francisco Municipal Transportation Agency (SFMTA) to**
5 **execute a Communications Agreement with Bay Area Rapid Transit District (BART)**
6 **allowing BART to negotiate and enter into license agreements with**
7 **telecommunications carriers on behalf of the SFMTA to extend BART's existing**
8 **underground commercial fiber and cellular infrastructure to the SFMTA underground**
9 **system for a 15-year term, plus two five-year options.**

10
11 WHEREAS, The SFMTA currently experiences long absences of cellular coverage in
12 the underground system and believes that providing reliable cellular coverage is in the best
13 interests of both the SFMTA and its customers; and

14 WHEREAS, SFMTA examined various options for construction of underground cellular
15 infrastructure and concluded that the most effective way to provide cellular coverage to the
16 SFMTA underground is to extend BART's existing underground Distributed Antennae System
17 already in place along Market Street and managed by BART; and

18 WHEREAS, The Communications Agreement between SFMTA and BART will enable
19 BART to extend its existing underground commercial and fiber cellular infrastructure to the
20 SFMTA underground by allowing BART to negotiate and enter into license agreements with
21 telecommunications carriers and by implementing the work needed; and

22 WHEREAS, BART will collect annual license payments from participating
23 telecommunications carriers and will distribute a portion of the license payments to SFMTA;
24 and

1 WHEREAS, SFMTA desires to execute a 15-year communications agreement
2 (“Agreement”) with BART; and

3 WHEREAS, The Agreement includes the following key terms and conditions:

4 (a) Term. The Term of the Agreement is 15 years.

5 (b) Negotiation. BART is authorized to take the lead to negotiate and enter into license
6 agreements with telecommunications carriers and implement the work needed.

7 (c) Revenue. SFMTA will receive a portion of the annual license payments collected by
8 BART as follows: 20% for areas controlled or used by BART and 50% for areas
9 controlled or used by SFMTA.

10 (d) Option to Extend. The parties have the option to extend the Agreement for two five-
11 year terms.

12 WHEREAS, On September 20, 2016, the SFMTA Board of Directors approved
13 Resolution No. 16-130 authorizing the Director of Transportation of the SFMTA to execute the
14 Agreement and to forward to the Board of Supervisors for final approval; and

15 WHEREAS, A copy of the Communications Agreement, including all exhibits, is on file
16 with the Clerk of the Board of Supervisors in File No. 161040, which is hereby declared to be
17 part of the Resolution as if set forth fully herein; and

18 WHEREAS, Under the authority delegated by the Planning Department, SFMTA has
19 determined that the actions contemplated in this Resolution comply with the California
20 Environmental Quality Act (California Public Resources Code Sections 21000 et seq.). Said
21 determination is on file with the Clerk of the Board of Supervisors in File No. 161040 and is
22 incorporated herein by reference; the Board affirms this determination; and

23 WHEREAS, Due to the character of the Agreement, approval of the Board of
24 Supervisors is required under Charter Section 9.118; and now, therefore, be it

1 RESOLVED, That the Board of Supervisors approves the Agreement between the City
2 and County of San Francisco and BART; and, be it

3 FURTHER RESOLVED, That the Board of Supervisors authorizes the Director of
4 Transportation of the SFMTA to enter into any amendments or modifications to the Agreement
5 (including, without limitation, the exhibits), that the Director of Transportation determines, in
6 consultation with the City Attorney, are in the best interest of the City, do not materially
7 decrease the benefits of the Agreement to the City, do not materially increase the obligations
8 or liabilities of the City, are necessary and advisable to effectuate the purposes of the
9 Agreement or this Resolution, and are in compliance with all applicable laws, including City's
10 Charter; and, be it

11 FURTHER RESOLVED, That within 30 days of the document being fully executed by
12 all parties, the final document shall be provided to the Clerk of the Board for inclusion in the
13 official file.
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Item 8**File 16-1040****Department:**

Municipal Transportation Agency (MTA)

EXECUTIVE SUMMARY**Legislative Objectives**

- The proposed resolution authorizes the San Francisco Municipal Transportation Agency (SFMTA) to execute a Communications Agreement with the Bay Area Rapid Transit District (BART).

Key Points

- The agreement would allow BART to negotiate and enter into license agreements with telecommunications carriers on behalf of the SFMTA to extend BART's existing underground commercial fiber and cellular infrastructure to the SFMTA underground system for a 15-year term, plus two five-year options to extend the agreement.
- SFMTA currently experiences long absences of cellular coverage in the Muni Metro. SFMTA has examined options for the construction of underground cellular infrastructure and concluded that the most effective way to extend cellular coverage to the SFMTA underground is through the extension of an existing underground Distributed Antennae System (DAS) that is already in place and managed by the Bay Area Rapid Transit System (BART). BART constructed the nation's first neutral host underground cellular network that allows competing carriers, to use the same equipment, extending competitive cellular markets to the underground while minimizing the amount of wayside equipment.
- In August of 2015, the SFMTA and BART completed a Feasibility Study to determine if it is viable to extend BART's existing underground cellular network to SFMTA's underground area; both agencies agreed that it would be feasible.
- Both agencies determined that it would be feasible and that the best approach for completing this project is to allow BART to negotiate with the cellular carriers to cover the cost of extending BART's network.

Fiscal Impact

- Total construction costs are anticipated to be \$5,900,000.
- All capital costs are expected to be paid by the cellular carriers, and there is no anticipated cost to either BART or the SFMTA.
- The carriers will pay an annual fee for the privilege of operating in the Muni underground area. The SFMTA will receive 20% for areas controlled or used by BART and 50% for areas controlled or used by the SFMTA.

Recommendation

- Approve the proposed resolution.

MANDATE STATEMENT

As stated in Section 21.16 (b) of the San Francisco Administrative Code, a City department or agency may utilize the competitive procurement process of any other public agency to make purchases of Commodities or Services for the use of the City under the terms established in that agency's competitive procurement process and as agreed upon by the City and the procuring agency, upon making a determination that (i) the other agency's procurement process was competitive or the result of a sole source award, and (ii) the use of the other agency's procurement would be in the City's best interests.

Charter Section 9.118(c) states that any agreement having anticipated revenue to the City of \$1 million or more is subject to Board of Supervisors approval.

BACKGROUND

The San Francisco Municipal Transportation Agency (SFMTA) currently experiences long absences of cellular coverage in the Muni Metro. SFMTA has examined options for the construction of underground cellular infrastructure and concluded that the most effective way to extend cellular coverage to the SFMTA underground is through the extension of an existing underground Distributed Antennae System (DAS) that is already in place and managed by the Bay Area Rapid Transit System (BART).

BART constructed the nation's first neutral host underground cellular network that allows competing carriers, including AT&T, Verizon, Sprint, T-Mobile, and Metro PCS, to use the same equipment, extending competitive cellular markets to the underground while minimizing the amount of wayside equipment.

In August of 2015, the SFMTA and BART completed a Feasibility Study to determine if it is viable to extend BART's existing underground cellular network to SFMTA's underground area. Both agencies determined that it would be feasible and that the best approach for completing this project is to allow BART to negotiate with the cellular carriers to cover the cost of extending BART's network to the SFMTA's Muni Metro.

This arrangement will leverage BART's sizeable investment in underground cellular infrastructure. As the lead party and owner of the underground facilities, BART would be responsible for approving the installation of any new fiber and cellular infrastructure. BART would also be required to conduct environmental review of the infrastructure at an appropriate future juncture, pursuant to California Environmental Quality Act (CEQA) and San Francisco Administrative Code Chapter 31.

DETAILS OF PROPOSED LEGISLATION

The proposed resolution authorizes the San Francisco Municipal Transportation Agency (SFMTA) to execute a 15-year Communications Agreement with two five-year options with the Bay Area Rapid Transit District (BART). The agreement would allow BART to negotiate and enter into license agreements with telecommunications carriers on behalf of the SFMTA Muni Metro

to extend BART’s existing underground commercial fiber and cellular infrastructure to the SFMTA Muni Metro for a 15-year term, plus two five-year options to extend the agreement.

The details of the Agreement between SFMTA and BART are included in Exhibit 1 below.

Exhibit 1: Details of the Proposed Communications Agreement

<u>Term of the Agreement</u>	15 years through 2031
<u>Negotiation</u>	BART will have exclusive authority to negotiate license agreements with telecommunications carriers and implement the work needed, subject to standard indemnity, insurance, and hazardous materials handling provisions agreed to by SFMTA and BART.
<u>Revenue</u>	SFMTA will receive a portion of the annual license payments collected by BART as follows: 20% for areas controlled or used by BART and 50% for areas controlled or used by SFMTA.
<u>Option to Extend</u>	The parties have the option to extend the Agreement for two five-year terms through 2041.
<u>Easements</u>	SFMTA will grant utility easements to BART at designated locations within SFMTA Real Property for placement and operation of communications facilities.

According to Ms. Sonali Bose, SFMTA Chief Financial Officer, BART will select a lead telecommunications carrier through a publicly advertised, cooperative agreement, termed a Teaming Agreement, which will conduct the project for SFMTA. The lead carrier will be self-selected by the carriers that are willing to participate in the network. In a Teaming Agreement, the participating carriers agree to build neutral host equipment that can be shared by all participants, and make room for future participants. The primary requirement for participation in a Teaming Agreement is sharing the costs equally.

Under the proposed agreement between BART and SFMTA, BART will (a) negotiate with telecommunications carrier(s) to develop the telecommunications project for SFMTA, (b) enter into license agreement(s) with telecommunications carrier(s) for wireless facilities and fiber optic capacity, and (c) set rates paid by the telecommunications carrier(s) to BART and SFMTA. The agreements between BART and telecommunications carrier(s) are not subject to SFMTA Board of Directors or San Francisco Board of Supervisors approval.

The SFMTA Board of Directors approved the Agreement on September 20, 2016. According to Ms. Bose, the BART Board of Directors also needs to approve the Agreement, but a date for the BART Board of Directors has not yet been calendared. It is anticipated to be calendared in the next available meeting after the Board of Supervisors completes approval.

FISCAL IMPACT

Estimated Construction Costs

SFMTA estimates that the construction required to extend the existing BART network to the Muni Metro will take between 12 and 18 months once an agreement is reached with the cellular carriers. Total estimated construction costs are \$5,900,000. All construction and related costs are expected to be paid by the cellular carriers, and there is no anticipated cost to either BART or the SFMTA.

License Fees

The SFMTA will receive a portion of the annual license payments paid by the telecommunications carriers to BART, less administrative and other costs. As described in Exhibit 1 above, the SFMTA will receive 20% for areas controlled or used by BART and 50% for areas controlled or used by the SFMTA. SFMTA does not have an estimate at this time of fee revenues to be received by the SFMTA.

RECOMMENDATION

Approve the proposed resolution.



SFMTA
Municipal
Transportation
Agency

Edwin M. Lee, *Mayor*

Tom Nolan, *Chairman*

Cheryl Brinkman, *Vice-Chairman*

Gwyneth Borden, *Director*

Malcolm Heinicke, *Director*

Lee Hsu, *Director*

Jocel Ramos, *Director*

Cristina Rubke, *Director*

Edward D. Reiskin, *Director of Transportation*

September 26, 2016

The Honorable Members of the Board of Supervisors
City and County of San Francisco
1 Dr. Carlton Goodlett Place, Room 244
San Francisco, CA 94102

Subject: Communications Agreement between the City and County of San Francisco, acting through the San Francisco Municipal Transportation Agency, and the Bay Area Rapid Transit District

Honorable Members of the Board of Supervisors:

The San Francisco Municipal Transportation Agency (SFMTA) requests that the San Francisco Board of Supervisors authorize the SFMTA to enter into a Communications Agreement (Agreement) with the Bay Area Rapid Transit District (BART).

Background

The SFMTA currently experiences long absences of cellular coverage in the underground system. The SFMTA believes that providing reliable cellular coverage is in the best interests of the SFMTA and its customers.

The SFMTA has examined options for the construction of underground cellular infrastructure and, after significant review, has concluded that the most effective way to extend cellular coverage to the SFMTA underground is through the extension of an existing underground Distributed Antennae System (DAS) already in place on Market Street and managed by BART. BART's underground cellular network is used by AT&T, Verizon, Sprint, T-Mobile and Metro PCS. BART constructed the nation's first neutral host underground cellular network that allows competing carriers to use the same equipment, extending competitive cellular markets to the underground while minimizing the amount of wayside equipment.

In August 2015, the SFMTA and BART completed a Feasibility Study to determine if it was viable to extend BART's existing underground cellular network to the SFMTA underground. After careful consideration, the agencies have determined that it is feasible and that the best approach is to execute the Agreement, which will allow BART to negotiate with the cellular carriers to cover the cost of extending the BART network to the SFMTA underground system. This arrangement will leverage BART's sizeable investment in underground cellular infrastructure, providing the SFMTA with a fiscally responsible way to deliver cellular service.

It is estimated that the construction required to extend the existing BART network to the SFMTA underground will take 12-18 months once an agreement is reached with the cellular carriers and

funding is secured. All capital costs are expected to be borne by the cellular carriers and it is further expected that the carriers will pay annual licensing payments for operating on the network. BART will continue to manage the existing underground cellular network and collect license payments.

Proposed Agreement

The proposed Agreement contains the following provisions:

- **Contract Term**—The Agreement will be for a term of 15 years plus two five-year options which will begin following approval by the Board of Supervisors.
- **Revenue**—Under the Agreement, the SFMTA will receive a portion of the annual license payments collected by BART, less administrative and other costs, as follows: 20% for areas controlled or used by BART and 50% for areas controlled or used by the SFMTA.
- **Process**—The SFMTA Board of Directors approved the Agreement on September 20, 2016. The BART Board of Directors may also need to approve the Agreement.

The Agreement also provides that the SFMTA and BART, through the Director of Transportation and the BART General Manager, will enter into any further agreements needed (1) to cover procedures for coordinating access, resolving any permitting issues, addressing and preventing any actual or potential harmful radiofrequency interference and ensuring that there are no negative service impacts to the SFMTA's transit operations or any other SFMTA operations, (2) to set forth requirements for insurance, indemnity and handling of hazardous materials and (3) to provide a process for reimbursement of project related costs.

Funding Impact

The SFMTA will receive a portion of the annual license payments collected by BART, less administrative and other costs, as follows: 20% for areas controlled or used by BART and 50% for areas controlled or used by the SFMTA. The SFMTA is not expected to incur any costs as a result of the Agreement.

Recommendation

The SFMTA requests that the San Francisco Board of Supervisors authorize the SFMTA to enter into the Communications Agreement with BART.

Thank you for your consideration of this proposed agreement and for your continued support for the SFMTA. Should you have any questions or require more information, please do not hesitate to contact me at any time.

Sincerely,

Sonali Bose

Edward D. Reiskin
Director of Transportation

COMMUNICATIONS AGREEMENT

BETWEEN

**THE CITY AND COUNTY OF SAN FRANCISCO AND
THE SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**

COMMUNICATIONS AGREEMENT

This Communications Agreement (the Agreement”) is made and entered into this ___ day of October 2016, between the City and County of San Francisco ("City"), a municipal corporation, acting by and through its Municipal Transportation Agency (“SFMTA”) and the San Francisco Bay Area Rapid Transit District (“BART”) a rapid transit district established pursuant to California Public Utilities Code section 28500 *et seq.* (collectively SFMTA and BART are the “Parties”).

RECITALS

1. SFMTA and BART operate transit services in the City and County of San Francisco; and
2. SFMTA and BART control or use specified real property and several rights-of-way (collectively the “BART/SFMTA Real Property” and individually, the BART Real Property and the SFMTA Real Property) in the City and County of San Francisco, in the areas shown in Exhibit A; and
3. The Parties seek to improve communications services to riders and members of the public, and obtain “Revenues” (as defined herein) by making portions of the BART/SFMTA Real Property available to “Carriers” and other “Eligible Entities” (as defined herein) for facilities and equipment for wireless services and fiber optic capacity;
4. The Parties seek to establish a “Revenue Share Methodology” (as defined herein); and
5. SFMTA authorizes BART to negotiate with Carriers and Eligible Entities to a) establish funding to build and operate communications capacity on the BART/SFMTA Real Property; b) authorize BART to enter into Carrier License Agreements for wireless facilities and License Agreements for fiber optic capacity; and c) establish License Payments (as defined herein) for Carriers and Eligible Entities to pay to use designated portions of the BART/SFMTA Real Property;
6. SFMTA will grant utility easements to BART at designated locations within SFMTA Real Property for placement and operation of communications facilities; and
7. BART will make available a portion of BART Real Property for a data center known as a “Head End Room” (as defined herein) to license to Carriers for placement of Carrier Equipment (as defined herein).

NOW, THEREFORE, SFMTA AND BART, agree as follows:

SECTION 1: DEFINITIONS

“BART Real Property and BART/SFMTA Real Property” are defined in the second recital of this Agreement. Use of the term BART/SFMTA Real Property can include real property controlled or used by BART or SFMTA, as specified in Exhibit A.

“Carrier” shall mean a company engaged in the business of providing telecommunications services to the public for compensation. For wireless services, such companies shall be licensed by the Federal Communications Commission (FCC) to provide commercial mobile radio services and adhere to all applicable FCC rules and regulations. For companies seeking access to fiber optic facilities, such entities shall be Eligible Entities, as defined herein.

“Carrier Equipment” shall mean Carrier-owned technology, such as radio frequency equipment, that is licensed to be placed in the Carrier’s designated space in the Head End Room and will connect the Carrier Equipment to communications facilities on the BART/SFMTA Real Property.

“Carrier License Agreements” shall mean license agreements entered into between BART and Carriers for use of the Real Property to install and operate for communications facilities and equipment.

“Days” shall mean the business days of Monday through Friday, weekend days excluded, unless otherwise specified by the Parties in writing.

“Eligible Entity” is a company, government entity, individual or other organization that demonstrates compliance with all applicable federal, state and municipal laws and regulatory requirements for the fiber optic or other communications service provided to the public and enters into the appropriate license agreements with BART to obtain fiber optic or other communications capacity on the BART/SFMTA Real Property.

“FCC” shall mean the United States Federal Communications Commission.

“Head End Room” shall mean the room located on the BART Real Property that has been designated to hold Carrier Equipment in Carrier-specific areas that have been allocated, by license agreement between BART and each Carrier for the Carrier to place Carrier Equipment as set forth in a Carrier License Agreement.

“License Agreements” shall mean agreements entered into between BART and Eligible Entities for use or placement of fiber optic and other communications capacity on the BART/SFMTA Real Property.

“License Payment” shall mean the payment that is payable by Carriers or Eligible Entities pursuant to a Carrier License Agreement or other License Agreement for communications capacity on the BART/SFMTA Real Property, to be shared by BART and SFMTA under the Revenue Share Methodology, as defined herein.

“Revenue(s)” shall mean the total amount of License Payments collected by BART from Carriers and Eligible Entities for the BART/SFMTA Real Property areas specified in this Agreement, as detailed in Exhibit A, less administrative costs and costs directly related to the construction, operation, environmental compliance and the emergency maintenance and management of the communications facilities and equipment in SFMTA Real Property, as shown in Exhibit A.

"Revenue Share Methodology" is set forth in Section 3 of this Agreement.

"SFMTA Real Property" is defined in the second recital.

SECTION 2: LICENSE AGREEMENTS

- A. Negotiation: BART will negotiate on behalf of BART and SFMTA with Carriers and Eligible Entities ("Negotiations") and enter into Carrier License Agreements or License Agreements, as applicable, to expand the communications networks currently existing on BART's Real Property -to SFMTA service areas. Prior to Negotiations, the Parties will agree on standard provisions for indemnity, insurance and the handling of hazardous materials ("Standard Provisions"). The Standard Provisions will be included in all agreements and may only be revised by mutual agreement of the Parties. BART will have exclusive negotiating authority with Carriers and Eligible Entities, and will include the Standard Provisions, including requirements that SFMTA be named as an additional insured and indemnitee in agreements and will provide copies of the final agreements to SFMTA. Notwithstanding the foregoing, the negotiating authority conferred upon BART by this Agreement shall not alter or modify the terms and conditions of the Reciprocal Use Agreement, dated as of April 1, 2010, and any Annexes thereto executed between BART and City.
- B. Payments: The agreements with Carriers and other Eligible Entities will specify certain License Payments due BART on an annual basis. Carriers and Eligible Entities will be invoiced by BART, and the collective amount of the License Payments will be the Revenue subject to the Revenue Share Methodology set forth in Section 3 of this Agreement.
- C. Maintenance: The agreements with Carriers and Eligible Entities will specify that BART will work with Carriers and Eligible Entities to provide legal and administrative support and emergency maintenance and management of the communications facilities and equipment in SFMTA Real Property, and the costs associated with such activities will be included in the License Payment.
- D. Head End Room: BART will specify in the agreements with Carriers and, to the extent necessary, with Eligible Entities that it will supply specific space for equipment BART's Real Property that has been designated to hold Carrier Equipment in Carrier-specific areas that have been allocated, by license agreement between BART and each Carrier, for the Carrier to place Carrier Equipment as set forth in Carrier License Agreements, limited to equipment used to provide services to areas on the BART/SFMTA Real Property.
- E. Environmental Review: The Parties agree that BART shall be primarily responsible for any requisite environmental review under the California Environmental Quality Act (CEQA") and any other applicable environmental laws and regulations, in cooperation with the SFMTA. Costs incurred by the Parties for CEQA review and compliance will be fully recovered from collected License Payments, prior to distribution of Revenues, in accordance with the Revenue Share Methodology, as described in Section 3.

SECTION 3. REVENUES AND REVENUE SHARE METHODOLOGY

- A. Calculation of Revenue: Revenue will be calculated on an annual basis, and will include the total amount of License Payments collected by BART from Carriers and Eligible Entities for the BART/SFMTA Real Property areas specified in this Agreement, as detailed in Exhibit A. An accounting of License Payments received, and associated administrative costs and costs directly related to construction, operation, environmental compliance and the emergency maintenance and management of the communications facilities and equipment in SFMTA Real Property, as shown in Exhibit A will be provided by BART to SFMTA annually, in accordance with the procedures specified in Section 6 of this Agreement.
- B. The Revenue Share Methodology will be as follows:
1. For areas owned, controlled or used by BART as of the date of this Agreement, as set forth in Exhibit A, the Revenue Share Methodology will split the annual Revenue into an 80% share of the total Revenue to BART, and a 20% of the total Revenue to SFMTA.
 2. For areas owned, controlled or used by SFMTA as of the date of this Agreement, as set forth in Exhibit A, the Revenue Share Methodology will be to split the Revenues into a 50% share for SFMTA and a 50% share for BART.
 3. Costs not paid by Carriers and Eligible Entities and incurred by either Party related to construction, operation, environmental compliance, maintenance and administrative costs will be deducted from collected License Payment amounts prior to calculating the Revenue to be shared under the Revenue Share Methodology. A process for collection or reimbursement of project-related costs will be developed by the Parties as operating procedures, as set forth in Section 6 below.

SECTION 4. EASEMENTS

- A. BART and SFMTA will identify appropriate areas on the SFMTA Real Property for location of communications facilities and equipment, and once the appropriate locations have been identified, SFMTA will grant BART utility easements for purposes of BART working with Carriers and Eligible Entities to locate communications facilities within those easements.
- B. BART will work with SFMTA to map and record such utility easements prior to commencement of construction activities.

SECTION 5. COORDINATION REQUIREMENTS AND NOTICES

- A. Cooperation: SFMTA and BART believe a cooperative relationship to be essential to faithful execution of this Agreement. Both Parties also agree that good relations are jeopardized by failure to act in concert on all matters affecting communications uses in

BART/SFMTA Real Property. Both Parties, in good faith, will work together to develop procedures for the Parties to coordinate access and permitting activities, to address issues of potential harmful radiofrequency interference (including, without limitation, to the radio communications of the City, SFMTA, BART, Carriers and other Eligible Entities, to address cost and reimbursement practices and to establish insurance and indemnity requirements, as set forth in Section 6 of this Agreement.

- B. Notices: All invoices, notices or other communications to either Party by the other will be deemed given when made in writing and delivered or mailed to such Party at their respective addresses as follows:

TO: BART

San Francisco Bay Area Rapid Transit District
300 Lakeside Drive, 11th Floor
Oakland, CA 94604-2688
Invoices – Attention: General Accounting Manager
Notices – Attention: Telecommunications Manager

With a copy to:

San Francisco Bay Area Rapid Transit District
300 Lakeside Drive, 23rd Floor
Oakland, CA 94604-2688
Attention: Telecommunications Attorney

TO: SFMTA

San Francisco Municipal Transit Agency
1 South Van Ness Avenue
San Francisco, CA 94103
Notices – Attention: Chief Technology Officer

With a copy to:

Office of the City Attorney
City and County of San Francisco
1390 Market Street, 7th Floor
San Francisco, CA 94102
Attention: Transportation Team

SECTION 6. PROCEDURES

- A. Operating Procedures: SFMTA and BART, through the SFMTA Director of Transportation and the BART General Manager, will seek and obtain all necessary delegated authority to implement this Agreement and to discuss and enter into an agreement or agreements covering procedures for coordinating access and resolving

permitting issues, addressing and preventing any actual or potential harmful radiofrequency interference, setting forth requirements for insurance, indemnity, handling of hazardous materials, ensuring that there are not negative service impacts to SFMTA or BART transit or other operations and a process for payment of and reimbursement for project related costs.

- B. Records and Audit: SFMTA and BART each will bear its own internal administrative accounting and auditing costs associated with the Revenue Share Methodology. SFMTA will have the right to audit BART's Revenue records relevant to the Revenue Cost Share Methodology up to twelve (12) months after the Revenue report date of the period in question. BART's annual Revenue report to MUNI will show the total Revenue, the amount of each Party's share of the Revenue, and maintenance costs for communications facilities on the SFMTA Real Property.
- C. Invoices and Revenue Report: BART will invoice and collect from Carriers and Eligible Entities the License Payments on an annual basis, and provide SFMTA with an annual Revenues report for the revenue share amount due to SFMTA by BART and associated maintenance costs. The amount of such revenue share will be calculated according to the Revenue Share Methodology in Section 3 of this Agreement.
- D. Payment of Revenue Share: BART will pay SFMTA the Revenue Share amount within forty five (45) days of the annual Revenues report. If any payment or other disputes arise, SFMTA and BART agree to resolve such disputes in accordance with the terms set forth in Section 7, below.

SECTION 7. RESOLUTION OF DISPUTES

If any dispute arises related to the terms of this Agreement the Parties agree that following notice by either Party, the Parties will meet and confer in good faith in an attempt to resolve the dispute. In the event that the matter cannot be resolved by the Parties, either Party may request mediation of the dispute. Such mediation shall be conducted before a mutually agreed upon mediator with the costs of such mediation borne equally by the Parties. Participation in mediation shall be a condition precedent to the initiation of any litigation commenced by either Party related to a dispute arising from this Agreement.

SECTION 8. GENERAL PROVISIONS

- A. Term and Termination:
 - 1. The term of this Agreement is for fifteen (15) years from the effective date as set forth in Section 8, with two (2) five (5) year renewal periods. Renewal shall be automatic, unless either Party provides notice to the other one hundred eighty (180) days prior to expiration of the initial or renewal term.
 - 2. This Agreement is subject to termination as follows:
 - a. by mutual agreement of the Parties; or

- b. a determination by either Party that the services in this Agreement create an actual risk to public health, safety of the operations of SFMTA or BART transit service.

- B. Entire Agreement: This Agreement represents the full, complete and entire Agreement of the Parties with respect to the subject matter hereof, and supersedes any and all other communications, representations, proposals, understandings or agreements, whether written or oral, between the Parties hereto with respect to such subject matter. This Agreement may be modified or amended at any time by mutual consent of the Parties hereto. Alterations or variation of the terms of this Agreement shall not be valid unless made in writing and signed by the Parties thereto and no understanding or agreement not incorporated herein shall be binding on any of the Parties hereto.

- C. Severability: If any term, provision, covenant or condition of this Agreement is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remainder of the provisions shall continue in full force and effect unless the rights and obligations of the Parties have been materially altered or abridged by such invalidation, voiding or unenforceability.

- D. Governing Law and Jurisdiction: This Agreement shall be interpreted under and pursuant to the laws of the State of California. The Parties agree that the jurisdiction and venue of any dispute between the Parties to this Agreement shall be the Superior Court of San Francisco County.

- E. Binding Upon Successors: This Agreement shall be binding upon and inure to the benefit of the transferees, successors and assigns of each of the Parties to it, except that there shall be no transfer of any interest by either of the Parties to this Agreement without the prior written consent of the other Party, and the transferee, successor or assign shall be public entity qualified to carry out the duties and responsibilities of this Agreement.

- F. Remedies Not Exclusive: No right or remedy conferred upon or reserved to BART or SFMTA under this Agreement is intended to be exclusive of any other right or remedy, except as expressly stated in this Agreement, and each and every right and remedy shall be cumulative and in addition to any other right or remedy given under this Agreement or now or hereafter existing at law or in equity or by statute, except such rights or remedies as are expressly limited in this Agreement.

SECTION 9. EFFECTIVE DATE

The effective date of this Agreement shall be October , 2016.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT, a rapid transit district established pursuant to California Public Utilities Code section 28500, *et seq.*

CITY AND COUNTY OF SAN FRANCISCO, acting by and through its Municipal Transportation Agency

By: _____

By: _____

Name: _____

Name: _____

Title: _____

Title: _____

Date: _____

Date: _____

APPROVED AS TO FORM:

Office of General Counsel

Office of the City Attorney

By: _____
Phyllis A. Whitten,
Attorney

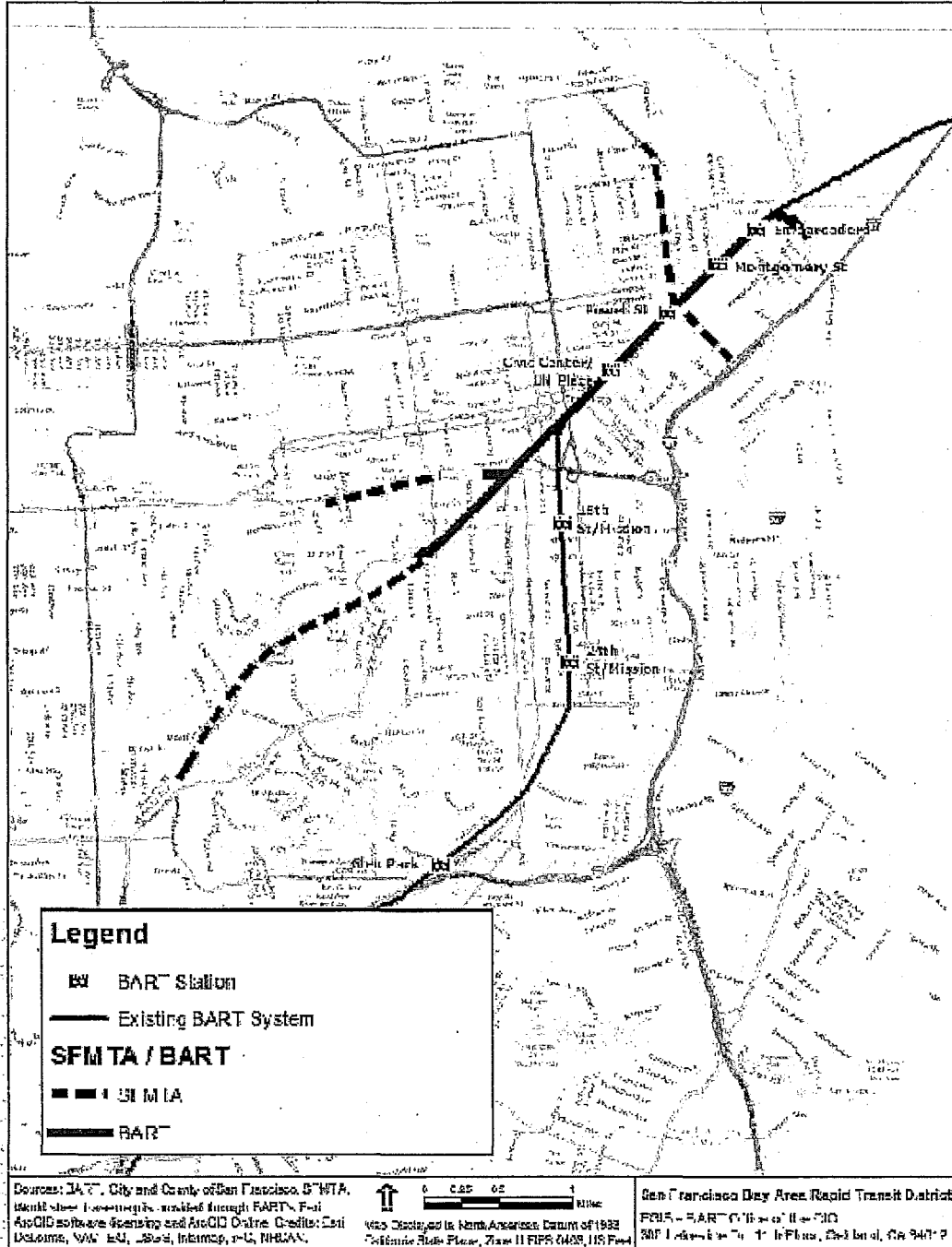
By: _____
Stephanie Stuart,
Deputy City Attorney

EXHIBIT A
AREAS COVERED

[See attached map]

COMMUNICATIONS AGREEMENT BETWEEN:
 The City and County of San Francisco and
 The San Francisco Bay Area Rapid Transit District

EXHIBIT A
 Date: 6/22/2010



SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 16-130

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) currently experiences long absences of cellular coverage in the underground system and believes that providing reliable cellular coverage is in the best interests of both the SFMTA and its customers; and,

WHEREAS, In order to provide reliable cellular coverage, the SFMTA and BART wish to extend BART's existing underground commercial fiber and cellular infrastructure to the SFMTA underground system; and,

WHEREAS, The Communications Agreement between the SFMTA and BART will enable BART to accomplish this goal by taking the lead to negotiate and enter into license agreements with telecommunications carriers and by implementing the work needed; and,

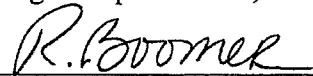
WHEREAS, In addition to improved cellular coverage, the SFMTA will receive a portion of the annual license payments collected by BART; and,

WHEREAS, On August 24, 2016, the SFMTA, under authority delegated by the Planning Department, determined that the Communications Agreement is not defined as a "project" under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors authorizes the Director of Transportation to execute SFMTA 2017-06, Communications Agreement between the City and County of San Francisco and the Bay Area Rapid Transit District to allow BART to negotiate and enter into license agreements with telecommunications carriers on behalf of the SFMTA to extend BART's existing underground commercial fiber and cellular infrastructure to the SFMTA underground system for a 15-year term plus two five-year options which will begin following approval by the Board of Supervisors and will continue until terminated as provided in the Communications Agreement, subject to approval from the Board of Supervisors.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of September 20, 2016.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency



SFMTA
Municipal
Transportation
Agency

BART Communications Agreement

The San Francisco Municipal Transportation Agency (SFMTA) proposes to delegate authority to the Bay Area Rapid Transit District (BART) for negotiating and entering into agreements with telecommunications carriers on behalf of the SFMTA in order to extend the existing underground commercial fiber and cellular infrastructure to the SFMTA underground system. Extending cellular infrastructure in the SFMTA underground system would provide the Agency's customers with reliable cellular coverage.

As the lead party and owner of the underground facilities, BART would be responsible for approving the installation of any fiber and cellular infrastructure. Therefore, BART would be also be required to conduct environmental review of the infrastructure at an appropriate future juncture, pursuant to California Environmental Quality Act (CEQA) and San Francisco Administrative Code Chapter 31.

Not a "project" pursuant to CEQA as defined in CEQA Guidelines Sections 15060(c) and 15378(b) because the action would not result in a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.

A handwritten signature in black ink, appearing to read 'Erik Jaszewski', written over a horizontal line.

8/24/2016

Erik Jaszewski

Date

San Francisco Municipal Transportation Agency

Print Form

Introduction Form

By a Member of the Board of Supervisors or the Mayor

RECEIVED
 BOARD OF SUPERVISORS
 SAN FRANCISCO
 2016 SEP 27 PM 4:56
 Time stamp
 or meeting date

I hereby submit the following item for introduction (select only one):

- 1. For reference to Committee. (An Ordinance, Resolution, Motion, or Charter Amendment)
- 2. Request for next printed agenda Without Reference to Committee.
- 3. Request for hearing on a subject matter at Committee.
- 4. Request for letter beginning "Supervisor [] inquires"
- 5. City Attorney request.
- 6. Call File No. [] from Committee.
- 7. Budget Analyst request (attach written motion).
- 8. Substitute Legislation File No. []
- 9. Reactivate File No. []
- 10. Question(s) submitted for Mayoral Appearance before the BOS on []

Please check the appropriate boxes. The proposed legislation should be forwarded to the following:

- Small Business Commission Youth Commission Ethics Commission
- Planning Commission Building Inspection Commission

Note: For the Imperative Agenda (a resolution not on the printed agenda), use a Imperative Form.

Sponsor(s):

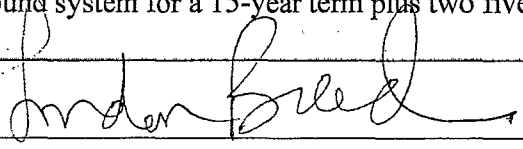
Breed

Subject:

Communications Agreement with BART to extend commercial fiber and cellular infrastructure to SFMTA underground system

The text is listed below or attached:

Resolution authorizing the San Francisco Municipal Transportation Agency (SFMTA) to execute a Communications Agreement with Bay Area Rapid Transit District (BART) allowing BART to negotiate and enter into license agreements with telecommunications carriers on behalf of the SFMTA to extend BART's existing underground commercial fiber and cellular infrastructure to the SFMTA underground system for a 15-year term plus two five-year options.

Signature of Sponsoring Supervisor: 

For Clerk's Use Only: