EXHIBIT N
TRANSPORTATION PLAN OBLIGATIONS

The Treasure Island Development Authority (TIDA) has adopted a Transportation Implementation Plan that describes generally how the transportation program for the Islands will be implemented, including physical construction, transit service, and transportation demand management tools. The Transportation Implementation Plan will be implemented by the Treasure Island Transportation Management Agency (TITMA), in consultation with the Authority, SFMTA, and other transit service providers. The following list comprises the Developer’s obligations related to implementation of the transportation program.

Infrastructure and Facilities

- Developer shall construct streets, sidewalks, and bicycle paths, as described and in accordance with the Infrastructure Plan attached to the DDA. The streets shall include bicycle racks, bus shelters, and other streetscape improvements to be proposed by Developer and Approved by the Authority as part of the Streetscape Master Plan required to be submitted prior to the first Major Phase Approval.

- Developer shall construct a ferry quay and terminal in two phases, as described and in accordance with the Infrastructure Plan attached to the DDA.

- Developer shall provide a subsidy of $10 million to the Authority for the reimbursement of design and construction costs associated with the ramps and viaduct projects. The terms of the subsidy are more specifically described in Section 13.3.6 of the DDA.

Transit Capital

- Developer shall purchase up to nine (9) buses for use in the East Bay bus service. The method of procurement and specifications of the buses will be as mutually agreed between Developer, TIDA, and the East Bay bus service provider, AC Transit. Up to five (5) buses will be provided when the service initially begins. Service is anticipated to start with the occupancy of the first new residential units, currently projected in 2015. The balance of the bus acquisition will be provided as needed based on service schedules, but no earlier than the occupancy of the five thousandth (5000th) new residential unit. The parties will coordinate the timing of procurements so that buses are procured as part of the regular procurement process of the service provider.

- Developer shall purchase up to four (4) buses for use in the on-island shuttle service. The method of procurement and specifications of the buses will be as mutually agreed between Developer, TIDA, and the shuttle operator, who will be selected by TITMA. Up to two (2) buses will be provided when the existing Muni 108 ceases to circulate on the Island and the service initially begins, but no earlier than the occupancy of the three thousandth (3000th) unit. In the event that the Muni service ceases to circulate on Island prior to the occupancy of the 3000th unit, the Developer and the Authority
shall meet and confer to discuss making changes to the shuttle procurement schedule to accommodate the earlier start date. The remaining two (2) buses will be provided as needed based on service schedules.

- Developer shall provide a subsidy of $1.8 million to the Authority as matching funds for the purchase of six (6) Muni buses. The terms of the subsidy are more specifically described in Section 13.3.2 (f) of the DDA.

**Transportation Demand Management Programs**

- Developer shall purchase bicycles and equipment to establish the bicycle library, up to a maximum expenditure of $110,000. The library itself will be located in or near the ferry terminal building, to be constructed by Developer as described and in accordance with the Infrastructure Plan attached to the DDA.

- Developer shall provide up to 500 SF of office space for the TITMA’s Administrative Offices, expected to be located in Building 1. The cost of office tenant improvements, office equipment and furniture, and utilities will be borne by the TITMA through its annual budgeting process, which will be supplemented by a Developer subsidy as described in Section 13.3.2 of the DDA.

- TIDA and/or the TITMA, in collaboration with the Developer and through a public process, shall update the Transportation Implementation Plan within one year of the time that building permits are issued for the 2,000th, 4,000th, 6,000th and 8,000th units based on documented travel behavior and the actual performance of the Project’s transportation program, including Transportation Demand Management measure that have been implemented to that point, and make adjustments to the Transportation Implementation Plan as necessary to achieve the cumulative goals.

**Operating Subsidy**

- Developer shall provide an operating subsidy of $30 million, to be drawn by the Authority as needed on an annual basis, as more specifically described in Section 13.3.2 of the DDA.

**Additional Transportation Subsidy**

- Developer shall pay the TITMA an additional transportation subsidy in the total amount of $5 million, in five (5) consecutive annual installments of $1 million per year, payable in accordance with Section 13.3.2(g) of the DDA if the transit report required to be prepared within one year after the first certificate of occupancy is issued for the 4,000th dwelling unit on the Project Site, as more specifically described in Section 13.3.2(g) of the DDA, shows residential transit mode share is 50% or less.