

File No. 110294

Committee Item No. _____
Board Item No. 39

COMMITTEE/BOARD OF SUPERVISORS
AGENDA PACKET CONTENTS LIST

Committee: Rules

Date 5/5/11

Board of Supervisors Meeting

Date 5/17/11

Cmte Board

- | | | |
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| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Motion |
| <input type="checkbox"/> | <input type="checkbox"/> | Resolution |
| <input type="checkbox"/> | <input type="checkbox"/> | Ordinance |
| <input type="checkbox"/> | <input type="checkbox"/> | Legislative Digest |
| <input type="checkbox"/> | <input type="checkbox"/> | Budget Analyst Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Legislative Analyst Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Youth Commission Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Introduction Form (for hearings) |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Department/Agency Cover Letter and/or Report |
| <input type="checkbox"/> | <input type="checkbox"/> | MOU |
| <input type="checkbox"/> | <input type="checkbox"/> | Grant Information Form |
| <input type="checkbox"/> | <input type="checkbox"/> | Grant Budget |
| <input type="checkbox"/> | <input type="checkbox"/> | Subcontract Budget |
| <input type="checkbox"/> | <input type="checkbox"/> | Contract/Agreement |
| <input type="checkbox"/> | <input type="checkbox"/> | Award Letter |
| <input type="checkbox"/> | <input type="checkbox"/> | Application |
| <input type="checkbox"/> | <input type="checkbox"/> | Public Correspondence |

OTHER

(Use back side if additional space is needed)

- | | | |
|-------------------------------------|-------------------------------------|-----------------|
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <u>Form 700</u> |
| <input type="checkbox"/> | <input type="checkbox"/> | _____ |
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| <input type="checkbox"/> | <input type="checkbox"/> | _____ |

Completed by: Linda Wong

Date 5/2/11

Completed by: L.W.

Date 5/10/11

An asterisked item represents the cover sheet to a document that exceeds 25 pages. The complete document is in the file.

1 [Confirming Appointment, Municipal Transportation Agency Board of Directors - Joél Ramos]

2
3 **Motion confirming the Mayor's appointment of Joél Ramos to the Municipal**
4 **Transportation Agency Board of Directors, term ending March 1, 2015.**

5
6 WHEREAS, Article VIII.A of the City Charter, approved November 1999, establishes
7 the Municipal Transportation Agency ("MTA") which includes the Municipal Railway and shall
8 include the Department of Parking and Traffic; and

9 WHEREAS, The MTA includes a Board of Directors governed by a board of seven
10 directors appointed by the Mayor and confirmed by the Board of Supervisors; and

11 WHEREAS, At least four of the directors must be regular riders of the municipal railway
12 and must continue to ride the municipal railway during their terms; and

13 WHEREAS, The directors must possess significant knowledge of, or professional
14 experience in, one or more the fields of government, finance, or labor relations; and

15 WHEREAS, At least two of the directors must possess significant knowledge of, or
16 professional experience in, the field of public transportation; and,

17 WHEREAS, The Mayor has appointed Joél Ramos to the MTA Board of Directors to
18 serve a term ending March 1, 2015; now, therefore, be it

19 **MOVED, That the Board of Supervisors of the City and County of San Francisco does**
20 **hereby confirm the Mayor's appointment of Joél Ramos to the Municipal Transportation**
21 **Agency Board of Directors for a term ending March 1, 2015.**

OFFICE OF THE MAYOR
SAN FRANCISCO



EDWIN M. LEE
MAYOR

Notice of Appointment

April 13, 2011

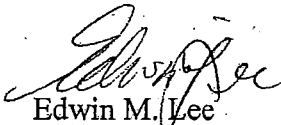
Honorable Board of Supervisors:

I hereby appoint Joel Ramos to serve as a member of the Municipal Transportation Agency Board of Directors for a four year term. The term of Joel Ramos will expire March 1, 2015.

I am confident that Joel Ramos will serve our community well. Attached are his qualifications to serve, which demonstrate how the appointment represents the communities of interest, neighborhoods, and diverse populations of the City and County of San Francisco.

I encourage your support and am pleased to advise you of this appointment.

Sincerely,


Edwin M. Lee
Mayor

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
2011 APR 13 PM 4:58
JK
ALK

110294

OFFICE OF THE MAYOR
SAN FRANCISCO



EDWIN M. LEE
MAYOR

April 13, 2011

Angela Calvillo
Clerk of the Board, Board of Supervisors
San Francisco City Hall
1 Carlton B. Goodlett Place
San Francisco, CA 94102

Dear Ms. Calvillo,

I am pleased to advise you of my appointment of Joel Ramos to the Municipal Transportation Agency Board of Directors. The term of Joel Ramos will expire March 1, 2015.

Please see the attached resume which will illustrate that Mr. Ramos's qualifications allow him to represent the communities of interest, neighborhoods, and diverse populations of the City and County of San Francisco.

Should you have any questions, please contact my Director of Appointments, Nicole Wheaton at 415-554-7940.

Sincerely,

A handwritten signature in cursive script, appearing to read "Edwin M. Lee".

Edwin M. Lee
Mayor

Joel Ramos

— Judah St., #4

San Francisco, CA 94122

510-740-3150 ext. 318 • Joel@TransFormCA.org

Community Planner

TransForm, Oakland CA, June 2006 to Present

Primary Projects:

- Building community awareness and advocacy around Bus Rapid Transit (BRT)
- Building community awareness and advocacy for better transit and more affordable housing in Transit Oriented Development (TOD) in the Bay Area
- Assisting the City of Oakland and community stakeholders in all community engagement efforts for the Lake Merritt BART Station and International Boulevard Transit Oriented Development and other city planning processes
- Organizing, coordinating and or supporting programmatic and campaign efforts that support BRT, TOD, Transportation and Social Justice in the Bay Area
- Identifying and building financial and political support for BRT in the Bay Area

Community Organizer

Center on Policy Initiatives, San Diego CA, Jan 2001- May 2006

Primary Projects:

- Organized and facilitated a coalition made up of Labor, Social Justice, and Environmental Advocate groups to win a Community Benefits Agreement for a major Transit Oriented Development Project, resulting in the construction of hundreds of affordable housing units, living wage jobs and green building construction at an inner-city transit hub (now called the "Ballpark Village Community Benefits Agreement")
- Coordinated a coalition of diverse groups (mentioned above) for the inclusion of stronger affordable housing and economic benefits in a Community Plan Update

Assistant Planner / Community Organizer

Spanish Speaking Unity Council, Oakland CA, 1999 – 2001

Primary Projects:

- Facilitated community involvement in an inner-city brownfield revitalization project, resulting in a community designed, 9-acre waterfront park in East Oakland (now called "Union Point Park")
- Coordinated the efforts of a multi-agency coalition to identify and coordinate political and financial resources necessary to develop the resulting park plan

Relevant Experience

- Member, SF Geary Blvd. BRT Community Advisory Committee, 2008-present
- Member, Oakland HOPE Collaborative Steering Committee, 2008-2009
- Member, East Oakland Building Healthy Communities Steering Committee,
- Presenter, Young Planners Network, San Francisco, CA 2008
- Presenter, Rail-Volution Conference, San Francisco, CA 2009

Education:

BA Degree, Geography, San Francisco State University 1998

STATEMENT OF ECONOMIC INTERESTS
COVER PAGE

Date Received
 Official Use Only

Please type or print in ink.

NAME OF FILER	(LAST)	(FIRST)	(MIDDLE)
Ramos		Joel	Thomas

1. Office, Agency, or Court

Agency Name
San Francisco Municipal Transportation Agency
 Division, Board, Department, District, if applicable
Board of Directors Your Position
Director
 ▶ If filing for multiple positions, list below or on an attachment.
 Agency: _____ Position: _____

2. Jurisdiction of Office (Check at least one box)

State Judge (Statewide Jurisdiction)
 Multi-County _____ County of _____
 City of San Francisco Other _____

3. Type of Statement (Check at least one box)

Annual: The period covered is January 1, 2010, through December 31, 2010. -or-
 The period covered is _____ through December 31, 2010.
 Assuming Office: Date 4/13/2011
 Leaving Office: Date Left _____ (Check one)
 The period covered is January 1, 2010, through the date of leaving office.
 The period covered is _____ through the date of leaving office.
 Candidate: Election Year _____ Office sought, if different than Part 1: _____

4. Schedule Summary

Check applicable schedules or "None."
 Schedule A-1 - Investments - schedule attached
 Schedule A-2 - Investments - schedule attached
 Schedule B - Real Property - schedule attached
 Schedule C - Income, Loans, & Business Positions - schedule attached
 Schedule D - Income - Gifts - schedule attached
 Schedule E - Income - Gifts - Travel Payments - schedule attached
 -or-
 None - No reportable interests on any schedule

5. Verification

MAILING ADDRESS	STREET	CITY	STATE	ZIP CODE
<i>(Business or Agency Address Recommended - Public Document)</i>				
436 14th Street #600		Oakland	CA	94612
DAYTIME TELEPHONE NUMBER		E-MAIL ADDRESS		
(510) 740-3150		Joel@transformca.org		

I have used all reasonable diligence in preparing this statement. I have reviewed this statement and to the best of my knowledge the information contained herein and in any attached schedules is true and complete. I acknowledge this is a public document.

I certify under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Date Signed 4/13/2011
(month, day, year)

Signature [Handwritten Signature]
(File the originally signed statement with your filing official.)

SCHEDULE C
Income, Loans, & Business
Positions
(Other than Gifts and Travel Payments)

Name
Rames, Joel Thomas

▶ **1. INCOME RECEIVED**

NAME OF SOURCE OF INCOME
Transform

ADDRESS (Business Address Acceptable)
436 14th Street #600, Oakland, CA 94612

BUSINESS ACTIVITY, IF ANY, OF SOURCE
Community Planner

YOUR BUSINESS POSITION
Community Planner

GROSS INCOME RECEIVED

\$500 - \$1,000 \$1,001 - \$10,000
 \$10,001 - \$100,000 OVER \$100,000

CONSIDERATION FOR WHICH INCOME WAS RECEIVED

Salary Spouse's or registered domestic partner's Income
 Loan repayment Partnership
 Sale of _____
(Property, car, boat, etc.)
 Commission or Rental Income, list each source of \$10,000 or more

 Other _____
(Describe)

▶ **1. INCOME RECEIVED**

NAME OF SOURCE OF INCOME
Vanguard Properties

ADDRESS (Business Address Acceptable)
2501 Mission Street, San Francisco, CA 94110

BUSINESS ACTIVITY, IF ANY, OF SOURCE
Real Estate

YOUR BUSINESS POSITION
Accounting

GROSS INCOME RECEIVED

\$500 - \$1,000 \$1,001 - \$10,000
 \$10,001 - \$100,000 OVER \$100,000

CONSIDERATION FOR WHICH INCOME WAS RECEIVED

Salary Spouse's or registered domestic partner's Income
 Loan repayment Partnership
 Sale of _____
(Property, car, boat, etc.)
 Commission or Rental Income, list each source of \$10,000 or more

 Other _____
(Describe)

▶ **2. LOANS RECEIVED OR OUTSTANDING DURING THE REPORTING PERIOD**

* You are not required to report loans from commercial lending institutions, or any indebtedness created as part of a retail installment or credit card transaction, made in the lender's regular course of business on terms available to members of the public without regard to your official status. Personal loans and loans received not in a lender's regular course of business must be disclosed as follows:

NAME OF LENDER* _____

ADDRESS (Business Address Acceptable) _____

BUSINESS ACTIVITY, IF ANY, OF LENDER _____

HIGHEST BALANCE DURING REPORTING PERIOD

\$500 - \$1,000
 \$1,001 - \$10,000
 \$10,001 - \$100,000
 OVER \$100,000

INTEREST RATE _____ % None

TERM (Months/Years) _____

SECURITY FOR LOAN

None Personal residence
 Real Property _____
Street address

City
 Guarantor _____
 Other _____
(Describe)

Comments: _____

San Francisco
BOARD OF SUPERVISORS

Date Printed: April 27, 2011

Date Established:

March 1, 2000

Active

MUNICIPAL TRANSPORTATION AGENCY BOARD OF DIRECTORS

Contact and Address:

Roberta Boomer Secretary
Municipal Transportation Agency
1 So. Van Ness Ave, 7th Floor
San Francisco, CA 94103

Phone: (415) 701-4505

Fax: (415) 701-4502

Email: roberta.boomer@sfmta.com

Authority:

Charter Section 8A.100 - 113

Board Qualifications:

The Municipal Transportation Agency Board of Directors shall be governed by a Board of seven Directors appointed by the Mayor and confirmed after public hearing by the Board of Supervisors.

The composition of the MTA shall be as follows: At least four of the Directors must be regular riders of the Municipal Railway and must continue to be regular riders during their terms. The directors must possess significant knowledge of, or professional experience in, one or more of the fields of government, finance or labor relations. At least two of the directors must possess significant knowledge of or professional experience in, the field of public transportation. During their terms, all directors shall be required to ride the Municipal Railway on the average once a week. No person may serve more than three terms as a director.

The Municipal Transportation Agency shall include the Municipal Railway and the Department of Parking and Traffic. The goals of the Agency shall be: 1) to strengthen the MTA's authority to manage its employees; 2) to establish efficient and economical work rules and work practices to meet the public's needs; 3) to protect the Railway's right to select, train, discipline and layoff employees; 4) to ensure that transit vehicles move through City streets safely and efficiently; 5) to value and protect pedestrians and bicyclists; 6) to reduce congestion and air pollution through efficient use of the streets; and 7) to protect the City's economic health by giving priority to commercial deliveries and access to local business.

"R Board Description" (Screen Print)

San Francisco
BOARD OF SUPERVISORS

Directors shall serve four-year terms, provided, however, that two of the initial appointees shall serve for terms ending March 1, 2004; two for terms ending March 1, 2003, two for terms ending March 1, 2002, and one for a term ending March 1, 2001. Initial terms shall be designated by the Mayor. No person may serve more than three terms as a director.

Reports: The agency shall adopt achievement measurements and goals by July 1st of each year and shall regularly publish reports on its attainment of the achievement of its goals. In addition, on a biannual basis an independent quality review of performance shall be conducted by an outside consulting firm and submitted to the Mayor, the Board of Supervisors, the Agency and the Citizen's Advisory Council who shall each hold a public hearing on the report.

Sunset Clause: None

"R Board Description" (Screen Print)



To: BOS Constituent Mail Distribution,
Cc:
Bcc:
Subject: Item # 110294

cpagf
BOS-11

From: Doug Buckwald <dbuckwald@hotmail.com>
To: <board.of.supervisors@sfgov.org>
Date: 05/11/2011 04:57 PM
Subject: Item # 110294

My letter to the Board of Supervisors is below and attached.

Doug Buckwald

May 11, 2011

RE: File # 110294 (Appointment of Joel Ramos to MTA)

Dear members of the Board of Supervisors:

I urge you in the strongest terms to reconsider the appointment of Joel Ramos to the Municipal Transportation Agency, and to delay your vote on this matter.

The open seat on the Municipal Transportation Agency is a very important position, due to the critically important role that transportation plays in the life and commerce of the city of San Francisco. And it is even more important due to the current transportation problems that the city faces now and will face in the future.

In my opinion, Joel Ramos falls short in a number of key areas.

First, Mr. Ramos appears to lack essential expertise that would benefit the board. The MTA board is facing serious financial issues in improving the system's operations in a climate of scarce resources. It would be highly beneficial to appoint someone to the board with financial experience, but Mr. Ramos has little or no background in this area.

Second, experience with labor negotiations would be major asset, as labor contract issues are another important area that will impact transportation options in the near future. Mr. Ramos has no experience in this area.

Third, Mr. Ramos' experience in community planning is largely as an advocate for certain groups, and he lacks the perspective that comes from an objective study of transportation systems and transit policy issues. His degree in geography from San Francisco State University is only partially relevant to the issues that he would face as a board member.

However, most important, Mr. Ramos has misrepresented himself as a transit advocate who wants to work in an inclusive way with the whole community. This is just not true—and I know this from personal experience.

For one thing, Mr. Ramos is an extreme anti-car zealot. His activities in promoting the East Bay Bus Rapid Transit system have revealed this on numerous occasions.

I am aware that Mr. Ramos made the following statement to the members of the Rules Committee last week:

"My wife owns a car. And she won't give it up because of the problems with the reliability of the MUNI system that I've described. I recognize the value and the luxury of mobility that a car has, and I want to make it easier for cars to get around as well..."

You should know that in the East Bay, Mr. Ramos has done everything in his power to make it more difficult for cars to get around, because that a strong principle he holds. If you doubt my characterization, I invite you to read the attached article by him that decries the decision of the City of Berkeley to forego dedicated lanes within its city borders. It clearly shows his utter contempt for automobile drivers. (Incidentally, you may also note the disrespect he shows towards the elected city council members of the City of Berkeley.)

In addition, Mr. Ramos does not make efforts to involve the entire affected community on transportation and transit decisions. On the contrary, he actually takes steps to exclude people from the planning process if they disagree with his positions.

In Berkeley, Mr. Ramos never once met with any neighborhood association or community group about Bus Rapid Transit. He openly admits this fact. Even so, he consistently mischaracterized these citizens' positions and discredited them with inaccurate accusations in public meetings on this issue. His behavior was very disrespectful and inappropriate.

In short, Mr. Ramos, far from being a team player and a coalition builder, is indeed a very polarizing figure who significantly increased that level of mistrust and anger in the transit planning process throughout the East Bay.

I know that Mr. Ramos was careful to say all the right things in his hearing before the Rules Committee. But he misrepresented his positions about some important issues, and left out a lot of the truth about his advocacy.

It is not too late to slow the process down to make sure you are doing the right thing. I urge you to look into this matter further, because I think you may be very surprised by what you learn.

Thank you for your consideration.

Respectfully,

Doug Buckwald

Director, Better Transit Options
Berkeley, CA

Please read article on following pages.

Joel Ramos: Car enthusiasts Kill BRT in Berkeley

May 11, 2010 (From the Oakland blog "Living in the O.")

This is the second in a two-part series of guest posts about Berkeley's vote on BRT. Today's post, by Joel Ramos, focuses on what happened and what's next, particularly as it relates to Oakland.

This guest post was written by Joel Ramos, who grew up riding AC Transit and is now a Community Planner at TransForm. He began working in Oakland in 1998 when he worked on getting community input for planning projects in the Fruitvale. He has been conducting outreach to community groups along the proposed BRT corridor for the past four years.

* * *

April 29th was an unfortunate day for "Green" Berkeley, and East Bay transit riders as a whole.

Despite support from the Sierra Club, the Alameda County Building Trades Council, UNITE-HERE Local 2850, TransForm, Livable Berkeley, the UC Berkeley Graduate Student Union, the East Bay Young Democrats and others to study a Full-Build BRT alternative with dedicated lanes, Berkeley City Council members Jesse Arreguin, Gordon Wozniak, Susan Wengraff, and Kriss Worthington would only vote to study an alternative that had not yet been considered. The alternative that was approved would be similar to existing 1R service, but with bulb-outs, proof-of-payment systems, and traffic signal priority – but no dedicated lanes – as the build alternative.

The outcome of this vote and the comments made by the councilmembers made it clear that **logic lost and mob-rule reigns in Berkeley**. The public comments made just before the vote made it clear that **a majority of the opponents had been mis-informed**, and were led to be convinced that the project would "kill Telegraph" and had "no environmental benefits", despite any legitimate sources or studies, and in denial of the success of every other BRT project that has been built in the U.S.

While **most transit advocates expected nothing less from Councilmember Kriss Worthington**, it was Councilmembers Jesse Arreguin and Gordon Wozniak that were most surprising.

Wozniak (**who often claims to be a "scientist"**) openly stated that even if studied, he wouldn't vote for the build alternative on account of (unfounded) fears of traffic impacts to his district. Jesse Arreguin (who won the Sierra Club's endorsement in his election campaign) abstained from the vote for a study of dedicated lanes, despite the Sierra Club's consistent support of the study of dedicated lanes for BRT. **Councilmember Susan Wengraff was the least informed (and apparently most ignorant** of the thousands of riders who opt for the 1/1R everyday and DON'T ride BART), and said she was against the project because she thought it duplicated BART. She then abstained from the vote for a study of the Full-Build Alternative with dedicated lanes. Councilmembers Kriss Worthington and Gordon Wozniak were the only two who voted "No" for the motion made by Daryl Moore to study the dedicated lanes as part of a BRT system, but the motion failed anyway.

It was an eye-opening Public Hearing for BRT in "Transit First" Berkeley. The transit advocates in the meeting were validated by one speaker's efforts who asked every opponent of BRT to raise their hand. When the opponents did, he then asked them to

keep their hand up if they voted for Measure G (Berkeley's recent ballot measure to commit to reduce greenhouse gases). Nearly every opponent's hand was lowered again. The speaker then pointed out that 80% of Berkeley's voters had voted for Measure G, and that clearly, the BRT opponents were not a representation of Berkeley overall.

Nevertheless, the City Council voted to **validate the radical skepticism of the car-centric opponents, and their rude, uninformed resistance to change** of the fossil-fueled status quo in Berkeley.

Unfortunately, the approved alternative is not expected to deliver the same amount of reliability that dedicated lanes would give, and to run BRT outside of dedicated lanes for long stretches in Berkeley could cause a delay in the overall system, reducing the overall capacity for shorter headways. It remains unclear if what Berkeley did vote for would even be worthwhile for AC Transit to pursue, as opposed to simply leaving Berkeley out of the future project altogether. If Oakland (upon study of the impacts of a full-build BRT system in a Final Environmental Impact Report) decides to move forward with a full-build BRT system, AC Transit could decide to have BRT "turn around" before going to downtown Berkeley (i.e. at the Uptown Transit Center or Macarthur BART).

As such, BRT supporters who live in North Oakland should see this as a "call to arms" for BRT in the Temescal, which may now be left out of the scope of the project if AC Transit decides not to build anything in Berkeley, and instead opt to turn BRT around at either Macarthur BART or at the Uptown Transit center.

To help in that fight, join a group of North Oakland BRT supporters by contacting Joel Ramos of TransForm at joel@TransFormCa.org or contact Councilmember Brunner yourself (jbrunner@oaklandnet.com) and let her know of your continued support for BRT with bike lanes and dedicated lanes in the Temescal.

Note: A similar article appeared on TransForm's website, entitled, "City Council Bullied by Mis-informed Opponents into Killing Dedicated Lanes and BRT in Berkeley."



Letter to Board of Supervisors re Joel Ramos appointment.doc

