

From: [Beinart, Amy \(BOS\)](#)
To: [Young, Victor \(BOS\)](#)
Subject: FW: FW: Rules Committee Item 6: The Milk Club Opposes Jane Natoli for the SFMTA Board
Date: Monday, August 10, 2020 5:11:45 PM

<<<<<<>>>>>>

Amy Beinart | Legislative Aide/Chief of Staff

Office of Supervisor Hillary Ronen

[415.554.7739](tel:415.554.7739) | amy.beinart@sfgov.org

<https://sfbos.org/supervisor-ronen-district-9>

From: Harvey Milk Club President <president@milkclub.org>

Sent: Friday, August 07, 2020 9:36 AM

To: Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Mar, Gordon (BOS) <gordon.mar@sfgov.org>; Preston, Dean (BOS) <dean.preston@sfgov.org>; Haney, Matt (BOS) <matt.haney@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Walton, Shamann (BOS) <shamann.walton@sfgov.org>; ahsha.safai@gmail.com

Subject: Rules Committee Item 6: The Milk Club Opposes Jane Natoli for the SFMTA Board

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Chair Ronen, Members of the Rules Committee, and Supervisors:

We write in opposition to the appointment of Jane Natoli to the San Francisco Municipal Transportation Agency Board of Directors.

As an organization that has long advocated for LGBTQIA+ representation at all levels of government, we appreciate the fact that Ms. Natoli would be the first transgender person appointed to serve on the MTA Board. Unfortunately, her record shows that she will not represent the interests of the most marginalized members of San Francisco or our community - particularly communities of color, queer people of color,

seniors and people with disabilities who depend on safe pedestrian access and public transportation on a daily basis.

Transportation is a key driver of equities and inequities, particularly at a time when normal MTA service has been severely disrupted and indefinitely eliminated for many communities. Ms. Natoli has a robust online presence that raises multiple concerns about her ability to respond effectively to marginalized voices, including:

-
-
- Unqualified support for project proposals and
- for-profit mobility devices over the objections of sensitive communities who see them as instruments of gentrification;
-
-
-
- Calling out public officials who have wrestled
- with the implications of for-profit mobility devices on senior and disability advocates and other communities of concern;
-
-
-
- Signaling support for a Muni fare increase that
- was opposed by ten out of eleven members of the Board of Supervisors;
- and
-
-
-
- Accepting a contribution
- during her campaign for DCCC from Josephine Zhao, who has referred to a Chinese member of the Board of Supervisors as a “race-traitor” and described California’s gender neutral bathroom bill as “evil legislation.”
-

As the conversation around transit increasingly includes discussion of “transit-oriented” housing development, we have serious concerns about appointing a Board member of YIMBY Action, an organization whose policy positions have been repeatedly rejected by San Francisco voters. Those positions include advocating against higher percentages of inclusionary housing in new development (in favor of a trickle-down market rate housing approach that lacks nuance or consideration for impacts to marginalized communities) and hedging on support of 2018’s Prop 10, which would have repealed the Costa Hawkins Act and allowed for local expansion of rent control. Costa Hawkins repeal remains a bellwether issue for tenant and affordable housing advocates.

Ultimately, Natoli's appointment reeks of political quid-pro-quo for supporting the Mayor, and is not supported by substantive expertise or merit on the issues that matter. We urge you to exercise your discretion under Section 3.100 of the San Francisco Charter to reject the appointment of Jane Natoli to the San Francisco Municipal Transportation Agency Board of Directors and to wait for Mayoral appointees who will elevate the voices of our most marginalized, public transit-reliant residents.

Sincerely,

The Executive Board of the Harvey Milk LGBTQ Democratic Club

--

Lee A. Hepner

--

<<<<<>>>>>

Amy Beinart

415 297-7752



August 10, 2020

RE: Support for Jane Natoli

Dear Board of Supervisors,

I am writing to express support for Jane Natoli nomination to SFMTA Board of Directors.

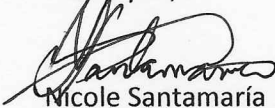
Jane comes to this work as an advocate for safe streets, fighting for the LGBTQ community and all San Franciscans walking, biking, and taking transit. It is important now more than ever we continue to support and foster trans leadership in San Francisco. Transgender people experience unprecedented levels of violence and discrimination in their daily lives including on public transit, Jane's leadership will assure that community needs and voices are heard and addressed.

From 2018 to 2020, she served as an elected member of the San Francisco Bicycle Coalition's Board of Directors, helping to guide the 10,000-member organization in its mission of making biking more accessible, safe, and diverse for everyone in the City. She has regularly shown up to advocate on behalf of projects that will do just that throughout the City. For her, it's not just the right thing to do, but personal, as she has been hit while biking three times in San Francisco.

She understands the gravity of what is ahead of us and remains committed to ensuring we meet our Vision Zero goals while getting San Franciscans around safely. She wants to uphold our values as a Transit First city and ensure that our system truly serves the riders who need it most.

Jane will bring all of her experiences to bear in this role and will step in and work quickly towards solutions for our City and our residents in these unprecedented times. I ask you to recommend Jane Natoli for the SFMTA Board of Directors to the Board of Supervisors.

Thank you,


Nicole Santamaría
Executive Director



From: [Mary Miles](#)
To: [Young, Victor \(BOS\)](#)
Subject: PUBLIC COMMENT OPPOSING APPOINTMENT OF JANE NATOLI TO MTA BOARD, BOS RULES COMMITTEE, AUGUST 10, 2020, AGENDA ITEM 6
Date: Monday, August 10, 2020 1:15:01 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

FROM:
Mary Miles
Attorney at Law
364 Page St., #36
San Francisco, CA 94102

TO:
Victor Young, Clerk, and
Members of the Rules Committee of the Board of Supervisors

BY E-MAIL to: victor.young@sfgov.org

-
DATE: August 10, 2020

**PUBLIC COMMENT OPPOSING APPOINTMENT OF JANE NATOLI TO THE
BOARD OF DIRECTORS OF SAN FRANCISCO MUNICIPAL TRANSPORTATION
AGENCY**

**August 10, 2020 Rules Committee Agenda, Item 6 [Mayoral Appointment, Municipal
Transportation Agency Board of Directors - Jane Natoli]**

File No.: 200389

This is public comment opposing the appointment of Jane Natoli to the Board of Directors of the Municipal Transportation Agency ("MTA").

The seven directors of MTA's Board control Operating and Capital Budgets of more than one billion dollars per year. Both that huge allocation of public money and MTA's control of transportation in San Francisco are why each of the seven directors governing MTA's Board is required to have the practical experience and objectivity to represent all travelers in San Francisco.

The San Francisco Charter specifies that each MTA Director "must possess significant knowledge of, or professional experience in, one or more of the fields of government, finance, or labor relations." Further, at least four of the directors "must be regular riders of the Municipal Railway, and must continue to be regular riders during their terms," and at least two directors "must possess significant knowledge of, or professional experience in, the field of public transportation." During their terms, all of the directors "shall be required to ride the Municipal Railway on the average once a week." (SF Charter § 8A.102(a).)

There is no evidence that Ms. Natoli meets those qualifications. Her Form 700 and resume state she is employed by Stripe where she is paid more than \$100,000 as a financial crimes

money-laundering investigator. That experience does *not* show that she has the professional experience required to be an MTA Director.

Ms. Natoli does not claim to be a regular rider of the Municipal Railway or that she will continue to be a regular rider of Muni if appointed to the MTA Board of Directors.

More problematic is Ms. Natoli's zealous advocacy *against* the transportation choice of most travelers in San Francisco, motor vehicles. Ms. Natoli's resume and her public statements tout her experience with the San Francisco Bicycle Coalition ("SFBC") where she served as a Board Member from 2018 to 2020 and remains active. SFBC is a private lobbying corporation advocating a militant anti-car agenda, along with single-minded promotion of bicycling.

Natoli remains an active member of SFBC and YIMBY Action, a pro-development organization, and states that she has put "much energy into advocating [for] protected bike lanes...and car-free stretches like Market implemented throughout San Francisco." (<https://www.sfxaminer.com/news/mayor-nominates-sf-bicycle-coalition-advocate-to-sfmta-board/>)

According to MTA, bicycling constitutes less than 3% of the transportation mode choice of San Francisco travelers. (See, MTA 1-28-20_workshop MODE SHARE INCREASE SINCE 2017, p. 12, showing decline in bicycling mode share to 2%; see also, Fehr & Peers: 2013-2017 Travel Decision Survey Data Analysis and Comparison Report, prepared for MTA, July 2017, p.15, showing decline in bicycle mode share in San Francisco from 3.4% in 2014 to 2% in 2017 (https://www.sfmta.com/sites/default/files/reports/2017/Travel_Decision_Survey_Comparison_Report_2017.pdf.)

Affiliation with a transportation lobbying organization presents ethical problems for any MTA Board member. The SFBC very often appears before the MTA Board, and that organization receives millions in grants of public money. Natoli's continuing ties to SFBC are plainly evident from the 94 form letters in the Board's file from 30 or more of her supporters, some several sent several times, praising her role in the SFBC.

Natoli's association with the SFBC compromises her ability to objectively deal with MTA's agenda that has projects affecting all travelers in San Francisco, including those who use motor vehicles and other modes of transportation. Indeed, Ms. Natoli has publicly announced that after the 90% decline in transit ridership since the Covid pandemic, "'We don't want cars returning,' . . . adding that other options would be walking and biking." (*Bay Area Reporter*, "Supervisors' committee hearing delayed for trans SFMTA board nominee," May 14, 2020.)

The public has been adversely affected by MTA Board members' anti-car, pro-bike bias for many years, with two other MTA Board members (Ms. Brinkman and Ms. Eaken) already representing bicyclists and promoting an anti-car agenda that includes millions spent on making motor vehicle travel more congested, expensive and difficult by removing travel lanes, eliminating parking, and obstructing and closing public streets to motor vehicles.

With more than 7,000 employees, MTA cannot properly staff its buses but still has a bloated office staff of hundreds of "engineers," "planners" and public relations propagandists for bicycling. The public does not need more control of MTA of, by, and for three percent of travelers and against the majority. The MTA Board needs to represent the interests of all

travelers, which will not be accomplished by appointing another bicycling advocate to the MTA Board.

The Covid pandemic has reduced transit ridership by 90%, and MTA's Director of Transportation admits that motor vehicles are the safest form of transportation during the pandemic. (*San Francisco Chronicle*, April 14, 2020, https://www.sfchronicle.com/bayarea/article/Could-cars-emerge-with-a-better-image-when-SF-15198197.php?utm_source=newsletter&utm_medium=email&utm_content=headlines&utm_campaign=sfc_politicalpunch#)

Now more than ever MTA needs directors who will serve the majority of San Francisco travelers. Declining revenue and ridership clearly indicate that MTA must stop making travel slower and more difficult for the majority of travelers while spending millions on bicycle "improvements" for the less than 3% of travelers who ride bicycles in San Francisco.

The Rules Committee and the Board of Supervisors should recognize the public's real needs, which will not be served by appointing another anti-car, bicycling zealot to the MTA Board. Ms. Natoli's lack of objectivity and practical experience do not meet the requirements for a Director of MTA.

The Rules Committee and the Board of Supervisors should therefore reject the Mayor's nomination for the appointment of Jane Natoli to the MTA Board.

Mary Miles

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Young, Victor \(BOS\)](#)
Subject: FW: Reject Appointment Of Jane Natoli To SFMTA Board (File: 200389)
Date: Monday, August 10, 2020 8:59:33 AM

From: Caitlin Flammer <cflammer6@gmail.com>
Sent: Saturday, August 8, 2020 2:25 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Cc: Farley, Clair (ADM) <clair.farley@sfgov.org>
Subject: Reject Appointment Of Jane Natoli To SFMTA Board (File: 200389)

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Board Of Supervisors,

My name is Caitlin, pronouns she/her/hers, and I live in District 10. I am writing to you to ask that the appointment of Jane Natoli to the SFMTA board be REJECTED. Although we support more trans and queer representation on boards and commissions, this cannot be done at the expense of many of the equity and governance issues that face the agency, and there are transgender people opposing this appointment.

Since the COVID-19 pandemic, transportation agencies have faced many challenges as they remain open to essential travel, and many agencies in the Bay Area, such as ACTransit and VTA have suspended fare collection for the safety of their drivers and in recognition of the financial challenges faced by many transit riders. However, the SFMTA has not only NOT joined those agencies in suspending fares, but voted to increase fares, in derogation of a resolution overwhelmingly passed by the Board of Supervisors, which led to the recent rejection of commissioner Christina Rubke.

According to a recent article by the Bay Area Reporter (1), Natoli indicated that had she been on the board at that time, she would have voted to support the fare increases. Furthermore, Natoli's job as a financial crimes investigator means that she will likely hold pro-law enforcement views, which could be dangerous for communities of color. Fare enforcement in the city has also targeted communities of color and other marginalized folks as well.(2)

And even though Natoli would be the first transgender woman to serve on this specific commission, she will not represent the interests of the transgender community well, as many transgender folks, especially transgender women of color, face violence, poverty, housing insecurity, and targeting by law enforcement.

There have also been issues with the governance of the SFMTA, given that the mayor appoints all members to a board with near total autonomy, and we urge the Board of Supervisors to use their check and balance to reject Ms. Natoli's appointment.

Sincerely
Caitlin
District 10

- (1) https://www.ebar.com/news/latest_news//292225/online_extra:_supervisors_committee_hearing_delayed_for_trans_sfmta_board_nominee
(2) <https://hoodline.com/2017/03/when-it-comes-to-fare-enforcement-muni-s-inspectors-rarely-stray-far-from-hq>

Caitlin Flammer
(408) 239-7611
cflammer6@gmail.com
Pronouns: she/her/hers