

From: [Angulo, Sunny \(BOS\)](#)
To: [BOS Legislation, \(BOS\)](#)
Cc: [Somera, Alisa \(BOS\)](#)
Subject: FW: Oppose Jane Natoli nomination to SFMTA Board
Date: Tuesday, August 18, 2020 2:30:49 PM

FYI: Official correspondence to the BOS on Item 21

From: Emily Algire <emily.algire@gmail.com>
Sent: Monday, August 17, 2020 11:42 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Oppose Jane Natoli nomination to SFMTA Board

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

Dear Supervisors,

The Ecosocialist Working Group of the San Francisco Democratic Socialists of America hereby urges you to reject the nomination of Jane Natoli to the San Francisco Metropolitan Transportation Agency Board at this Tuesday's Board of Supervisors meeting.

We are concerned about the following issues:

- Ms. Natoli has had a history of supporting fare increases on Muni in derogation of a resolution passed by the Board of Supervisors that calls for no increases in fares during the COVID-19 pandemic, in which neighboring transit agencies actually made their transit systems free. Though she walked her comments back in committee, we do not think this was genuine, and we do not think that she will keep her promise. She also stated in a questionnaire from the Harvey Milk Democratic Club that she does not ride Muni regularly.
- Ms. Natoli, on her twitter account, has made comments attacking those critical of privatized forms of transportation (ie: scooters, bike share programs), despite concerns about gentrification and the negative impact of scooters on seniors and disabled pedestrians. While we believe in decarbonization, we cannot support someone who does not believe in community-conscious approaches by allowing scooters and bike lanes to operate without robust community input from low-income and working class folks, especially communities of color, seniors, and disabled people.
- Ms. Natoli also has ties to YIMBY Action, an organization that supports continuing to build market rate housing over the objections of working class communities of color. Given the link between transit and development, any SFMTA Commissioner must have an equity lens and must be sensitive to gentrifying communities and support green development without displacement. Ms. Natoli has not shown the level of accountability to at-risk communities necessary to be in a position of such great power.

We join United to Save The Mission, the Harvey Milk Democratic Club, and other organizations to urge the Board of Supervisors to reject Jane Natoli's appointment to the SFMTA board.

From: [Mchugh, Eileen \(BOS\)](#)
To: [Young, Victor \(BOS\)](#)
Subject: FW: HRCSF opposing Jane Natoli appointment to SFMTA Board
Date: Monday, August 17, 2020 4:51:33 PM

From: Cynthia Fong <cynthia@hrcsf.org>
Sent: Monday, August 17, 2020 4:48 PM
To: BOS-Supervisors <bos-supervisors@sfgov.org>; BOS-Legislative Aides <bos-legislative_aides@sfgov.org>
Cc: Fred Sherburn Zimmer <fred@hrcsf.org>
Subject: HRCSF opposing Jane Natoli appointment to SFMTA Board

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

Dear Supervisors,

I write on behalf of the Housing Rights Committee of SF (HRCSF) in opposition to the appointment of Jane Natoli to the San Francisco Municipal Transportation Agency Board of Directors.

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

Respectfully,
Cynthia Fong
Lead Organizer

--

Cynthia Fong
Housing Rights Committee of San Francisco
Richmond District Community Organizer
(pronouns: they/she)

www.hrcsf.org | <https://www.facebook.com/housingrightsSF/>

Our offices are currently closed to the public in response to public health recommendations regarding COVID-19. If you are contacting us regarding Counseling: please email or call (415-947-9085) and provide your name, phone number, and we will have a counselor return your call as soon as possible. We will not be meeting tenants in person for the time being. We will announce any changes to our programming via our newsletter and [facebook](#) if

you want to follow along.

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Young, Victor \(BOS\)](#)
Subject: FW: PUBLIC COMMENT OPPOSING APPOINTMENT OF JANE NATOLI TO MTA BOARD, AUGUST 18, 2020 BOS AGENDA, FILE NO. 200389
Date: Thursday, August 13, 2020 4:14:17 PM

From: Mary Miles <page364@earthlink.net>
Sent: Thursday, August 13, 2020 6:59 AM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: PUBLIC COMMENT OPPOSING APPOINTMENT OF JANE NATOLI TO MTA BOARD, AUGUST 18, 2020 BOS AGENDA, FILE NO. 200389

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: Board.of.Supervisors@sfgov.org

-
DATE: August 12, 2020

**PUBLIC COMMENT OPPOSING APPOINTMENT OF JANE NATOLI TO THE
BOARD OF DIRECTORS OF SAN FRANCISCO MUNICIPAL
TRANSPORTATION AGENCY
August 18, 2020 Board Agenda [Mayoral Appointment, Municipal Transportation
Agency Board of Directors - Jane Natoli]
File No.: 200389**

This is public comment opposing the proposed 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 does *not* show that she has the professional experience required to be an MTA Director.

Ms. Natoli's resume does not claim she is 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.

Ms. 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.sfexaminer.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 with most having sent the same letter 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 aggressively 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 more than 900 "engineers," "planners" and public relations propagandists for bicycling in its "Sustainable Streets" division alone. (E.g., MTA Board Meeting, Agenda Item 9, June 30, 2020 packet, Memo June 24, 2020, p. 60; MTA FY 2020-21 FY 2021-22 Consolidated Budget, final proposed draft, p. 36.) 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 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: [Somera, Alisa \(BOS\)](#)
To: [Young, Victor \(BOS\)](#); [BOS Legislation, \(BOS\)](#)
Subject: FW: TPC Opposition to Jane Natoli appointment
Date: Monday, August 17, 2020 5:52:45 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

Victor.. for file.

Alisa Somera

Legislative Deputy Director
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
415.554.7711 direct | 415.554.5163 fax
alisa.somera@sfgov.org

(VIRTUAL APPOINTMENTS) To schedule a “virtual” meeting with me (on Microsoft Teams), please ask and I can answer your questions in real time.

Due to the current COVID-19 health emergency and the Shelter in Place Order, the Office of the Clerk of the Board is working remotely while providing complete access to the legislative process and our services.

Click [HERE](#) to complete a Board of Supervisors Customer Service Satisfaction form.

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**From:** Angulo, Sunny (BOS) <sunny.angulo@sfgov.org>  
**Sent:** Monday, August 17, 2020 12:24 PM  
**To:** Curtis Bradford <CBradford@tndc.org>  
**Cc:** BOS Legislation, (BOS) <bos.legislation@sfgov.org>; Somera, Alisa (BOS) <alisa.somera@sfgov.org>  
**Subject:** RE: TPC Opposition to Jane Natoli appointment

Thank you for your correspondence, Mr. Bradford.



Supervisor Peskin is in receipt of your email with respect to Item 21 on tomorrow's calendar and will take it into consideration. By copy of this email, I am asking the Clerk's office to include the Tenderloin People's Congress position letter in the file for the record.

Best,  
Sunny

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**From:** Curtis Bradford <[CBradford@tndc.org](mailto:CBradford@tndc.org)>

**Sent:** Monday, August 17, 2020 10:12 AM

**To:** BOS-Supervisors <[bos-supervisors@sfgov.org](mailto:bos-supervisors@sfgov.org)>; BOS-Legislative Aides <[bos-legislative\\_aides@sfgov.org](mailto:bos-legislative_aides@sfgov.org)>

**Subject:** TPC Opposition to Jane Natoli appointment

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

Dear Supervisors,

I am writing to express Tenderloin People's Congress opposition to the appointment of Jane Natoli to the SFMTA Board. Our reasons are in alignment with those expressed by the Harvey Milk LGBTQ Democratic Club in its recent letter (copied below). While we at the TPC also recognize the historic nature of her appointment, we also believe that her record does not support those most marginalized in the Tenderloin Community as is detailed in the letter from the Harvey Milk Club. We urge you to reject the appointment of Jane Natoli.

Respectfully,

Curtis Bradford, co=Chair Tenderloin People's Congress  
[www.tlpeoplesplan.com](http://www.tlpeoplesplan.com)

(Harvey Milk LGBTQ Democratic Club Letter)

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.

### **Curtis Bradford, Community Organizer**

Tenderloin Neighborhood Development Corporation (TNDC)

210 Golden Gate Ave. San Francisco, CA 94102

☎415-426-8982 (Cel)

☎415-358-3962 (Office, currently not in use)

✉[cbradford@tndc.org](mailto:cbradford@tndc.org)

Pronouns: he/him

*“The opposite of poverty is not wealth. The opposite of poverty is Justice!”-Bryan Stevenson, EJI*

[www.tndc.org](http://www.tndc.org)

*At TNDC, we believe that when people have homes, communities thrive. We envision a San Francisco where low-income people can afford housing that meets their basic needs, is close to the amenities and services that enhance their quality of life, and provides them with the safety and stability they need to fulfill their potential. [Will you help us?](#)*



**From:** [Board of Supervisors, \(BOS\)](#)  
**To:** [BOS-Supervisors](#)  
**Cc:** [Young, Victor \(BOS\)](#)  
**Subject:** FW: Oppose Jane Natoli nomination to SFMTA Board  
**Date:** Tuesday, August 18, 2020 8:29:06 AM

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**From:** Emily Algire <emily.algire@gmail.com>  
**Sent:** Monday, August 17, 2020 11:42 PM  
**To:** Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>  
**Subject:** Oppose Jane Natoli nomination to SFMTA Board

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Dear Supervisors,

The Ecosocialist Working Group of the San Francisco Democratic Socialists of America hereby urges you to reject the nomination of Jane Natoli to the San Francisco Metropolitan Transportation Agency Board at this Tuesday's Board of Supervisors meeting.

We are concerned about the following issues:

- Ms. Natoli has had a history of supporting fare increases on Muni in derogation of a resolution passed by the Board of Supervisors that calls for no increases in fares during the COVID-19 pandemic, in which neighboring transit agencies actually made their transit systems free. Though she walked her comments back in committee, we do not think this was genuine, and we do not think that she will keep her promise. She also stated in a questionnaire from the Harvey Milk Democratic Club that she does not ride Muni regularly.
- Ms. Natoli, on her twitter account, has made comments attacking those critical of privatized forms of transportation (ie: scooters, bike share programs), despite concerns about gentrification and the negative impact of scooters on seniors and disabled pedestrians. While we believe in decarbonization, we cannot support someone who does not believe in community-conscious approaches by allowing scooters and bike lanes to operate without robust community input from low-income and working class folks, especially communities of color, seniors, and disabled people.
- Ms. Natoli also has ties to YIMBY Action, an organization that supports continuing to build market rate housing over the objections of working class communities of color. Given the link between transit and development, any SFMTA Commissioner must have an equity lens and must be sensitive to gentrifying communities and support green development without displacement. Ms. Natoli has not shown the level of accountability to at-risk communities necessary to be in a position of such great power.

We join United to Save The Mission, the Harvey Milk Democratic Club, and other organizations to urge the Board of Supervisors to reject Jane Natoli's appointment to the SFMTA board.



**Re: Rules Committee Agenda Item 6 - The Latinx Young Democrats Opposes the  
Appointment of Jane Natoli to SFMTA Board**

Dear Board of Supervisors:

We write to convey our strong opposition to the appointment of Jane Natoli to the San Francisco Municipal Transportation Agency's Board of Directors.

The purpose of the Latinx Young Democrats is to create a space that fosters civic engagement for young Latinx folks in the San Francisco Bay Area by providing a safe, inclusive space for youth to activate, build, and organize around issues that directly affect them and their communities. As an organization that firmly advocates for youth 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, however, 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 (especially the Latinx community), queer people of color, seniors, and people with disabilities who depend on safe pedestrian access and public transportation daily.

Transportation justice is a cornerstone and indication of an equitable society, providing mobility opportunities for low income and transit impacted communities. This is particularly important at a time when normal MTA services have been severely disrupted and indefinitely eliminated for many communities during a pandemic and an economic crisis. Ms. Natoli has a robust online presence that raises multiple notable 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; this has been consistent for years at the Planning Commission
- 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 then flipping on her position just even more recently
- 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 a 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 the support of 2018's Prop 10, which would have repealed the Costa Hawkins Act and allowed for the local expansion of rent control. Costa Hawkins's repeal remains a bellwether issue for the 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. She is consistently beholden to her interests and those of her supporters, rather than impartially. 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,

Latinx Young Democrats



**Re: San Francisco Latino Democratic Club Opposes the Appointment of Jane Natoli to SFMTA Board**

Dear Board of Supervisors:

We write in opposition to the appointment of Jane Natoli to the San Francisco Municipal Transportation Agency Board of Directors. While it is true that Ms. Natoli's nomination was sitting in the Rules Committee waiting to be scheduled for a public hearing, that was presumably to give the nominee time for due diligence and community outreach. We were never notified that the nominee was going to be scheduled at the Rules Committee finally, and were taken by surprise too late when we found out that the item had been heard and forwarded out with recommendation. Our membership surely would have called in or notified the Rules Committee members about our concerns about Ms. Natoli's on-the-record positions about many issues that have long impacted the Latinx community. This is a classic example of the struggles and barriers to political power that Latinx and immigrant communities have historically faced when attempting to gain equitable representation at City Hall. Indeed, we continue to lack Latinx representation on the Board of Supervisors and now, with the departure of SFMTA Board Member Art Torres, we lack any representation on one of the most powerful legislative bodies outside of the Board of Supervisors.

The Latino Democratic Club has long advocated for transit justice and for equitable representation of our most vulnerable and transit-dependent communities on the SFMTA Board, regardless of their zip code. However, we cannot accomplish our vision to have more equitable transit policies if the Board of Supervisors are not willing to stand with the community. We are deeply concerned with the governance of the SFMTA and historic lack of accountability on issues that impact our immigrant and low-income communities the most. Particularly now, when our Latinx/Latino community is facing record vulnerabilities due to COVID-19, it is unacceptable to not not engage our community in the decision making process on the issues that impact us



the most, whether its safe travel to and from our essential jobs, strong leadership on towing fees, regressive funding measures and fare increases (something that Ms. Natoli has stated publicly she supports) or the disproportionate impacts of police enforcement on Black and Brown bodies using our public streets. We have also advocated for stronger regulations on the tech industry's privatization of the public realm and the furtherance of the digital divide that has excluded so many Latinos from accessing everything from Commuter Shuttles and their red bus lanes to e-scooters and e-bikes. Ms. Natoli is a longtime advocate of these industries and has done nothing to understand the incredible suffering that these industries have brought to communities experiencing widespread displacement and gentrification, like the Mission District. Our merchants and immigrant-owned small businesses are suffering and struggling to access the same recovery resources enjoyed by many white-owned businesses that have been bolstered by an infusion of investment capital.

The Mission, Tenderloin and Excelsior neighborhoods have some of the highest Latino demographics in the City, and we expect these Districts to have a voice in this process. By appointing Ms. Natoli, the members of the Board of Supervisors would be excluding the Latino participation amid Covid-19. We understand that Ms. Natoli as a former Board member of the San Francisco Bicycle Coalition was helpful in fundraising and development of this city grantee. With all due respect, the SF Bicycle Coalition's predominantly white membership has also struggled to stand in alliance with Black and Brown and low-income API communities - yet they have been ably represented on the SFMTA Board.

We understand that the Mayor has hired a new Appointments Director. We are hopeful for the opportunity to build a relationship where all Mayoral nominees understand that communities of color must have truly equitable representation on Boards and Commissions, regardless if they have the time, resources and access to sit call in to remote meetings. We look forward to working with the Mayor's Office on vetting candidates that come from our community, and have a history of working on the issues that impact us the most. Until then, the Board of Supervisors is tasked with vetting the candidates put forward by the Mayor with the highest standards of community input in mind.

We respect that the Chinese community has long sought representation on the SFMTA Board, as well, and respect the community process that our API brothers and sisters have undertaken with respect to identifying and vetting a candidate for the SFMTA Board. We support further diversifying the SFMTA Board, particularly with voices that are willing to address the systemic barriers in our transportation system. Unfortunately, Ms. Natoli's record shows that she will not represent the interests of our struggling Latino community, low-income people, immigrants or

people of color in San Francisco. This is an opportunity for San Francisco transportation justice advocates to stand in unity by opposing her appointment and demand better of our elected leadership. We need representatives that fight for the interests of the community, not market rate developers who are invested to further displace marginalized communities across San Francisco. By opposing this appointment, we are sending a strong message to San Franciscans that we are truly committed to repairing years of redlining and transit injustice.

Transportation is a key driver of inequities and redlining in communities of color, particularly at a time when normal SFMTA service has been severely disrupted and indefinitely eliminated. Economic disparities beset Latinos across the city, and the specter of displacement continued to bedevil those living in the Mission. Latinos and people of color are the most impacted by gentrification and the absence of transit justice. In 2019, it was evident when the SFMTA refused to listen to the community input on red lanes which has had a detrimental impact on the Latino community.

We ask that you stand with people of color and the working class by voting in opposition of Jane Natoli's appointment. We urge you to exercise your discretion under Section 3.100 of the San Francisco Charter to reject the appointment of Ms. Natoli to the San Francisco Municipal Transportation Agency Board of Directors and to wait for Mayoral appointees who will elevate the voices of the Latino community and people of color who have experienced the real challenges of public transportation.

Sincerely,

San Francisco Latino Democratic Club E-board