



TA Board of Directors
Meeting of July 10, 2025

Correspondence as of July 9, 2025

Subject

1. Recent SF Chronicle op-ed on highway widening - incl. former CA Air Resources Board executive
2. Public Comment: Support Reappointment of Mike Swire to SMCTA Community Advisory Committee
3. Public Comment: SMCTA Community Advisory Committee
4. Public Comment: SMCTA CAC term renewal comment
5. Great video on traffic modeling, and how it can be deeply flawed.
6. Public Comment: Please support Mike Swire's reappointment to the SMCTA Community Advisory Committee.
7. Public Comment: Mike Squire
8. Public Comment: Reappoint Mike Swire
9. Public Comment: Re-appoint Mike Swire
10. Public Comment: On the reappointment of Mike Swire
11. Public Comment: Rejecting reappointment of Mike Swire to the CAC
12. Public Comment: Please appoint Mike Swire to the CAC
13. Public Comment: support for renomination of Mike Swire
14. Public Comment: [7/10] Agenda Item 6 - Appointment of CAC Members
15. Public Comment: Re-nomination vote FOR Mike Swire 10-July item #6



16. Public Comment: Mike Swire

17. Public Comment: Comment for July 10 Nominating Committee action

18. Public Comment: Renominate Mike Swire for CAC

19. Public Comment: Reappoint Mike Swire to the SMCTA Community Advosory Committee

From: [Mike Swire](#)
To: [Board \(@smcta.com\)](#); [cacsecretary \[@smcta.com\]](#); [Mima Crume](#)
Subject: Recent SF Chronicle op-ed on highway widening - incl. former CA Air Resources Board executive
Date: Saturday, July 5, 2025 11:47:55 AM
Attachments: [image.png](#)
[image.png](#)
[20250624 Chronicle op-ed anti-widening Ward-Waller.pdf](#)

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OPINION // OPEN FORUM

Adding freeway lanes doesn't fix traffic. Why does California keep wasting billions on it?

By Jeanie Ward-Waller, Craig Segall

June 24, 2025

 Gift Article



25, 11:11 AM

Adding freeway lanes doesn't fix traffic. Why waste money on it?



Interstate 5 in Los Angeles fills with traffic in 2023. Studies show that adding lanes to highways does not reduce traffic congestion
Dania Maxwell/Los Angeles Times/Getty Images

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OPINION // OPEN FORUM

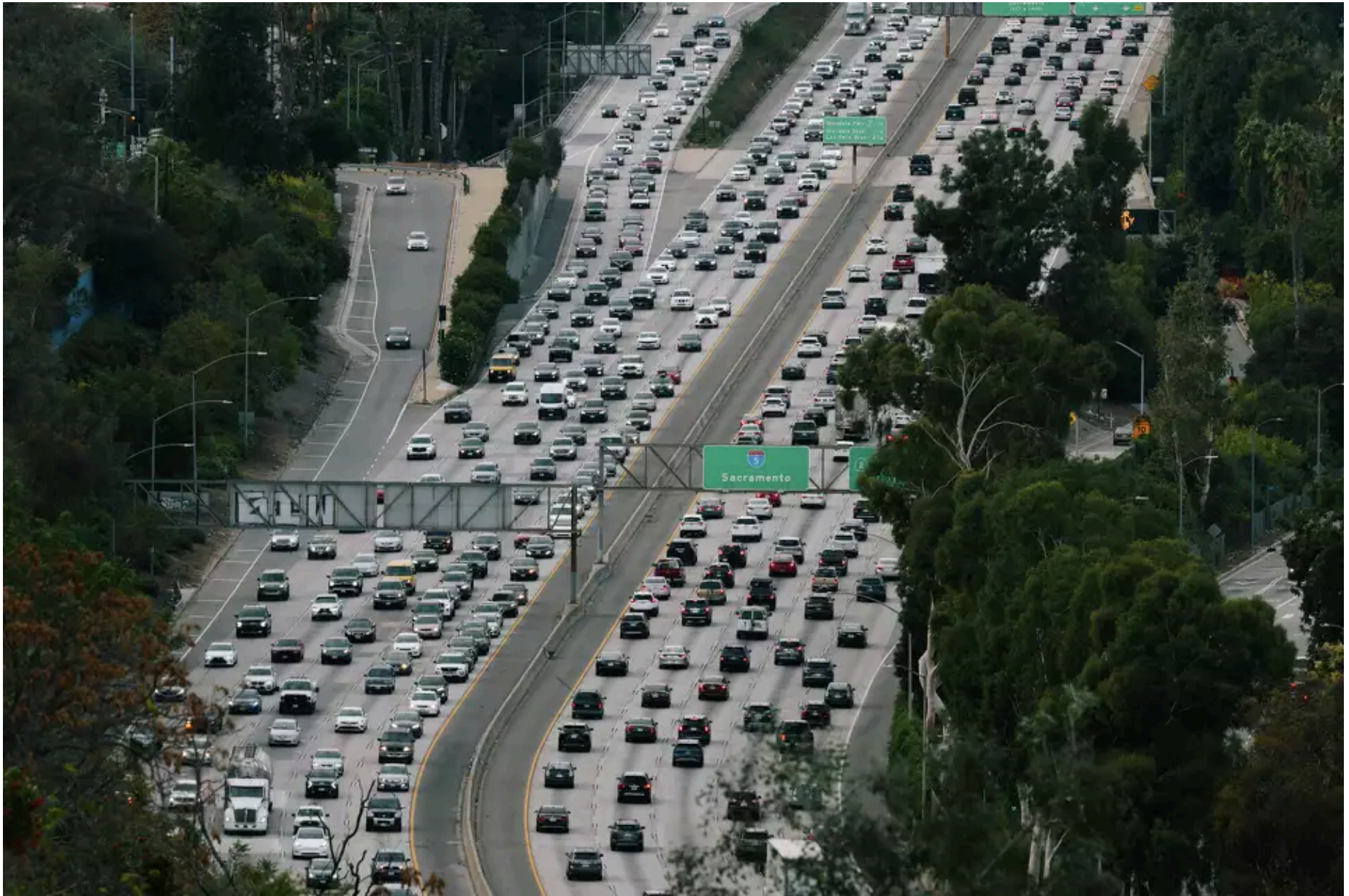
Adding freeway lanes doesn't fix traffic. Why does California keep wasting billions on it?

By **Jeanie Ward-Waller, Craig Segall**

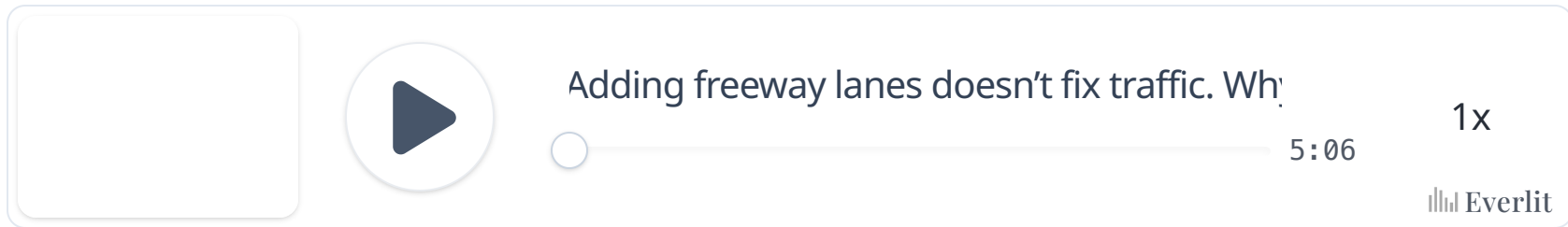
June 24, 2025

 Gift Article





Interstate 5 in Los Angeles fills with traffic in 2023. Studies show that adding lanes to highways does not reduce traffic congestion. Dania Maxwell/Los Angeles Times/Getty Images



People believe all sorts of things without any evidence. Take the common misconception that earthquakes are more likely in warm weather or that talking about a no-hitter in progress will jinx its completion.

Another unfounded belief is that adding lanes to highways reduces traffic congestion. But unlike simple superstitions, adding freeway lanes is incredibly expensive, in terms of public tax dollars and the time spent on construction, and ultimately doesn't fix the problem.

Worse, highway officials charged with improving mobility keep perpetuating the myth that adding lanes alleviates congestion. Countless studies — including those used by Caltrans for highway planning — have documented “induced demand” for driving, meaning that adding new highway lanes in the

hope of reducing traffic only encourages more drivers to use the road, which results in higher levels of congestion.

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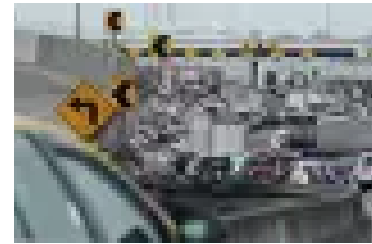
The poster child project for this effect was the \$1.6 billion Interstate 405 expansion in Los Angeles that began in 2011. After drivers suffered through years of mind-numbing construction closures, the new lanes were opened with great fanfare, and traffic congestion was worse than ever on Day 1.

Right now, the California Transportation Commission is set to vote on half a dozen of these lane widening boondoggles that will widen highways in Los Angeles and Riverside counties, the Central Valley and the Bay Area at a cost of \$1.25 billion in our limited tax dollars. It's well past time to put a stop to this.

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N.Y. is using this controversial idea to fight traffic, fund transit and bring life back downtown. S.F. can, too

Not only will these highway widening projects do nothing to relieve traffic congestion, they will encourage more people to hit the roadways and push California further away from its goals for greenhouse gas reduction at a time when investment in our public transit systems would be far more effective.

One thing that is not a myth, according to 99.9% of scientific experts, is that human beings are causing climate change through activities like driving gasoline-powered cars. Yet, the California Transportation Commission will vote to expand car infrastructure just weeks after the Trump administration blew up California's clean car rules, a move that will slow the transition to electric vehicles. Given this horrible development, one would think the state would look for alternative ways to reduce climate emissions from transportation. Widening freeways will only result in more smog, more congestion and more housing displacement.

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Traffic moves over the Mare Island Bridge on Highway 37 in Vallejo in 2021. An “interim” lane expansion of the notoriously jammed highway is planned, though it could endanger wildlife, and the area could be submerged by 2040 due to rising sea levels.

Carlos Avila Gonzalez/S.F. Chronicle

While all six of the projects that the commission is set to approve this year are classic money-wasters, one stands out: the “interim” lane expansion of notoriously jammed Highway 37 that connects Solano and Marin counties.

Caltrans and local policymakers have brushed aside concerns about endangered wildlife by advancing a bill this year that would exempt the project from California Endangered Species Act rules and dedicated nearly \$500 million to this project — including \$73 million that will be awarded by commission this week, all with the knowledge that sea-level rise projections anticipate that the entire corridor could be underwater as soon as 2040. The only traffic the project will ever relieve will be duck traffic.

Let's talk about another myth, the one that says that thanks to the rise in the number of electric vehicles on the road, we don't really need to worry as much about climate change. Unfortunately, our electric future is in jeopardy with the Trump administration planning to eliminate incentives for EV purchases and striking down California's mandate to phase out gasoline-powered cars by 2035. But even if our renewable energy dream were to come true, that alone wouldn't come close to achieving our climate goals, and it certainly wouldn't alleviate traffic congestion.

There are other projects the state could embark on if it really wants to get cars off the road and improve our quality of life. Our public transit systems are struggling to maintain service. Our existing streets and highways are crumbling due to poor maintenance. We also need major investment in the charging infrastructure for zero-emission trucks and trains that could reduce diesel pollution in communities near freeways. A broader solution would call for a holistic approach to housing, jobs and transportation that would eliminate the need for people to live so far from where they work.

About Opinion

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While some supporters of adding more lanes to freeways will counter that many people love to drive, many others simply are forced to do so due to a lack of better options.

Although the California Transportation Commission has made some progress on driving alternatives in recent years, the idea persists that its primary mandate is road building and widening. That's simply not true. The mandate is to invest in a multimodal transportation system that includes rail, transit and active transportation to help us move through the world to work, school and elsewhere efficiently and improve our quality of life. Some will choose to do that in a car, but some want faster, cleaner options — and it's the commission's mandate to provide that.

Jeanie Ward-Waller is the interim director of ClimatePlan and the former deputy director of planning and modal programs at Caltrans. Craig Segall is the former deputy executive officer of the California Air Resources Board, overseeing the state's transportation-related climate policies.

June 24, 2025

Jeanie Ward-Waller

Craig Segall

More For You

BAY AREA

Walmart to lay off hundreds of workers in Silicon Valley

SPORTS

Valkyries become first women's sports franchise valued at \$500 million



ARTS & ENTERTAINMENT

Bay Area's historic Park Theater set for \$12 million revival

Lafayette's Park Theater is being renovated into a vibrant arts and community center, with new screens, live music, food and restored Art Deco features.

WOMEN, HERE FOR SPORTS

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From: Raiyan Seede
To: [Public Comment](#)
Subject: Support Reappointment of Mike Swire to SMCTA Community Advisory Committee
Date: Monday, July 7, 2025 4:36:43 PM

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Dear SMCTA Board Members,

I'm writing to express my strong support for the reappointment of Mike Swire to the SMCTA Community Advisory Committee.

Mike has been an invaluable voice on the Committee, advocating thoughtfully and constructively for a transportation future that prioritizes public transit, pedestrian and cyclist safety, and climate resilience. His work has consistently focused on improving quality of life for all San Mateo County residents—not just for drivers, but for the many people who rely on buses, bikes, and their own two feet to get around safely.

The recommendation to remove him appears not to be based on any misconduct or violation of rules, but rather on disagreement with his advocacy outside of his Committee work. That sets a dangerous precedent. Advisory bodies are meant to reflect a diversity of perspectives, and silencing someone for being an effective advocate undermines public trust and the legitimacy of the process.

I urge the Board to reject this recommendation and reaffirm the importance of independent community oversight. Please vote to reappoint Mike Swire to the CAC.

Best Regards,
Raiyan Seede, Ph.D.

From: Michael Crocker
To: [Public Comment](#)
Subject: SMCTA Community Advisory Committee
Date: Monday, July 7, 2025 5:23:12 PM

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Dear SMCTA Board Members,

It has come to my attention that the committee is considering removing or replacing Mike Swire from the SMCTA Community Advisory Committee. As a community member who lives in Foster City, I strongly disagree with this course of action.

Mike speaks for me and many in my community as he advocates for causes which improve public safety, our land use, our economic robustness, and our environment. Seeing an editorial written by Mike several years ago was a big part of what restored enough faith in our process for me to depart from hopeless paralysis and get involved in improving my community.

That Mike's extremely measured approach to making small common-sense steps towards a better transit system is apparently viewed as too progressive is frankly disheartening. This board should enthusiastically seek out the opinions of community members like Mike who want to be actively involved in ensuring a safe, healthy world for us and our children.

Best Regards,

Michael Crocker, Ph.D.

From: [Sarah Hubbard](#)
To: [Board \(@smcta.com\)](#)
Subject: SMCTA CAC term renewal comment
Date: Tuesday, July 8, 2025 11:45:20 AM

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To the San Mateo County Transportation Authority Board,

My name is Sarah Hubbard, and I'm a San Mateo County resident and climate advocate writing in support of renewing Mike Swire's term on the Community Advisory Committee. Mike has served as a thoughtful, engaged and effective member of the CAC. We need strong, independent voices like his to ensure that transportation funding decisions reflect the public interest and make smart, forward-looking use of taxpayer dollars.

Please vote to reappoint Mike and continue supporting the integrity and independence of the CAC.

Sincerely,

Sarah Hubbard

San Mateo County Resident

From: [Giuliano](#)
To: [Giuliano](#)
Subject: Great video on traffic modeling, and how it can be deeply flawed.
Date: Tuesday, July 8, 2025 12:29:11 PM

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Hi Jessica, CAC and Board Members,

Great traffic modeling video: <https://youtu.be/NgJ998KHBpc>

The video says at the start that traffic folks often say something like "we need more lanes because the model says we do". If you hear this, it's time to ask questions. A lot of questions ...

As I've attended advisory, board, and council meetings, various concerns with projects are raised. Staff often responds that these concerns will be investigated during "traffic modeling". As I have noted when possible, traffic modeling is broken. Bad models produce bad results. Bad inputs to models produce bad results. They are often a self fulfilling prophecy, where the input to the models are set and generate outputs that are used to justify the inputs.

This is a spectacular video, by a traffic engineer, describing exactly how traffic modeling is broken. I hope you will watch, and recognize why we need to take their results with grains (and rocks, and boulders) of salt.

Thanks,

giuliano

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Drive a bike a bit more often and cars a bit less. You'll be healthier and happier, and so will our world.

From: [Robert Kahn](#)
To: [Board \(@smcta.com\)](#)
Subject: Please support Mike Swire's reappointment to the SMCTA Community Advisory Committee.
Date: Wednesday, July 9, 2025 8:01:50 AM

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Dear San Mateo County Transportation Authority Board Members,

Please support Mike Swire's reappointment to the SMCTA Community Advisory Committee. Mike brings creative and progressive leadership at a time when our county needs to play a vital role in promoting clean air and staving off the effects of greenhouse gases on our climate.

In San Mateo County, transportation is the single largest source of greenhouse gas pollution, making this a priority. And with recent Federal actions to undo the progress our nation has been making to create a greener and healthy economy, the role of local government agencies becomes that much more important.

At this point, we would benefit from having leadership that motivates behavior change among consumers, businesses, and government in thoughtful and cost effective ways. I believe that Mike is well equipped to help provide that leadership.

Thank you for your consideration.

Rob Kahn

San Carlos Resident
Meteorologist Outreach Team Co-Lead
Citizens' Climate Education

[LinkedIn/robkahn](#)

From: marcy@theueckers.com
To: [Board \(@smcta.com\)](#)
Subject: Mike Squire
Date: Tuesday, July 8, 2025 5:04:11 PM

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Hello,

I am writing to you on behalf of Mike Squire and my overwhelming support for his re-appointment for the transit and active transportation advocate.

His priorities are safety, clean air and less traffic. What could be better than that!!

Thank you for your time,
Marcy Uecker
414 Hillcrest Rd.
San Mateo, CA 94402
650-766-8021

From: [Madalyn](#)
To: [Board \(@smcta.com\)](#)
Subject: Reappoint Mike Swire
Date: Tuesday, July 8, 2025 7:38:16 PM

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To whom it may concern:

I am writing to urge you to reappoint Mike Swire to the San Mateo County Transportation Authority Community Advisory Committee. Mike has been a tireless advocate for community and environmental groups working to make the peninsula a safer, cleaner place. He knows that endless expansion of highways doesn't ease traffic flow; it just increases it. He has embodied the reason why the CAC was created in the first place by looking out for the interests of people and the natural environment.

I implore you to reappoint Mike to a second term. Without someone like him, the committee is a rubber stamp entity.

Sincerely,

Madalyn Friedman
Burlingame

From: [Robert Whitehair](#)
To: [Board \(@smcta.com\)](#)
Cc: [Robert Whitehair](#); [Michelle Hudson](#); [Mike Swire](#)
Subject: Re-appoint Mike Swire
Date: Tuesday, July 8, 2025 8:07:18 PM

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Dear Chair and Members of the San Mateo County Transportation Authority

We write in strong support of Mike Swire being re-appointed to the 15-member volunteer Community Advisory Committee (CAC) of the San Mateo County Transportation Authority (TA).

We represent literally hundreds of climate activists within the City of San Mateo, and hundreds more - elders across the county, all of whom are working so hard to improve the climate impact of their lifestyles. We understand the importance of fulfilling the CAC mission: to act as a liaison between the public and the Board of directors, providing valuable input to the board on the projects and programs in the Transportation Expenditure Plan.

We can think of no better advocate and liaison than Mike Swire. Mike represents all interests - whether they be for Caltrain improvements, highway and street projects, allocations to cities and the county for local undertakings, paratransit service for people with disabilities, or pedestrian and bike facilities.

Mike communicates with all of us on a regular basis, explaining the benefits and values of the many TA programs and projects. Providing frequent information and explanations of complex programs and projects fulfills the overall TA mission to plan, fund, and deliver exceptional transportation programs and projects throughout San Mateo County.

TA will be successful because of Mike. Please reappoint him.

Thank you for your consideration.

Robert Whitehair, Co City Team Leader
San Mateo Climate Action Team
Advocate on behalf of Elders Climate Action

Michelle Hudson, Co City Team Leader
San Mateo Climate Action Team

From: [Patricia D](#)
To: [Public Comment](#)
Subject: On the reappointment of Mike Swire
Date: Tuesday, July 8, 2025 8:12:27 PM

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Dear SMCTA Board Members,

I am disturbed about the discussion regarding the reappointment of Mike Swire from the SMCTA Community Advisory Committee. As a resident of Redwood City, I strongly disagree with this course of action.

Mike has been a fierce advocate for causes in San Mateo County that improve public safety, and always has his community members in mind when he takes action. He has been progressive about transit safety and his advocacy and work is much needed and appreciated. He has not done anything that should result in his removal.

Please listen to your county community members, and keep Mike Swire on the committee.

Thank you.

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From: [Giuliano](#)
To: [Public Comment](#)
Cc: [cacsecretary \[@smcta.com\]](mailto:cacsecretary [@smcta.com])
Subject: Rejecting reappointment of Mike Swire to the CAC
Date: Wednesday, July 9, 2025 12:01:59 AM

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A few days after the last TA meeting, I wrote to the board expressing my concern that my advocacy might result in my not being reappointed, and explaining that I thought that would be bad policy. Talk about a harbinger of what was to come.

At tonight's CAC meeting it came out that the nominating committee was recommending that Mike Swire not be reappointment to the CAC. The reason: his outside advocacy. No complaints about his performance on the CAC. About his behavior on the CAC. About his following the Rules of Procedure. About anything substantive. Just that he advocates vigorously outside of the CAC against some TA projects. For two members that is disqualifying.

My random and disorganized thoughts. I still haven't wrapped my brain around this:

- Well, my removal is next.
- This is remarkably bad policy.
- Mike is the hardest working member of the CAC. That counts for nothing? Mike was just elected vice chair of the CAC. That counts for nothing?
- It seems like some folks think that it's fine to advocate for TA supported projects, but forbidden to advocate against them. That is just wrong. There are many events celebrating the projects the TA funds. All are encouraged to attend these. To visibly affirm their support. But those who oppose are not permitted to do the same. For if they do, they will be removed.
- Those who will not be cowed will be removed. Those who can be cowed will now be silent.
- This seems to be true not only for CAC member reappointments, but that new candidates have been similarly rejected. Qualified candidates. Good candidates. Who would have been positive assets to the CAC, the TA, and the community. Disqualified only because the advocate in the wrong direction.
- The CAC is not supposed to be a rubber stamp. It is supposed to provide advice from a cross section of the community.
- How will this appear to the public? What happens if this bounces up and becomes a public relations issue?
- What will happen to the support for the TA if the public sees it as being tarnished?
- What will happen to the Measure A renewal if the public loses faith in the TA?
- I, Mike, and others who believe that the TA is approving some projects that fail to meet the Measure A goals, the Measure W Core Principles, and that are harmful to transit and more generally to society, are trying to work within the system.
- If you throw us out, that means that folks will need to work outside the system. Unlike us, they are likely to adopt tactics that are disruptive; after all, y'all will have shown them that working inside the system does nothing.
- What happens when these folks use this as a reason for the electorate to reject Measure A renewal? Do you really want to hand these folks this sort of ammunition? "You can't

trust the TA, they have silenced the advisory body that represents the community. That represents us. They don't care what we think, only what big money special interests think".

- Frankly, throwing us out is just Trumpian. Shades of the Trump administration suspending and investigating EPA staff who raised legitimate concerns. And a 1000 other acts removing those who they see as being "in the way". That is not you. Y'all are better than that.
- This directly contradicts what was said during the discussion of the Rules of Procedure at both CAC and TA meetings. When the revised Rules of Procedure were first presented to us at the CAC, I spoke up concerned that this would be used to silence opposition. Staff, I believe including SMCTA legal counsel, assured us that this was not the case, that we were free to advocate for or against, provided only that we either did not describe our being on the CAC, or if that if we did that we make clear we spoke only for ourselves.
- When the Rules of Procedure came to the TA board, several TA board members raised this concern again. The board during discussion made clear that they supported the need for CAC members to be able to advocate, for or against, before any body, without fear of reprisal.
- And now, despite being assured at both the CAC and TA meetings, two members of the nominating committee want to throw Mike off for his advocacy. And presumably me. And presumably any who follow us. Advocacy is bad and must not be allowed. Well, if it is the "wrong" kind of advocacy. But, "correct" advocacy, well that's okay and must be permitted.
- Why should I bother investing my time and effort on the CAC. It's clearly not wanted, unless I fall into lock step.
- Why should any other CAC member want to invest their time. Will they feel that you really value their input? It doesn't feel like it.
- The CAC is already short 5 members. Making quorum is already difficult. Can the CAC afford to lose Mike? Making quorum will be even harder. Can it afford to lose any of the others of us if we become disaffected.

My last thought:

- This is frustrating. It's disheartening. It is galling. Why am I spending my time on this?

Please, do the right thing. Reappoint Mike. When my time comes around don't reject me just because I advocate.

It's the way of the world if two members of a body want to do something like this. There will always be a few folks like that. It becomes a problem only if a majority of y'all feel the same.

Thanks,

giuliano

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Drive a bike a bit more often and cars a bit less. You'll be healthier and happier, and so will our world.

On Sat, Jun 7, 2025, at 1:20 AM, Giuliano wrote:

Hi all,

Concerns

I went to the last TA meeting, 5 June 2025, planning only to thank my fellow CAC members Jeff Londer and Peter Ohtaki for the service. I needed to leave early as my Aikido Nidan test was later that evening. I was not expecting to speak on any item as I had already said my piece at the CAC meeting, and felt no need to repeat any of it for the public at large as part of the TA meeting.

I was quite surprised when staff had a significantly different view of the Foster City Council's reaction to the 101/92 connector presentation than I had, based on my attendance at their May 19th meeting. And so I quickly filled out a speaker card and made my comments.

Now, I'm a bit concerned based on the recent changes to the rules of procedure for the CAC, and the drafts leading up to it. I'm concerned that when I speak out opposed to projects which the TA sponsors, whether at CAC and TA meetings or during advocacy outside of these meetings, that this may result in my eventual removal from the CAC; possibly based on claimed violations of the Rules of Procedure, possibly on pretextual reasons. I believe completely in the Rules of Procedures principles, and do my utmost to follow them.

The CAC is the advisory body that is tasked to give the TA the community's frank opinions. The CAC ensures the TA is fairly apprised of the broad range of the community's opinion. Those who agree have no need to advocate. Their desires are being met. You want me/others who disagree (after reasonable consideration) to feel comfortable advocating. You want me to be part of the process, and engaging with the process. You do not want a "rubber stamp". Indeed, the statutes setting up the CAC demand no less.

I hope y'all can give full throated support when I oppose to TA decisions, even though we disagree. Otherwise, the CAC becomes nothing but a rubber stamp, and useless to you in gauging what the community wants.

RE: my statement above "after reasonable consideration". I can understand frustration with folks who are doctrinaire and who are closed minded. I am not. I decide on projects based based on the data, science/engineering, Measure A goals, Measure W Core Principles, and TA and state policy. Show me how I'm wrong, how the data, science/engineering, etc support a project and I'll change my opinion on that project.

Foster City Council reaction to 101/92 presentation by TA

Foster city council May 19 meeting

video: <https://fostercity.new.swagit.com/videos/343233>.

Council member comments and questions. I generally capture below the opposition and concerns. Other than they mayor, there were very few equivocal

comments. What did occur was mostly the polite preludes and epilogos folks generally give. Only the mayor expressed whole hearted support for modeling and the EIR.

Initially there was start of meeting formalities, followed by TA staff presentation.

- 24:30 Sullivan: Financing question.
- 26:15 Venkat:
 - "I could not find any studies that showed that projects like this help long term." ... paraphrasing: are there any.
Director Manzi: modeling and analysis but no studies. the hope is "[NB: when it is well understood that adding capacity to any part of the system increases capacity and then demand.]
 - "I don't see a transit component in this plan"
"I would think we'd want to focus on transit ... can be really helpful in relieving congestion"
Paraphrasing: can transit be added? Response: no, because it is a highway project. [NB: According to the text of Measure W, highway projects may use funds on transit, just not exclusively on transit. If I recall correctly, Measure A is silent on this.]
 - 31:13: even if no takings, won't pollution impact residents.
- * 33:50 Niederhofer:
Focus should be on regional transit working together to reduce congestion ... "and solving the real problem".
- 35:10 Kiesel: Was this project part of RM3 scope? Response: no, no specific projects were scoped.
40:15: We are going to be drafting long term project EIR when we don't have data from near term project +
- 43:15 Jimenez: Eminent domain questions
- 44:30 Sullivan: We have been patching 101 for 20 years ... "We are have trying to get people off the freeways".
Project has to address public transportation.
- 47:00 Public comments. 57:20 Public comments done
- 57:40 Niederhofer: "We need to solve the issue of the bridge with some kind of commute transit that goes to transit ... We really need to look at that."
- 58:05 Venkat: "If we are going to make real progress, it needs to be long term projects ... [that have impact]... and that we have data that will show that"
No one in Foster City or outside that asking for this ... what I'm hearing is options for transit ... That's where we need to head to for the future.
- 59:19 Sullivan: 50% of our traffic is moms and dads taking their kids back and forth to school. Most of the people driving on 101 are going less than 30 miles. The failure we've had is to get CalTrain, BART, SamTrans to get together and develop a seamless thing.

How are we connecting transportation, how are we taking care of the environment.

We can come up with some kind of public transportation or ebikes or scooters

We gotta get people out of their cars.

- 1:00:35 Kiesel: I'm not sure we can cancel this project or give the nod to go ahead with it. [NB: While they may not be able to make the decision, they are being asked for their input]]

All we are doing is moving congestion from 101 to 92. Wherever you put the neck of the bottle, that's where the jam will start.

92/101 interchange has been a problem since 1968 when I first started driving on it. Sitting here talking about it means it hasn't been solved.

- :04:00 Jimenez: Concern is primarily for Foster City residents. Concerns about emergencies. If it might help congestion, I'm all in. It's too early to say
- 1:09:20 Item concluded. Informational only. Nothing else we can do.

Thanks much,

giuliano

--

Drive a bike a bit more often and cars a bit less. You'll be healthier and happier, and so will our world.

From: [Gladwyn d'Souza](#)
To: [Board \(@smcta.com\)](#)
Subject: Please appoint Mike Swire to the CAC
Date: Wednesday, July 9, 2025 7:24:27 AM

You don't often get email from godsouza@yahoo.com. [Learn why this is important](#)

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Dear CAC Appointment Committee,

I am writing to strongly recommend the appointment of Mike Swire to the Citizens Advisory Committee (CAC). Mike's lived experience as a frequent pedestrian and cyclist provides a unique and invaluable perspective that is currently underrepresented within the CAC. His firsthand encounters with the dangers posed by poorly designed streets and inadequate traffic safety measures offer critical insight into the needs of vulnerable road users.

Our community's streets should be safe and accessible for everyone, regardless of their mode of transportation. Mike's contribution would be instrumental in ensuring that the CAC's decisions reflect the realities faced by pedestrians and cyclists, leading to more effective strategies for improving street safety and promoting a more inclusive and equitable transportation system. His voice will be crucial in advocating for practical solutions that prioritize the safety and well-being of all street users.

His commitment to enhancing pedestrian and cyclist safety is evident in his active engagement within our community, and his insights would be a significant asset to the CAC's deliberations. I urge you to consider his application favorably.

Sincerely,

Gladwyn d'Souza
1473 Sixth Ave
Belmont, CA 94003

[Sent from Yahoo Mail for iPhone](#)

From: [Wendy Dougherty](#)
To: [Board \(@smcta.com\)](#)
Subject: support for renomination of Mike Swire
Date: Wednesday, July 9, 2025 9:49:27 AM

You don't often get email from dougherty.wendy@gmail.com. [Learn why this is important](#)

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Dear SMCTA board,

I appreciate the investments to improve road safety especially for pedestrian and cyclist safety that SMCTA is investing in the county. I am a resident of San Carlos and am aware of the city's application for a grant to support the U.S. 101/Holly Interchange Improvements and Pedestrian/Bicyclist Overcrossing project that I support.

These are the kinds of projects that **Mike Swire** supports as an advocate and member of the Community Advisory Committee. We need to make our streets safer for people who want to use active transportation. I am one of those. Given the recent death of a cyclist on Holly Street near the 101 Interchange, I am afraid to cycle to my gym in Redwood Shores as I would have to cross over the 101 on Holly Street and that is a very congested area.

Please support Mike Swire's reappointment as he represents a voice of many people in the county who want to support active transportation.

Thanks very much.

Wendy Dougherty
San Carlos resident

--

Wendy Dougherty
650-454-9995



From: [Tyler Rankin](#)
To: [Board \(@smcta.com\)](#)
Subject: [7/10] Agenda Item 6 - Appointment of CAC Members
Date: Wednesday, July 9, 2025 11:30:20 AM

You don't often get email from tyler.s.rankin@gmail.com. [Learn why this is important](#)

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Dear Members of the SMCTA Board,

As a resident of our county and a regular user of its diverse transportation options, I am writing to express my concern regarding the potential removal of Mike Swire from the Citizens Advisory Committee (CAC).

A healthy democracy depends on the free exchange of ideas, especially within public advisory bodies. Advisory committees like the CAC are most effective when they reflect a range of perspectives and encourage open, honest discussion—even when opinions differ. Attempts to silence or remove members based on their viewpoints or work outside of their role, threaten the integrity of the committee and undermine the public's trust in the decision-making process.

It is essential that the CAC remain an independent body, free from undue influence or pressure to conform. The presence of members who are willing to ask tough questions, challenge assumptions, and advocate for neglected issues is not a liability—it is a strength. Mike Swire's contributions exemplify the kind of independent thinking and civic engagement that advisory committees need to fulfill their oversight role. Removing such voices risks turning the CAC into a rubber stamp, rather than a forum for genuine community input.

As a taxpayer and community member, I urge you to reaffirm your commitment to free speech and independent oversight by re-nominating Mike Swire to the CAC. Doing so will send a powerful message that SMCTA values transparency, accountability, and the diverse perspectives that make our county stronger.

Thank you for your consideration,
Tyler Rankin

From: [Gary Trott 2](#)
To: [Board \(@smcta.com\)](#)
Cc: [gary_trott@comcast.net](#)
Subject: Re-nomination vote FOR Mike Swire 10-July item #6
Date: Wednesday, July 9, 2025 8:48:40 AM

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Dear SMCTA board

I highly support Mike Swire for re-nomination to the SMCTA board.

Transportation is responsible for more than 50% of the greenhouse gas emissions in San Mateo County. Building more highways, as parking spaces for too many cars, as been shown not to reduce congestion or transportation pollution. We need responsible leaders who can imagine all the combinations and alternative solutions alongside of conventional automobile and truck based transportation. Manage the people flow dynamics, not the cars.

Please re-appoint Mike Swire

Warm Regards
Dr. Gary Trott
San Mateo County

From: [Ellyn Dooley](#)
To: [Board \(@smcta.com\)](#)
Subject: Mike Swire
Date: Wednesday, July 9, 2025 10:20:14 AM

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Dear Members of the Board,

I support Mike's re-appointment to the SMCTA CAC and oppose any attempt to silence or intimidate members of independent oversight committees. We need to have a transportation agency that is committed to moving to a more sustainable future and Mike Swire is an advocate for this.

We cannot continue widening highways to accommodate more vehicles. The SMCTA needs to lead the people of SMC into living and moving in ways that support our growing population and increasingly fragile and overdeveloped environment. That is the hard work that this agency needs to be willing to confront. How do we make it convenient, attractive and enjoyable to travel around our county (and interface with other counties) in ways that also protect the beautiful, natural environment we inhabit.

Trying to undermine Mike's re-nomination to this committee is absurd and disgraceful. We should be looking for more people willing to collaborate and do the hard work to bring our County's transportation forward in a sustainable and just manner.

Please consider the impact of removing the voice of one man who is speaking to the future needs of our residents at a time when it is imperative that we all be doing that.

Sincerely,

Ellyn Dooley
650-208-1549

"You might think of sustainability as extending the Golden Rule through time, so that you do unto future generations (as well as your present human beings) as you would have them do unto you."

-Robert Gilman,
Director of the Context Institute

The greatest threat to our planet is the belief that someone else will save it.
-Robert Swan

Sent from my iPad-- all typos and misspells provided by Apple

From: [Cynthia Sandoval](#)
To: [Public Comment](#)
Subject: Comment for July 10 Nominating Committee action
Date: Wednesday, July 9, 2025 1:59:21 PM

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Directors and Committee Members,

I am writing in support of Mike Swire's membership on the Community Advisory Committee. I urge you to allow him to continue to serve residents of San Mateo County concerned with safe and diverse transportation options. I know him to be a fact-based common sense advocate for San Mateo County residents who care how their tax dollars are being spent on transportation. He looks beyond the present to support options that facilitate movement around the county while improving - or at least not exacerbating - the impact of carbon emissions on the planet and our air.

Respectfully submitted,
Cynthia Sandoval
716 87th St, Daly City, CA 94015
415-250-2430
csandoval.716@gmail.com

From: [Sean Lacson](#)
To: [Board \(@smcta.com\)](#)
Subject: Renominate Mike Swire for CAC
Date: Wednesday, July 9, 2025 2:17:48 PM

You don't often get email from lacson.sean@gmail.com. [Learn why this is important](#)

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Dear Board,

I strongly urge you to renominate Mike Swire for the CAC committee. He has a history of advocating for smart, common sense use of our tax dollars to create a more mature multi modal network of moving people around San Mateo County, as opposed to relying on the outdated method of catering only to car drivers.

We are sitting on a huge crisis of where we cannot support the continued growth of the Bay Area by building more freeways and lanes for only vehicles. Ignoring this problem will damage the region's ability to attract diverse talent as more people will leave than stay due to the high cost of living.

Let Mike continue to advocate for a more sensible future of San Mateo County transportation. Who knows, maybe the next generation will be able to stick around instead of needing to leave to have a future.

Best,
Sean

From: [Elaine Salinger](#)
To: [Board \(@smcta.com\)](#)
Subject: Reappoint Mike Swire to the SMCTA Community Advisory Committee
Date: Wednesday, July 9, 2025 2:18:23 PM

You don't often get email from esalinger@icloud.com. [Learn why this is important](#)

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Hello SMCTA,

I am writing to urge you to reappoint Mike Swire to the SMCTA community advisory committee. I am writing today for myself and on behalf of 1,242 Citizens Climate Lobby members living in San Mateo County.

Mike has worked tirelessly advocating for safe streets on the CAC and deserves to be reappointed.

One reason I support Mike is that he advocates for active transportation. Transportation plays a huge role in our local climate footprint. Most of this comes from cars and trucks.

Another reason is that as a 10 year member of the SMC BPAC, I am sick and tired of the car centric infrastructure that leaves scraps of money for bike and pedestrian infrastructure. I am tired of hearing terrifying stories of near misses, injuries, and deaths. If pedestrians and cyclists feel safe, more people will choose to leave their cars at home, and this is one of the best ways to reduce traffic congestion.

Please reappoint Mike Swire. He has my full support, and he has the support of 1,242 CCL members in SMC. Thank you.

Elaine Salinger, San Mateo County Chapter Leader

Citizens Climate Lobby

650-533-3539