

JACKIE SPEIER  
14TH DISTRICT, CALIFORNIA

2465 RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515-0514  
(202) 225-3531  
FAX: (202) 226-4183

155 BOVET ROAD, SUITE 780  
SAN MATEO, CA 94402  
(650) 342-0300  
FAX: (650) 375-8270

WWW.SPEIER.HOUSE.GOV  
WWW.FACEBOOK.COM/JACKIESPEIER  
WWW.TWITTER.COM/REPSPEIER

**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515-0514**

COMMITTEE ON ARMED SERVICES  
SUBCOMMITTEES:  
CHAIRWOMAN, MILITARY PERSONNEL  
STRATEGIC FORCES  
PERMANENT SELECT COMMITTEE  
ON INTELLIGENCE  
SUBCOMMITTEES:  
COUNTERTERRORISM, COUNTERINTELLIGENCE,  
AND COUNTERPROLIFERATION  
INTELLIGENCE MODERNIZATION AND READINESS  
COMMITTEE ON OVERSIGHT  
AND REFORM  
SUBCOMMITTEES:  
GOVERNMENT OPERATIONS  
ENVIRONMENT  
Co-Chair, Democratic Women's Caucus  
Senior Whip

March 17, 2022

Therese McMillan  
Executive Director, MTC  
Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105-2066

Dear Ms. McMillan:

In voting for the *Infrastructure Investment and Jobs Act*, I and my colleagues insisted that California receive an appropriate share of the funding. This was achieved and the result is that MTC now has the fortuitous opportunity to recommend many longstanding needs for federal funding allocated through state or federal processes. In the case of several projects in San Mateo County, these longstanding projects are either in construction or are competitive for other grant funding and will have local matching funds, thus making it possible to achieve major advances in a short period of time.

I respectfully request that MTC support the request of Caltrain to cover shortfalls in the ongoing electrification project. As MTC knows, this project will provide major benefits to regional rail and to high-speed rail, in addition to removing enormous numbers of drivers from congested roadways once our economy returns to normal.

The most dangerous railroad grade separation in California is in Burlingame at the Broadway crossing. I respectfully request that MTC recommend a major commitment to this project. It is clear that regional support will be needed, in addition to direct federal grant support and local funding. The project would seem well poised to compete for several categories of federal funds now that all of these programs have received increased appropriations, but no one direct grant program is likely sufficient to provide all the support needed for this significant investment.

Completing the express lane and bus system from Highway 380 to San Francisco is a significant priority for our community. I was successful in getting \$10 million dedicated for this project in the House-passed surface transportation reauthorization, but such member projects were ultimately left out of the IIJA. I hope MTC will make this regionally significant project a priority.

Highway 92/101 is a choke point for 400,000 vehicles that use the interchange each day in a typical year. It is consistently identified as the worst interchange in the county in terms of delays and travel speeds. It is an essential link to several other counties in the region. The proposed direct connector structures will improve safety by reducing weaving conflicts, and allowing many types of travel through the connectors (i.e. buses, car pools, etc.). Improved safety with more people per hour moving through the interchange would benefit all persons on the road.

Similarly, the Woodside Road/State Route 84/Highway 101 interchange was created when President Eisenhower was in office. It has been inadequate for decades and now services a Google complex, Kaiser Hospital and Stanford Medical Clinic, as well as a neighborhood of mobile homes that abut the Cargill salt ponds. Importantly, this interchange also involves a railroad serving the Port of Redwood City. At least some federal funds have a preference for projects that make railroad and port operations more efficient. Additionally, once completed, the interchange will allow residents of the mobile home parks, almost all of whom are lower income households, to walk safely to Redwood City rather than to dodge dangerous traffic via inadequate pedestrian walkways. This project is an equity project as well as a transportation project.

Finally, although grade separations throughout San Mateo County are a priority in several communities, and Broadway is the top priority, the South San Francisco and San Bruno grade separation serves freight trains as well as Caltrain commuters and is further along than many other projects. Biotechnology laboratories are being constructed nearby and the entire area will grow in traffic density in the years ahead as the industrial area is transformed.

All of these projects are highly worthy of consideration, and I respectfully request that MTC, given the substantial growth in opportunity for our region, carefully review and seriously consider these projects for its support as is appropriate pursuant to the law and associated regulations.

All the best,

A handwritten signature in black ink, reading "Jackie Speier". The signature is fluid and cursive, with the first name "Jackie" written in a larger, more prominent script than the last name "Speier".

Jackie Speier

KJS/bp