

# California Legislature

September 2, 2025

The Honorable Mike McGuire  
Senate pro Tem  
1021 O Street, Ste. 8518  
Sacramento, CA 95814

The Honorable Robert Rivas  
Speaker of the Assembly  
1021 O Street, Ste. 8330  
Sacramento, CA 95814

The Honorable Monique Limón  
Chair, Senate Climate Working Group  
1021 O Street, Ste. 7610  
Sacramento, CA 95814

The Honorable Jacqui Irwin  
Chair, Assembly Cap & Trade Working Group  
1021 O Street, Ste. 5630  
Sacramento, CA 95814

The Honorable Gavin Newsom  
Governor of California  
1021 O Street, Ste. 9000  
Sacramento, CA 95814

## **RE: Reauthorize Cap and Invest with Bookend Investments for the Bay Area**

Dear Governor Newsom, Speaker Rivas, pro Tem McGuire, Chair Limón, and Chair Irwin,

As State Senators and Assemblymembers representing the Bay Area, we strongly support reauthorizing California's Cap and Invest program through at least 2045 and respectfully request \$2.2 billion annually for key Bay Area bookend projects. This program is one of the state's most effective tools to cut greenhouse gas emissions while funding the transportation and housing infrastructure that underpins California's climate, equity, and economic goals.

A long-term extension will provide certainty, stability, and momentum for transformative investments. However, California High-Speed Rail's (HSR) transformation hinges on having modern infrastructure and seamless connections into the Bay Area and the Los Angeles metropolitan region, the state's largest populations and job centers. We support advancing critical bookend projects that will deliver immediate benefits and ensure the Bay Area is ready when high-speed trains arrive. These projects include San José's Diridon Station, The Portal in San Francisco, grade separations and safety improvements along the Caltrain corridor, and electrification from Gilroy to San José.

With construction advancing in the Central Valley, now is the moment to augment or set aside a portion of cap and invest funds for bookend investments for bookend investments. Investing in these bookend projects is a win-win: they strengthen today's regional rail systems, reduce

greenhouse gas emissions, cut congestion, and improve air quality while laying the foundation for high-speed service.

These projects also create jobs, increase ridership, leverage federal, regional, and local resources, and reduce costs through concurrent delivery with construction in the Central Valley. Because they require years of planning and construction, delay would jeopardize long-term readiness. California can maximize community benefits and ensure the Bay Area is fully prepared for HSR.

We strongly urge you to reauthorize Cap and Invest and include allocations for HSR bookend projects. California cannot meet its full mobility potential and deliver on the promise of HSR without robust bookend investments in the Bay Area. We need to go full steam ahead on these investments to unlock HSR's potential and connect California's social and economic engines.

Sincerely,



Dave Cortese  
State Senate, District 15



Ash Kalra  
State Assembly, District 25



Josh Becker  
State Senate, District 13



Gail Pellerin,  
State Assembly, District 28



Scott Wiener  
State Senate, District 11



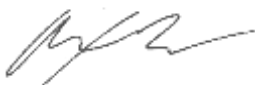
Matt Haney  
State Assembly, District 17



Marc Berman  
State Assembly, District 23



Catherine Stefanie  
State Assembly, District 19



Alex Lee  
State Assembly, District 24

cc. Governor Gavin Newsom,  
California Transportation Commissioners,  
James Hacker, Undersecretary of the California State Transportation Agency,  
Dina El-Tawansy, Director of California Department of Transportation,  
Myles White, Governor's Office