

We urge state leaders to dedicate a portion of the state’s Greenhouse Gas Reduction Fund (GGRF) to Northern California high-speed rail bookend projects as part of the Cap and Invest expenditure plan.*

Delivering for California Now and Into the Future

Projects to Power High-Speed Rail (HSR) and Transform the Bay Area

California HSR will connect San Francisco to Los Angeles, transforming the way people travel up and down the State. HSR is making bold progress with construction in the Central Valley. Now is the time to extend that momentum to the largest population centers in the state. By investing in bookend projects in Northern California, HSR can leverage additional resources to deliver immediate value and clear the path for future high-speed service.



San José Diridon Station Project



Grade Separation & Crossing Safety Upgrades



San Francisco The Portal Project



Electrification: San José to Gilroy

Why This Matters

These bookend projects are win-win. They simultaneously strengthen today’s regional systems and support HSR success tomorrow.

Time is of the essence. These projects take years to plan, permit, and build—delaying now jeopardizes long-term readiness.

Maximizes community benefits. From faster commutes and less traffic, to cleaner air and job creation, these projects improve lives for Californians.

Advantages of Investing in Bookend Projects

By directing funds to Northern California’s bookend projects, we will:

- Deliver cleaner, safer, and faster rail today to maximally benefit Californians
- Leverage existing projects with dedicated staffing and additive construction funding
- Reduce GHG emissions and dependence on cars
- Increase connectivity and ridership
- Reduce costs as concurrently building in the Bay Area and Central Valley accelerates project delivery
- Ensure the Bay Area is ready when high-speed trains arrive

*This investment could be a set-aside or an augmentation of California’s dedicated HSR funding. Alternatively, it could be a new continuous appropriation that supplements existing transportation and affordable housing continuous appropriations.

San José Diridon Station, Including BART Silicon Valley

The redesign and expansion of Diridon Station will increase transit capacity and service, facilitate seamless transfers, and create a safe, passenger-friendly station able to serve at least eight times as many people on a daily basis. The Station Program will accommodate seven passenger rail operators and five bus operators, including HSR as well as increased intercity and commuter rail. It will also include a direct passenger connection to BART, retail, and improve the station's integration with the surrounding area, catalyzing economic and community development. BART service will be introduced at Diridon Station by the BART Silicon Valley Phase II project and then connect seamlessly into the redesigned station. This phased approach will bring riders to the Station in the near-term and complete the regional connection to the future HSR system as the gateway to Northern California.

San Francisco The Portal and Fourth & King Railyard

The Portal, also known as the Downtown Rail Extension, will complete the multi-decade Transbay Program by extending Caltrain service from a proposed station area development at Fourth and King Street. This will bring California HSR into the multimodal Salesforce Transit Center in downtown San Francisco, a hub completed in Phase 1 of the program where 11 transit systems will connect. This investment delivers direct downtown access to an estimated 125,000 average daily riders, enabling better access to jobs, housing and economic opportunities. Adjacent to The Portal's new underground station at Fourth and Townsend street, project partners are planning for a revitalization of the existing Fourth and King Railyards site, to modernize the facility, improve transit access, and enable transit-oriented development.

Grade Separation & Corridor-Wide Crossing Safety Upgrades

Grade separations, safety enhancements, and crossing improvements at grade crossings on the Caltrain corridor are paramount to delivering on the promise of a blended HSR system. These projects have near-term benefits to communities by enhancing safety, reducing collisions, reducing noise, and allowing for more streamlined train service. To fully realize an HSR system will require the elimination or mitigation of many existing at-grade crossings across the corridor, including the Broadway crossing in Burlingame, which ranks as the most dangerous in California.

San José to Gilroy Electrification (project development)

Project development funds will seed a direct HSR connection to the newly electrified Caltrain corridor, as argued for in HSR's 2025 Project Update report. Today, the electrified Caltrain stops just south of Tamien Station in San José, where control of the corridor shifts to Union Pacific Railroad. Ultimately, the acquisition and electrification of the corridor to Gilroy will bring brings faster, more frequent, and cleaner service to underserved areas today.



A Proven Model: Caltrain Electrification

The Caltrain Electrification Project is a powerful example of a successful bookend project. Partially funded by the California High-Speed Rail Authority, electrification modernized the corridor from San Francisco to San José, advancing the state's climate, mobility, and economic goals. The new electric trains are more frequent, quieter, and cleaner, reducing greenhouse gas (GHG) emissions significantly and increasing service with the same number of trains. Ridership is surging, increasing more than 75% in less than one year with the launch of electrified service—with higher frequencies and better performance attracting new riders daily. Weekend ridership is now the highest in the system's history.

This project shows what's possible when HSR investment is leveraged to create immediate and lasting value: modern service, GHG reductions, economic growth, and strong public support.