

MEDIA RELEASE

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SouthBayPA.org



SBPA Recommends Smarter Transit Investments Over Costly BART Extension

The South Bay Progressive Alliance (SBPA) urges redirecting funds from the [BART Silicon Valley Phase II Extension Project](#) to other transit solutions that offer a much better return on investment. Current plans expect to spend an estimated **\$12 billion** to construct a massive BART underground tunnel system with four stations to connect East San Jose (Berryessa) with Diridon Station in Downtown San Jose.

Instead, faster to implement and far less costly options—like buses, light rail, or Automated Transit Networks (ATN)—could achieve similar goals for **less than \$2 billion** using local funds only. Since the new administration’s Project 2025 calls for transit projects to meet “sound economic standards and a rigorous cost-benefit analysis”, it’s unlikely that the BART project will get the \$5B expected from the Federal government.

A prime example of a cost-effective ATN is [Glydways-style technology](#), which uses self-driving personal podcars. Similar automated systems, such as the [Atlanta SkyTrain](#) connecting key venues in Georgia, will reduce travel times and remove cars from busy streets. In San Jose, such technology could cut the BART-to-Caltrain trip time to just **8 minutes**, compared to the current **17–23 minutes by bus**.

Find details and background at SouthBayPA.org/bart

About SBPA: As “an independent, politically unaffiliated organization” SBPA works to “elect local corporate-free candidates, enact progressive policies, and build institutions and a society based on democracy, equity, cooperation, compassion and sustainability.” Learn more about SBPA and its mission at SouthBayPA.org

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