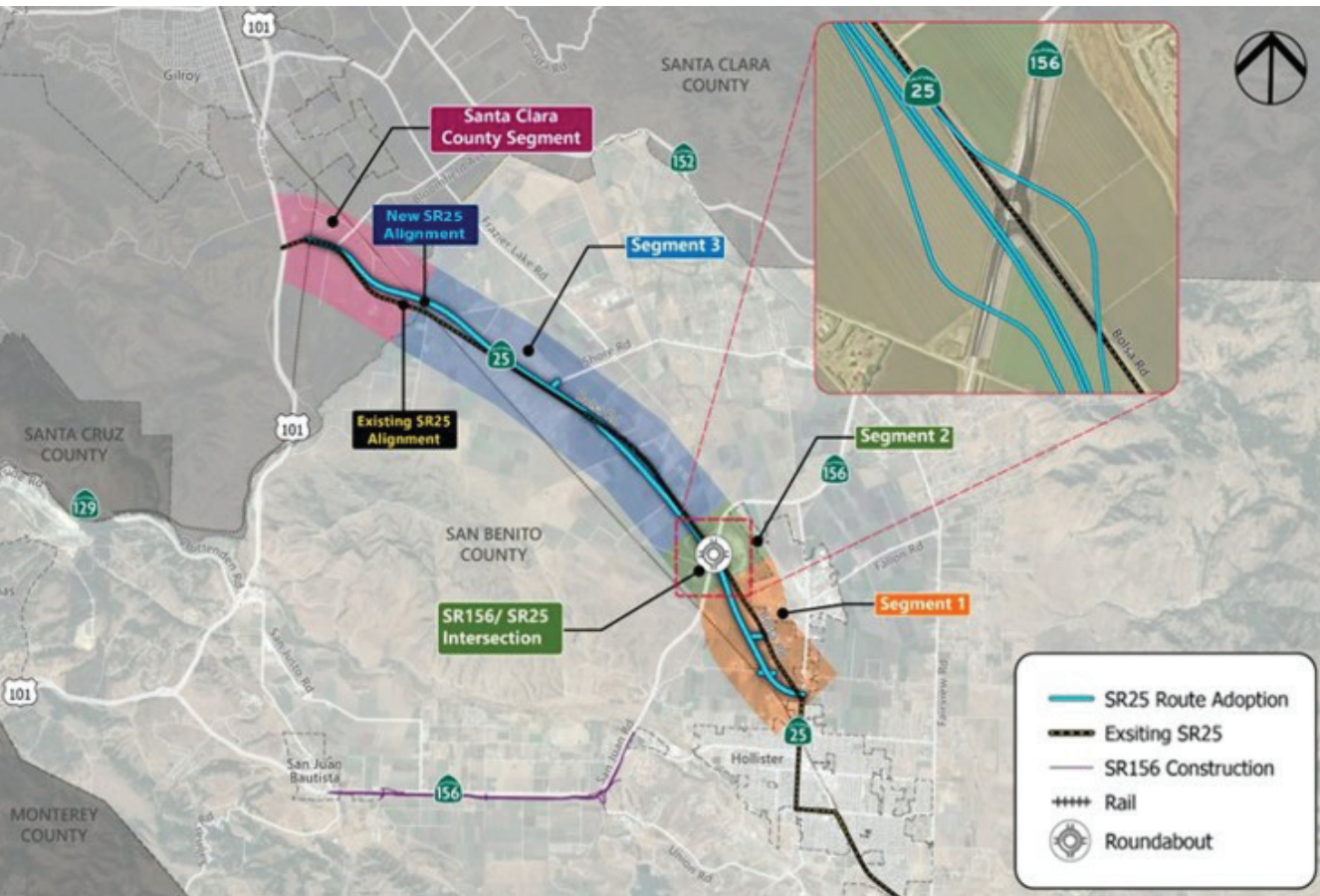


# State Route 25 Improvement Project

## San Benito & Santa Clara Counties - State Route 25



### Purpose & Need

- Purpose:**
- Reduce fatal and serious injury collisions.
  - Reduce traffic diversion on local roads.
  - Improve travel time reliability.
  - Improve multi-modal travel opportunities.
  - Meet current and future travel demand.
  - Provide reliable goods movement.
  - Improve connectivity and mobility between communities.

- Need:**
- Safety/collision issues.
  - Increased travel demand.
  - Limited multi-modal transportation.
  - Traffic diversion to surrounding rural roads.
  - Delays along SR 25 during peak periods.
  - Workforce travel outside of County.

### Tiered Analysis

A Programmatic Environmental Impact Report will be prepared that will consist of two tiers of analysis, Tier 1 Program-Level Analysis and Tier 2 Project-Level Analysis. The tiered approach to the environmental analysis will allow for all components of the project to be analyzed under one document and constructed in segments as funding becomes available. The Tier 1 Program-Level Analysis will focus on the entire study corridor, and the Tier 2 Project-Level Analysis will focus on a fundable portion of the study corridor.

### Description

This project will improve 10.2 miles of existing two lane highway on SR 25 from San Felipe Rd in San Benito County to Bloomfield Ave in Santa Clara County. The project was initiated by the Council of San Benito County Governments (SBCOG) in coordination with the Santa Clara Valley Transportation Authority (VTA). SBCOG's input will be critical in determining the project's cost and schedule. The project design will be influenced by Measure G, SB 743, and CAPTI policies. Additional grant funding will be needed in order to stay on schedule and fully fund the project.

### Preliminary Project Cost

|                                  |             |
|----------------------------------|-------------|
| Fund Source                      | Other/Local |
| Construction & R/W Capital Costs | TBD         |
| (Current Year Dollars)           |             |

*\*Project Cost Subject to Change\**

### Contact

Project Manager  
 Terry Thompson  
[terry.thompson@dot.ca.gov](mailto:terry.thompson@dot.ca.gov)  
 (805) 503-5013

### Current Schedule

|                                      |             |
|--------------------------------------|-------------|
| Begin Environ. & NOP Meeting         | Fall 2024   |
| DED Circulation & Public Meeting     | Summer 2026 |
| Approve Proj. Report & Environ. Doc. | Spring 2027 |
| Final Design & Obtain Permits        | Winter 2029 |
| Begin Construction                   | Summer 2030 |



## Alternatives Under Consideration

The following section depicts alternatives proposed to improve the State Route 25 (SR 25) corridor. This factsheet provides a broad, summary-level overview. Additional details and considerations abound for all alternatives and sub-alternatives. Please find more details about the project here: <http://sanbenitocog.org/hwy25/>

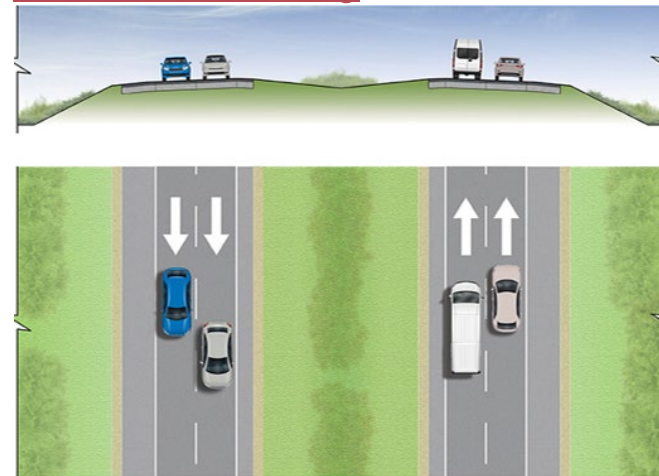
### Alternative 2

4-Lane Expressway

#### Description

- 4-lane expressway on a new alignment
- SR 25/SR 156 interchange
- Existing 2-lane conventional highway to become frontage road (not shown in visual rendering)
- Capital cost: TBD

#### Visual Rendering



#### Design Options

- 4 lanes with High Occupancy Vehicle (HOV) lane on the left and a general-purpose lane on the right for each direction
- 4 lanes with High Occupancy Toll (HOT) lane on the left and a general-purpose lane on the right for each direction
- 4 lanes with bus lane on the left and a general-purpose lane on the right for each direction

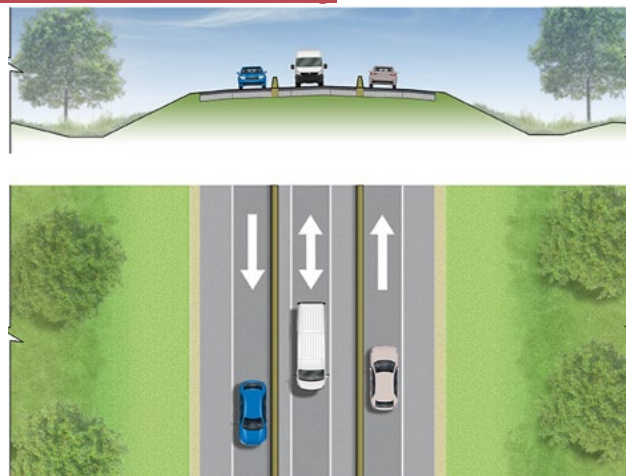
### Alternative 3

Reversible Lane

#### Description

- 3-lane expressway on a new alignment
- Middle, general-purpose reversible lane
- SR 25/SR 156 interchange
- Existing 2-lane conventional highway to become frontage road (not shown in visual rendering)
- Capital cost: TBD

#### Visual Rendering



#### Design Options

- Reversible High Occupancy Vehicle (HOV) lane
- Reversible High Occupancy Toll (HOT) lane
- Reversible bus lane

\*The reversible lane would serve northbound travel in the morning peak and southbound travel in the

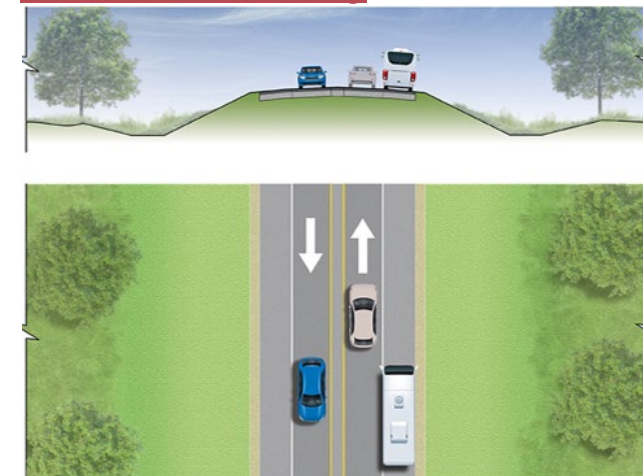
### Alternative 4

2-Lane Expressway

#### Description

- 2-lane expressway on a new alignment
- SR 25/SR 156 interchange
- Existing 2-lane conventional highway to become frontage road (not shown in visual rendering)
- Capital cost: TBD

#### Visual Rendering



#### Design Options

- 2-lane expressway with Bus-on-Shoulder system
- \*\* Bus-on-Shoulder alternative is depicted above

## Alternatives Under Consideration

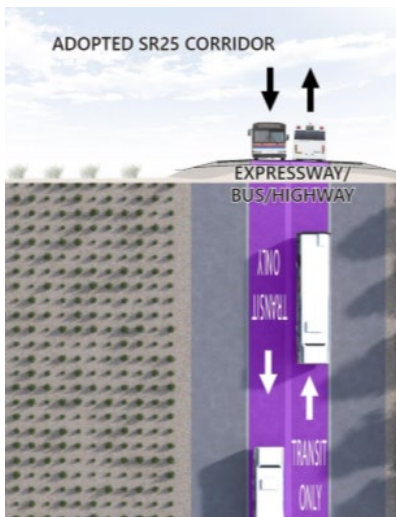
The following section depicts alternatives proposed to improve the State Route 25 (SR 25) corridor. This factsheet provides a broad, summary-level overview. Additional details and considerations abound for all alternatives and sub-alternatives. Please find more details about the project here: <http://sanbenitocog.org/hwy25/>

### Alternative 5 2-Lane Busway

#### Description

- 2-lane transit only busway on a new alignment
- Existing 2-lane conventional highway continues to serve general traffic
- Capital cost: TBD

#### Visual Rendering



#### Design Options

- Busway with bike lanes
- Busway with multimodal trail

### Alternative 6\* 1-Lane Busway

#### Description

- 1-lane reversible transit only busway adjacent to Union Pacific Hollister Branch Line
- Existing 2-lane conventional highway continues to serve general traffic
- Capital cost: TBD

#### Visual Rendering



#### Design Options

- Busway with bike lanes
- Busway with multimodal trail

\*SBCOG is Lead

### Alternative 7\* Commuter Rail Service

#### Description

- New passenger rail service on the Union Pacific Hollister Branch Line
- Existing 2-lane conventional highway continues to serve general traffic
- Capital cost: TBD

#### Visual Rendering



#### Design Options

- New service between Hollister and Gilroy
- Caltrain extension to Hollister

\*SBCOG is lead