



State Route 25 Corridor Improvement Project

Frequently Asked Questions

SECTION 1: PROJECT OVERVIEW

Q: What is the State Route 25 (SR 25) Corridor Improvement Project?

Answer: The SR 25 project aims to reduce traffic congestion and collisions while improving travel-time reliability, reducing traffic diversion onto local roads, and improving safety along SR 25. The goals will be met through upgrading 10.8 miles of an existing two-lane highway between Hollister and the US 101/SR 25 interchange in Gilroy. The proposed project is located along State Route 25 between San Felipe Road in San Benito County and Bloomfield Avenue in Santa Clara County. The project will connect with the US 101 Interchange Project in Santa Clara that will be developed by Caltrans District 4. The fact sheet illustrates the initial project design alternatives being studied.

Q: What are the SR 25 corridor improvement alternatives being considered?

Answer: Several project alternatives are being explored to best meet the needs of the San Benito community. Each alternative includes design options that are being studied to address specific constraints and meet federal and state requirements. The major alternatives being considered fall into three primary categories. Alternative one is no-build or no project. The second alternative category involves the construction of a four-lane expressway on a new alignment; variations of this alternative may also include High Occupancy Vehicle (HOV), transit lanes, or toll lanes. The third alternative category proposes a three-lane expressway on a new alignment, featuring a reversible lane in the center, with the possibility of converting this lane into an HOV or toll lane. The fourth alternative category involves a two-lane expressway on a new alignment, with the potential addition of a Bus-On-Shoulder system to enhance public transit opportunities. Other alternatives being studied for feasibility include a 2-lane busway, a 1-lane busway, and commuter rail service. The project fact sheet illustrates the initial design alternatives being studied.

Q: Will the project result in a four-lane SR 25?

Answer: Some of the design alternatives for State Route 25 include a four-lane configuration, though other options that only include two or three lanes are also being evaluated. Each of the project design alternatives will be analyzed for how well they reduce traffic congestion and collisions while also improving travel-time reliability and increasing travel options. Anticipated environmental impacts from construction of the project will also be considered. The preferred alternative will be identified in the Environmental Impact Report/Environmental Assessment (EIR/EA) and will be subject to public review and comment before the environmental process concludes.





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Q: Will the project take place on the existing SR 25, or will a new road be built?

Answer: Earlier studies and the route adoption action proposed the use of a new alignment due to several design constraints and environmental impacts that would occur by widening the existing facility. These impacts were identified in the 2016 Environmental Document for the Route Adoption. These constraints include the removal of nearby homes and businesses, the displacement of utilities, and impacts to wetlands and cultural resources. These impacts are consistent with original findings in the 2010 draft environmental document, which indicated that widening the existing facility would be infeasible. Once a new alignment is used for the new state highway, the existing facility will be used as a frontage road for local traffic.

Q: Do any alternatives follow the San Felipe Road/SR 152 conceptual alignment?

Answer: This alignment has been studied and ultimately rejected from consideration due to several factors. This concept represents an additional trip distance of approximately 5.3 miles, which would result in the equivalent speed reduction of approximately 40 mph compared to the existing conditions on SR 25. It would also include additional travel time due to three additional traffic signals.

Q: Will the project help reduce traffic congestion through the City of Hollister?

Answer: A traffic study for the City of Hollister will be conducted during the EIR/EA development process. The results of the study will help inform the selection of a final preferred alternative for SR 25. The traffic study and the EIR/EA analysis of SR 25 alternatives will take into account that an important goal of the improvement project is to reduce traffic diversion to local roads and to promote safety and provide travel options in the City of Hollister.

Q: How much will the project cost? How will it be funded?

Answer: Providing a cost estimate for the SR 25 Improvement Project is difficult at this time because initial design alternatives have just been identified. Estimating the cost for each alternative will be a key future activity and be considered as part of the effort to recommend a final preferred alternative. Funding for the project is expected to come from San Benito's transportation sales tax, Measure G, along with federal and state grant programs.

Q: What are the roles of Caltrans, SBCOG, and other involved government agencies?

Answer: Caltrans will implement the project in partnership with the Council of San Benito County Governments (SBCOG) and the Santa Clara Valley Transportation Authority (VTA). SBCOG and VTA will be primarily responsible for securing the necessary funding, influencing the design and direction of the project, and representing the needs of the San Benito and Santa Clara County communities. Caltrans oversees the environmental planning process and is responsible for certifying the final EIR/EA and implementing the final design. Additional agency stakeholders, including the Association of Monterey Bay Area Governments (AMBAG), the City of Hollister, and the County of San Benito will be invited to offer input on the EIR/EA planning activities as they advance.





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SECTION 2: ENVIRONMENTAL IMPACT & PLANNING PROCESS

Q: What is an Environmental Impact Report (EIR) / Environmental Assessment (EA) and why is it necessary?

Answer: Since the project will be funded from both State and Federal sources, it is subject to both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). As lead agency, Caltrans will prepare an Environmental Impact Report (EIR) in accordance with CEQA and an Environmental Assessment (EA) in accordance with NEPA. Caltrans will prepare a joint environmental document called an EIR/EA. An EIR/EA is a document that assesses the potential effects of a project. It helps ensure the project minimizes negative impacts, complies with relevant regulations, and considers public input. EIRs in California are necessary due to CEQA requirements, which mandate that state agencies identify and evaluate the significant environmental impacts of a proposed project.

Q: How can the public get involved in the EIR process?

Answer: The public can participate in the EIR/EA process by attending public meetings where they can learn about the project and express their concerns. Additionally, they can review and provide feedback on the draft environmental document during the designated public review and comment period, tentatively scheduled for summer 2026. The public comment period will be advertised to ensure that everyone has an opportunity to participate in the EIR/EA process.

Q: How long does the EIR/EA process take?

Answer: The duration of an EIR/EA process can vary based on the scope of a project. The current schedule, which is subject to change, estimates that the environmental process for the SR 25 Corridor Improvement Project will conclude with a certified EIR/EA in the spring of 2027.

Q: How soon can improvements be implemented after the environmental planning process is complete?

Answer: The final design phase of the project will occur between the completion of the environmental planning process and the launch of the project implementation phase. During this project implementation phase, critical design decisions are made, and environmental permitting is completed. Once design and permitting is complete, the project will enter the right-of-way phase. The subsequent construction of SR 25 improvements will likely be phased into multiple smaller projects, with timing dependent on costs and funding availability.





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SECTION 3: COMMUNITY IMPACT & INVOLVEMENT

Q: Will the project support alternative modes of travel such as biking, walking, and public transit (bus and rail)?

Answer: One of the primary goals for the SR 25 Improvement Project is to improve multi-modal travel opportunities through enhanced transit options and safer bicycle and pedestrian connections. Among the alternatives being studied are dedicated transit lanes, bus-on-shoulder, a multi-use trail, and a new rail service between Hollister and Gilroy. All alternatives would consider bicycle needs throughout the corridor.

Q: Where can I learn more about my rights as a property owner?

Answer: Caltrans has an informational pamphlet regarding the right of way process entitled *Your Property Your Transportation Project*. This pamphlet discusses a general overview of the process for people who may be affected by a highway project. The pamphlet is available at these links in [English](#) and [Spanish](#).

Q: How can the public stay informed about the plans to improve SR 25?

Answer: Project updates will be made regularly on Caltrans and SBCOG websites, along with various social media platforms. Information will also be disseminated through local mailings, news outlets, and public meetings. SBCOG board meetings and Mobility Partnership meetings are examples of public meetings in which project updates and information will be shared with the public. If you would like to be added to the email or mailing list, please email Dianna.Beck@dot.ca.gov.

Q: Who can I contact if I have questions?

Answer: Terry Thompson is the Caltrans Project Manager for the State Route 25 Corridor Improvement Project and can be contacted at Terry.Thompson@dot.ca.gov and at (805) 503-5013. The Caltrans Public Information Office is another source for project information. You can contact them via email at info-d5@dot.ca.gov or by phone at (805) 549-3318. SBCOG can also be contacted at info@sanbenitocog.org or by phone at (831) 637-7665.

