

State Route 25 Corridor Improvement Project



Public Comment Period Summary Report & Update on High-Level Alternative Screening

Feb 19th, 2026





November 2025 Public Scoping Meeting Overview

► Attendance:

- ~40 members of the public
- Elected officials
- SBCOG Staff
- Caltrans Staff

► Purpose:

- Inform the public of the updated project scope and additional alternatives being considered: Expressway on existing alignment & conventional highway widening on existing alignment
- Solicit comments to be considered during environmental studies



Comments Submittal Overview

- ▶ Several ways to participate:
 - Project portal, email, written comment card or letters via US mail.
 - ▶ Comment period: November 5 to December 19
 - ▶ Around 125 Commenters
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Major Themes of Public Input

- **Impacts to homes** especially along existing
- Emphasized **need for 4-lane expressway** and interchange
 - **Safety**
 - **Commute Times/Congestion**
- Protection of **Prime farmland**
- **Impacts to businesses** along either alignment: existing highway and route adoption
- Importance of well-established agricultural operations
- Concern over the amount of time it has taken for project to move forward
- Growth of Hollister
 - Concern about new housing developments and increased congestion
- Cost



Comments on Project Need

Emphasized the need for 4-lane expressway and interchange:

- ▶ Commute times
- ▶ Need safe opportunities to pass slower vehicles
- ▶ Reduce access points (driveways and intersections)
- ▶ Growth of Hollister
- ▶ Emergency access
- ▶ Safety (*more on next slide*)



Safety Comments

- Concern that a conventional highway may not be safe enough
- Issues with amount of access points along existing
- Collisions on existing highway
- Emergency access out of town
- Bike & pedestrian safety needs



Commute Comments

- ▶ Emphasis on need to widen to reduce commute time
 - ▶ Commute can take up to an hour
 - ▶ Address increase in commuters
- ▶ Concern over construction delays during commute if existing alignment is utilized (no frontage road).

Alternatives 8 & 9



Alternative 8: 4-Lane Conventional Highway on Existing Alignment

Alternative 9: 4-Lane Expressway on Existing Alignment



Alternatives 8 & 9* - Support

- ▶ Little to no specific feedback on Alternative 9; but some emphasize need for expressway regardless of alignment
- ▶ Support for Alternative 8 but with specific design input
- ▶ Emphasis of protection of agricultural land & businesses

**Alternative 8: 4-Lane Conventional Highway on Existing Alignment*

Alternative 9: 4-Lane Expressway on Existing Alignment



Alternatives 8 & 9 - Concerns

- ▶ Opposition to alternatives 8 & 9:
 - ▶ Relocation of homes & displacement of individuals
 - ▶ Businesses
 - ▶ Prime Farmland
 - ▶ Utilities
 - ▶ Traffic anticipated due to construction road closures on existing
 - ▶ Environmental impacts (protected species, wetlands, historic resources)
 - ▶ Cost
 - ▶ Safety concerns with Alternative 8



Concern on Timing of Introducing New Alternatives

- Concern with existing alignment being re-considered (after 10 years of Route Adoption approval in 2016) and Measure G being passed
- Some emphasize an urgency for project to move forward with what was approved (Route Adoption)



High-Level Alternative Screening

- ▶ Summary
 - ▶ Objective and systematic assessment using existing data, standards and guidelines to identify alternatives with low viability.
 - ▶ Considers impacts and projected benefits with regards to meeting the established purpose and need.
- ▶ Intent
 - ▶ Establish alternatives that will receive further analysis in development of Environmental Document
 - ▶ Number of alternatives requiring data collection and technical studies effects cost and schedule
 - ▶ Reduces project cost and accelerates schedule by removing low-viability alternatives.



How was the Screening Process Developed?

- ▶ Assembled a focused-team of functional unit individuals considering current standards, policies, and guidelines:
 - ▶ CEQA Guidelines (Section 15126)
 - ▶ Highway Safety Manual
 - ▶ Highway Capacity Manual
 - ▶ Highway Design Manual
 - ▶ Local Planning Procedures and Policies
 - ▶ Caltrans Standard Plans and Specifications
 - ▶ Federal Highway Administration (FHWA) Standards



Screening Team

- ▶ SBCOG leadership and staff
- ▶ SBCOG technical consultants
- ▶ Caltrans District 5
 - ▶ Project Management
 - ▶ Design
 - ▶ Traffic Operations
 - ▶ Safety
 - ▶ Environmental Planning
 - ▶ Transportation Planning
 - ▶ Traffic Modeling and Forecasting



Screening Process

- ▶ Assessment of adopted route and existing alignment alternatives considering key criteria:
 - ▶ **Capacity** (congestion relief, delay, throughput, level of service, reliability, etc.)
 - ▶ **Safety** (safety countermeasures, access management, conflict point reduction, etc.)
 - ▶ **Right of Way** (property impacts/farmland, utility relocation, capital costs, etc.)
 - ▶ **Construction** (capital costs, life-cycle maintenance, operational [including transit], etc.)
 - ▶ **Long-range Planning** (alignment with established corridor vision and statewide policies, grant funding competitiveness)
- ▶ SBCOG staff screening of transit-only alternatives

Estimated Schedule

Near-Term

December 2025

- Begin Screening Process

February - April 2026

- Screening Process Updates

May 2026

- Board action/
concurrence

You are
here

Long-Term

June 2026

- Environmental
Studies & Traffic
Modeling

2029

- Final
Environmental
Document &
Project Approval

2029

- Begin Design &
ROW

2032

- Ready to List
(RTL)

2033

- Begin
Construction

2036

- End
Construction

- Schedule dependent on:
 - If Alternatives 8 and 9 are added to the EIR
 - Traffic Modeling & VMT Analysis completion
 - Screening concurrence from Board

Thank You

