

US 101/SR 92 Interchange Direct Connector Project

FREQUENTLY ASKED QUESTIONS

What is the US 101/SR 92 Interchange Direct Connector Project?

The US 101/SR 92 Interchange Direct Connector Project proposes to create a dedicated managed lane connection between SR 92 and the US 101 Express Lanes.

What is purpose of the proposed project?

The US 101/SR 92 Interchange Direct Connector Project aims to:

- Improve the travel time reliability for those traveling between US 101 and SR 92, east of US 101
- Encourage carpooling and the use of shuttles and buses to increase the number of people moved (person throughput)
- Improve the operational efficiency of the US 101 and SR 92 interchange

What is a direct connector?

A direct connector is a roadway connecting one freeway to another freeway. In this case the connection would be made between two managed lanes. A direct connector provides commuters the convenience and reliability of additional travel choices by allowing them to use either the freeway's managed lane to access another freeway's managed lane or use the ramp connector that connects the freeways' general-purpose lanes.

What is a managed lane?

Managed lanes are specialized roadways designed to enhance traffic flow and efficiency by regulating vehicle access based on specific criteria. Common approaches are limiting the use of the lane based on vehicle eligibility (like number of people in the vehicle or vehicle type), charging vehicles to use the lane based on number of people in the vehicle (such as single drivers), and control of access through limited locations where vehicles can enter and exit the lanes. Managed lanes can provide a reliable, faster option to travelers, encourage rideshare and transit use, and enable individuals to make choices that best serve their needs and save travel time.

What is a reversible lane?

A reversible lane is a lane in which the flow of traffic may travel in either direction to accommodate peak-period traffic. The direction of travel in the shared lane switches by time of day.

What is an express lane?

Express lanes are specially designated highway lanes that offer a faster and more reliable commute option for highway users. Express lanes use extra HOV/carpool lane capacity, while also encouraging carpools and vanpools by providing more reliable travel times. Excess capacity can be used by drivers who pay to use the lane. In the Bay Area, all vehicles need FasTrak® or FasTrak Flex® toll tags to use the express lanes. FasTrak Flex® toll tags have a switch that can be set to 1, 2, or 3 to reflect the number of people in the vehicle. Express lanes are free to carpools, motorcycles, transit buses and other eligible vehicles during the designated hours of operation if the correct FasTrak Flex® toll tag setting is used. For solo drivers express lanes give the option to pay a per-use toll to use the lane.



How much will the project cost? How is it being funded?

The preliminary cost estimate is \$193 million. The current planning phase is funded by Regional Measure 3 and the San Mateo County Transportation Authority Measure A Sales Tax Program, a half-cent sales tax dedicated towards transportation facilities, services, and programs. Funding for future phases has not been secured. A funding plan will be developed to identify sources for future phases.

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What phase is the project in currently?

The project is currently in the preliminary design and environmental phase. A draft environmental document for the project is being prepared under the California Environmental Quality Act (CEQA), which requires that state and local agencies disclose and evaluate the significant environmental impacts of proposed projects and adopt all feasible mitigation measures to reduce or eliminate those impacts; and the National Environmental Policy Act (NEPA), which requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions.

The proposed project will be assessed for impacts on the following environmental resources: Land Use and Community, Utilities and Emergency Services, Traffic and Transportation/Pedestrian and Bicycle Facilities, Visual/Aesthetics, Cultural Resources, Hydrology and Floodplains, Water Quality and Storm Water Runoff, Geology/Soils/Seismicity, Paleontology, Hazardous Waste and Materials, Air Quality, Noise and Vibration, Biological Resources, Cumulative Impacts, and Energy and Climate Change.

It is anticipated that the Draft Environmental Document will be available for review and comment in early 2026 and this phase will be complete by the end of 2026.

What is the purpose of the Environmental Scoping Period?

The purpose of the Environmental Scoping Period is to provide the public and agencies an early opportunity to comment on the project scope and what the Draft Environmental Document will study.

How will my comments during the Environmental Scoping Period be used?

Comments submitted during the Environmental Scoping Period will be used by the project team to help determine what the Draft Environmental Document will study.

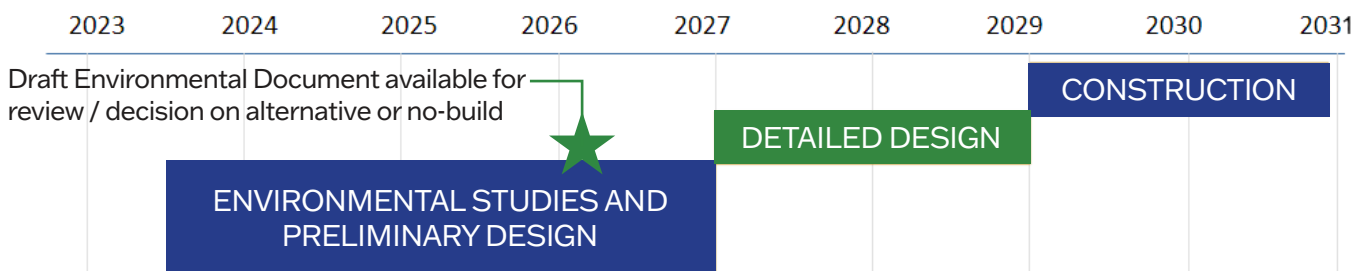
Will the project induce Vehicle Miles of Travel (VMT)?

In California, new projects must analyze transportation impacts by looking at a metric known as Vehicle Miles of Travel (VMT). VMT measures how much actual auto travel (additional miles driven) a proposed project would create on California roads. As part of the environmental document, a VMT analysis will be conducted to determine whether the Build Alternatives induce VMT.

How do I get involved?

Environmental Scoping Meetings will be held in spring 2024. Sign up for project updates to stay informed of exact meeting dates and locations at the project website at smcta.com/projects/101-92DC.

Anticipated Project Timeline



For more information, visit smcta.com/projects/101-92DC

