

# 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 is a proposed dedicated managed lane that would connect two corridors, SR 92 and US 101 Express Lanes. The San Mateo County Transportation Authority (TA) and the City/County Association of Governments (C/CAG), in cooperation with Caltrans, are studying three design alternatives and analyzing the potential environmental impacts of the proposed project.

### **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 people to share rides like carpooling with friends and coworkers or ride shuttles and buses to reduce the number of vehicles on the road, while serving increasing numbers of travelers along the corridor
- Improve the efficiency of traffic using the US 101 and SR 92 interchange

### **What is a direct connector?**

A direct connector is a road connecting one freeway to another freeway to provide the option of increased convenience and reliability to travel through the freeway interchange via a managed lane.

### **What is a managed lane?**

Managed lanes are roadways designed to enhance traffic flow and efficiency by limiting access based on specific criteria. Common approaches are limiting who can use the lane, when they can use it, the cost to use it, and where the lane is accessed. Managed lanes provide a reliable option to travelers, encourage rideshare and transit use, and enable individuals to make choices that best serve their needs.

### **What are the project benefits?**

#### **Keep our promise to San Mateo Voters:**

The project would deliver improvements to the US 101/SR 92 interchange as promised to voters with the passage of local sales tax Measure A and W. It would also maximize the use of toll bridge revenue that has been committed to improving the interchange as passed in Regional Measure 3.

#### **Encourage Economic Vitality:**

To remain competitive with other areas, businesses need reliable transportation options so people can access their jobs and contribute to the economic vitality of San Mateo County.

#### **Improve Traffic Safety:**

By providing a more seamless connection to/from US 101 express lanes, users would avoid having to cross multiple lanes that often causes delays and unsafe conditions. This would help to relieve cut-through traffic on local streets and reduce the negative safety, noise, and air quality effects.

#### **Support future transit:**

The direct connector would provide better reliability and travel time for potential future bus riders and would make future express bus service along the corridor more viable.

### **What is a reversible lane?**

A reversible lane changes the direction of traffic to match when demand is highest. It is controlled by highly visible gates and signs to indicate whether it is open to each direction of traffic.

Reversible lanes have been operating throughout the country in states such as Washington, Florida and Texas. The project team will evaluate best practices and lessons learned from these facilities.

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### ***What will be studied in the environmental document?***

The TA and C/CAG, in cooperation with Caltrans, will assess the project for potential impacts on a variety of environmental resources topics including: 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, and Energy and Climate Change.

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

As part of the environmental document, a VMT analysis will be done to determine how the project could change existing VMT or induce new VMT.

### ***Will the project have visual impacts?***

The project proposes a new above ground structure that will begin and end in the center median of US 101 and SR 92 freeways. This new structure will be visible from the surrounding area. The environmental report will include simulations of the proposed structure, lighting, and signage from various viewpoints to assess the potential visual impacts.

### ***Who will decide what the preferred alternative is?***

Caltrans is the lead agency for the environmental phase and will approve the final environmental document that will identify the preferred alternative. Selection of the preferred alternative will be based on both the technical analyses and public comment.

As the project sponsors, the San Mateo County Transportation Authority (TA) and the City/County Association of Governments (C/CAG) would be responsible for authorizing funding to move the project forward into the final design and construction phases.

### ***What properties will be impacted? Will houses and buildings be affected?***

During a previous planning study, the TA, C/CAG and Caltrans preliminarily determined there may be potential impacts to San Mateo communities on portions of residential, utility, and park properties along northbound US 101, between Kehoe Avenue and SR 92.

This assessment will be refined in the environmental phase based on updated property information and project designs. Through this process, the project team will strive to minimize or avoid any property impacts. Potential property impacts will be identified in the draft environmental document when it is released in early 2026.

People whose property could be affected by the project will be notified when the draft environmental document is available, and they will be able to comment on the project and ask questions of the project team.

### ***How do I get involved?***

Environmental scoping meetings were held in spring 2024. Comments received during scoping will be considered as the technical studies advance to ensure concerns raised are properly analyzed. Direct outreach with key stakeholders will be conducted to inform the development of the draft environmental document. The draft environmental document will be circulated for public review and comment in early 2026.

Sign up for project updates and to be notified about other opportunities to get involved at [www.smcta.com/projects/101-92DC](http://www.smcta.com/projects/101-92DC).

# US 101/SR 92 Interchange Direct Connector Project

## FREQUENTLY ASKED QUESTIONS

### What is an express lane?

Express lanes are designated highway lanes that offer a more reliable option for users through dynamic pricing. Dynamic pricing changes the toll as congestion levels change – it costs the most to use when it is busiest. This manages the number of vehicles in the lane to maintain free flow conditions.

In the Bay Area, all vehicles need FasTrak® or FasTrak Flex® toll tags to use the express

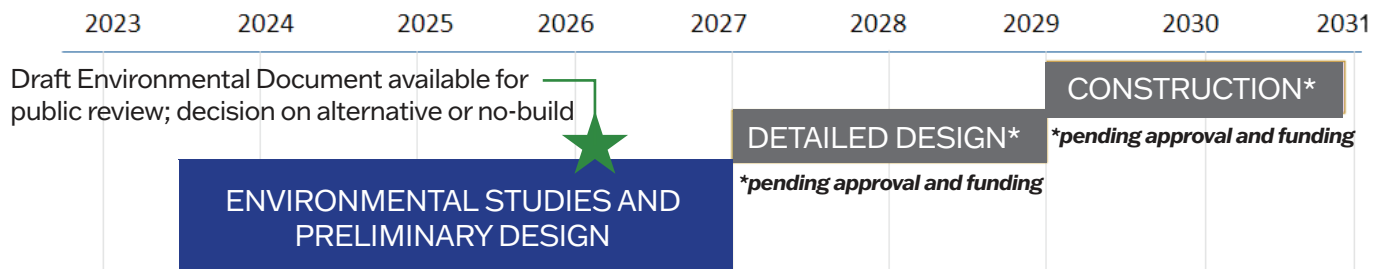


lanes. FasTrak Flex® toll tags can be set to 1, 2, or 3 to reflect the number of people in the vehicle. Express lanes are free or discounted to carpools, motorcycles, transit buses and other eligible vehicles during the designated hours of operation. Solo drivers can choose to pay the toll to use express lanes.

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

The current phase of the project is funded by regional toll bridge revenue from Regional Measure 3 and the San Mateo County Transportation Authority Measure A Sales Tax Program, a half-cent sales tax dedicated to transportation facilities, services, and programs. The preliminary total project cost estimate is \$193 million. Funding for future phases has not been secured. Potential future funding may include federal and state sources in order to fully fund the project.

### Anticipated Project Timeline



### Is this project expected to improve transit travel times, schedule reliability, or increase total number of riders?

One of the goals of this project is to encourage carpooling and the use of transit or shuttles through the corridor.

Yes, providing a direct connection between 92 and 101 for high-occupancy vehicles, including transit buses and shuttles, will reduce travel times and increase travel time reliability for those vehicles. This would facilitate future high quality transit service, such as express buses, and support increased ridership.

### What phase is the project in?

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) and the National Environmental Policy Act (NEPA). The document will evaluate the possible environmental impacts of the proposed project and identify measures to reduce or eliminate those impacts.

It is anticipated that the draft environmental document will be available for review and comment in early 2026 and that this phase will be complete by the end of 2026.

For more information, visit  
[smcta.com/projects/101-92DC](https://smcta.com/projects/101-92DC)

