

Notice of Completion of an Environmental Impact Report

U.S. 101/Produce Avenue Interchange Project

SCH #2021080173

The California Department of Transportation (Caltrans) District 4 has prepared an Environmental Impact Report (EIR) consistent with the requirements of the California Environmental Quality Act (CEQA), and a joint Environmental Assessment (EA) to meet the requirements of the National Environmental Policy Act (NEPA). The purpose of this Notice of Completion (NOC) is to notify agencies, organizations, and individuals of the availability of the DEIR/EA, and request comment.

Review Period and How to Comment

The Draft EIR/EA is available to review and download at: ssf.net/101Produce or CaltransD4Environmental.com.

The review period is from July 22 to September 6, 2022. Comments must be received by September 6, 2022. Send written comments to:

Caltrans District 4
Attn: Tanvi Gupta
P.O. Box 23660, MS 8B
Oakland, CA 94623-0660

Or by email to: Tanvi.Gupta@dot.ca.gov

Virtual Meeting

A virtual public meeting will be held on Thursday, August 11, 2022, from 5:30 to 7:00 PM. At the meeting, attendees will hear an overview of the project and the DEIR/EA, and can ask questions about the project and DEIR/EA. However, questions and discussion at the meeting are not considered formal comments and all comments on the DEIR/EA must be submitted by mail or email, or at the project website to be shared with the entire project development team. Attendance at the public meeting is not required to submit comments. Please visit ssf.net/101Produce or CaltransD4Environmental.com for more information about the project and to join the virtual public meeting.

Project Description

The City of South San Francisco and the San Mateo County Transportation Authority (SMCTA) are the sponsors of the United States (US) 101/Produce Avenue Interchange Project (the project) in the City of South San Francisco, within the County of San Mateo. The California Department of Transportation (Caltrans) is the lead agency responsible for the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) review and approval.

The project is located on and adjacent to US 101 between post miles (PM) 21.3 and 21.7 and in the City of South San Francisco in San Mateo County, California. The project is located in the San Francisco Bay Area Peninsula of Northern California. The land use within the project corridor is primarily urban commercial, with urban residential areas north, west, and south of the project area. Other nearby

proposed projects include the US Highway 101 Managed Lanes North of I-380 Project, as well as multiple developments adjacent to US 101.

The project would add an east-west connection across US 101 (referred to as the Utah Avenue extension), modify three intersections, and provide additional pedestrian and bicycle access in the project vicinity. The proposed new US 101 overcrossing would extend from the Utah Avenue/South Airport Boulevard intersection to San Mateo Avenue. The intersections at South Airport Boulevard/Utah Avenue, San Mateo Avenue/Utah Avenue, and Airport Boulevard/Produce Avenue/San Mateo Avenue intersections would be reconstructed to provide new turning lanes and pedestrian/bicycle facilities. The overcrossing would provide two through lanes, bicycle lanes, and sidewalks in each direction. The overcrossing would span from the east side of US 101 and extend over Terminal Court, an existing city street and cul-de-sac.

The purpose of the project is to provide an additional local east-west connection across US 101 that provides benefit to all modes of transportation in the project area and accommodates future planned growth in the City of South San Francisco and vicinity of the project area.

The project is needed in order to accommodate projected growth in employment east of US 101, as the existing east-west connections in the City of South San Francisco are anticipated to not be able to accommodate future traffic demands. Additionally, there are few non-vehicle transportation options that cross US 101 within or adjacent to the project area.

The Build Alternative would require the full acquisition of two parcels and partial acquisitions from industrial and commercial properties. Temporary construction easements (TCEs) would be needed for construction access and staging. There would be 2 full property acquisitions, partial property acquisitions from 10 properties, and 14 temporary construction easements. The right-of-way acquisition process would not occur until after a decision is made on the preferred alternative, public review and consideration of all comments received, and the environmental document and project are approved.

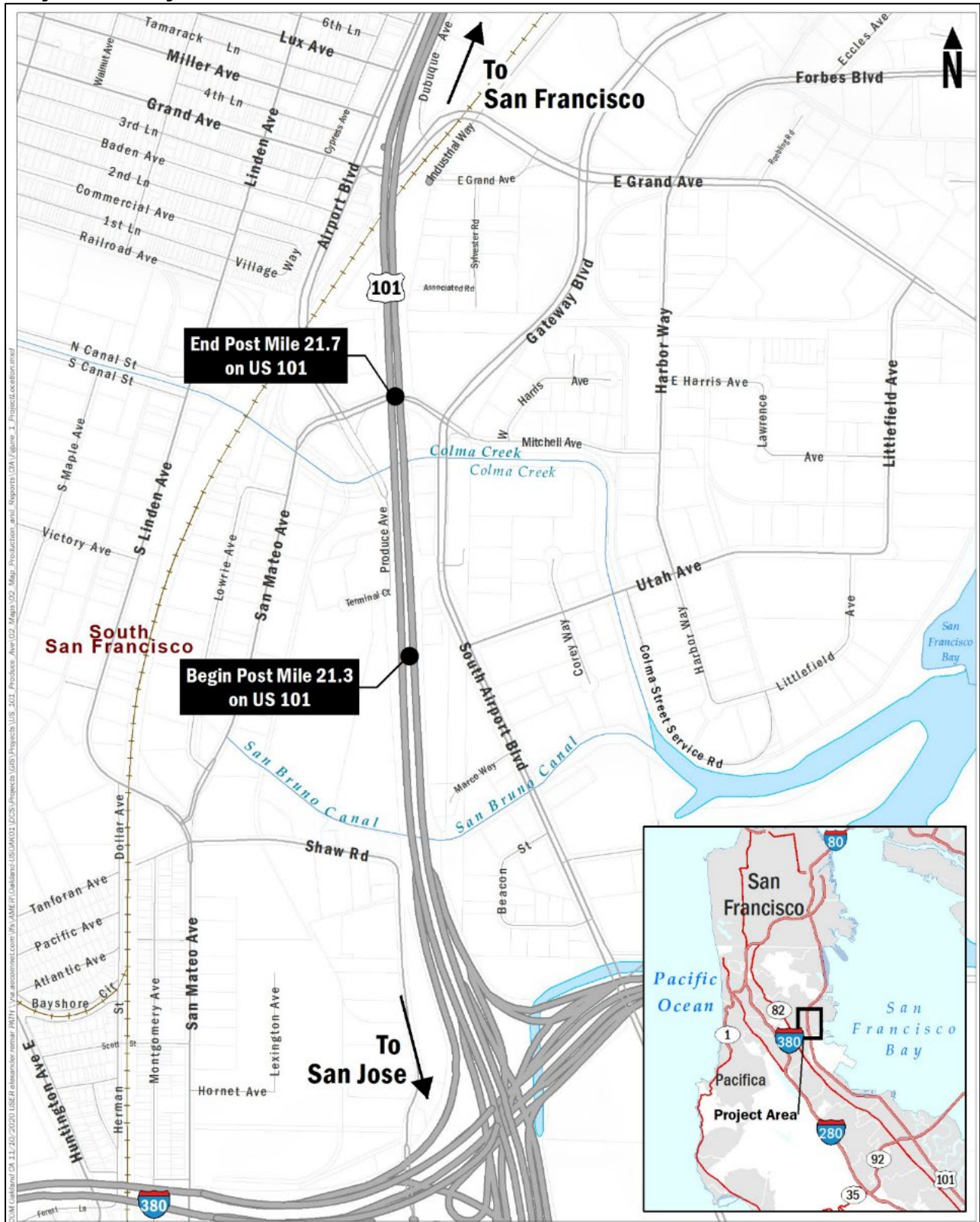
Project Permits and Approvals

Agency	Permit/Approval	Status
FHWA	<ul style="list-style-type: none"> Concurrence with project's conformity to Clean Air Act and other requirements 	<ul style="list-style-type: none"> Air quality studies would be submitted for FHWA concurrence after the environmental document's circulation period has closed and prior to a FONSI. MTC's Air Quality Control Task Force determined the project is not a Project of Air Quality Concern on September 23, 2021.
State Historic Preservation Officer	National Historic Preservation Act Section 106 consultation	<ul style="list-style-type: none"> Caltrans' consultation on identification was completed in January 2022, following submittal of the cultural resources reports to SHPO and receiving no comments. Consultation will continue regarding the Golden Gate Produce Terminal.
San Francisco Bay Regional Water Quality Control Board (RWQCB)	<ul style="list-style-type: none"> Potential Section 401 Water Quality Certification or waiver and or/Porter Cologne Act Waste Discharge Requirements Compliance with the NPDES Construction General Permit 	<ul style="list-style-type: none"> The applicable RWQCB permit will be determined during design. If needed, this may involve a joint "Application for 401 Water Quality Certification" and/or "Report of Waste Discharge." A statewide NPDES permit for construction and operations would be in effect for the project. Compliance review would take place during the design phase.

No Build Alternative

The No Build Alternative assumes no modifications would be made to the current Utah Avenue or improvements made to local roadway intersections, other than routine maintenance and rehabilitation of the facility and any currently planned and programmed projects within the City of South San Francisco. City of South San Francisco Adaptive Timing Project, which optimizes the signal timings on a traffic demand basis, is also considered in the No Build analysis for 2025 and 2045. The No Build Alternative would not provide a local east-west connection across US 101 to help serve commercial and pedestrian traffic. It would not enhance vehicular, pedestrian or bicycle safety.

Project Vicinity



Build Alternative

