



# **DOYLE DRIVE Project Information**

**Attachment to letter to the GGBH&TD  
1/11/08**

**San Francisco County Transportation Authority**

# Doyle Drive Toll Revenue Estimates



## Doyle Drive Funding Scenario A (in \$millions)

Total Project Cost:		\$1,060
Committed Funding:		
SHOPP		\$ 405
San Francisco Contribution:		
Prop K	\$ 68	
TCRP	\$ 15	
STIP-RIP	\$ 54	
Federal (UPA)	\$ 58	
Subtotal San Francisco:		\$ 195
Funding to be Provided by Tolls:		\$ 460

# Doyle Drive Toll Revenue Estimates



## Doyle Drive Bonding Scenario A

Peak direction	Doyle Drive Toll Rates		Off-peak period	Ave. weekday toll revenues	Annual toll revenues	Bond project fund 30-year term
	Peak period	Reverse				
	\$1.25	\$1.00	\$0.75	\$126,500	\$41.1 million	\$487 million

### Key assumptions:

- o All Doyle Drive users tolled
- o Tolls automatically increase with inflation (assumed 3%/year)
- o Tolling O&M included. Maintenance remains a Caltrans responsibility
- o Base year is 2015
- o Annualization factor is 325
- o Travel forecasts are based on the SFCTA travel demand model (SF-CHAMP)
- o Debt service ratio assumes toll revenue pledge
- o Peak periods are 6 – 9 am, 3:30 – 6:30 pm
- o Weekend toll rates are \$0.75 all day

# Doyle Drive Toll Revenue Estimates



## Doyle Drive Funding Scenario B (in \$millions)

Total Project Cost:		\$1,060
Committed Funding:		
SHOPP		\$ 405
Federal Earmarks (new)		\$ 75
San Francisco Contribution:		
Prop K	\$ 68	
TCRP	\$ 15	
STIP-RIP	\$ 54	
Federal (Expanded UPA)	\$130	
Subtotal San Francisco:		\$ 342
Funding to be Provided by Tolls:		\$ 313

# Doyle Drive Toll Revenue Estimates



## Doyle Drive Bonding Scenario B

Doyle Drive Toll Rates		Off-peak period	Ave. weekday toll revenues	Annual toll revenues	Bond project fund 30-year term
Peak period	Reverse				
Peak direction	Reverse	Off-peak period	Ave. weekday toll revenues	Annual toll revenues	Bond project fund 30-year term
\$0.75	\$0.50	\$0.50	\$73,800	\$24.0 million	\$327 million

### Key assumptions:

- o All Doyle Drive users tolled
- o Tolls automatically increase with inflation (assumed 3%/year)
- o Tolling O&M included. Maintenance remains a Caltrans responsibility
- o Base year is 2015
- o Annualization factor is 325
- o Travel forecasts are based on the SFCTA travel demand model (SF-CHAMP)
- o Debt service ratio assumes sales tax revenue pledge
- o Peak periods are 6 – 9 am, 3:30 – 6:30 pm
- o Weekend toll rates are \$0.50 all day

---

## Diversions on Local Streets in the A.M. Peak Hour

	<b><u>2015 Projected Vehicles/Hour</u></b>	<b><u>Additional Vehs/Hour</u></b>	<b><u>Additional Vehs/Minute</u></b>
California Street	1100	160	< 3
Geary Blvd	5600	100	< 2
Arguello Gate / West Pacific	900	100	< 2

---

### Assumptions:

- ❖ Toll at all Doyle Drive entrances: \$1.25 inbound / \$1.00 outbound
- ❖ No traffic calming measures implemented
- ❖ No additional transit service assumed