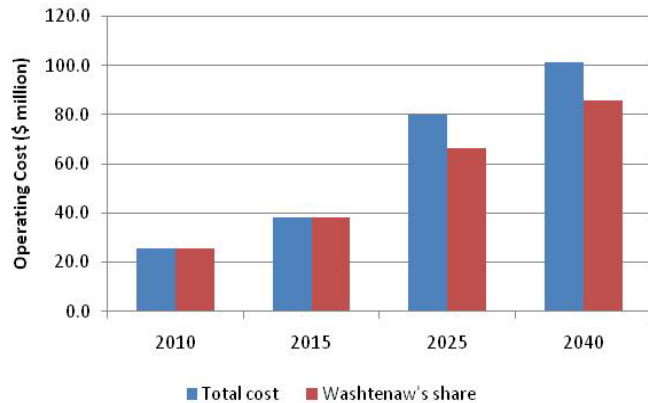


Highlighting the Impact

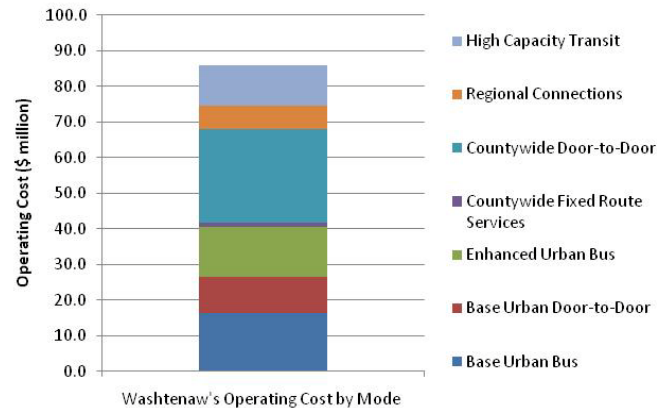
Operational Expenditure

The annual operating cost associated with implementing the Plan is \$101.3 million by 2040, although the costs of operation within Washtenaw County (i.e. due to expected sharing of commuter rail costs) is \$85.8 million. The NET operating cost of the Plan elements can be calculated by removing the “Base Urban Door-to-Door” and “Base Urban Bus” costs, projected to be about \$25 M by the year 2040, yielding a net operating cost of \$76.3 M with non-Washtenaw shares included, and \$60.8 with non-Washtenaw share excluded. Note that these figures include the full cost of operating the High Capacity Transit Systems. A significant proportion of the operational costs are associated with the regional connections and the provision of Countywide Door-to-Door and Flex-Ride. The three graphs below show the annual operating expenditure (both total and Washtenaw County’s share), the annual operating expenditure by mode, and the historical breakdown of operating funding sources.

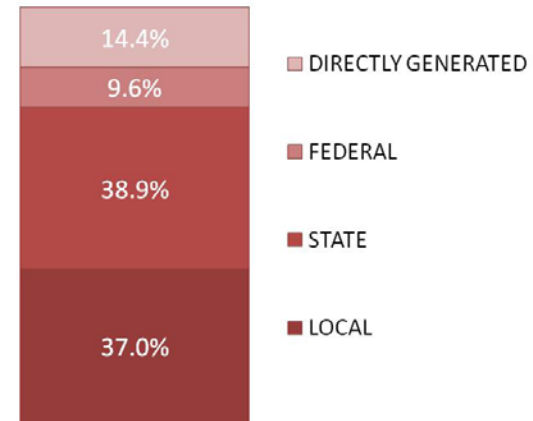
Annual Total Operating Expenditure and Washtenaw’s Share



Annual Operating Expenditure by Mode 2040



Historical Breakdown of Operating Funding Sources



Highlighting the Impact

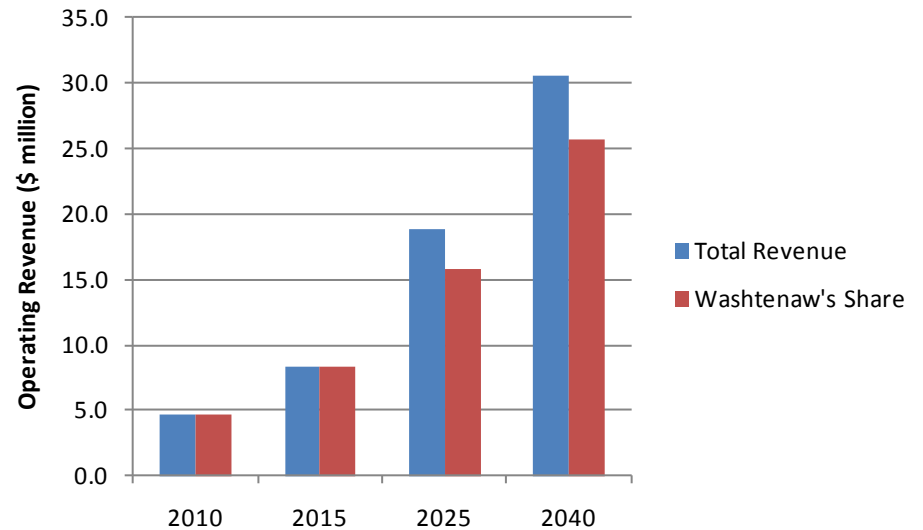


Learning from others
Commuter Rail, Vancouver, Canada

Operating Revenue

Operating revenues from the fare box are expected to total \$31m per annum in 2040 in Washtenaw County as shown in the graph below.

Total Revenue and Washtenaw's Share



Highlighting the Impact

Capital Expenditure

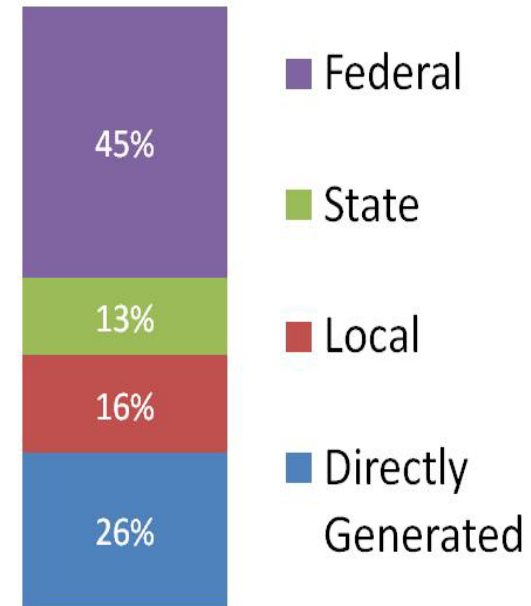
Over the thirty year period, implementing the Plan will cost \$489 million in 2010 dollars to build. Of this total cost figure \$186 million is associated with estimated private or out-of-County spending associated with the four rail and high capacity systems. It is expected that the two high capacity corridors will attract substantial private funding or sponsorship and that the rail systems would be shared between the Counties served.

\$20 million of costs has been identified for walking and biking measures and while TheRide do not typically build bike paths or sidewalks it will work with other authorities to develop these projects and help identify funding sources.

A breakdown of the capital expenditure by transit mode is provided on the next page and opposite a historical breakdown of capital funding sources is shown, based on twenty years of data from the American Public Transit Association.

The associated Funding Options Report details the public and private opportunities for funding the Transit Master Plan's required capital expenditure. The Funding Options Report is underway and is going through a separate review process.

Historical Breakdown of Capital Funding Sources



Capital Costs - Thirty Year Life of the Plan

		Costs by Time Period (\$ millions)			30-Year Period (\$ millions)	Annualized (\$M/year)
		First 5 Years	Year 6 - Year 15	Year 16- Year 30		
For Comparison:						
	Existing Level of Service On-Going Vehicle Replacement	29.70	36.20	43.90	109.80	3.66
A.	Bus, Demand Responsive, and Related					
	Enhanced Urban Bus	10.40	10.80	9.00	30.20	1.01
	Countywide Fixed Route Services	8.00	8.30	3.00	19.30	0.64
	Countywide Door-to-Door				0.00	-
	Additional Bus Storage / Maintenance Facilities	2.00		2.00	4.00	0.13
	Airport Shuttle	0.60	0.60	0.60	1.80	0.06
	<i>Subtotal</i>	21.00	19.70	14.60	55.30	1.84
B.	Rail and High Capacity Systems					
	Ann Arbor Connector	3.50	82.40	28.60	114.50	3.82
	Washtenaw Avenue Corridor	5.00	121.00	42.00	168.00	5.60
	Ann Arbor to Detroit Commuter Rail	8.30	80.00	10.90	99.20	3.31
	North-South Commuter Rail	4.30	25.40	2.30	32.00	1.07
	<i>Subtotal</i>	21.10	308.80	83.80	413.70	13.79
C.	Facilities and Services Provided by Others					
	Walking	3.75	11.25		15.00	0.50
	Biking	1.25	3.75		5.00	0.17
	<i>Subtotal</i>	5.00	15.00	0.00	20.00	0.67
D.	Gross Costs - Total Plan (including renewals)	47.10	343.50	98.40	489.00	16.30
E.	Offsets - Costs Borne by Others					
	Regional Rail - Wayne Co share*	5.81	56.00	7.63	69.44	2.31
	Regional Rail - Livingston Co share*	3.01	17.78	1.61	22.40	0.75
	AA Connector - 33% private / TIF contribution**	1.17	27.47	9.53	38.17	1.27
	Washtenaw Ave - 33% private / TIF contribution**	1.67	40.33	14.00	56.00	1.87
	<i>Subtotal</i>	11.65	141.58	32.77	186.01	6.20
F.	Net Estimated Plan Costs (D - C - E)	30.45	186.92	65.63	282.99	9.43

*These are assumed shares for Livingston and Wayne Counties, based on proportion of the route length in each county

**These are assumed levels of private and/or TIF contributions; no commitments have been made; assumed private contributions were estimated based on two midwestern projects: the Detroit Woodward Ave Light Rail line and Chicago's Millennium Park, where private participation is 28% and 43% respectively.