

| Service                           | 5- year operating | 5-year capital | 5- year total | Percent (totals) | Percent (capital) | Percent (operating) | Annualized operating | Year 30 operating | Year 30 capital | 30 y Percent (operating) | 30 y Percent (capital) |
|-----------------------------------|-------------------|----------------|---------------|------------------|-------------------|---------------------|----------------------|-------------------|-----------------|--------------------------|------------------------|
| <b>Base urban bus</b>             | \$100,665,380     | \$19,018,800   | \$119,684,180 | 48.1%            | 26.3%             | 57.0%               | \$20,133,076         | \$16,200,000      | \$114,112,800   | 22%                      | 18%                    |
| <b>Base urban/nonurban demand</b> | \$23,465,055      | \$0            | \$23,465,055  | 9.4%             | 0.0%              | 13.3%               | \$4,693,011          | \$9,600,000       | \$0             | 13%                      | 0%                     |
| Urban facility & bus upgrades     | \$1,768,559       | \$4,620,000    | \$6,388,559   | 2.6%             | 6.4%              | 1.0%                | \$353,712            | \$1,045,260       | \$16,860,000    | 1%                       | 3%                     |
| Downtown free circulator          | \$3,500,325       | \$1,200,000    | \$4,700,325   | 1.9%             | 1.7%              | 2.0%                | \$700,065            | \$1,441,874       | \$3,600,000     | 2%                       | 1%                     |
| Urban network enhancements        | \$15,569,480      | \$7,200,000    | \$22,769,480  | 9.2%             | 10.0%             | 8.8%                | \$3,113,896          | \$10,309,530      | \$21,600,000    | 14%                      | 3%                     |
| Urban network enhancements (Y)    | \$4,015,131       | \$3,600,000    | \$7,615,131   | 3.1%             | 5.0%              | 2.3%                | \$803,026            | \$1,653,935       | \$10,200,000    | 2%                       | 2%                     |
| Chelsea-Dexter-AA (WAVE) upgr     | \$657,803         | \$450,000      | \$1,107,803   | 0.4%             | 0.6%              | 0.4%                | \$131,561            | \$491,393         | \$1,350,000     | 1%                       | 0%                     |
| County-wide express               | \$3,008,333       | \$6,750,000    | \$9,758,333   | 3.9%             | 9.3%              | 1.7%                | \$601,667            | \$1,698,148       | \$14,400,000    | 2%                       | 2%                     |
| Transit Hubs + Park & Ride        | \$0               | \$8,625,000    | \$8,625,000   | 3.5%             | 11.9%             | 0.0%                | \$0                  | \$0               | \$14,750,000    | 0%                       | 2%                     |
| Improved county demand            | \$13,141,612      | \$0            | \$13,141,612  | 5.3%             | 0.0%              | 7.4%                | \$2,628,322          | \$4,182,995       | \$0             | 6%                       | 0%                     |
| Airport shuttle                   | \$4,197,407       | \$0            | \$4,197,407   | 1.7%             | 0.0%              | 2.4%                | \$839,481            | \$1,259,221       | \$0             | 2%                       | 0%                     |
| Vanpools                          | \$533,445         | \$2,250,000    | \$2,783,445   | 1.1%             | 3.1%              | 0.3%                | \$106,689            | \$353,776         | \$6,750,000     | 0%                       | 1%                     |
| Rail - Detroit-Ann Arbor commuter | \$0               | \$13,118,514   | \$13,118,514  | 5.3%             | 18.2%             | 0.0%                | \$0                  | \$7,559,808       | \$99,185,135    | 10%                      | 16%                    |
| Rail - WALLY                      | \$0               | \$0            | \$0           | 0.0%             | 0.0%              | 0.0%                | \$0                  | \$8,129,801       | \$32,000,000    | 11%                      | 5%                     |
| High-capacity N-S connector       | \$0               | \$4,000,000    | \$4,000,000   | 1.6%             | 5.5%              | 0.0%                | \$0                  | \$4,562,178       | \$114,035,000   | 6%                       | 18%                    |
| High-capacity "Washtemaw"         | \$0               | \$0            | \$0           | 0.0%             | 0.0%              | 0.0%                | \$0                  | \$6,691,195       | \$166,415,000   | 9%                       | 27%                    |
| Bus facilities                    | \$150,000         | \$1,440,000    | \$1,590,000   | 0.6%             | 2.0%              | 0.1%                | \$30,000             | \$50,000          | \$4,000,000     | 0%                       | 1%                     |
| <b>Totals</b>                     | \$176,456,635     | \$72,272,314   | \$248,728,949 | 100.0%           | 100.0%            | 100.0%              | \$35,291,327         | \$75,229,114      | \$619,257,935   | 100%                     | 100%                   |

Bold = existing service

Reference: "Detailed 5-year Capital and Operating Budget", November 17, 2011

Reference: "30 Year Cost Summary" December 7, 2011

AATA 2012 budget has \$30.4 million expenses

AATA 2011 operating expense for base urban bus service was \$19,230,689