

# Financial Performance of Services

CATEGORY	SERVICE OR PROJECT	A	B	C	D	E=C+D	F=A/B	G=C/B	H=G/F	I=E/B	J=F-I	K=E/A	Subsidy per Passenger Rank	Are there other existing service providers?	Is the service mandated?	Does the service pay for itself?	
		ANNUAL OPERATING COST (\$)	ANNUAL DEMAND (TRIPS)	ANNUAL FAREBOX REVENUE	REVENUE SUPPORT	TOTAL INCOME	OP COST PER PASSENGER	FAREBOX REVENUE PER PASSENGER	FAREBOX COST RECOVERY (REV/OP COST)	SUBSIDY PER PASSENGER	TOTAL INCOME PER PASSENGER	NET COST PER PASSENGER					TOTAL INCOME / OP COST
		YEAR 5	YEAR 5	YEAR 5	YEAR 5	YEAR 6	YEAR 5	YEAR 5	YEAR 5	YEAR 5	YEAR 5	YEAR 5					
Existing Service	Ongoing Bus Replacement	\$ -	0	\$ -													
	Base Urban Bus	\$ 20,133,076	7,700,000	\$ 4,158,000	\$ 7,622,086	\$ 11,780,086	\$ 2.61	\$ 0.54	21%	\$ 0.99	\$ 1.53	\$ 1.08	59%	17			
	Base Urban/Non-Urban Door-to-door	\$ 4,693,011	240,000	\$ 960,000	\$ 1,983,770	\$ 2,943,770	\$ 19.55	\$ 4.00	20%	\$ 8.27	\$ 12.27	\$ 7.29	63%	2			
		\$ 24,826,087	7,940,000	\$ 5,118,000	\$ 9,605,856	\$ 14,723,856	\$ 3.13	\$ 0.64	21%	\$ 1.21	\$ 1.85	\$ 1.27	59%				
Urban Bus Network Enhancements	Bus Stop Quality/Facility Enhancements and Transit Center Upgrades	\$ 615,151	331,224	\$ 178,861	\$ 130,232	\$ 309,093	\$ 1.86	\$ 0.54	29%	\$ 0.39	\$ 0.93	\$ 0.92	50%	20	No	No	No
	Bus Priority Measures	\$ 153,788	165,612	\$ 89,431	\$ 32,558	\$ 121,989	\$ 0.93	\$ 0.54	58%	\$ 0.20	\$ 0.74	\$ 0.19	79%	22	No	No	No
	Ann Arbor Downtown Circulator	\$ 1,272,845	377,067	\$ -	\$ 269,470	\$ 269,470	\$ 3.38	\$ -	0%	\$ 0.71	\$ 0.71	\$ 2.66	21%	18	Potentially	No	No
	(2 buses, 16 hours operation, free travel)					\$ -								24	No	No	No
	Urban Bus Network Enhancements - Increased Frequency	\$ 2,668,730	454,068	\$ 245,197	\$ 564,989	\$ 810,186	\$ 5.88	\$ 0.54	9%	\$ 1.24	\$ 1.78	\$ 4.09	30%	13	No	No	No
	Urban Bus Network Enhancements - Extended Hours	\$ 1,825,059	388,153	\$ 209,603	\$ 386,378	\$ 595,981	\$ 4.70	\$ 0.54	11%	\$ 1.00	\$ 1.54	\$ 3.17	33%	16	No	No	No
	Urban Bus Network Enhancements - Ypsilanti	\$ 1,460,047	828,060	\$ 447,153	\$ 309,102	\$ 756,255	\$ 1.76	\$ 0.54	31%	\$ 0.37	\$ 0.91	\$ 0.85	52%	21	No	No	No
	Enhanced WAVE Service connecting Chelsea, Dexter and AA	\$ 146,179	14,468	\$ 14,468	\$ 61,894	\$ 76,362	\$ 10.10	\$ 1.00	10%	\$ 4.28	\$ 5.28	\$ 4.83	52%	4	No	No	No
		\$ 8,141,799	2,558,654	\$ 1,184,712	\$ 1,754,623	\$ 2,939,335	\$ 3.18	\$ 0.46	15%	\$ 0.69	\$ 1.15	\$ 2.03	36%				
Countywide Connectivity	Countywide Express Services - Dexter	\$ 103,385	29,208	\$ 61,337	\$ 53,386	\$ 114,723	\$ 3.54	\$ 2.10	59%	\$ 1.83	\$ 3.93	\$ (0.39)	111%	10	No	No	No
	Countywide Express Services - Manchester	\$ 72,369	5,999	\$ 12,598	\$ 15,321	\$ 27,919	\$ 12.06	\$ 2.10	17%	\$ 2.55	\$ 4.65	\$ 7.41	39%	6	No	No	No
	Countywide Express Services - Saline	\$ 113,723	34,823	\$ 73,127	\$ 24,076	\$ 97,203	\$ 3.27	\$ 2.10	64%	\$ 0.69	\$ 2.79	\$ 0.47	85%	19	No	No	No
	Countywide Express Services - Milan	\$ 41,354	8,725	\$ 18,322	\$ 8,755	\$ 27,077	\$ 4.74	\$ 2.10	44%	\$ 1.00	\$ 3.10	\$ 1.64	65%	15	No	No	No
	Countywide Express Services - Whitmore Lake	\$ 64,615	14,950	\$ 31,396	\$ 33,366	\$ 64,762	\$ 4.32	\$ 2.10	49%	\$ 2.23	\$ 4.33	\$ (0.01)	100%	9	No	No	No
	Countywide Express Services - Canton	\$ 95,631	21,702	\$ 45,574	\$ 49,382	\$ 94,956	\$ 4.41	\$ 2.10	48%	\$ 2.28	\$ 4.38	\$ 0.03	99%	8	No	No	No
	Countywide Express Services - Chelsea	\$ 85,292	32,700	\$ 68,670	\$ 44,044	\$ 112,713	\$ 2.61	\$ 2.10	81%	\$ 1.35	\$ 3.45	\$ (0.84)	132%	12	No	No	No
	Countywide Express Services - Livonia/Plymouth	\$ 124,062	23,452	\$ 49,250	\$ 26,265	\$ 75,514	\$ 5.29	\$ 2.10	40%	\$ 1.12	\$ 3.22	\$ 2.07	61%	14	No	No	No
	Local Community Circulators	\$ 102,059	14,960	\$ 14,960	\$ 21,607	\$ 36,567	\$ 6.82	\$ 1.00	15%	\$ 1.44	\$ 2.44	\$ 4.38	36%	11	No	No	No
			\$ 802,491	186,519	\$ 375,234	\$ 276,202	\$ 651,435	\$ 4.30	\$ 2.01	47%	\$ 1.48	\$ 3.49	\$ 0.81	81%			
Local Transit Hubs with Parking	\$ -	-	\$ -	\$ -	\$ -												
Park & Ride/Intercept Lots (Phase 1)	\$ -	62,970	\$ 34,004	\$ -	\$ 34,004												
Countywide D2D	Door-to-door Countywide (additional)	\$ 1,759,879	90,000	\$ 360,000	\$ 908,773	\$ 1,268,773	\$ 19.55	\$ 4.00	20%	\$ 10.10	\$ 14.10	\$ 5.46	72%	1	No	Limited	No
	Flex-Ride Service	\$ 285,000	30,000	\$ 75,000	\$ 147,169	\$ 222,169	\$ 9.50	\$ 2.50	26%	\$ 4.91	\$ 7.41	\$ 2.09	78%	3	No	No	No
		\$ 2,044,879	120,000	\$ 435,000	\$ 1,055,943	\$ 1,490,943	\$ 17.04	\$ 3.63	21%	\$ 8.80	\$ 12.42	\$ 4.62	73%				
Regional Connections	Airport Shuttle	\$ 839,481	77,412	\$ 1,161,176	\$ 177,724	\$ 1,338,901	\$ 10.84	\$ 15.00	138%	\$ 2.30	\$ 17.30	\$ (6.45)	159%	7	Yes	No	TBD
	Car/Vanpools	\$ 164,137	31,678	\$ 87,115	\$ 84,758	\$ 171,872	\$ 5.18	\$ 2.75	53%	\$ 2.68	\$ 5.43	\$ (0.24)	105%	5	Yes	No	Yes
	Regional Rail Services - East West Line (AA - Detroit)	\$ -	-	\$ -	\$ -	\$ -											
	Regional Rail Services - North South Line (AA - Howell) 'WALLY'	\$ -	-	\$ -	\$ -	\$ -											
		\$ -	-	\$ -	\$ -	\$ -											
High-capacity Transit	North-South Urban Connector (Plymouth Road - Briarwood)	\$ -	-	\$ -	\$ -	\$ -											
	Washtenaw Corridor (Jackson/Wagner - Ypsilanti) (alternatives analysis + project dev + install 8 stops)	\$ -	-	\$ -	\$ -	\$ -											
		\$ -	-	\$ -	\$ -	\$ -											
Other TMP Items	Garage extension + leased premises (Bus Maintenance and Storage)	\$ 50,000	0	\$ -	\$ -	\$ -			0%								
		\$ 36,868,873	10,977,232	\$ 8,395,240	\$ 12,955,104	\$ 21,350,345	\$ 3.36	\$ 0.76	23%	\$ 1.18	\$ 1.94	\$ 1.41	42%				

Cost included in Express bus  
Operating costs are assumed negligible

Project development work ONLY during first five years

Project development work ONLY during first five years

Capital only - support project, not service