

## All Light Rail

### Blue line (Hiawatha) costs:

<b>Construction costs</b>	Bond Rate	Payment
\$715,000,000	4.00%	\$41,348,521

Year	Principle	Interest	Payment	YE Principle	
1	\$715,000,000	\$28,600,000	\$41,348,521	\$702,251,479	2004
30	\$39,758,193	\$1,590,328	\$41,348,521	\$0	2033
Total cost, with interest:			\$1,240,455,626		

### Green line (Central) costs:

<b>Construction costs</b>	Bond Rate	Payment
\$957,000,000	4.00%	\$55,343,405

Year	Principle	Interest	Payment	YE Principle	
1	\$957,000,000	\$38,280,000	\$55,343,405	\$939,936,595	2014
30	\$53,214,812	\$2,128,592	\$55,343,405	\$0	2043
Total cost, with interest:			\$1,660,302,146		

	Public Subsidy: Expenses less Rider \$\$	Rider \$\$\$	Total Revenue	Total Expenses	Bond payment	Ridership	Net cost per ride	Rider \$\$\$ per ride	% Subsidy per ride	Subsidy per ride (with bonds)	Subsidy per ride (no bonds)
2004	\$9,348,428	\$2,522,816	\$12,344,614	\$11,871,244	\$41,348,521	2,938,777	\$18.11	\$0.86	95.3%	\$17.25	\$3.18
2005	\$11,232,352	\$6,640,153	\$18,592,905	\$17,872,505	\$41,348,521	7,901,668	\$7.49	\$0.84	88.8%	\$6.65	\$1.42
2006	\$11,648,007	\$7,709,491	\$19,774,214	\$19,357,498	\$41,348,521	8,957,912	\$6.78	\$0.86	87.3%	\$5.92	\$1.30
2007	\$14,523,803	\$7,887,337	\$22,716,340	\$22,411,140	\$41,348,521	9,101,036	\$7.01	\$0.87	87.6%	\$6.14	\$1.60
2008	\$14,766,582	\$8,989,861	\$24,132,633	\$23,756,443	\$41,348,521	10,221,682	\$6.37	\$0.88	86.2%	\$5.49	\$1.44
2009	\$14,787,856	\$9,315,345	\$24,855,397	\$24,103,201	\$41,348,521	9,863,042	\$6.64	\$0.94	85.8%	\$5.69	\$1.50
2010	\$15,366,391	\$10,361,080	\$25,945,970	\$25,727,471	\$41,348,521	10,455,862	\$6.42	\$0.99	84.6%	\$5.42	\$1.47
2011	\$15,554,027	\$10,138,583	\$25,908,245	\$25,692,610	\$41,348,521	10,400,864	\$6.45	\$0.97	84.9%	\$5.47	\$1.50
2012	\$17,648,159	\$10,307,508	\$28,277,810	\$27,955,667	\$41,348,521	10,498,236	\$6.60	\$0.98	85.1%	\$5.62	\$1.68
2013	\$18,608,507	\$9,822,580	\$29,206,972	\$28,431,087	\$41,348,521	10,162,919	\$6.87	\$0.97	85.9%	\$5.90	\$1.83
2014	\$33,822,819	\$15,405,531	\$52,858,467	\$49,228,350	\$96,691,926	15,999,993	\$9.12	\$0.96	89.4%	\$8.16	\$2.11
2015	\$42,566,620	\$22,378,852	\$71,125,898	\$64,945,472	\$96,691,926	23,003,457	\$7.03	\$0.97	86.2%	\$6.05	\$1.85
	\$219,873,551	\$121,479,137	\$355,739,465	\$341,352,688	\$606,869,060	129,505,448	\$7.32	\$0.94	87.2%	\$6.38	\$1.70

**SouthWest costs:**

<b>Construction costs</b>	Bond Rate	Payment
\$1,600,000,000	4.00%	\$72,287,624

Year	Principle	Interest	Payment	YE Principle
1	\$1,600,000,000	\$64,000,000	\$72,287,624	\$1,591,712,376
30	\$1,161,035,339	\$46,441,414	\$72,287,624	\$1,135,189,128
Total cost, with interest:			\$2,168,628,718	

2030 Daily Ridership (260 Days):	2015 Rider \$\$\$ per ride	2015 Operating Subsidy per ride	Actual costs per ride, with 2015 Subsidy	Annual Operating Subsidy
29,660	\$0.97	\$1.85	\$11.22	<b>\$14,269,888</b>
14,830				

**North Star**

<b>Construction costs</b>	Bond Rate	Payment
\$320,000,000	4.00%	\$18,505,632

Year	Principle	Interest	Payment	YE Principle
1	\$320,000,000	\$12,800,000	\$18,505,632	\$314,294,368
30	\$17,793,877	\$711,755	\$18,505,632	\$0
Total cost, with interest:			\$555,168,952	

	Public \$\$\$	Rider \$\$\$	Total Revenue	Total Expenses	Bond payment	Ridership	Net cost per ride	Rider \$\$\$ per ride	% Subsidy per ride	Subsidy per ride (with bonds)	Subsidy per ride (no bonds)
2010	\$13,281,520	\$2,458,234	\$16,597,093	\$15,739,754	\$18,505,632	710,426	\$48.20	\$3.46	92.8%	\$44.74	\$18.70
2011	\$12,904,008	\$2,670,812	\$16,484,778	\$15,574,820	\$18,505,632	703,427	\$48.45	\$3.80	92.2%	\$44.65	\$18.34
2012	\$13,478,285	\$2,566,862	\$16,654,945	\$16,045,147	\$18,505,632	700,276	\$49.34	\$3.67	92.6%	\$45.67	\$19.25
2013	\$11,272,984	\$2,602,172	\$15,554,037	\$13,875,156	\$18,505,632	787,239	\$41.13	\$3.31	92.0%	\$37.83	\$14.32
2014	\$13,111,000	\$2,349,872	\$16,623,983	\$15,460,872	\$18,505,632	721,214	\$47.10	\$3.26	93.1%	\$43.84	\$18.18
	\$64,047,797	\$12,647,952	\$81,914,836	\$76,695,749	\$92,528,159	3,622,582	\$46.71	\$3.49	92.5%	\$43.22	\$17.68

Total Annual Operating Subsidy, all 3 lines (based on 2015 subsidy): **\$56,836,508**

Adding the 2014 Operating Subsidy for NorthStar Rail: \$13,111,000

**Total ANNUAL Operating Subsidy for all 4 lines: \$69,947,508**

Sources:

- <http://www.metrotransit.org/Data/Sites/1/media/lightrail/hlrtstats10.pdf>
- <http://www.metrotransit.org/Data/Sites/1/media/lightrail/hlrtstats2011.pdf>
- <http://www.metrotransit.org/facts-about-trains-and-construction.aspx>
- <http://www.metrocouncil.org/about/2011Budget/2011OperatingBudget.pdf>
- <https://www.metrotransit.org/metro-transit-2012-ridership-tops-81-million>
- <https://www.metrotransit.org/Data/Sites/1/media/pdfs/revops/blue-line-financial-results-by-calendar-year.pdf>
- <https://www.metrotransit.org/metro-transit-2013-ridership-increases-to-814-million>

- <http://www.metrotransit.org/Data/Sites/1/media/northstar/northstar-operations-2014.pdf>
- [http://www.northstartrain.org/abt\\_ncr\\_glance.html](http://www.northstartrain.org/abt_ncr_glance.html)
- <http://finance-commerce.com/2010/10/northstar-ridership-disappointing/>
- <http://www.metrocouncil.org/about/2012Budget/2012MetropolitanCouncilUnified%20OperatingBudget.pdf>