

All Light Rail

Blue line (Hiawatha) costs:

Construction: \$715,000,000	Bond Rate 4.00%	Payment \$41,348,521
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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:

Construction: \$957,000,000	Bond Rate 4.00%	Payment \$55,343,405
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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 Expenses	Annual increase in Expenses	Bond payment	Ridership	Net cost per ride	Rider \$\$\$ per ride	% Subsidy per ride	Subsidy per ride (with bonds)
2004	\$9,348,428	\$2,522,816	\$11,871,244		\$41,348,521	2,938,777	\$18.11	\$0.86	95.3%	\$17.25
2005	\$11,232,352	\$6,640,153	\$17,872,505		\$41,348,521	7,901,668	\$7.49	\$0.84	88.8%	\$6.65
2006	\$11,648,007	\$7,709,491	\$19,357,498	8.3%	\$41,348,521	8,957,912	\$6.78	\$0.86	87.3%	\$5.92
2007	\$14,523,803	\$7,887,337	\$22,411,140	15.8%	\$41,348,521	9,101,036	\$7.01	\$0.87	87.6%	\$6.14
2008	\$14,766,582	\$8,989,861	\$23,756,443	6.0%	\$41,348,521	10,221,682	\$6.37	\$0.88	86.2%	\$5.49
2009	\$14,787,856	\$9,315,345	\$24,103,201	1.5%	\$41,348,521	9,863,042	\$6.64	\$0.94	85.8%	\$5.69
2010	\$15,366,391	\$10,361,080	\$25,727,471	6.7%	\$41,348,521	10,455,862	\$6.42	\$0.99	84.6%	\$5.42
2011	\$15,554,027	\$10,138,583	\$25,692,610	-0.1%	\$41,348,521	10,400,864	\$6.45	\$0.97	84.9%	\$5.47
2012	\$17,648,159	\$10,307,508	\$27,955,667	8.8%	\$41,348,521	10,498,236	\$6.60	\$0.98	85.1%	\$5.62
2013	\$18,608,507	\$9,822,580	\$28,431,087	1.7%	\$41,348,521	10,162,919	\$6.87	\$0.97	85.9%	\$5.90
2014	\$33,822,819	\$15,405,531	\$49,228,350		\$96,691,926	15,999,993	\$9.12	\$0.96	89.4%	\$8.16
2015	\$42,566,620	\$22,378,852	\$64,945,472		\$96,691,926	23,003,457	\$7.03	\$0.97	86.2%	\$6.05
2016	\$43,584,934	\$23,077,300	\$66,662,234	2.6%	\$96,691,926	22,963,629	\$7.11	\$1.00	85.9%	\$6.11
2017	\$46,890,214	\$24,144,349	\$71,034,563	6.6%	\$96,691,926	23,810,995	\$7.04	\$1.01	85.6%	\$6.03
2018	\$46,221,284	\$26,713,177	\$72,934,461	2.7%	\$96,691,926	24,955,618	\$6.80	\$1.07	84.3%	\$5.73
2019	\$47,522,643	\$28,868,659	\$76,391,302	4.7%	\$96,691,926	25,299,441	\$6.84	\$1.14	83.3%	\$5.70
	\$310,348,699	\$224,282,622	\$628,375,248		\$800,252,912	176,280,072	\$8.10	\$1.27	84.3%	\$6.83

SouthWest costs:

Construction: \$2,000,000,000	Bond Rate 4.00%	Payment \$115,661,000	\$1.6B payment \$92,527,900	\$23,133,100
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Year	Principle	Interest	Payment	YE Principle
1	\$2,000,000,000	\$80,000,000	\$115,661,000	\$1,964,339,000
30	\$111,169,264	\$4,446,771	\$115,661,000	-\$44,965
Total cost, with interest:			\$3,469,830,000	\$667.28

2030 Daily Ridership (260 Days): 29,660 14,830	2017 Rider \$\$\$ per ride \$1.01	2017 Operating Subsidy per ride \$1.97	Actual costs per ride, with 2017 Subsidy \$16.97	Annual Operating Subsidy \$15,186,202	\$25.16 \$130,847,202 total per year
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North Star

Construction: \$320,000,000	Bond Rate 4.00%	Payment \$18,505,632
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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 Expenses	Annual increase in Expenses	Bond payment	Ridership	Net cost per ride	Rider \$\$\$ per ride	% Subsidy per ride	Subsidy per ride (with bonds)
2010	\$13,281,520	\$2,458,234	\$15,739,754		\$18,505,632	710,426	\$48.20	\$3.46	92.8%	\$44.74
2011	\$12,904,008	\$2,670,812	\$15,574,820		\$18,505,632	703,427	\$48.45	\$3.80	92.2%	\$44.65
2012	\$13,478,285	\$2,566,862	\$16,045,147	3.0%	\$18,505,632	700,276	\$49.34	\$3.67	92.6%	\$45.67
2013	\$11,272,984	\$2,602,172	\$13,875,156	-13.5%	\$18,505,632	787,239	\$41.13	\$3.31	92.0%	\$37.83
2014	\$13,111,000	\$2,349,872	\$15,460,872	11.4%	\$18,505,632	721,214	\$47.10	\$3.26	93.1%	\$43.84
2015	\$13,435,892	\$2,475,582	\$15,911,474	2.9%	\$18,505,632	722,637	\$47.63	\$3.43	92.8%	\$44.20
2016	\$14,452,148	\$2,258,760	\$16,710,908	5.0%	\$18,505,632	711,167	\$49.52	\$3.18	93.6%	\$46.34
2016	\$12,820,975	\$2,516,900	\$15,337,875	-8.2%	\$18,505,632	793,796	\$42.64	\$3.17	92.6%	\$39.46
2017	\$13,582,147	\$2,631,685	\$16,213,832	5.7%	\$18,505,632	787,327	\$44.10	\$3.34	92.4%	\$40.76
2018	\$14,889,472	\$2,604,994	\$17,494,466	7.9%	\$18,505,632	767,766	\$46.89	\$3.39	92.8%	\$43.50
	\$104,756,812	\$25,135,873	\$158,364,304	0.1%	\$148,045,054	7,405,275	\$41.38	\$3.39	91.8%	\$37.98

Total:

Total Annual Operating Subsidy, all 3 lines (based on 2019 subsidy): **\$62,708,845** **\$534,939,828**

Adding the 2019 Operating Subsidy for NorthStar Rail: \$14,889,472 \$133,228,431

Total ANNUAL Operating Subsidy for all 4 lines: \$77,598,317 #####

Sources:

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<http://www.metrotransit.org/Data/Sites/1/media/lightrail/hlrtstats2011.pdf>

<http://www.metrotransit.org/Data/Sites/1/media/northstar/northstar-operations-2014.pdf>
http://www.northstartrain.org/abt_ncr_glance.html

<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>

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<https://www.metrotransit.org/metro-transit-2013-ridership-increases-to-814-million>
[h/finance/budget/2016/yearly info for web site 2016 Rail](h/finance/budget/2016/yearly%20info%20for%20web%20site%202016%20Rail) From Judd at Met Council

Subsidy per
ride (no
bonds)

\$3.18
\$1.42
\$1.30
\$1.60
\$1.44
\$1.50
\$1.47
\$1.50
\$1.68
\$1.83
\$2.11
\$1.85
\$1.90
\$1.97
\$1.85
\$1.88
\$1.76

Subsidy per
ride (no
bonds)

\$18.70

\$18.34

\$19.25

\$14.32

\$18.18

\$18.59

\$20.32

\$16.15

\$17.25

\$19.39

\$14.15
