

Hiawatha costs:

Construction costs \$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
30	\$39,758,193	\$1,590,328	\$41,348,521	\$0
Total cost, with interest:				\$1,240,455,626

	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)
2004	\$9,821,798	\$2,522,816	\$12,344,614	\$11,871,244	\$41,348,521	2,938,777	\$18.11	\$0.86	95.3%	\$17.25	\$3.34
2005	\$11,952,752	\$6,640,153	\$18,592,905	\$17,872,505	\$41,348,521	7,901,668	\$7.49	\$0.84	88.8%	\$6.65	\$1.51
2006	\$12,064,723	\$7,709,491	\$19,774,214	\$19,357,498	\$41,348,521	8,957,912	\$6.78	\$0.86	87.3%	\$5.92	\$1.35
2007	\$14,829,003	\$7,887,337	\$22,716,340	\$22,411,140	\$41,348,521	9,101,036	\$7.01	\$0.87	87.6%	\$6.14	\$1.63
2008	\$15,142,772	\$8,989,861	\$24,132,633	\$23,756,443	\$41,348,521	10,221,682	\$6.37	\$0.88	86.2%	\$5.49	\$1.48
2009	\$15,540,052	\$9,315,345	\$24,855,397	\$24,103,201	\$41,348,521	9,863,042	\$6.64	\$0.94	85.8%	\$5.69	\$1.58
2010	\$15,584,890	\$10,361,080	\$25,945,970	\$25,727,471	\$41,348,521	10,455,862	\$6.42	\$0.99	84.6%	\$5.42	\$1.49
	\$94,935,990	\$53,426,083	\$148,362,073	\$145,099,502	\$289,439,646	59,439,979	\$7.31	\$0.90	87.7%	\$6.41	\$1.60

SouthWest costs:

Construction costs \$1,250,000,000	Bond Rate 4.00%	Payment \$72,287,624
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Year	Principle	Interest	Payment	YE Principle
1	\$1,250,000,000	\$50,000,000	\$72,287,624	\$1,227,712,376
30	\$69,507,331	\$2,780,293	\$72,287,624	\$0
Total cost, with interest:				\$2,168,628,718

2030 Daily Ridership (260 Days): 29,660 14,830	2010 Rider \$\$\$ per ride \$0.99	2010 Operating Subsidy per ride \$1.60	Actual costs per ride, with 2010 Subsidy \$10.97	Annual Operating Subsidy \$12,316,767
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Central Corridor costs:

Construction costs	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
30	\$53,214,812	\$2,128,592	\$55,343,405	\$0
Total cost, with interest:			\$1,660,302,146	

2030 Daily Ridership (260 Days):	2010 Rider \$\$\$ per ride	2010 Operating Subsidy per ride	Actual costs per ride, with 2010 Subsidy	Annual Operating Subsidy
41,000	\$0.99	\$1.60	\$6.79	\$17,025,875
20,500				

North Star

Construction costs	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	

2010 Rider \$\$\$: \$3.4 million

6 trains, 560 riders per train Max	2010 Ridership:	2010 Rider \$\$\$ per ride	2010 Operating Subsidy per ride	Actual costs per ride, with 2010 Subsidy	Annual Operating Subsidy
	715,000	\$4.76	\$19.02	\$49.66	\$13,600,000

Total Annual Operating Subsidy, all 3 lines (based on 2010 Hiawatha line subsidy): **\$44,927,532**

Adding the 2011 Operating Subsidy for NorthStar Rail: \$13,600,000

Total ANNUAL Operating Subsidy for all 4 lines: \$58,527,532

- Sources:
- <http://www.metrotransit.org/Data/Sites/1/media/lightrail/hlrtstats10.pdf>
 - <http://www.metrotransit.org/facts-about-trains-and-construction.aspx>
 - <http://www.metrocouncil.org/about/2011Budget/2011OperatingBudget.pdf>
 - http://www.northstartrain.org/abt_ncr_glance.html
 - <http://finance-commerce.com/2010/10/northstar-ridership-disappointing/>
- \$187,485,181 Annual amortized cost
 \$246,012,714 Annual total cost