

Summary Data of Three Modes of Service

ST Express Bus	Year-to-date 2006 Actuals	Year-to-date 2007 Actuals	Year-to-date Budget
Revenue vehicle hours operated ¹	232,699	242,286	241,260
Revenue vehicle miles operated	4,788,754	4,943,287	4,922,358
Trips operated	182,937	185,169	184,385
Platform hours operated ²	290,182	301,507	296,882
Boardings per revenue hour	20.53	21.38	20.82
Boardings per trip	26.12	27.97	27.24
Cost-per-boarding ³	\$6.55	\$6.41	\$6.94
Percentage of scheduled trips operated	99.92%	99.92%	≥99.80% ⁴
On-time performance ⁵	93.91%	94.73%	≥90.00% ⁴
Customer complaints ⁶	0.02%	0.03%	<0.05% ⁴
Preventable accidents per revenue mile ⁷	0.84	0.83	≤1.00 per 100,000 miles
Souder Commuter Rail			
Revenue vehicle hours operated ¹	7,879	8,543	8,429
Revenue vehicle miles operated	303,145	328,807	324,434
Trips operated	1,537	1,579	1,558
Boardings per revenue vehicle hour	101.57	113.96	107.04
Boardings per trip	520.68	616.58	579.10
Cost-per-boarding ³	\$13.29	\$11.40	\$15.20
Percentage of scheduled trips operated	95.63%	100.00%	≥99.50% ⁴
On-time performance ⁵	96.58%	98.50%	≥95.00% ⁴
Customer complaints ⁶	0.04%	0.03%	<0.05% ⁴
Preventable accidents per revenue mile ⁷	0.00	0.00	≤1.00 per 1,000,000 miles
Tacoma Link Light Rail			
Revenue hours operated ¹	4,944	5,006	4,985
Revenue miles operated	47,618	48,317	48,117
Trips operated	30,081	30,198	30,073
Boardings per revenue vehicle hour	89.95	89.77	84.71
Boardings per trip	14.78	14.88	14.04
Cost-per-boarding ³	\$3.33	\$3.43	\$4.20
Percentage of scheduled trips operated	99.95%	99.93%	≥98.50% ⁴
On-time performance ⁵	99.95%	99.94%	≥98.50% ⁴
Customer complaints ⁶	0.00%	0.00%	<0.05% ⁴
Preventable accidents per revenue mile ⁷	0.00	0.62	≤1.00 per 30,000 miles ⁹

1-Revenue hours: The total amount of time during which service is available to carry passengers. Tacoma Link reports as service hours because at this time it does not collect fares. The 2007 budget for revenue vehicle hours operated and revenue vehicle miles operated was an estimated amount as of September 2006. The actual schedule was based on the 2007 Service Implementation Plan, adopted in December 2006. The revenue vehicle hour and mile measures are provided for information purposes only; ST Express is billed on the basis of platform hours operated, which are within 2 percent of budgeted levels.

2-Platform hours: The total hours a transit vehicle operates, including layover and deadhead time.

3-Cost-per-boarding is calculated as the total actual operating costs (including Agency overhead allocations) before depreciation divided by the total number of riders during the period.

4-Quarterly and annual target number.

5-On-time performance standards are defined as:

ST Express: ≥90 percent, no later than 10 minutes of scheduled departure time.

Souder: ≥95 percent, the average of all trains in a month arriving at a terminus within seven minutes of schedule.

Tacoma Link: ≥ 98.5 percent, is late if it either departs a terminal station more than one minute late or arrives at a terminal station three or more minutes late and is unable to make its departure time.

6-Customer complaint standards are < 0.05 percent based on the performance standards set in the ST Express service agreements. The standard is calculated as a percent of total boardings for each mode.

7-Preventable accident: An accident in which the operating employee(s) failed to do everything reasonable to prevent the accident.

8-Preventable accident standard for ST Express increased from 0.80 percent to 1.00 percent per 100,000 miles during closure of the Downtown Seattle Tunnel.

9-Preventable accident standard for Tacoma Link changed in 2007 to better reflect industry practices.

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Second Quarter 2007



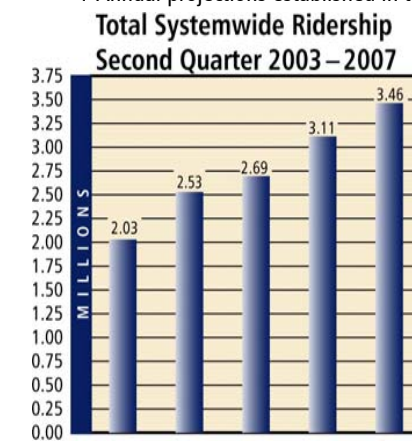
Service Delivery Quarterly Performance Report to the CEO



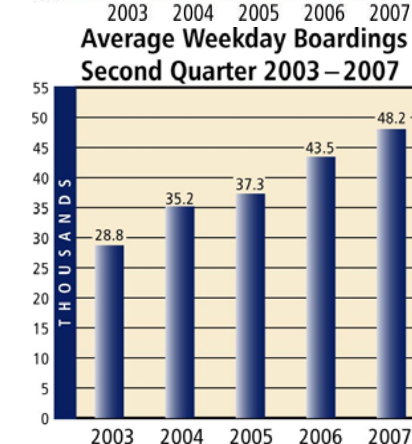
Q2 Systemwide Ridership

Boardings by Service Type	Second Quarter			Year-to-Date			2007 Annual SIP Projections ¹
	2006	2007	%Δ	2006	2007	%Δ	
ST Express Bus	2,468,859	2,731,431	11%	4,777,725	5,179,487	8%	10.1 mil.
Souder Commuter Rail	418,161	501,890	20%	800,284	973,582	22%	1.8 mil.
Tacoma Link	225,745	229,962	2%	444,388	449,405	1%	.9 mil.
Total Boardings	3,112,765	3,463,283	11%	6,022,397	6,602,474	10%	12.8 mil.
Avg Weekday Bdgs	43,506	48,218	11%	43,506	46,038	6%	44,194

1-Annual projections established in the 2007 Service Implementation Plan (SIP)



Sound Transit boasted record ridership in the Second Quarter of 2007, with systemwide boardings of 3.5 million, an 11% increase over the same period in 2006. For the year, total systemwide ridership of 6.6 million is nearly 10% higher than last year. Average weekday boardings, a good indicator of commuting trends, were also up by 11% for the quarter and 6% for the year. During the quarter, an average of more than 48,000 rode Sound Transit every weekday.



The second quarter started with a recurrence of gas price spikes, providing an additional incentive for transit use, but those prices moderated by the end of the quarter. Additionally, the health of the regional economy continued, with job growth continuing at key urban centers served by Sound Transit. Highway construction throughout the region provided yet another reason for people to ride transit.

Souder continues to grow its ridership by 20% or more compared to 2006. A fare increase was imposed in June. The new fares are distance based, calculated with a standard base fare plus a small cost per mile, with the total rounded to 25 cents. It appears that the new fares have had little or no impact on ridership growth thus far.

ST Express ridership was up 11% for the quarter and is up 8% for the year compared to 2006. Service changes from last year which focused service on high productivity routes, are reaping the benefits of additional riders every day. The strongest growth is in the Snohomish County-to-Seattle corridor, with growth of 15% for the quarter.

Tacoma Link increased ridership by about 2% for the quarter compared to last year while service levels have remained unchanged. Average weekday boardings are slightly higher for the year-to-date, reversing a negative trend from the first quarter.

Specific mode and individual route trends are discussed on page 2.

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Second Quarter Ridership Highlights

ST Express bus ridership increased by 11% for the quarter, the highest percentage increase since the third quarter of 2005. The largest ridership increases occurred on routes that are relatively new, such as Route 564 Overlake-South Hill and Route 577 Federal Way-Seattle. Declines on Routes 530/532 and Route 565 are attributable to major restructuring that took place last year, which shifted riders on these routes to other Sound Transit service. The drop in Route 582 ridership reflects the deletion of all off-peak service on the route in June 2006, which was done to improve productivity.

Ridership on Route 540 has made a comeback with boardings increasing by 8% for the quarter. This follows a 7% decline for the first quarter, which was apparently related to weather and changes in the number of days the University of Washington was in session. Boardings on Sound Transit's busiest bus route, Route 550 Bellevue-Seattle, increased by 6% after several quarters of largely static ridership.

Overall, average weekday bus boardings were above 2007 Service Implementation Plan (SIP) projections by 8%.

Sounder commuter rail ridership was up 20% overall, with a 20% increase in weekday boardings. Ridership growth was particularly impressive on the South Line, where station parking is now fully utilized except at Kent and Tukwila. Increasingly, South Line customers are walking in, being dropped off or using local buses to access the stations. Together with additional cars added to South Line trains during the second quarter, this has allowed the service to absorb many additional riders.

No slide-related disruptions occurred on the North Line during the second quarter, and commuter boardings increased by 19%. Event ridership was up substantially, and several North Line trains serving Mariner games carried capacity loads during the second quarter.

Overall, average weekday commuter boardings were above the SIP projections by 7%.

Tacoma Link light rail ridership was up 2% for the second quarter, and average weekday ridership is 8% above SIP projections.

ST Express Boardings by Route				Sounder Commuter Rail Boardings by Corridor				
Route	Q2 2006	Q2 2007	%Δ	Corridor	Q2 2006	Q2 2007	%Δ	
510/513	Everett-Seattle	149,359	184,514	24%	Everett-Commuter	44,741	53,443	19%
511	Lynnwood-Seattle	189,471	205,810	9%	Seattle Special	5,249	6,295	20%
530/532	Everett-Bellevue	66,543	52,744	-21%	Corridor Subtotal	49,990	59,738	19%
535	Lynnwood-Bellevue	56,085	73,671	31%	Tacoma-Commuter	358,339	431,229	20%
522	Woodinville-Seattle	208,124	231,072	11%	Seattle Special	9,832	10,923	11%
540	Redmond-U. District	106,896	115,973	8%	Corridor Subtotal	368,171	442,152	20%
545	Redmond-Seattle	293,476	347,160	18%	Total	418,161	501,890	20%
550	Bellevue-Seattle	357,363	379,391	6%	Avg Weekday Bdgs	6,298	7,573	20%
554	Issaquah-Seattle	140,566	155,048	10%	2007 SIP Projection ¹ Avg Weekday	6,965		
555/556	Issaquah-Northgate	44,506	48,098	8%	Tacoma Link Light Rail Boardings			
560	West Seattle-Sea-Tac-Bellevue	156,764	167,950	7%		Q2 2006	Q2 2007	%Δ
564	Auburn-Overlake	37,044	80,325	117%	Total	225,745	229,962	2%
565	Federal Way-Overlake	118,468	99,184	-16%	Avg Weekday Bdgs	3,001	3,056	2%
574	Lakewood-Sea-Tac	109,351	126,530	16%	2007 SIP Projection ¹ Avg Weekday	2,835		
577	Federal Way-Seattle	23,175	43,375	87%	1-Annual projections established in the 2007 Service Implementation Plan (SIP)			
582	Bonney Lake-Tacoma	30,543	22,412	-27%	2-Does not include Downtown Seattle ride free boardings			
585	Lakewood-Auburn	13,541	0	-100%				
586	Tacoma-U. District	25,927	31,165	20%				
590-592, 594-595	Lakewood-Seattle/Tacoma-Seattle	341,657	367,009	7%				
Total ²		2,468,859	2,731,431	11%				
Avg Weekday Bdgs ²		34,207	37,588	10%				
2007 SIP Projection ¹ Avg Weekday		34,394						















Transportation Services Performance Snapshot









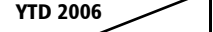

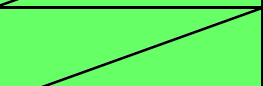
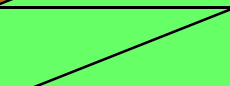
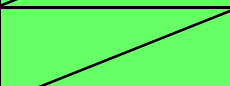
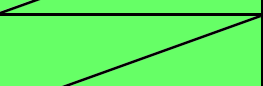
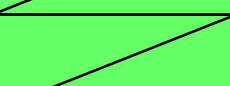







The table below provides a snapshot of key performance indicators and measures by mode of service. It compares this quarter's performance with the same quarter the previous year and to the standards set in the 2007 budget. The budget standards are developed on an annual basis and may include seasonal fluctuations.

Key Performance Indicators: As seen elsewhere, total boardings are up compared to the previous year for all modes. **Tacoma Link** is trending slightly lower in terms of boardings per revenue vehicle hour but boardings per trip were slightly higher than last year. Both measures were within 1% of the previous year's indicator. Strong **ST Express** ridership reversed a negative performance indicator on boardings per revenue vehicle hour from last quarter, and all indicators are now positive for the year. **Sounder** continues to improve on all indicators compared to 2006.

Key Performance Measures: As was reported last quarter, all Key Performance Measures for the Second Quarter 2007 are being met. One item of note is that the measure for **Tacoma Link**, *Preventable accidents per revenue mile*, was adjusted during 2007. Previously, the standard was for no more than one preventable accident every 100,000 miles. To better reflect the industry practice, the measure has been eased to one accident for every 30,000 revenue miles. Without the change, **Tacoma Link** would not have met this measure, with one preventable accident during the first quarter, which would have prevented Link from meeting the standard for the entire year. There were no new incidents this quarter. **Sounder** and **ST Express** met all measures for the quarter.

All three modes are meeting their cost per boarding targets for year-to-date 2007 and **Sounder** and **ST Express** have even improved on the cost per boarding compared to the previous year. This is a result not only of the record ridership but also from the budget performance to date, with all three modes well under budgeted expense levels.

	ST Express Bus 	Sounder Commuter Rail 	Tacoma Link Light Rail 	Key Performance Indicators YTD Actuals Q2 2006 vs Q2 2007
Total boardings				Up for YTD  Down for YTD 
Boardings per revenue vehicle hour				
Boardings per trip				

	ST Express Bus 	Sounder Commuter Rail 	Tacoma Link Light Rail 	Key Performance Measures ¹ YTD 2006/ YTD 2007 Actuals vs 2007 Standards
Percentage of scheduled trips operated				Meeting goal  Goal not achieved  YTD 2006  YTD 2007 
Cost-per-boarding				
On-time performance				
Customer complaints				
Preventable accidents per revenue mile				

1-2006 data is compared against 2007 standards.