

## 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 <sup>1</sup>	340,908	367,650	242,476
Revenue vehicle miles operated	7,388,030	7,517,357	4,957,910
Trips operated	272,400	279,571	184,385
Platform hours operated <sup>2</sup>	435,409	456,711	296,882
Boardings per revenue hour	21.34	21.66	20.71
Boardings per trip	26.71	28.48	27.24
Cost-per-boarding <sup>3</sup>	\$6.46	\$6.40	\$6.94
Percentage of scheduled trips operated	99.83%	99.95%	≥99.80% <sup>4</sup>
On-time performance <sup>5</sup>	94.70%	94.78%	≥90.00% <sup>4</sup>
Customer complaints <sup>6</sup>	0.02%	0.02%	<0.05% <sup>4</sup>
Preventable accidents per revenue mile <sup>7</sup>	0.81	0.92	≤1.00 per 100,000 miles
<b>Souder Commuter Rail</b>			
Revenue vehicle hours operated <sup>1</sup>	12,059	13,193	8,490
Revenue vehicle miles operated	463,597	503,437	323,980
Trips operated	2,345	2,421	1,558
Boardings per revenue vehicle hour	102.41	117.69	106.27
Boardings per trip	526.67	641.34	579.10
Cost-per-boarding <sup>3</sup>	\$13.92	\$11.18	\$15.20
Percentage of scheduled trips operated	97.65%	100.00%	≥99.50% <sup>4</sup>
On-time performance <sup>5</sup>	95.60%	98.06%	≥95.00% <sup>4</sup>
Customer complaints <sup>6</sup>	0.04%	0.02%	<0.05% <sup>4</sup>
Preventable accidents per revenue mile <sup>7</sup>	0.00	0.00	≤1.00 per 1,000,000 miles
<b>Tacoma Link Light Rail</b>			
Revenue hours operated <sup>1</sup>	7,461	7,508	4,988
Revenue miles operated	71,866	72,602	48,236
Trips operated	45,236	45,264	30,073
Boardings per revenue vehicle hour	89.07	91.05	84.66
Boardings per trip	14.69	15.10	14.04
Cost-per-boarding <sup>3</sup>	\$3.22	\$3.43	\$4.20
Percentage of scheduled trips operated	99.98%	99.80%	≥98.50% <sup>4</sup>
On-time performance <sup>5</sup>	99.96%	99.48%	≥98.50% <sup>4</sup>
Customer complaints <sup>6</sup>	0.00%	0.00%	<0.05% <sup>4</sup>
Preventable accidents per revenue mile <sup>7</sup>	0.00	0.41	≤1.00 per 30,000 miles <sup>9</sup>

- 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.

Third Quarter 2007



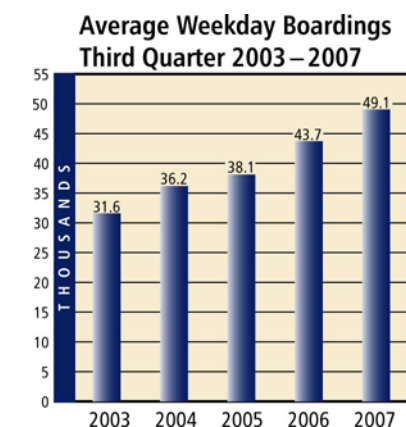
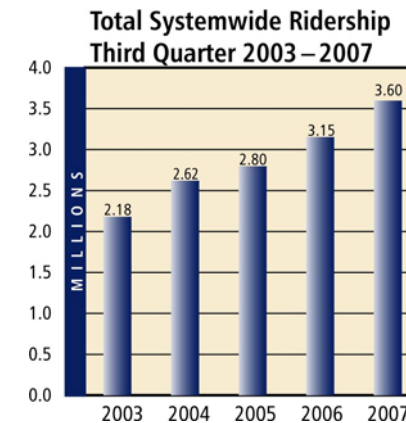
## Service Delivery Quarterly Performance Report to the CEO



### Q3 Systemwide Ridership

Boardings by Service Type	Third Quarter			Year-to-Date			2007 Annual SIP Projections <sup>1</sup>
	2006	2007	%Δ	2006	2007	%Δ	
ST Express Bus	2,498,944	2,783,800	11%	7,276,669	7,963,287	9%	10.1 mil.
Souder Commuter Rail	434,752	579,109	33%	1,235,036	1,552,691	26%	1.8 mil.
Tacoma Link	220,149	234,257	6%	664,537	683,662	3%	0.9 mil.
<b>Total Boardings</b>	<b>3,153,845</b>	<b>3,597,166</b>	<b>14%</b>	<b>9,176,242</b>	<b>10,199,640</b>	<b>11%</b>	<b>12.8 mil.</b>
<b>Avg Weekday Bdgs</b>	<b>43,696</b>	<b>49,052</b>	<b>12%</b>	<b>43,013</b>	<b>46,456</b>	<b>6%</b>	<b>44,194</b>

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



Sound Transit posted record ridership in the third quarter of 2007, with systemwide boardings approaching 3.6 million, a growth of 14 percent over the same quarter in 2006. For the year, systemwide ridership of 10.2 million is 11 percent higher than last year. Average weekday boardings, a good indicator of commuting trends, were up 12 percent for the quarter and 6 percent for the year. An average of more than 49,000 people rode Sound Transit trains and buses every weekday in the third quarter.

The regional economy continued its job growth, particularly in the urban centers served by Sound Transit. Additionally, major construction on Interstate 5 south of Seattle in August altered commuting patterns significantly for a couple of weeks. During that time, commuters flocked to Souder trains and, to a lesser extent, ST Express buses. More than 50,000 people a day rode Sound Transit in August. Although it is too early to judge the lasting impact of the event, September ridership was also at record levels.

The third quarter was particularly exciting for Souder, with the first round-trip reverse commute trip launched between Seattle and Tacoma in September. At the same time, an additional round-trip was added in the north line between Seattle and Everett, as well as one in the south line. This was also the first full quarter following the fare increase in June of 2007. Even with the fare increase, ridership for the quarter was 33 percent higher than the same quarter of 2006.

Compared to 2006, ST Express ridership was up 11 percent for the quarter and 9 percent for the year. ST Express is continuing to see the results of the productivity-based service changes that began last year. In particular, ridership between Snohomish County and Seattle was very strong, with increases of more than 17 percent compared to the same quarter last year.

Tacoma Link ridership increased about 6 percent for the third quarter compared to the same period in 2006, and is up 3 percent for the year to date.

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

#### Inside this report

- Page 2 Passenger boarding analysis
- Page 3 Performance snapshot
- Page 4 Glossary and summary data

## Third Quarter Ridership Highlights

**ST Express** bus ridership increased by 11 percent for the quarter. Much of that increase is from improvements implemented as part of the 2006 Service Implementation Plan. For example, midday service on Route 510 (Everett-Seattle) and Route 535 (Lynnwood-Bellevue) doubled in late September 2006. Overall ridership on these routes increased by 34 percent and 25 percent, respectively. The 60 percent increase in boardings on Route 577 (Federal Way-Seattle) is attributed to its fast, non-stop service combined with increased service levels that began during the past year. While Route 545 (Redmond-Seattle) is close to capacity during weekday rush hours, growth has continued to occur during off-peak times, particularly weekends. The number of boardings on Route 554 (Issaquah Highlands-Seattle) increased significantly following a September 2006 re-route that utilized the new I-90/Eastgate HOV direct access ramps.

Overall, average weekday boardings exceeded 2007 Service Implementation Plan (SIP) projections by 9 percent.

**Sounder** commuter rail had the highest ridership growth of the three Sound Transit modes, with an impressive 33 percent increase in boardings for the quarter. During late August, construction on Interstate 5 near Spokane Street reduced the northbound roadway to 1-2 lanes, and many motorists switched to Sounder trains to avoid the predicted delays. Sound Transit added a fifth round trip during the construction period to accommodate additional ridership. On Aug. 13, the first day of construction, south line ridership reached almost 12,000 boardings, breaking all records. Although ridership tapered off after the I-5 construction ended, total south line ridership was higher than before the lane closures started.

Overall, average weekday commuter boardings exceeded the SIP projections by 19 percent.

**Tacoma Link** ridership showed the first major growth spurt in over a year, with total boardings up by 6 percent. Several factors appear to have contributed to the rise: A regular weekly Farmer's Market at Freighthouse Square increased noon-time ridership; and more major Tacoma Dome evening events were scheduled during the quarter compared with the same period last year. Overall, average weekday ridership is about 6 percent higher than the 2007 SIP projection.

ST Express Boardings by Route				Sounder Commuter Rail Boardings by Corridor				
Route	Q3 2006	Q3 2007	%Δ	Corridor	Q3 2006	Q3 2007	%Δ	
510/513	Everett-Seattle	150,402	191,905	28%	Everett-Commuter	45,050	52,351	16%
511	Lynnwood-Seattle	197,054	214,975	9%	Seattle Special	13,685	16,573	21%
530/532	Everett-Bellevue	63,513	53,864	-15%	Corridor Subtotal	58,735	68,924	17%
535	Lynnwood-Bellevue	56,854	76,467	34%	Tacoma-Commuter	355,334	480,952	35%
522	Woodinville-Seattle	221,915	242,438	9%	Seattle Special	20,683	29,233	41%
540	Redmond-U. District	95,542	98,332	3%	Corridor Subtotal	376,017	510,185	36%
545	Redmond-Seattle	311,678	362,414	16%	Total	434,752	579,109	33%
550	Bellevue-Seattle	367,278	387,282	5%	Avg Weekday Bdgs	6,355	8,333	31%
554	Issaquah-Seattle	147,664	164,610	11%	2007 SIP Projection <sup>1</sup> Avg Weekday		6,965	
555/556	Issaquah-Northgate	43,688	50,286	15%	<b>Tacoma Link Light Rail Boardings</b>			
560	West Seattle-Sea-Tac-Bellevue	165,152	172,723	5%		Q3 2006	Q3 2007	%Δ
564	Auburn-Overlake	64,437	80,444	25%	Total	220,149	234,257	6%
565	Federal Way-Overlake	85,202	99,046	16%	Avg Weekday Bdgs	2,914	3,030	4%
574	Lakewood-Sea-Tac	114,532	129,228	13%	2007 SIP Projection <sup>1</sup> Avg Weekday		2,835	
577	Federal Way-Seattle	30,344	48,585	60%				
582	Bonney Lake-Tacoma	18,848	23,550	25%				
585	Lakewood-Auburn	0	0	N/A				
586	Tacoma-U. District	22,389	24,135	8%				
590-592, 594-595	Lakewood-Seattle/Tacoma-Seattle	342,452	363,516	6%				
Total <sup>2</sup>				2,498,944	2,783,800	11%		
Avg Weekday Bdgs <sup>2</sup>				34,427	37,689	9%		
2007 SIP Projection <sup>1</sup> Avg Weekday					34,394			

1-Annual projections established in the 2007 Service Implementation Plan (SIP)  
2-Does not include Downtown Seattle ride free boardings















## Transportation Services Performance Snapshot








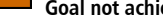


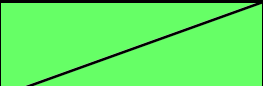


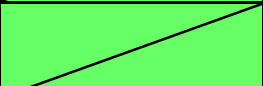
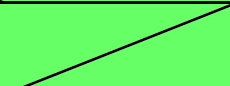
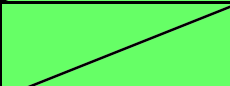
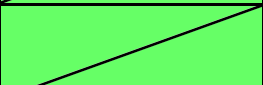
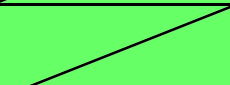
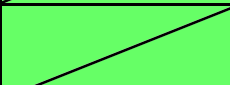
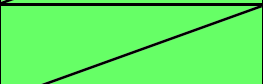
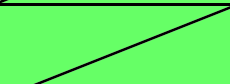
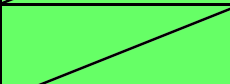
The table below provides a snapshot of key performance indicators and measures by mode of service. It compares this quarter's performance with the same quarter the previous year and to the standards set in the 2007 budget. The budget standards are developed on an annual basis and may include seasonal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

**Key Performance Indicators:** Sound Transit ridership continues to increase at very strong rates, and for the first time in 2007, all performance indicators are being met or exceeded. Tacoma Link had been trending slightly lower in boardings per revenue vehicle hour, but a strong third quarter performance pushed the year-to-date number above last year. Both ST Express and Sounder continue improving on all indicators compared to 2006 and are well above budgeted forecasts.

**Key Performance Measures:** For all three modes, all Key Performance Measures for the YTD 2007 are exceeding their standards. However, as was discussed last quarter, the measure for Tacoma Link preventable accidents per revenue mile was adjusted during early 2007. Previously the standard was for no more than one preventable accident every 100,000 miles. To better reflect industry practice, the measure was changed to one accident for every 30,000 revenue miles. Tacoma Link had one accident during the first quarter, but there have been no new accidents since.

All three modes bettered their cost per boarding target for the 2007 YTD. In fact, the Sounder and ST Express cost per boarding is actually lower than 2006. This is a result of record ridership combined with strong budget controls that limited costs to below budget levels.

	ST Express Bus 	Sounder Commuter Rail 	Tacoma Link Light Rail 	Key Performance Indicators YTD Actuals Q3 2006 vs Q3 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 <sup>1</sup> 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.