

Summary Data of Three Modes of Service

ST Express Bus	Year-to-date 2005 Actuals	Year-to-date 2006 Actuals	Year-to-date Budget
Revenue Vehicle Hours Operated ¹	206,525	224,634	218,130
Revenue Vehicle Miles Operated	5,092,903	4,996,941	4,898,962
Trips Operated	181,707	182,997	188,119
Platform Hours Operated ²	277,818	290,196	289,885
Boardings per Revenue Hour	20.95	21.27	21.23
Boardings per Trip	23.82	26.11	23.49
Cost per Boarding ³	\$6.40	\$6.52	\$7.44
Percentage of Scheduled Trips Operated	99.78%	99.92%	≥99.80% ⁴
On-Time Performance ⁵	95.98%	93.91%	≥90.00% ⁴
Customer Complaints ⁶	0.02%	0.02%	<0.05% ⁴
Preventable Accidents per Revenue Mile ⁷	0.81	0.84	≤1.00 per 100,000 miles
Souder Commuter Rail			
Revenue Vehicle Hours Operated ¹	6,377	7,879	8,707
Revenue Vehicle Miles Operated	240,622	303,145	323,385
Trips Operated	1,101	1,537	1568
Boardings per Revenue Vehicle Hour	84.57	101.57	71.63
Boardings per Trip	489.82	520.68	397.75
Cost per Boarding ³	\$14.39	\$13.29	\$20.06
Percentage of Scheduled Trips Operated	99.93%	95.63%	≥99.50% ⁴
On-Time Performance ⁵	96.00%	96.58%	≥95.00% ⁴
Customer Complaints ⁶	0.03%	0.04%	<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	4,561	4,944	4,939
Revenue Miles Operated	47,678	47,618	47,775
Trips Operated	29,799	30,081	29,769
Boardings per Revenue Vehicle Hour	96.28	89.88	83.77
Boardings per Trip	14.74	14.77	13.98
Cost per Boarding ³	\$2.65	\$3.33	\$4.03
Percentage of Scheduled Trips Operated	99.98%	99.95%	≥98.50% ⁴
On-Time Performance ⁵	99.96%	99.95%	≥98.50% ⁴
Customer Complaints ⁶	0.00%	0.00%	<0.05% ⁴
Preventable Accidents per Revenue Mile ⁷	0.00	0.00	≤1.00 per 100,000 miles

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 2006 budget for revenue vehicle hours operated and revenue vehicle miles operated was an estimated amount as of September 2005. The actual schedule was based on the Service Implementation Plan, adopted in February 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% 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%, no later than 10 minutes of scheduled departure time.

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

Tacoma Link: ≥ 98.5%, 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% 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.

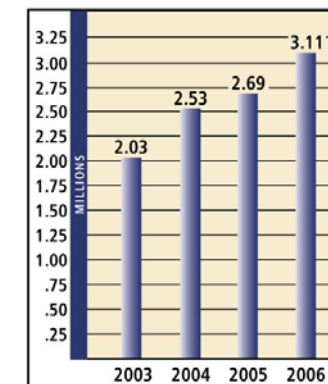
8-Preventable accident standard for ST Express increased from 0.80% to 1.00% per 100,000 miles during closure of the Downtown Seattle Tunnel.

Second Quarter 2006

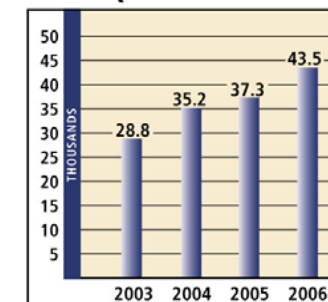


Service Delivery Quarterly Performance Report to the CEO

Second Quarter 2003 - 2006



Average Weekday Boardings
Second Quarter 2003 - 2006



This is the second year of the performance report presented by the Sound Transit Transportation Services Department.

The indicators used for comparisons are consistent with National Transit Database standards and allow for comparison with other transit systems.

The 2006 report includes more data and beginning with the second quarter will also include year-to-date ridership comparisons.

Inside this report

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Q2 Systemwide Ridership

Boardings by Service Type	Second Quarter			Year-to-Date		
	2005	2006	%Δ	2005	2006	%Δ
ST Express Bus	2,196,631	2,468,859	12%	4,327,594	4,777,725	10%
Souder Commuter Rail	277,295	418,161	51%	539,293	800,284	48%
Tacoma Link	220,739	225,745	2%	439,110	444,388	1%
Total Boardings	2,694,665	3,112,765	16%	5,305,997	6,022,397	14%
Avg Weekday Bdgs	37,311	43,506	17%	36,724	43,506	18%

Sound Transit's strong systemwide ridership growth continued into the second quarter of 2006. In fact, the growth in ridership for each of the three modes increased in the second quarter. Total ridership in the second quarter grew by 16% over the same period last year, more than the 12% growth seen in the first quarter of this year. Souder continues to pace the ridership growth for the quarter with growth of more than 50% over last year. ST Express bus ridership increased by 12% over the same period last year, and Tacoma Link light rail showed a 2% increase over last year. The growth for all modes has exceeded the projections in the 2006 Service Implementation Plan (SIP).

For the year-to-date, ridership has increased by nearly 14% over the 2005 year-to-date numbers. The strong ridership is evidenced in the average weekday boardings, which is the best measure of commuter ridership. This measure is 18% higher for the year-to-date and grew by 7% from the first quarter. Weekday ridership growth represents more daily commuters who ride the service on a regular basis and provide the foundation for future gains. Though the evidence is still only anecdotal, it seems likely that the high cost of fuel is driving people to transit alternatives.

The biggest factor influencing the growth in Souder ridership was last June's addition of a second roundtrip in the North Corridor and a fourth roundtrip in the South Corridor in September. Additionally, there are more people on each train, with an average growth of 6% per train trip. This illustrates that as the number of choices available to commuters grow, all of the options become more attractive and productive.

ST Express year-to-date ridership increased by 10% outpacing a service level increase of 4.5%. This means that there were more people on each bus trip, despite a 20% fare increase that was instituted in June of last year.

Tacoma Link ridership grew by about 1% over the year-to-date numbers from last year. There were no major changes in levels of service, nor were there changes in the downtown Tacoma core.


Specific route trends are discussed on page 2.

Second Quarter Ridership Highlights

ST Express continued a significant upward ridership climb during the second quarter. Bus ridership was up 12% for the quarter, compared with a 9% increase during first quarter 2006. The largest percentage increases occurred on routes serving East King County employment centers, such as Everett—Bellevue (up 25%), Seattle—Redmond (up 43%) and Auburn—Overlake (up 150% following the September 2005 addition of midday service). Ridership on the Northgate—Issaquah route is up 93% after a recent change that brought the route through the University District on selected trips. In June, all service on the Lakewood—Auburn route was discontinued due to low ridership, reflected in the 44% drop in ridership for the quarter. Similarly, all off-peak service on the Tacoma—Bonney Lake route was discontinued in June, resulting in a 5% drop.

Sounder ridership was up 51% during the second quarter, responding to the addition of trains during 2005 and continued growth in commuter demand. A second round trip train was added to the North Line in June 2005, doubling service levels, and a fourth round trip train was added to the South Line in September 2005, increasing service by one-third. The added service has not slowed ridership growth on the existing trains and overall ridership has been higher than the year-to-date forecast. The 2006 SIP projection of 1.2 million boardings will most likely be exceeded.

Tacoma Link ridership grew slightly with a 2% increase during the second quarter. Since it serves a relatively small area, ridership trends on Tacoma Link are heavily influenced by changes in land use along the corridor and the scheduling of special events. For the second quarter, there were few changes in these factors compared to the same period in 2005.

ST Express Boardings by Route					Sounder Commuter Rail Boardings by Corridor				
Route	Q2 2005	Q2 2006	%Δ		Q2 2005	Q2 2006	%Δ		
510/513	Everett-Seattle	132,667	149,359	13%	Everett-Commuter	22,929	44,741	95%	
511	Lynnwood-Seattle	159,131	189,471	19%	Seattle-Special	4,877	5,249	8%	
530/532	Everett-Bellevue	53,327	66,543	25%	Corridor Subtotal	27,806	49,990	80%	
535	Lynnwood-Bellevue	49,170	56,085	14%	Tacoma-Commuter	238,688	358,339	50%	
522	Woodinville-Seattle	197,036	208,124	6%	Seattle-Special	10,801	9,832	-9%	
540	Redmond-U. District	105,470	106,896	1%	Corridor Subtotal	249,489	368,171	48%	
545	Redmond-Seattle	205,407	293,476	43%	Total	277,295	418,161	51%	
550	Bellevue-Seattle	352,242	357,363	1%	Avg Weekday Bdgs	4,088	6,298	54%	
554	Issaquah-Seattle	129,152	140,566	9%	2006 SIP projection ¹	Total	1,200,000		
555/556	Issaquah-Northgate	23,006	44,506	93%	Avg Weekday	4,706			
560	West Seattle-Sea-Tac-Bellevue	138,870	156,764	13%	Tacoma Link Light Rail Boardings				
564	Auburn-Overlake	14,837	37,044	150%		Q2 2005	Q2 2006	%Δ	
565	Federal Way-Overlake	108,106	118,468	10%	Total	220,739	225,745	2%	
574	Lakewood-Sea-Tac	112,750	109,351	-3%	Avg Weekday Bdgs	2,935	3,001	2%	
577	Federal Way-Seattle	0	23,175	N/A	2006 SIP projection ¹	Total	900,000		
582	Bonney Lake-Tacoma	32,267	30,543	-5%	Avg Weekday	3,094			
585	Lakewood-Auburn	24,313	13,541	-44%					
586	Tacoma-U. District	22,043	25,927	18%					
590-592, 594-595	Lakewood-Seattle/Tacoma-Seattle	336,838	341,657	1%					
Total ²		2,196,631	2,468,859	12%					
Avg Weekday Bdgs ²		30,288	34,207	13%					
2006 SIP projection ¹		Total	8,900,000						
		Avg Weekday	30,077						

1-Annual projections established in the 2006 Service Implementation Plan

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 2006 budget. The budget standards are developed on an annual basis and may include seasonal fluctuations. The data used to prepare the table is on page 4 of this report.




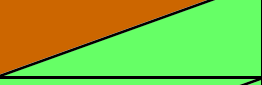
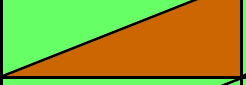
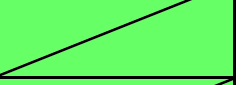





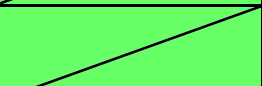

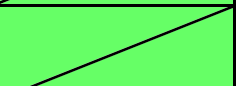
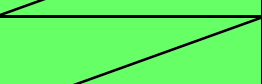

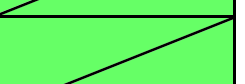



Key Performance Indicators: Tacoma Link showed a decline in the number of boardings per revenue hour. However, the boardings per trip indicator improved from last quarter and is now higher than the same period last year. Both measures are very close to their prior year number and may fluctuate throughout the year as service levels stay relatively flat. Ridership is highly influenced by special events and conventions occurring in the downtown Tacoma area. ST Express and Sounder have improved on all key performance indicators compared to 2005.

Key Performance Measures: Sounder continues to miss the year-to-date goal for percentage of scheduled trips operated. This reflects the service challenges experienced in the first quarter, when heavy rainfall caused mudslides and forced the cancellation of 40 trips. However, there was improvement in the on-time performance measure and the service is now exceeding the performance standard. This was the result of better coordination with the BNSF Railway on freight and passenger rail movements in the corridor.

ST Express improved its performance on the percentage of scheduled trips operated, which is now meeting the performance standard. Despite the closure of the Downtown Seattle Transit Tunnel and significant roadwork on I-90, I-405 and I-5, ST Express has managed to meet the on-time performance measure, a significant achievement.

All three modes continue to be below the cost per boarding measure that was added to the 2006 budget, as spending was under budget for the year to date and ridership exceeded SIP forecasts.

	ST Express Bus 	Sounder Commuter Rail 	Tacoma Link Light Rail 	Key Performance Indicators YTD Actuals Q2 2005 vs Q2 2006
Total boardings				
Boardings per revenue vehicle hour				Up for YTD  Down for YTD 
Boardings per trip				

	ST Express Bus 	Sounder Commuter Rail 	Tacoma Link Light Rail 	Key Performance Measures ¹ YTD 2005/ YTD 2006 Actuals vs 2006 Standards
Percentage of scheduled trips operated				Meeting goal  Goal not achieved 
Cost Per Boarding				
On-time performance				
Customer Complaints				
Preventable accidents per revenue mile				

1-2005 data is compared against 2006 standards.