

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	102,266	107,379	100,364
Revenue Vehicle Miles Operated	2,518,342	2,584,928	2,388,553
Trips Operated	90,703	91,454	93,871
Platform Hours Operated ²	137,928	144,247	144,652
Boardings per Revenue Hour	20.84	21.50	21.23
Boardings per Trip	23.49	25.25	22.70
Cost per Boarding ³	\$6.45	\$6.56	\$7.71
Percentage of Scheduled Trips Operated	99.60%	98.33%	≥99.80% ⁴
On-Time Performance ⁵	95.75%	95.23%	≥90.00% ⁴
Customer Complaints ⁶	0.02%	0.01%	<0.05% ⁴
Preventable Accidents per Revenue Mile ⁷	0.79	0.97	≤1.00 per 100,000 miles ⁸
Sounder Commuter Rail			
Revenue Vehicle Hours Operated ¹	2,955	3,834	3,942
Revenue Vehicle Miles Operated	115,983	147,653	151,804
Trips Operated	522	747	768
Boardings per Revenue Vehicle Hour	88.67	99.67	75.12
Boardings per Trip	501.91	511.54	385.58
Cost per Boarding ³	\$14.09	\$13.31	\$22.12
Percentage of Scheduled Trips Operated	100.00%	94.66%	≥99.50% ⁴
On-Time Performance ⁵	95.40%	93.81%	≥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	2,287	2,492	2,447
Revenue Miles Operated	23,690	23,989	23,560
Trips Operated	14,806	14,990	14,722
Boardings per Revenue Vehicle Hour	95.49	87.75	84.14
Boardings per Trip	14.75	14.59	13.98
Cost per Boarding ³	\$2.60	\$2.97	\$4.01
Percentage of Scheduled Trips Operated	99.96%	100.11%	≥98.50% ⁴
On-Time Performance ⁵	99.92%	99.86%	≥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.

Sounder: ≥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.

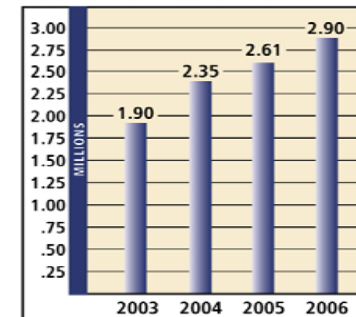
8-Preventable accident standard for ST Express increased from 0.80% to 1.00% per 100,000 miles during closure of the Downtown Seattle Tunnel.

First Quarter 2006

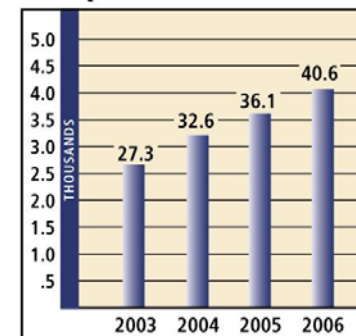
Service Delivery Quarterly Performance Report to the CEO



**Total Systemwide Ridership
First Quarter 2003 - 2006**



**Average Weekday Boardings
First 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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Q1 Systemwide Ridership

Boardings by Service Type	2005	2006	%Δ
ST Express Bus	2,121,544	2,308,866	9%
Sounder Commuter Rail	261,998	382,123	46%
Tacoma Link	218,371	218,643	0%
Total Boardings	2,601,913	2,909,632	12%
Avg Weekday Bdgs	36,137	40,552	12%

Sound Transit experienced very strong ridership growth in the first quarter of 2006. For the quarter, total passenger boardings for all modes were up by 12% compared with the first quarter in 2005. The largest increase was on Sounder commuter rail service, which was up 46%. ST Express bus ridership increased 9% overall. Tacoma Link ridership was essentially unchanged compared to the same period last year. The growth seen in the first quarter significantly outpaced the projections of the 2006 Service Implementation Plan (SIP).

Two milestones were reached during the first quarter. For the first time, weekday system boardings exceeded 40,000. In addition, for the month of March the combined total number of riders on all three modes exceeded one million. While we received the benefit of 23 weekdays, versus a typical month of 21 weekdays, the fact is that each day more people are using Sound Transit transportation options.

The biggest factor influencing the growth in Sounder ridership was last year's addition of a second roundtrip in the North Corridor and a fourth roundtrip in the South Corridor. These services expanded the number of choices available to commuters and made all of the trips more productive.

ST Express saw growth of more than 9%, even though the number of service hours increased by less than 5%. This means that more people are riding the same routes that were offered in prior years. High fuel costs continue to drive people to transit alternatives, and offer more than enough incentive to outweigh the 20% bus fare increase that was instituted last year.

For the first time ever, Tacoma Link extended-hour service was supported by outside funding during the quarter. The service was available to convention attendees and members of the general public.

Specific route trends are discussed on page 2.

First Quarter Ridership Highlights

North Line commuter ridership on Sounder increased 71% over Q1 2005. The second train on the North Line began operation in June 2005, so boardings increased despite numerous weather related disruptions. Meanwhile, commuter ridership continued to grow on the South Line of Sounder with ridership 46% higher than the same quarter last year.

ST Express ridership continued to grow during the first quarter. The largest increases came in the ST Express routes with service revisions implemented in September 2005. ST Express Route 545 Redmond-Seattle Express peak trips increased to 10-minute frequency and ridership grew 41%. Route 555/556 Northgate-Issaquah service was revised for commuters to the University District from Issaquah, Eastgate and Bellevue and ridership increased by 62%. Other corridors with significant ridership increases include Route 565 Auburn-Overlake with a 49% increase and Route 586 Tacoma-U District, up 40%. Seattle-Pierce County service (Routes 590, 591, 592, 594, and 595) showed a modest 1% increase but ST Express Route 574 Lakewood-Sea-Tac was down 12%. Route 550 Bellevue-Seattle continues to decline, though at a slower rate than past quarters. Staff is analyzing route performance to see what is causing the decline on these two routes as part of the 2007 SIP. New peak direction ST Express Route 577 Federal Way-Seattle began its first day of service on February 6.

Tacoma Link ridership was the same for the same period last year. While weekday commuter ridership was up, there were fewer special events generating ridership.

ST Express Boardings by Route				
Route	Q1 2005	Q1 2006	%Δ	
510/513	Everett-Seattle	132,109	140,927	7%
511	Lynnwood-Seattle	147,979	168,268	14%
530/532	Everett-Bellevue	51,344	61,391	20%
535	Lynnwood-Bellevue	50,487	51,233	1%
522	Woodinville-Seattle	193,479	202,993	5%
540	Redmond-U. District	109,070	109,677	1%
545	Redmond-Seattle	194,552	273,881	41%
550	Bellevue-Seattle	356,223	347,498	-2%
554	Issaquah-Seattle	121,061	130,694	8%
555/556	Issaquah-Northgate	23,290	37,737	62%
560	West Seattle-Sea-Tac-Bellevue	131,386	141,435	8%
564	Auburn-Overlake	13,989	20,837	49%
565	Federal Way-Overlake	97,993	115,908	18%
574	Lakewood-Sea-Tac	111,423	97,866	-12%
577	Federal Way-Seattle	0	10,259	N/A
582	Bonney Lake-Tacoma	31,296	31,796	2%
585	Lakewood-Auburn	17,975	19,018	6%
586	Tacoma-U. District	18,815	26,291	40%
590-592, 594-595	Lakewood-Seattle/Tacoma-Seattle	319,073	321,157	1%
Total ²		2,121,544	2,308,866	9%
Avg Weekday Bdg ²		29,745	31,921	9%
2006 SIP projection ¹		Total	8,900,000	
		Avg Weekday	30,077	

1-Projections established in the 2006 Service Implementation Plan
2-Does not include Downtown Seattle ride free boardings

Sounder Commuter Rail Boardings by Corridor				
	Q1 2005	Q1 2006	%Δ	
Everett-Commuter	19,834	33,835	71%	
Seattle-Special	4,495	4,077	-9%	
Corridor Subtotal	24,329	37,912	56%	
Tacoma-Commuter	228,302	334,183	46%	
Seattle-Special	9,367	10,028	7%	
Corridor Subtotal	237,669	344,211	45%	
Total		261,998	382,123	46%
Avg Weekday Bdgs		3,877	5,750	48%
2006 SIP projection ¹		Total	1,200,00	
		Avg Weekday	4,706	

Tacoma Link Light Rail Boardings			
	Q1 2005	Q1 2006	%Δ
Total	218,371	218,643	0%
Avg Weekday Bdgs	2,867	2,880	0%
2006 SIP projection ¹		Total	900,000
		Avg Weekday	3,094



Transportation Services Performance Snapshot

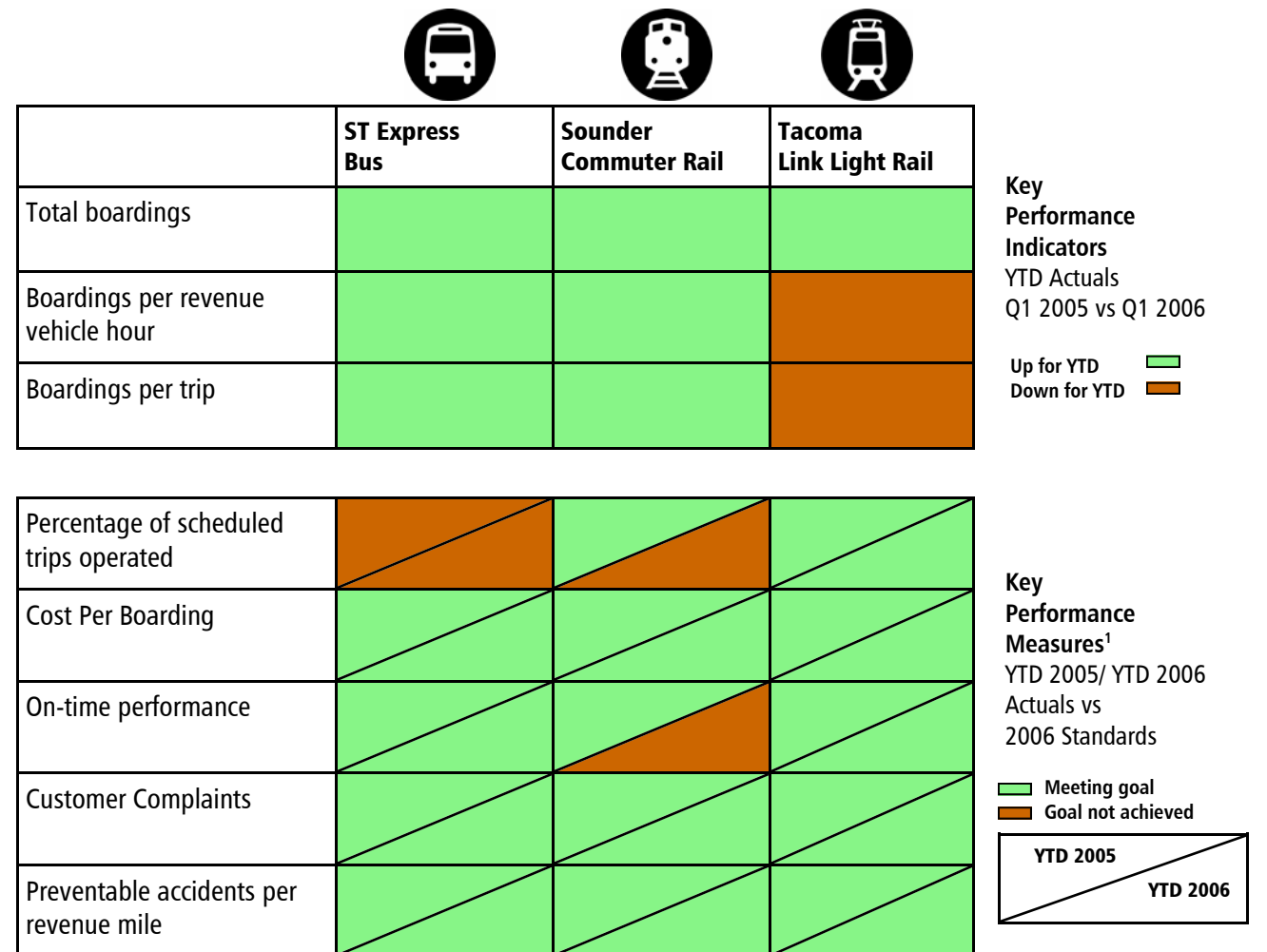
The table below provides a snapshot of key performance indicators and measures by mode of service. It compares this quarter's performance with the same quarter the previous year and to the standards set by the 2006 budget. The budget standards are developed on an annual basis and may include seasonal 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 vehicle hour and in boardings per trip. While the total ridership for the quarter was slightly higher than the same quarter in 2005, more service was offered, causing these measures to decline. Extended evening hour service, which has a lower productivity than peak service, was offered on nights when Tacoma Dome or convention events were scheduled.

Key Performance Measures: Sounder service faced a number of challenges during the first quarter of 2006. Heavy rainfall in the quarter led to mudslides on the North Line resulting in the cancellation of 40 trips. On-time performance was slightly below standard and is continuing to improve as the BNSF Railway Company continues its work on right of way and freight traffic service delay issues.

ST Express just missed its key performance measure of Percentage of Scheduled Trips Operated and we are working with our partners to determine the reason and to improve this performance.

All three modes were below the cost per boarding measure that was added to the budget for 2006, as spending was under the YTD budget and ridership was strong for the period.



1-2005 data is compared against 2006 standards.