ST Express Bus	YTD 2012	YTD 2013	YTD 2014	YTD Budget	Notes
Revenue Vehicle Hours Operated	135,092	136,064	135,821	136,441	
Revenue Vehicle Miles Operated	2,849,092	2,873,037	2,880,900	2,893,750	
Trips Operated	111,004	113,418	111,902	113,750	
Platform Hours Operated	169,034	173,211	176,584	175,500	
Boardings	3,615,741	3,918,971	4,160,901	4,006,904	
Boardings per Revenue Hour	26.8	28.8	30.6	29.4	
Boardings per Trip	32.6	34.7	37.2	35.2	ST Express met all targets for Q1 2014.
Cost per Boarding	\$7.19	\$6.64	\$6.45	\$6.68	
Percentage of Scheduled Trips Operated	98.7%	99.9%	99.8%	≥ 99.8%	
On Time Performance	89.9%	89.4%	86.8%	≥ 85.0%	
Customer Complaints per 100K Boardings	15.2	13.3	11.6	< 15	
Prev. Accidents per 100K Platform Miles ⁴	0.33	0.61	0.66	≤ 0.80	
Sounder Commuter Rail	YTD 2012	YTD 2013	YTD 2014	YTD Budget	Notes
Revenue Vehicle Hours Operated	9,294	10,039	12,133	14,096	
Revenue Vehicle Miles Operated	355,544	391,869	390,912	448,260	
Trips Operated	1,587	1,561	1,670	1,835	Sounder did not meet the targets for
Boardings	636,412	710,057	759,942	678,987	the percentage of scheduled trips oper-
Boardings per Revenue Vehicle Hour	68.5	70.7	62.7	48.2	ated due to mudslide activity in Q1.
Boardings per Trip	401.0	454.9	455.1	370.0	Sounder also fell shy of the target for on-time performance due to Tukwila
Cost per Boarding	\$12.45	\$12.85	\$11.72	\$13.99	Station construction , freight interfer-
Percentage of Scheduled Trips Operated	97.5%	95.6%	93.0%	≥ 99.5%	ence, and mandatory speed restrictions due to a freight derailment (South) and
On Time Performance	98.6%	98.3%	94.2%	≥ 95.0%	mudslides (North).
Customer Complaints per 100K Boardings	8.6	9.2	7.1	< 15	
Prev. Accidents per 100K Platform Miles ⁴	0.00	0.00	0.00	≤1.00	
Tacoma Link Light Rail	VTD 2012				
	YID 2012	YTD 2013	YTD 2014	YTD Budget	Notes
	YTD 2012 2,446	YTD 2013 2,433	YTD 2014 2,403	YTD Budget 2,443	Notes
Service Hours Operated	2,446	2,433	2,403	2,443	Notes
Service Hours Operated Service Miles Operated	2,446 18,899	2,433 18,800	2,403 18,569	2,443 18,930	Notes
Service Hours Operated Service Miles Operated Trips Operated	2,446 18,899 12,005	2,433 18,800 12,291	2,403 18,569 12,205	2,443 18,930 12,275	Notes Tacoma Link did not meet the targets
Service Hours Operated Service Miles Operated Trips Operated Boardings	2,446 18,899 12,005 259,521	2,433 18,800 12,291 259,303	2,403 18,569 12,205 237,694	2,443 18,930 12,275 252,645	Tacoma Link did not meet the targets for boardings per vehicle hour and
Service Hours Operated Service Miles Operated Trips Operated Boardings Boardings per Service Vehicle Hour	2,446 18,899 12,005	2,433 18,800 12,291	2,403 18,569 12,205	2,443 18,930 12,275	Tacoma Link did not meet the targets for boardings per vehicle hour and
Service Hours Operated Service Miles Operated Trips Operated Boardings Boardings per Service Vehicle Hour Boardings per Trip	2,446 18,899 12,005 259,521 106.1 21.6	2,433 18,800 12,291 259,303 106.6 21.1	2,403 18,569 12,205 237,694 99.0 19.5	2,443 18,930 12,275 252,645 103.4 20.6	Tacoma Link did not meet the targets for boardings per vehicle hour and boardings per trip, due to a combination of fewer events in Downtown Tacoma, and the departure of two of Tacoma's
Service Hours Operated Service Miles Operated Trips Operated Boardings Boardings per Service Vehicle Hour Boardings per Trip Cost per Boarding	2,446 18,899 12,005 259,521 106.1 21.6 \$3.36	2,433 18,800 12,291 259,303 106.6 21.1 \$3.61	2,403 18,569 12,205 237,694 99.0 19.5 \$4.42	2,443 18,930 12,275 252,645 103.4 20.6 \$4.46	Tacoma Link did not meet the targets for boardings per vehicle hour and boardings per trip, due to a combination of fewer events in Downtown Tacoma, and the departure of two of Tacoma's
Service Hours Operated Service Miles Operated Trips Operated Boardings Boardings per Service Vehicle Hour Boardings per Trip Cost per Boarding Percentage of Scheduled Trips Operated	2,446 18,899 12,005 259,521 106.1 21.6 \$3.36 99.0%	2,433 18,800 12,291 259,303 106.6 21.1	2,403 18,569 12,205 237,694 99.0 19.5	2,443 18,930 12,275 252,645 103.4 20.6 \$4.46 ≥ 98.5%	Tacoma Link did not meet the targets for boardings per vehicle hour and boardings per trip, due to a combination of fewer events in Downtown Tacoma, and the departure of two of Tacoma's largest employers between Q4 2012 and
Service Hours Operated Service Miles Operated Trips Operated Boardings Boardings per Service Vehicle Hour Boardings per Trip Cost per Boarding Percentage of Scheduled Trips Operated On Time Performance	2,446 18,899 12,005 259,521 106.1 21.6 \$3.36	2,433 18,800 12,291 259,303 106.6 21.1 \$3.61 99.8%	2,403 18,569 12,205 237,694 99.0 19.5 \$4.42 99.9%	2,443 18,930 12,275 252,645 103.4 20.6 \$4.46	Tacoma Link did not meet the targets for boardings per vehicle hour and boardings per trip, due to a combination of fewer events in Downtown Tacoma, and the departure of two of Tacoma's largest employers between Q4 2012 and
Service Hours Operated Service Miles Operated Trips Operated Boardings Boardings per Service Vehicle Hour Boardings per Trip Cost per Boarding Percentage of Scheduled Trips Operated On Time Performance Customer Complaints per 100K Boardings	2,446 18,899 12,005 259,521 106.1 21.6 \$3.36 99.0% 100%	2,433 18,800 12,291 259,303 106.6 21.1 \$3.61 99.8% 100%	2,403 18,569 12,205 237,694 99.0 19.5 \$4.42 99.9% 99.9%	2,443 18,930 12,275 252,645 103.4 20.6 \$4.46 ≥ 98.5% ≥ 98.5%	Tacoma Link did not meet the targets for boardings per vehicle hour and boardings per trip, due to a combination of fewer events in Downtown Tacoma, and the departure of two of Tacoma's largest employers between Q4 2012 and
Service Hours Operated Service Miles Operated Trips Operated Boardings Boardings per Service Vehicle Hour Boardings per Trip Cost per Boarding Percentage of Scheduled Trips Operated On Time Performance Customer Complaints per 100K Boardings Prev. Accidents per 100K Platform Miles ⁴	2,446 18,899 12,005 259,521 106.1 21.6 \$3.36 99.0% 100% 1.1	2,433 18,800 12,291 259,303 106.6 21.1 \$3.61 99.8% 100% 0.0	2,403 18,569 12,205 237,694 99.0 19.5 \$4.42 99.9% 99.9% 1.7	2,443 18,930 12,275 252,645 103.4 20.6 \$4.46 ≥ 98.5% ≥ 98.5% < 15	Tacoma Link did not meet the targets for boardings per vehicle hour and boardings per trip, due to a combination of fewer events in Downtown Tacoma, and the departure of two of Tacoma's largest employers between Q4 2012 and Q1 2014.
Service Hours Operated Service Miles Operated Trips Operated Boardings Boardings per Service Vehicle Hour Boardings per Trip Cost per Boarding Percentage of Scheduled Trips Operated On Time Performance Customer Complaints per 100K Boardings Prev. Accidents per 100K Platform Miles ⁴ Central Link Light Rail Revenue Vehicle Hours Operated	2,446 18,899 12,005 259,521 106.1 21.6 \$3.36 99.0% 100% 1.1 0.00	2,433 18,800 12,291 259,303 106.6 21.1 \$3.61 99.8% 100% 0.0 2.60	2,403 18,569 12,205 237,694 99.0 19.5 \$4.42 99.9% 99.9% 1.7 0.00 YTD 2014	2,443 18,930 12,275 252,645 103.4 20.6 \$4.46 ≥ 98.5% ≥ 98.5% < 15 ≤ 1.66 YTD Budget	Tacoma Link did not meet the targets for boardings per vehicle hour and boardings per trip, due to a combination of fewer events in Downtown Tacoma, and the departure of two of Tacoma's largest employers between Q4 2012 and
Service Hours Operated Service Miles Operated Trips Operated Boardings Boardings per Service Vehicle Hour Boardings per Trip Cost per Boarding Percentage of Scheduled Trips Operated On Time Performance Customer Complaints per 100K Boardings Prev. Accidents per 100K Platform Miles ⁴ Central Link Light Rail Revenue Vehicle Hours Operated	2,446 18,899 12,005 259,521 106.1 21.6 \$3.36 99.0% 100% 1.1 0.00 YTD 2012 31,782	2,433 18,800 12,291 259,303 106.6 21.1 \$3.61 99.8% 100% 0.0 2.60 YTD 2013 34,705	2,403 18,569 12,205 237,694 99.0 19.5 \$4.42 99.9% 99.9% 1.7 0.00 YTD 2014 35,389	2,443 18,930 12,275 252,645 103.4 20.6 \$4.46 ≥ 98.5% ≥ 98.5% < 15 ≤ 1.66 YTD Budget 35,250	Tacoma Link did not meet the targets for boardings per vehicle hour and boardings per trip, due to a combinatio of fewer events in Downtown Tacoma, and the departure of two of Tacoma's largest employers between Q4 2012 an Q1 2014.
Service Hours Operated Service Miles Operated Trips Operated Boardings Boardings per Service Vehicle Hour Boardings per Trip Cost per Boarding Percentage of Scheduled Trips Operated On Time Performance Customer Complaints per 100K Boardings Prev. Accidents per 100K Platform Miles ⁴ Central Link Light Rail Revenue Vehicle Hours Operated Revenue Vehicle Miles Operated	2,446 18,899 12,005 259,521 106.1 21.6 \$3.36 99.0% 100% 1.1 0.00 YTD 2012 31,782 597,159	2,433 18,800 12,291 259,303 106.6 21.1 \$3.61 99.8% 100% 0.0 2.60 YTD 2013 34,705 653,093	2,403 18,569 12,205 237,694 99.0 19.5 \$4.42 99.9% 99.9% 1.7 0.00 YTD 2014 35,389 665,051	2,443 18,930 12,275 252,645 103.4 20.6 \$4.46 ≥ 98.5% ≥ 98.5% < 15 ≤ 1.66 YTD Budget 35,250 655,650	Tacoma Link did not meet the targets for boardings per vehicle hour and boardings per trip, due to a combination of fewer events in Downtown Tacoma, and the departure of two of Tacoma's largest employers between Q4 2012 and Q1 2014.
Service Hours Operated Service Miles Operated Trips Operated Boardings Boardings per Service Vehicle Hour Boardings per Trip Cost per Boarding Percentage of Scheduled Trips Operated On Time Performance Customer Complaints per 100K Boardings Prev. Accidents per 100K Platform Miles ⁴ Central Link Light Rail Revenue Vehicle Hours Operated Revenue Vehicle Miles Operated Trips Operated	2,446 18,899 12,005 259,521 106.1 21.6 \$3.36 99.0% 100% 1.1 0.00 YTD 2012 31,782 597,159 22,573	2,433 18,800 12,291 259,303 106.6 21.1 \$3.61 99.8% 100% 0.0 2.60 YTD 2013 34,705 653,093 22,139	2,403 18,569 12,205 237,694 99.0 19.5 \$4.42 99.9% 99.9% 1.7 0.00 YTD 2014 35,389 665,051 22,387	2,443 18,930 12,275 252,645 103.4 20.6 \$4.46 ≥ 98.5% ≥ 98.5% < 15 ≤ 1.66 YTD Budget 35,250 655,650 22,625	Tacoma Link did not meet the targets for boardings per vehicle hour and boardings per trip, due to a combination of fewer events in Downtown Tacoma, and the departure of two of Tacoma's largest employers between Q4 2012 and Q1 2014.
Service Hours Operated Service Miles Operated Trips Operated Boardings Boardings per Service Vehicle Hour Boardings per Trip Cost per Boarding Percentage of Scheduled Trips Operated On Time Performance Customer Complaints per 100K Boardings Prev. Accidents per 100K Platform Miles ⁴ Central Link Light Rail Revenue Vehicle Hours Operated Revenue Vehicle Miles Operated Revenue Vehicle Miles Operated Trips Operated Boardings	2,446 18,899 12,005 259,521 106.1 21.6 \$3.36 99.0% 100% 1.1 0.00 YTD 2012 31,782 597,159 22,573 1,822,619	2,433 18,800 12,291 259,303 106.6 21.1 \$3.61 99.8% 100% 0.0 2.60 YTD 2013 34,705 653,093 22,139 2,040,578	2,403 18,569 12,205 237,694 99.0 19.5 \$4.42 99.9% 99.9% 1.7 0.00 YTD 2014 35,389 665,051 22,387 2,351,389	2,443 18,930 12,275 252,645 103.4 20.6 \$4.46 ≥ 98.5% ≥ 98.5% < 15 ≤ 1.66 YTD Budget 35,250 655,650 22,625 2,095,007	Tacoma Link did not meet the targets for boardings per vehicle hour and boardings per trip, due to a combinatio. of fewer events in Downtown Tacoma, and the departure of two of Tacoma's largest employers between Q4 2012 an Q1 2014. Notes Central Link did not meet the target fo
Service Hours Operated Service Miles Operated Trips Operated Boardings Boardings per Service Vehicle Hour Boardings per Trip Cost per Boarding Percentage of Scheduled Trips Operated On Time Performance Customer Complaints per 100K Boardings Prev. Accidents per 100K Platform Miles ⁴ Central Link Light Rail Revenue Vehicle Hours Operated Revenue Vehicle Miles Operated Trips Operated Boardings Boardings per Revenue Vehicle Hour	2,446 18,899 12,005 259,521 106.1 21.6 \$3.36 99.0% 100% 1.1 0.00 YTD 2012 31,782 597,159 22,573 1,822,619 57.4	2,433 18,800 12,291 259,303 106.6 21.1 \$3.61 99.8% 100% 0.0 2.60 YTD 2013 34,705 653,093 22,139 2,040,578 58.8	2,403 18,569 12,205 237,694 99.0 19.5 \$4.42 99.9% 99.9% 1.7 0.00 YTD 2014 35,389 665,051 22,387 2,351,389 665.4	2,443 18,930 12,275 252,645 103.4 20.6 \$4.46 ≥ 98.5% < 15 ≤ 1.66 YTD Budget 35,250 655,650 22,625 2,095,007 59.4	Tacoma Link did not meet the targets for boardings per vehicle hour and boardings per trip, due to a combinatio. of fewer events in Downtown Tacoma, and the departure of two of Tacoma's largest employers between Q4 2012 an Q1 2014. Notes Central Link did not meet the target fo cost per boarding in Q1, coming in just
Service Hours Operated Service Miles Operated Trips Operated Boardings Boardings per Service Vehicle Hour Boardings per Trip Cost per Boarding Percentage of Scheduled Trips Operated On Time Performance Customer Complaints per 100K Boardings Prev. Accidents per 100K Platform Miles ⁴ Central Link Light Rail Revenue Vehicle Hours Operated Revenue Vehicle Miles Operated Revenue Vehicle Miles Operated Trips Operated Boardings Boardings per Revenue Vehicle Hour Boardings per Trip	2,446 18,899 12,005 259,521 106.1 21.6 \$3.36 99.0% 100% 1.1 0.00 YTD 2012 31,782 597,159 22,573 1,822,619 57.4 80.7	2,433 18,800 12,291 259,303 106.6 21.1 \$3.61 99.8% 100% 0.0 2.60 YTD 2013 34,705 653,093 22,139 2,040,578 58.8 92.2	2,403 18,569 12,205 237,694 99.0 19.5 \$4.42 99.9% 99.9% 1.7 0.00 YTD 2014 35,389 665,051 22,387 2,351,389 66.4 105.0	2,443 18,930 12,275 252,645 103.4 20.6 \$4.46 ≥ 98.5% ≥ 98.5% < 15 ≤ 1.66 YTD Budget 35,250 655,650 22,625 2,095,007 59.4 92.6	Tacoma Link did not meet the targets for boardings per vehicle hour and boardings per trip, due to a combinatio. of fewer events in Downtown Tacoma, and the departure of two of Tacoma's largest employers between Q4 2012 an Q1 2014. Notes Central Link did not meet the target fo cost per boarding in Q1, coming in just under the target. We expect to see improvement as seasonal ridership
Service Hours Operated Service Miles Operated Trips Operated Boardings Boardings per Service Vehicle Hour Boardings per Trip Cost per Boarding Percentage of Scheduled Trips Operated On Time Performance Customer Complaints per 100K Boardings Prev. Accidents per 100K Platform Miles ⁴ Central Link Light Rail Revenue Vehicle Hours Operated Revenue Vehicle Miles Operated Revenue Vehicle Miles Operated Revenue Vehicle Miles Operated Trips Operated Boardings Boardings per Revenue Vehicle Hour Boardings per Trip Cost per Boarding	2,446 18,899 12,005 259,521 106.1 21.6 \$3.36 99.0% 100% 1.1 0.00 YTD 2012 31,782 597,159 22,573 1,822,619 57.4 80.7 \$6.98	2,433 18,800 12,291 259,303 106.6 21.1 \$3.61 99.8% 100% 0.0 2.60 YTD 2013 34,705 653,093 22,139 2,040,578 58.8 92.2 \$6.77	2,403 18,569 12,205 237,694 99.0 19.5 \$4.42 99.9% 99.9% 1.7 0.00 YTD 2014 35,389 665,051 22,387 2,351,389 665.4 105.0 \$5.90	2,443 18,930 12,275 252,645 103.4 20.6 \$4.46 ≥ 98.5% ≥ 98.5% ≥ 98.5% ≤ 15 ≤ 1.66 YTD Budget 35,250 655,650 22,625 2,095,007 59.4 92.6 \$5.86	Tacoma Link did not meet the targets for boardings per vehicle hour and boardings per trip, due to a combinatio. of fewer events in Downtown Tacoma, and the departure of two of Tacoma's largest employers between Q4 2012 an Q1 2014. Notes Central Link did not meet the target fo cost per boarding in Q1, coming in just under the target. We expect to see
Service Hours Operated Service Miles Operated Trips Operated Boardings Boardings per Service Vehicle Hour Boardings per Trip Cost per Boarding Percentage of Scheduled Trips Operated On Time Performance Customer Complaints per 100K Boardings Prev. Accidents per 100K Platform Miles ⁴ Central Link Light Rail Revenue Vehicle Hours Operated Revenue Vehicle Miles Operated Revenue Vehicle Miles Operated Trips Operated Boardings Boardings per Revenue Vehicle Hour Boardings per Trip Cost per Boarding Percentage of Scheduled Trips Operated	2,446 18,899 12,005 259,521 106.1 21.6 \$3.36 99.0% 100% 1.1 0.00 YTD 2012 31,782 597,159 22,573 1,822,619 57.4 80.7 \$6.98 99.7%	2,433 18,800 12,291 259,303 106.6 21.1 \$3.61 99.8% 100% 0.0 2.60 YTD 2013 34,705 653,093 22,139 2,040,578 58.8 92.2 \$6.77 98.9%	2,403 18,569 12,205 237,694 99.0 19.5 \$4.42 99.9% 99.9% 1.7 0.00 YTD 2014 35,389 665,051 22,387 2,351,389 665.4 105.0 \$5.90 99.9%	2,443 18,930 12,275 252,645 103.4 20.6 \$4.46 ≥ 98.5% < 15 ≤ 1.66 YTD Budget 35,250 655,650 22,625 2,095,007 59.4 92.6 \$5.86 ≥ 98.5%	Tacoma Link did not meet the targets for boardings per vehicle hour and boardings per trip, due to a combination of fewer events in Downtown Tacoma, and the departure of two of Tacoma's largest employers between Q4 2012 and Q1 2014. Notes Central Link did not meet the target for cost per boarding in Q1, coming in just under the target. We expect to see improvement as seasonal ridership
Service Hours Operated Service Miles Operated Trips Operated Boardings Boardings per Service Vehicle Hour Boardings per Trip Cost per Boarding Percentage of Scheduled Trips Operated On Time Performance Customer Complaints per 100K Boardings Prev. Accidents per 100K Platform Miles ⁴ Central Link Light Rail Revenue Vehicle Hours Operated Revenue Vehicle Miles Operated Revenue Vehicle Miles Operated Revenue Vehicle Miles Operated Trips Operated Boardings Boardings per Revenue Vehicle Hour Boardings per Trip Cost per Boarding	2,446 18,899 12,005 259,521 106.1 21.6 \$3.36 99.0% 100% 1.1 0.00 YTD 2012 31,782 597,159 22,573 1,822,619 57.4 80.7 \$6.98	2,433 18,800 12,291 259,303 106.6 21.1 \$3.61 99.8% 100% 0.0 2.60 YTD 2013 34,705 653,093 22,139 2,040,578 58.8 92.2 \$6.77	2,403 18,569 12,205 237,694 99.0 19.5 \$4.42 99.9% 99.9% 1.7 0.00 YTD 2014 35,389 665,051 22,387 2,351,389 665.4 105.0 \$5.90	2,443 18,930 12,275 252,645 103.4 20.6 \$4.46 ≥ 98.5% ≥ 98.5% ≥ 98.5% ≤ 15 ≤ 1.66 YTD Budget 35,250 655,650 22,625 2,095,007 59.4 92.6 \$5.86	Tacoma Link did not meet the targets for boardings per vehicle hour and boardings per trip, due to a combination of fewer events in Downtown Tacoma, and the departure of two of Tacoma's largest employers between Q4 2012 and Q1 2014. Notes Central Link did not meet the target for cost per boarding in Q1, coming in just under the target. We expect to see improvement as seasonal ridership

First Quarter 2014

Service Delivery Quarterly Performance Report

Q1 System-wide Boardings					
Boardings by Service Type		2014 Annual SIP			
	2013	2014	%Δ		
ST Express	3,918,971	4,160,901	6.2%	17.1 M	
Sounder	710,057	759,942	7.0%	3.0 M	
Tacoma Link	259,303	237,694	-8.3%	993 K	
Central Link	2,040,578	2,351,389	15.2%	10.0 M	
Paratransit	15,432	14,255	-7.6%	65 K	
Total Boardings	6,944,341	7,524,181	8.3%	31.1 M	
Average Weekday Boardings	97,212	104,486	7.5%	103,899	

Total Sound Transit boardings increased by more than 8% during the first quarter of 2014 compared to the same period in 2013. Boardings increased on all modes except Tacoma Link and Paratransit. Overall, ridership growth is trending ahead of the annual SIP and budget forecasts. One-day ridership records were set February 5 on ST Express, Sounder, and Central Link as hundreds of thousands of Seahawks fans attended the Superbowl victory parade in downtown Seattle. Apart from slide-related train cancellations on the Sounder North Line, there were no major service disruptions during the quarter.

ST Express buses had 6% more boardings in Q1 2014 compared to the same period in 2013. Average weekday boardings reached 58,659, a 7% increase compared to 2013. No major service changes took place during the quarter.

Sounder commuter rail boardings were up by 7%, with a 5% increase in average weekday boardings. Commuter boardings were up 11% on the North Line and 4% on the South Line.

Tacoma Link light rail boardings continued a downward trend, declining 8% compared with Q1 2013. Average weekday boardings were down 10%.

Central Link light rail showed the largest percentage increase of any mode, with total boardings up 15% and average weekday boardings up 13%.

Paratransit ridership continued to decline, dropping 8% overall, with a 10% decline in daily boardings. Paratransit represents less than 0.2% of total Sound Transit boardings.

May 22, 2014

1-Revenue hours: The total amount of time during which service is available to carry passengers. Tacoma Link reports as service hours since it does not collect fares. 2-Cost per boarding is calculated as the total actual operating costs (including Agency overhead) before depreciation divided by the total number of riders.

3-On-time performance standards are described in the budget.





Lagging 2014 budget or standard.

Quarterly Data (January to March 2014)

ST Express boardings continued to increase, with most of the growth occurring during weekday peak commuter periods. Large percentage changes on routes connecting Snohomish County with Seattle reflect a major restructure that added more peak period service starting in September 2013. Overall, the restructure has been successful at attracting more riders, as total boardings for this route group have increased 11% compared with Q1 2013. Other routes with significant growth include Route 560 Bellevue-West Seattle, up 15%; Route 596, the Bonney Lake-Sumner Sounder connector, up 17%; and Sounder Supplemental Bus, up 53% due to Sounder North Line train cancellations.

Sounder commuter rail boardings increased by 7%. While North Line ridership increased by 21%, much of this was due to the one-day ridership surge on February 5 for the Seahawks parade, together with weekend trains to sports events that operated in 2014, but not in 2013. Combined, weekday boardings on both lines averaged 11,843, a 5% increase over 2013.

Tacoma Link light rail boardings decreased by 8%, and average weekday boardings decreased by 10%, continuing a downward trend that began in Q1 2013. The major cause of the decline was the relocation of a downtown Tacoma company whose employees were steady Tacoma Link riders. A planned weekend shutdown took place in February to facilitate a track repair; and buses substituted for light rail service during the shutdown.

Central Link light rail boardings were up by 15%, and average weekday boardings stood at 29,919, a 13% increase over Q1 2013. In previous years, the first quarter had noticeably less growth than other quarters, but a surge in event ridership (including the record-breaking Seahawks parade day) helped to push overall totals up significantly during the first three months of the year.

Paratransit continued a downward trend that began in Q1 2012, with an 8% decline in total boardings.

	ST Expres	s Boardin	gs by Rout	e	
		Q1 '13	Q1 '14	%Δ	YTD
510/512	Everett-Seattle	241,331	455,338	89%	455,338
511	Lynnwood-Seattle	293,814	126,661	-57%	126,661
513	Everett-Seattle	24,906	41,194	65%	41,194
522	Woodinville-Seattle	343,171	327,778	-4%	327,778
532	Everett-Bellevue	110,331	121,123	10%	121,123
535	Lynnwood-Bellevue	111,483	122,335	10%	122,335
540	Kirkland-U. District	38,214	31,004	-19%	31,004
542	Overlake-U. District	95,285	103,193	8%	103,193
545	Redmond-Seattle	562,953	601,018	7%	601,018
550	Bellevue-Seattle	632,891	676,097	7%	676,097
554	Issaquah-Seattle	235,048	248,199	6%	248,199
555/556	Issaquah-Northgate	88,527	92,076	4%	92,076
560	West Seattle-SeaTac- Bellevue	116,531	133,478	15%	133,478
566/567	Auburn-Kent- Overlake	149,500	130,603	-13%	130,603
574	Lakewood-SeaTac	173,296	185,192	7%	185,192
577/578	Seattle-Federal Way/ Puyallup	223,487	245,437	10%	245,437
586	Tacoma-U. District	38,214	40,032	5%	40,032
590-595	Lakewood/Tacoma- Seattle	410,797	443,509	8%	443,509
596	Bonney Lake- Sumner	22,042	25,791	17%	25,791
	Sounder Supple- mental Bus	7,150	10,922	53%	10,922
	<u>Total</u>	<u>3,918,971</u>	<u>4,160,901</u>	<u>6%</u>	4,160,901
	Avg Weekday Bdgs	55,030	58,659	7%	58,659

Sounder Commuter Rail Boardings by Corridor North Line Q1 '13 Q1 '14 %Δ YTD Commuter 56.966 63,460 11% 63,460 Special 0 5,723 N/A 5,723 Subtotal 56,966 69,183 21% 69,183 South Line Q1 '13 Q1 '14 YTD %Δ Commuter 653,092 677,543 4% 677,543 0 13,216 N/A 13.216 Special Subtotal 653,092 690,759 6% 690,759 Total 710,057 <u>759,942</u> <u>7%</u> 759,942 11,305 5% Avg Weekday Bdgs 11,843 11,843 **Tacoma Link Light Rail Boardings** Q1 '13 Q1 '14 %Δ YTD 259,303 -8% 237,694 Tacoma Dome-237,694 Theatre District Avg Weekday Bdgs 3,512 3,154 -10% 3,154 **Central Link Light Rail Boardings** Q1 '13 Q1 '14 YTD %Δ Seattle-SeaTac 2,040,578 2,351,389 15% 2,351,389 Avg Weekday Bdgs 26,485 29,919 13% 29,919 Paratransit Boardings Q1 '13 Q1 '14 YTD %Δ -8% Central Link 15,432 14,255 14,255 Avg Daily Bdgs 171 155 -10% 155 Sound Transit System Boardings Q1 '14 Q1 '13 %Δ YTD 7,524,181 **Total Boardings** 6,944,341 7,524,181 8% Avg Weekday Bdgs 97,212 104,486 8% 104,486

Revenue Vehicle Hours Operated
Revenue Vehicle Miles Operated
Trips Operated
Platform Hours Operated
Boardings
Boardings per Revenue Hour
Boardings per Trip
Cost per Boarding
Percentage of Scheduled Trips Operated
Dn Time Performance
Customer Complaints per 100K Boardings
Prev. Accidents per 100K Platform Miles ⁴
Sounder Commuter Rail
Revenue Vehicle Hours Operated
Revenue Vehicle Miles Operated
Frips Operated
Boardings
Boardings per Revenue Vehicle Hour
Boardings per Trip
Cost per Boarding
Percentage of Scheduled Trips Operated
Dn Time Performance
Customer Complaints per 100K Boardings
Prev. Accidents per 100K Platform Miles ⁴
Facoma Link Light Rail
Service Hours Operated
· · · · · · · · · · · · · · · · · · ·
Service Miles Operated
Service Miles Operated Frips Operated
Service Miles Operated Trips Operated Boardings
Service Miles Operated Trips Operated Boardings Boardings per Service Vehicle Hour
Service Miles Operated Trips Operated Boardings Boardings per Service Vehicle Hour Boardings per Trip
Service Miles Operated Frips Operated Boardings Boardings per Service Vehicle Hour Boardings per Trip Cost per Boarding
Service Miles Operated Trips Operated Boardings Boardings per Service Vehicle Hour Boardings per Trip Cost per Boarding Percentage of Scheduled Trips Operated
Service Miles Operated Trips Operated Boardings Boardings per Service Vehicle Hour Boardings per Trip Cost per Boarding Percentage of Scheduled Trips Operated On Time Performance
Service Miles Operated Frips Operated Boardings Boardings per Service Vehicle Hour Boardings per Trip Cost per Boarding Percentage of Scheduled Trips Operated On Time Performance Customer Complaints per 100K Boardings
Service Miles Operated Trips Operated Boardings Boardings per Service Vehicle Hour Boardings per Trip Cost per Boarding Percentage of Scheduled Trips Operated On Time Performance Customer Complaints per 100K Boardings Prev. Accidents per 100K Platform Miles ⁴
Service Miles Operated Frips Operated Boardings Boardings per Service Vehicle Hour Boardings per Trip Cost per Boarding Percentage of Scheduled Trips Operated On Time Performance Customer Complaints per 100K Boardings
Service Miles Operated Trips Operated Boardings Boardings per Service Vehicle Hour Boardings per Trip Cost per Boarding Percentage of Scheduled Trips Operated On Time Performance Customer Complaints per 100K Boardings Prev. Accidents per 100K Platform Miles ⁴
Service Miles Operated Trips Operated Boardings Boardings per Service Vehicle Hour Boardings per Trip Cost per Boarding Percentage of Scheduled Trips Operated On Time Performance Customer Complaints per 100K Boardings Prev. Accidents per 100K Platform Miles ⁴ Central Link Light Rail
Service Miles Operated Trips Operated Boardings Boardings per Service Vehicle Hour Boardings per Trip Cost per Boarding Percentage of Scheduled Trips Operated On Time Performance Customer Complaints per 100K Boardings Prev. Accidents per 100K Platform Miles ⁴ Central Link Light Rail Revenue Vehicle Hours Operated
Service Miles Operated Trips Operated Boardings Boardings per Service Vehicle Hour Boardings per Trip Cost per Boarding Percentage of Scheduled Trips Operated On Time Performance Customer Complaints per 100K Boardings Prev. Accidents per 100K Platform Miles ⁴ Central Link Light Rail Revenue Vehicle Hours Operated Revenue Vehicle Miles Operated
Service Miles Operated Trips Operated Boardings Boardings per Service Vehicle Hour Boardings per Trip Cost per Boarding Percentage of Scheduled Trips Operated On Time Performance Customer Complaints per 100K Boardings Prev. Accidents per 100K Platform Miles ⁴ Central Link Light Rail Revenue Vehicle Hours Operated Revenue Vehicle Miles Operated Frips Operated
Service Miles Operated Frips Operated Boardings Boardings per Service Vehicle Hour Boardings per Trip Cost per Boarding Percentage of Scheduled Trips Operated On Time Performance Customer Complaints per 100K Boardings Prev. Accidents per 100K Platform Miles ⁴ Central Link Light Rail Revenue Vehicle Hours Operated Revenue Vehicle Miles Operated Revenue Vehicle Miles Operated Frips Operated Boardings
Service Miles Operated Trips Operated Boardings Boardings per Service Vehicle Hour Boardings per Trip Cost per Boarding Percentage of Scheduled Trips Operated On Time Performance Customer Complaints per 100K Boardings Prev. Accidents per 100K Platform Miles ⁴ Central Link Light Rail Revenue Vehicle Hours Operated Revenue Vehicle Miles Operated Frips Operated Boardings Boardings per Revenue Vehicle Hour
Service Miles Operated Frips Operated Boardings Boardings per Service Vehicle Hour Boardings per Trip Cost per Boarding Percentage of Scheduled Trips Operated On Time Performance Customer Complaints per 100K Boardings Prev. Accidents per 100K Platform Miles ⁴ Central Link Light Rail Revenue Vehicle Hours Operated Revenue Vehicle Miles Operated Frips Operated Boardings Boardings per Revenue Vehicle Hour Boardings per Trip
Service Miles Operated Frips Operated Boardings Boardings per Service Vehicle Hour Boardings per Trip Cost per Boarding Percentage of Scheduled Trips Operated On Time Performance Customer Complaints per 100K Boardings Prev. Accidents per 100K Platform Miles ⁴ Central Link Light Rail Revenue Vehicle Hours Operated Revenue Vehicle Miles Operated Revenue Vehicle Miles Operated Revenue Vehicle Miles Operated Frips Operated Boardings Boardings per Revenue Vehicle Hour Boardings per Trip Cost per Boarding
Service Miles Operated Trips Operated Boardings Boardings per Service Vehicle Hour Boardings per Trip Cost per Boarding Percentage of Scheduled Trips Operated On Time Performance Customer Complaints per 100K Boardings Prev. Accidents per 100K Platform Miles ⁴ Central Link Light Rail Revenue Vehicle Hours Operated Revenue Vehicle Miles Operated Revenue Vehicle Miles Operated Trips Operated Boardings Boardings per Revenue Vehicle Hour Boardings per Trip Cost per Boarding Percentage of Scheduled Trips Operated
Service Miles Operated Trips Operated Boardings Boardings per Service Vehicle Hour Boardings per Trip Cost per Boarding Percentage of Scheduled Trips Operated On Time Performance Customer Complaints per 100K Boardings Prev. Accidents per 100K Platform Miles ⁴ Central Link Light Rail Revenue Vehicle Hours Operated Boardings Boardings per Revenue Vehicle Hour Boardings per Trip Cost per Boarding Percentage of Scheduled Trips Operated Dn Time Performance Customer Complaints per 100K Platform Miles ⁴ Central Link Light Rail Revenue Vehicle Hours Operated Boardings Boardings per Revenue Vehicle Hour Boardings per Trip Cost per Boarding Percentage of Scheduled Trips Operated Dn Time Performance
Service Miles Operated Frips Operated Boardings Boardings per Service Vehicle Hour Boardings per Trip Cost per Boarding Percentage of Scheduled Trips Operated On Time Performance Customer Complaints per 100K Boardings Prev. Accidents per 100K Platform Miles ⁴ Central Link Light Rail Revenue Vehicle Hours Operated Frips Operated Boardings Boardings per Revenue Vehicle Hour Boardings per Trip Cost per Boarding Percentage of Scheduled Trips Operated Contral content of the service of

3-On-time performance standards are described in the budget.

1-Does not include Downtown Seattle ride free boardings

Quarterly Data (January to March 2014)

Q1 2012	Q1 2013	Q1 2014	Q1 Budget
135,092	136,064	135,821	136,441
2,849,092	2,873,037	2,880,900	2,893,750
111,004	113,418	111,902	113,750
169,034	173,211	176,584	175,500
3,615,741	3,918,971	4,160,901	4,006,904
26.8	28.8	30.6	29.4
32.6	34.7	37.2	35.2
\$7.19	\$6.64	\$6.45	\$6.68
98.7%	99.9%	99.8%	≥ 99.8%
89.9%	89.4%	86.8%	≥ 85.0%
15.2	13.3	11.6	< 15
0.33	0.61	0.66	≤ 0.80
Q1 2012	Q1 2013	Q1 2014	Q1 Budget
9,294	10,039	12,133	14,096
355,544	391,869	390,912	448,260
1,587	1,561	1,670	1,835
636,412	710,057	759,942	678,987
68.5	70.7	62.7	48.2
401.0	454.9	455.1	370.0
\$12.45	\$12.85	\$11.72	\$13.99
97.5%	95.6%	93.0%	≥ 99.5%
98.6%	98.3%	94.2%	≥ 95.0%
8.6	9.2	7.1	< 15
0.00	0.00	0.00	≤1.00
01 2012			
Q1 2012	Q1 2013	Q1 2014	Q1 Budget
2,446	Q1 2013 2,433	Q1 2014 2,403	Q1 Budget 2,443
2,446 18,899	Q1 2013 2,433 18,800	Q1 2014 2,403 18,569	Q1 Budget 2,443 18,930
2,446 18,899 12,005	Q1 2013 2,433 18,800 12,291	Q1 2014 2,403 18,569 12,205	Q1 Budget 2,443 18,930 12,275
2,446 18,899 12,005 259,521	Q1 2013 2,433 18,800 12,291 259,303	Q1 2014 2,403 18,569 12,205 237,694	Q1 Budget 2,443 18,930 12,275 252,645
2,446 18,899 12,005 259,521 106.1	Q1 2013 2,433 18,800 12,291 259,303 106.6	Q1 2014 2,403 18,569 12,205 237,694 99.0	Q1 Budget 2,443 18,930 12,275
2,446 18,899 12,005 259,521 106.1 21.6	Q1 2013 2,433 18,800 12,291 259,303 106.6 21.1	Q1 2014 2,403 18,569 12,205 237,694 99.0 19.5	Q1 Budget 2,443 18,930 12,275 252,645 103.4 20.6
2,446 18,899 12,005 259,521 106.1 21.6 \$3.36	Q1 2013 2,433 18,800 12,291 259,303 106.6 21.1 \$3.61	Q1 2014 2,403 18,569 12,205 237,694 99.0 19.5 \$4.42	Q1 Budget 2,443 18,930 12,275 252,645 103.4 20.6 \$4.46
2,446 18,899 12,005 259,521 106.1 21.6	Q1 2013 2,433 18,800 12,291 259,303 106.6 21.1	Q1 2014 2,403 18,569 12,205 237,694 99.0 19.5	Q1 Budget 2,443 18,930 12,275 252,645 103.4 20.6
2,446 18,899 12,005 259,521 106.1 21.6 \$3.36 99.0%	Q1 2013 2,433 18,800 12,291 259,303 106.6 21.1 \$3.61 99.8%	Q1 2014 2,403 18,569 12,205 237,694 99.0 19.5 \$4.42 99.9%	Q1 Budget 2,443 18,930 12,275 252,645 103.4 20.6 \$4.46 ≥ 98.5%
2,446 18,899 12,005 259,521 106.1 21.6 \$3.36 99.0% 100%	Q1 2013 2,433 18,800 12,291 259,303 106.6 21.1 \$3.61 99.8% 100%	Q1 2014 2,403 18,569 12,205 237,694 99.0 19.5 \$4.42 99.9% 99.9%	Q1 Budget 2,443 18,930 12,275 252,645 103.4 20.6 \$4.46 ≥ 98.5%
2,446 18,899 12,005 259,521 106.1 21.6 \$3.36 99.0% 100% 1.1 0.00	Q1 2013 2,433 18,800 12,291 259,303 106.6 21.1 \$3.61 99.8% 100% 0.0 2.60	Q1 2014 2,403 18,569 12,205 237,694 99.0 19.5 \$4.42 99.9% 99.9% 1.7 0.00	Q1 Budget 2,443 18,930 12,275 252,645 103.4 20.6 \$4.46 ≥ 98.5% < 15
2,446 18,899 12,005 259,521 106.1 21.6 \$3.36 99.0% 100% 1.1 0.00 Q1 2012	Q1 2013 2,433 18,800 12,291 259,303 106.6 21.1 \$3.61 99.8% 100% 0.0 2.60 Q1 2013	Q1 2014 2,403 18,569 12,205 237,694 99.0 19.5 \$4.42 99.9% 99.9% 1.7 0.00 Q1 2014	Q1 Budget 2,443 18,930 12,275 252,645 103.4 20.6 \$4.46 ≥ 98.5% < 15
2,446 18,899 12,005 259,521 106.1 21.6 \$3.36 99.0% 100% 1.1 0.00	Q1 2013 2,433 18,800 12,291 259,303 106.6 21.1 \$3.61 99.8% 100% 0.0 2.60 Q1 2013 34,705	Q1 2014 2,403 18,569 12,205 237,694 99.0 19.5 \$4.42 99.9% 99.9% 1.7 0.00	Q1 Budget 2,443 18,930 12,275 252,645 103.4 20.6 \$4.46 ≥ 98.5% < 15
2,446 18,899 12,005 259,521 106.1 21.6 \$3.36 99.0% 100% 1.1 0.00 Q1 2012 31,782 597,159	Q1 2013 2,433 18,800 12,291 259,303 106.6 21.1 \$3.61 99.8% 100% 0.0 2.60 Q1 2013 34,705 653,093	Q1 2014 2,403 18,569 12,205 237,694 99.0 19.5 \$4.42 99.9% 1.7 0.00 Q1 2014 35,389 665,051	Q1 Budget 2,443 18,930 12,275 252,645 103.4 20.6 \$4.46 ≥ 98.5% < 15
2,446 18,899 12,005 259,521 106.1 21.6 \$3.36 99.0% 100% 1.1 0.00 Q1 2012 31,782	Q1 2013 2,433 18,800 12,291 259,303 106.6 21.1 \$3.61 99.8% 100% 0.0 2.60 Q1 2013 34,705	Q1 2014 2,403 18,569 12,205 237,694 99.0 19.5 \$4.42 99.9% 1.7 0.00 Q1 2014 35,389	Q1 Budget 2,443 18,930 12,275 252,645 103.4 20.6 \$4.46 ≥ 98.5% < 15
2,446 18,899 12,005 259,521 106.1 21.6 \$3.36 99.0% 100% 1.1 0.00 Q1 2012 31,782 597,159 22,573	Q1 2013 2,433 18,800 12,291 259,303 106.6 21.1 \$3.61 99.8% 100% 0.0 2.60 Q1 2013 34,705 653,093 22,139	Q1 2014 2,403 18,569 12,205 237,694 99.0 19.5 \$4.42 99.9% 1.7 0.00 Q1 2014 35,389 665,051 22,387	Q1 Budget 2,443 18,930 12,275 252,645 103.4 20.6 \$4.46 ≥ 98.5% < 15
2,446 18,899 12,005 259,521 106.1 21.6 \$3.36 99.0% 100% 1.1 0.00 Q1 2012 31,782 597,159 22,573 1,822,619	Q1 2013 2,433 18,800 12,291 259,303 106.6 21.1 \$3.61 99.8% 100% 0.0 2.60 Q1 2013 34,705 653,093 22,139 2,040,578	Q1 2014 2,403 18,569 12,205 237,694 99.0 19.5 \$4.42 99.9% 1.7 0.00 Q1 2014 35,389 665,051 22,387 2,351,389	Q1 Budget 2,443 18,930 12,275 252,645 103.4 20.6 \$4.46 ≥ 98.5% < 15
2,446 18,899 12,005 259,521 106.1 21.6 \$3.36 99.0% 100% 1.1 0.00 Q1 2012 31,782 597,159 22,573 1,822,619 57.4	Q1 2013 2,433 18,800 12,291 259,303 106.6 21.1 \$3.61 99.8% 100% 0.0 2.60 Q1 2013 34,705 653,093 22,139 2,040,578 58.8	Q1 2014 2,403 18,569 12,205 237,694 99.0 19.5 \$4.42 99.9% 1.7 0.00 Q1 2014 35,389 665,051 22,387 2,351,389 66.4	Q1 Budget $2,443$ $18,930$ $12,275$ $252,645$ 103.4 20.6 $$4.46$ $\geq 98.5\%$ $\geq 98.5\%$ < 15 ≤ 1.66 Q1 Budget $35,250$ $655,650$ $22,625$ $2,095,007$ 59.4
2,446 18,899 12,005 259,521 106.1 21.6 \$3.36 99.0% 100% 1.1 0.00 Q1 2012 31,782 597,159 22,573 1,822,619 57.4 80.7	Q1 2013 2,433 18,800 12,291 259,303 106.6 21.1 \$3.61 99.8% 100% 0.0 2.60 Q1 2013 34,705 653,093 22,139 2,040,578 58.8 92.2	Q1 2014 2,403 18,569 12,205 237,694 99.0 19.5 \$4.42 99.9% 1.7 0.00 Q1 2014 35,389 665,051 22,387 2,351,389 66.4 105.0	Q1 Budget2,44318,93012,275252,645103.420.6 $\$4.46$ $\ge 98.5\%$ $\le 98.5\%$ < 15 ≤ 1.66 Q1 Budget35,250655,65022,6252,095,00759.492.6
2,446 18,899 12,005 259,521 106.1 21.6 \$3.36 99.0% 100% 1.1 0.00 Q1 2012 31,782 597,159 22,573 1,822,619 57.4 80.7 \$6.98	Q1 2013 2,433 18,800 12,291 259,303 106.6 21.1 \$3.61 99.8% 100% 0.0 2.60 Q1 2013 34,705 653,093 22,139 2,040,578 58.8 92.2 \$6.77	Q1 2014 2,403 18,569 12,205 237,694 99.0 19.5 \$4.42 99.9% 1.7 0.00 Q1 2014 35,389 665,051 22,387 2,351,389 66.4 105.0 \$5.90	Q1 Budget $2,443$ $18,930$ $12,275$ $252,645$ 103.4 20.6 $\$4.46$ $\ge 98.5\%$ $\ge 98.5\%$ < 15 ≤ 1.66 Q1 Budget $35,250$ $655,650$ $22,625$ $2,095,007$ 59.4 92.6 $\$5.86$
2,446 18,899 12,005 259,521 106.1 21.6 \$3.36 99.0% 100% 1.1 0.00 Q1 2012 31,782 597,159 22,573 1,822,619 57.4 80.7 \$6.98 99.7%	Q1 2013 2,433 18,800 12,291 259,303 106.6 21.1 \$3.61 99.8% 100% 0.0 2.60 Q1 2013 34,705 653,093 22,139 2,040,578 58.8 92.2 \$6.77 98.9%	Q1 2014 2,403 18,569 12,205 237,694 99.0 19.5 \$4.42 99.9% 1.7 0.00 Q1 2014 35,389 665,051 22,351,389 66.4 105.0 \$5.90 99.9%	Q1 Budget2,44318,93012,275252,645103.420.6\$4.46 \geq 98.5% \geq 98.5%< 15
2,446 18,899 12,005 259,521 106.1 21.6 \$3.36 99.0% 100% 1.1 0.00 Q1 2012 31,782 597,159 22,573 1,822,619 57.4 80.7 \$6.98 99.7% 93.0%	Q1 2013 2,433 18,800 12,291 259,303 106.6 21.1 \$3.61 99.8% 100% 0.0 2.60 Q1 2013 34,705 653,093 22,139 2,040,578 58.8 92.2 \$6.77 98.9% 94.2%	Q1 2014 2,403 18,569 12,205 237,694 99.0 19.5 \$4.42 99.9% 1.7 0.00 Q1 2014 35,389 665,051 22,387 2,351,389 66.4 105.0 \$5.90 99.9%	Q1 Budget2,44318,93012,275252,645103.420.6 $\$4.46$ ≥ 98.5%≤ 15≤ 1.66Q1 Budget35,250655,65022,6252,095,00759.492.6\$5.86≥ 98.5%≥ 98.5%

1-Revenue hours: The total amount of time during which service is available to carry passengers. Tacoma Link reports as service hours since it does not collect fares 2-Cost per boarding is calculated as the total actual operating costs (including Agency overhead) before depreciation divided by the total number of riders.

4-Preventable accident: An accident in which the operating employee failed to do everything reasonable to prevent the accident