*Appendix A – 2025 Sustainability Inventory

Executive Summary

This Appendix presents a detailed analysis of Sound Transit's 2025 Annual Sustainability Progress Report, offering key data snapshots and identifying resource use patterns compared to previous years. The report evaluates 2025 performance metrics in the context of multi-year trends, shedding light on the agency's progress toward sustainability goals.

In February 2026, Sound Transit published a new Sustainability Plan with refreshed goals, action items, and metrics. Metrics in the new plan will continue to use 2018 as a baseline year, and reporting will begin in 2027.

Please note that any statements about resource use trends and metrics in this appendix are made in absolute terms unless explicitly stated otherwise; normalized trend analyses and metrics will be explicitly labeled as such (e.g., greenhouse gas emissions per PMT).

Service Levels and Ridership Trends:

Ridership increased from 2024 to 2025, with service levels close to pre-pandemic levels. Link light rail stations showed the biggest increase in passenger miles traveled (PMT) at 37%, representing 63% of total PMT.

- **Service Recovery and Ridership:** Total passenger trips and passenger miles traveled (PMT) increased in 2025, with passenger trips exceeding 2019 levels and PMT representing 94% of 2019 levels. PMT increased 25% from 2024 to 2025, coupled with a 23% rise in unlinked passenger trips. This reflects a positive trend. The increase in passenger trips means that more trips were taken on Sound Transit services than before the pandemic. However, the PMT data indicates that average trip length was shorter than pre-pandemic levels, despite a large increase in the past year.
- **Mode-Specific Insights:** The recovery has continued to be uneven across different modes of transport. Notably, Link light rail ridership has not only rebounded but has continued to surpass pre-pandemic levels, indicating a shift in commuter preferences toward this mode as well as service expansion (as the service expands). In contrast, ridership on ST Express and Sounder commuter rail services has grown more slowly, suggesting a potential long-term shift away from commuter rail and express buses.

Energy Use and Efficiency:

- **Balancing Growth and Sustainability:** In 2025, Sound Transit's overall energy consumption increased minimally despite significant service expansion and facility openings, showcasing the agency's efforts to balance service expansion with energy efficiency. Total agency energy use—encompassing electricity, fleet fuel, and natural gas—increased by 10% from 2024 and 12% when compared to 2018.
- **Fleet Energy Reductions:** The increase in total revenue fleet energy use of 9% from 2024 to 2025 reflects service expansion but was smaller than otherwise forecasted due to efficiency improvements. For example, ST Express bus fleet increased fuel modestly overall by 2%, and non-revenue vehicle diesel use decreased 8%, reflecting enhanced fleet efficiency. However, the expansion of Link light rail service led to a 21% increase in traction power consumption, highlighting the trade-offs between Link light rail service expansion and total energy consumed across all modes.
- **Transitioning from Standard Diesel:** Total agency standard diesel consumption declined by 13% from 2024 to 2025. Standard diesel consumption is down 55% from 2018 levels due to increased reliance on compressed natural gas (CNG) and renewable diesel (R99). Standard diesel fuel consumption for ST Express buses decreased 39% from 2024 and decreased 80% from 2018. Renewable diesel has seen a significant increase in consumption since its introduction to the fleet in 2023. In 2024, Renewable diesel was 45% of ST Express' fuel mix and was 60% of the fuel mix in 2025. CNG use for ST Express buses has increased 27% since 2018 and 5% from 2024 to 2025.

Greenhouse Gas Emissions:

- **Operational Emissions Reduction:** Total operational emissions, including biogenic emissions, increased 6% from 2024 to 2025 driven by increases in Sounder diesel use, electricity use for traction power, and refrigerant leakage.
- **Avoided Emissions:** Despite growth, Sound Transit increased total avoided emissions related to land use and mode shift. The region avoided 5.32 times the metric tons of emissions for every ton of GHG emissions produced from operations in 2025.

Water Use:

Water Use: Total water use increased by 57% from 2024 to 2025 due to Sound Transit opening additional light rail stations and adding landscaping in its establishment phase. In addition, there were water leaks and drain valve issues found at four stations, affecting about 4% of total water consumption in 2025.

Waste Management:

- **Progress in Waste Diversion:** Waste diversion refers to waste that was not sent to a landfill and was either recycled or composted. In 2025, waste generation grew by 10%, but the amount of waste diverted from landfills (in tons) increased 11% compared to 2024. Because the amount of waste diverted increased by a slightly higher percentage than overall waste generation, the diversion rate increased 1%. Inter-annual variability is evident in Sound Transit's waste generation trend, with 2025 seeing the highest waste generation in Sound Transit facilities history. This increase is largely due to higher service levels and an increase in agency staff. Despite this, the total amount of garbage recycled increased 21% from 2024 to 2025. Composting increased 3% from 2024 to 2025.

Notes on Appendix A: This document illustrates resource use trends over time from **2018**, to reflect substantial system expansion and the baseline for key performance indicators established in the 2019 Sustainability Plan update. It also shows year-over-year changes from the preceding inventory year, 2024. In the following graphs, solid bars indicate total emissions, resource use, and resource costs. The trend lines show the normalized resources, either per PMT or per VRM, over time. Most graphs include eight years of data to illustrate trends.

Ridership and Level of Service

Ridership increased from 2024 to 2025, with service levels close to pre-pandemic levels. Link light rail stations showed the biggest increase in passenger miles traveled (PMT) at 37%, representing 63% of total PMT. Total passenger trips and passenger miles traveled (PMT) increased in 2025, with passenger trips exceeding 2019 levels and PMT representing 94% of 2019 levels. PMT increased 25% from 2024 to 2025, coupled with a 23% rise in unlinked passenger trips.

The recovery has continued to be uneven across different modes of transport. Notably, Link light rail ridership has not only rebounded but has continued to surpass pre-pandemic levels, indicating a shift in commuter preferences toward this mode as well as reflecting service expansions. In contrast, ridership on ST Express and Sounder commuter rail services has grown more slowly, suggesting a potential long-term shift away from commuter rail and express buses.

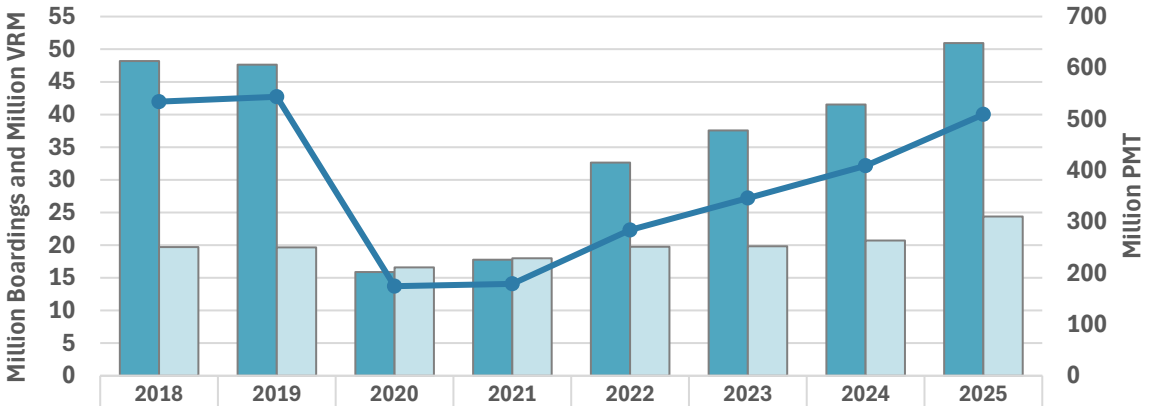
- Compared to 2018, boardings increased by 6%, and ridership (PMT) decreased by 5%, while VRM increased by 24%. From 2024 to 2025, boardings increased 23%, PMT increased 25% and VRM increased 18%.
- While ST Express and Sounder ridership has decreased compared to pre-pandemic levels, Link light rail ridership exceeded pre-pandemic levels in both 2024 and 2025.

Ridership has important implications for resource use. As Sound Transit's network expands, the agency anticipates total resource use will increase. To account for the growth of Sound Transit's service network while also interpreting resource efficiency trends over time, the Sustainability Inventory normalizes data by the level of service provided by the agency (VRM), the number of unlinked passenger trips (boardings), and the volume and distance of overall ridership (PMT).

Boardings and PMT have increased year-over-year throughout the agency's history. In 2020 the agency saw its first steep decline in ridership due to the COVID-19 pandemic. Apart from Tacoma Link, VRM in 2020 fell significantly across all services, and boardings fell across all services. These levels increased slightly in 2021 and more substantially from 2022-2025.

In 2025, ridership increased to pre-pandemic levels. Figure 1 below shows the trends of boardings, VRM, and PMT over time.

Figure 1. Boardings, VRM, and PMT by Year

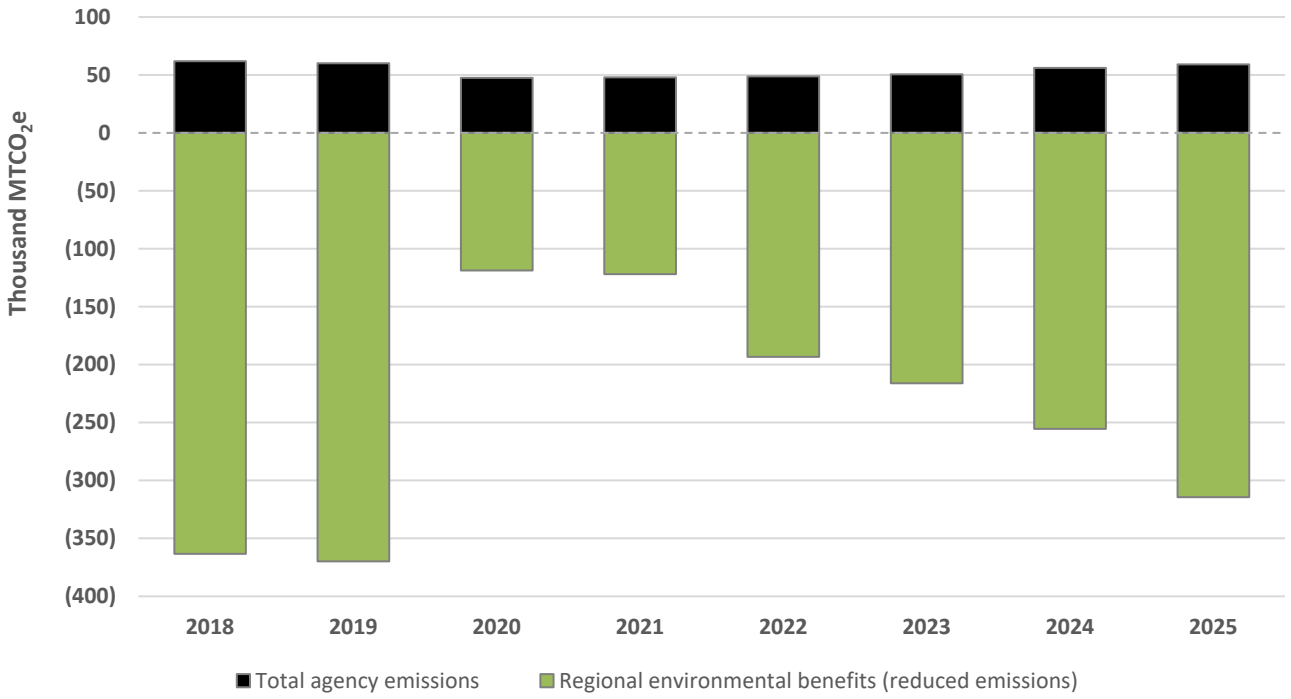


	2018	2019	2020	2021	2022	2023	2024	2025
Boardings (millions)	48.2	47.6	15.9	17.8	32.6	37.6	41.5	50.9
VRM (millions)	19.7	19.6	16.6	18.0	19.8	19.8	20.7	24.4
PMT (millions)	534.2	543.7	174.6	179.2	284.2	346.3	409.3	509.3

Regional Environmental Benefit

As more people choose transit over driving, fuel consumption and greenhouse gas (GHG) emissions are reduced, leading to a reduction in overall regional environmental impacts from passenger vehicles. Avoided GHG emissions are a measure of the regional environmental benefit enabled by transit. Sound Transit uses a 2018 methodology developed by the American Public Transportation Association (APTA) to account for emissions avoided due to transit ridership, measured in metric tons of carbon dioxide equivalent ($MTCO_2e$), as shown in Figure 2 and Table 1.

Figure 2. Regional GHG Emissions ($MTCO_2e$) Avoided by Sound Transit Services



As seen in Figure 2 above, even though Sound Transit has had lower ridership overall since the start of the pandemic in 2020, its transit services still displace more GHG emissions than they emit from operations. The region avoided 5.32 times the metric tons of emissions for every ton of GHG emissions Sound Transit produced from operations in 2025. The regional environmental benefits shown in green in Figure 2 include the benefits from people taking transit instead of driving (mode shift) and reduced emissions associated with denser land use patterns supported by transit. This trend shows a steady increase in avoided emissions to pre-pandemic levels.

Table 1. Regional GHG Emissions (MTCO2e) Avoided by Sound Transit Services, 2025

Regional $MTCO_2e$ Reduced		
Mode Shift Benefits	Land-Use Benefits	Total Benefits
59,793	254,670	314,464
Avoided Emission Ratios – CO_2e units reduced in the region per unit of CO_2e from Sound Transit operations		
Mode Shift Benefits	Land-Use Benefits	Total Benefits
1.01	4.31	5.32

The definitions for each of the identified types of benefits are below:

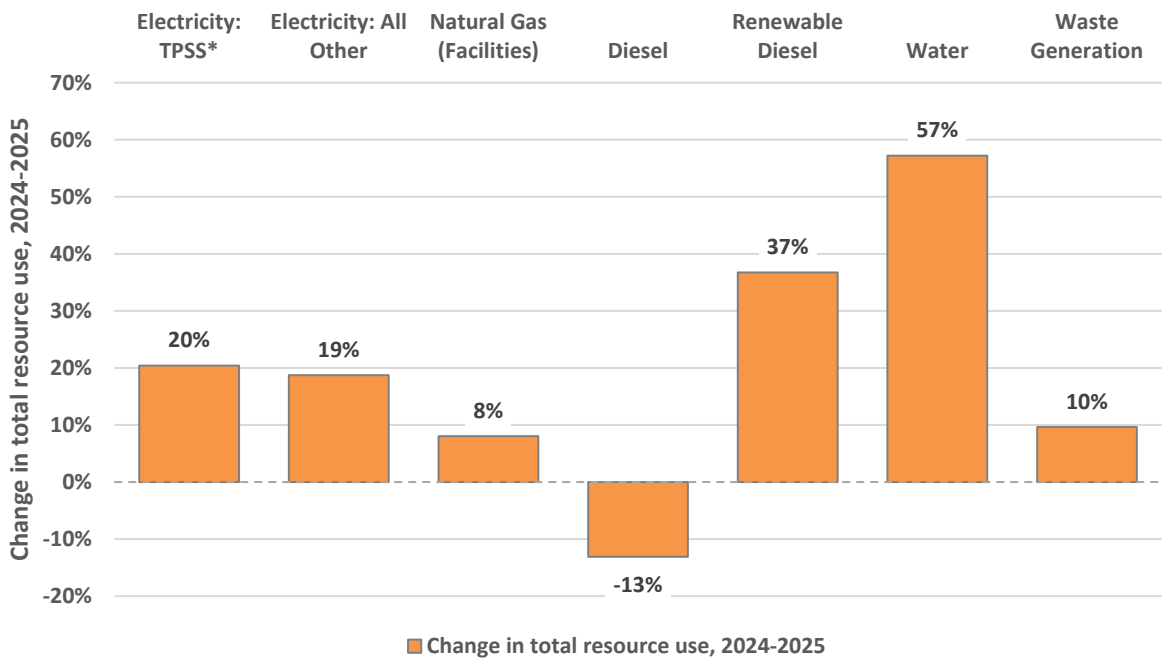
- **Mode shift benefits** measure the reduced GHG emissions (amount avoided) resulting from shifting from one mode of transportation (single occupancy vehicle) to another (transit), measured on a PMT basis.
- **Land use change benefits** measure the reduced carbon emissions due to the denser land use patterns supported by transit systems.

Resource Use

Total agency resource use has generally increased over time, reflecting the expansion of the Sound Transit system. Most increases in resource use are directly in line with increased service levels and the use of revenue fleet vehicles. Moreover, when this data is normalized by PMT, Sounder, ST Express, and Link light rail resource uses have all decreased in recent years, indicating that resource efficiency is also increasing. Figure 3 below shows the change in total resource use from 2024 to 2025.

- Total agency energy use—including electricity, fleet fuel, and natural gas—increased by 10% from 2024 and 12% compared to 2018.
- **Total traction power electricity consumption (for Link light rail propulsion) remained relatively stable**, increasing by 21% from 2024 to 2025, while facility electricity consumption increased by 15%.
    - Since 2018, traction power electricity usage has increased 140% and facility electricity usage has increased 57%, reflecting increased service levels from Link light rail service expansion, including the Hilltop Tacoma Link Extension in 2023, the first segment of the Link 2 Line and expansion of Line 1 in 2024, and the 2 Line extension to Downtown Redmond and the 1 Line extension to Federal Way Downtown in 2025. Station openings included: Marymoor Village, Downtown Redmond, Kent Des Moines, Star Lake, and Federal Way Downtown.
    - Increases in facility electricity consumption are driven by higher usage in customer facilities and the opening of new stations for the new extensions.
- **Total agency standard diesel consumption declined by 38% from 2024 to 2025**. Standard diesel consumption is down 79% from 2018 levels due to increased use of renewable diesel, a biofuel.
- **Facility natural gas consumption increased 8% from 2024 to 2025.** This increase is a result of cooler weather reflected by more "heating degree days." This measure of how cold it was during the heating season increased 14% from the previous year. Facility natural gas consumption has increased 79% since 2018, largely attributable to the openings of maintenance facilities such as the OMF East in 2021.
- **Total water use increased by 57% from 2024 to 2025**, while cooling degree days (an indication of hot weather) decreased by 2%. Water use has increased by 73% since 2018, reflecting expansion of service and the opening of new extensions as well as new landscaping establishment periods.
- **Waste generation (recycling, compost, and waste to landfill) increased 10% from 2024 to 2025**. Waste generation has increased 28% since 2018. The diversion rate (recycling and compost as a percentage of total waste generation) in 2025 was approximately 30%, which is a 1% increase compared to 2024 since waste diversion increased slightly more than waste generation. Diversion at office buildings, where the majority of agency staff work, was much higher than the agencywide rate, at 70% in 2025.

Figure 3. Change in Total Resource Use, 2024-2025



Fleet Energy Use

The increase in total revenue fleet energy use of 9% from 2024 to 2025 was driven by service expansion and would have been higher if not for energy efficiency improvements. For example, the Sounder commuter rail service increased fuel consumption by 8%. At the same time, the ST Express fleet achieved a 39% reduction in diesel fuel use and a 37% increase in renewable diesel, reflecting enhanced fleet efficiency and use of cleaner fuels. However, the expansion of Link light rail service led to a 21% increase in traction power consumption, highlighting the trade-offs between service expansion and energy use.

- Relative to 2018, total fleet energy use increased by 6% and from 2024 to 2025, total fleet energy use increased by 9%, reflecting expansion in service.
- Total revenue fleet energy use increased by 5% in 2025 from 2018, reflecting expansion in service.

. From 2021 to 2025, fleet energy use per PMT has trended downward, slowly returning towards pre-pandemic levels.

- Per VRM, total fleet energy use has declined 1% since 2024, largely due to service level increases.
- Also reflecting increases in efficiency, total fleet energy use per PMT decreased 13% from 2024 to 2025, as ridership returned from pandemic lows.

Fleet Energy Use by Mode

In 2025, traction power electricity for Link light rail increased 20% from 2024 and 140% from 2018. Diesel fuel use for Sounder commuter rail increased 8% from 2024 but has increased less than 1% from 2018. Starting in March 2020, Sounder reduced service levels and suspended special event service (e.g., for sporting events). Service levels have since increased and special event service has resumed since that time to 90% of pre-pandemic levels.

- **Standard diesel fuel consumption for ST Express buses decreased 39% from 2024 and decreased 80% from 2018. This significant decrease was driven primarily by the switch to renewable diesel (R99).**
    - When normalized by Passenger Miles Traveled (PMT), ST Express standard diesel consumption decreased by 42% from 2024, indicating that efficiency improved. When normalized by Vehicle Revenue Miles (VRM), ST Express diesel consumption decreased by 39%, which also indicates improved efficiency.
    - In 2025, standard diesel buses reduced energy consumption by 39% from 2024 levels as a result of switching to R99, and CNG buses increased energy consumption by 5%. Using CNG and R99 instead of standard diesel fuel reduces total GHG emissions and most criteria air pollutant (CAP) emissions, including

particulate matter (PM), NO_x, and SO_x. However, CNG use does increase carbon monoxide (CO) emissions. (Air pollutants are discussed in more detail starting on page A10.)

- In 2025, R99 consumption increased significantly by 37% from 2024. In addition to reducing CAP emissions, R99 reduces consumption of conventional fossil fuels compared to standard diesel.

Figure 4 and Figure 5 below show the trends in fleet energy use over time. Table 2 below shows the change in energy use by mode, as well as the change in efficiency (fuel use normalized by PMT and VRM for each mode).

Figure 4. Revenue Fleet Energy Use (Normalized by PMT)

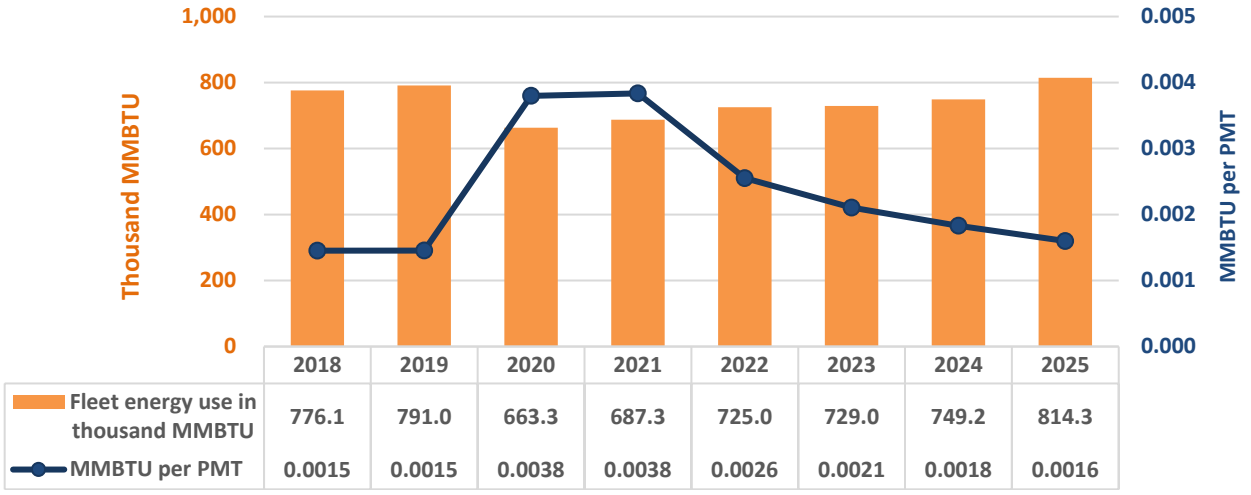


Figure 5. Revenue Fleet Energy Use (Normalized by VRM)

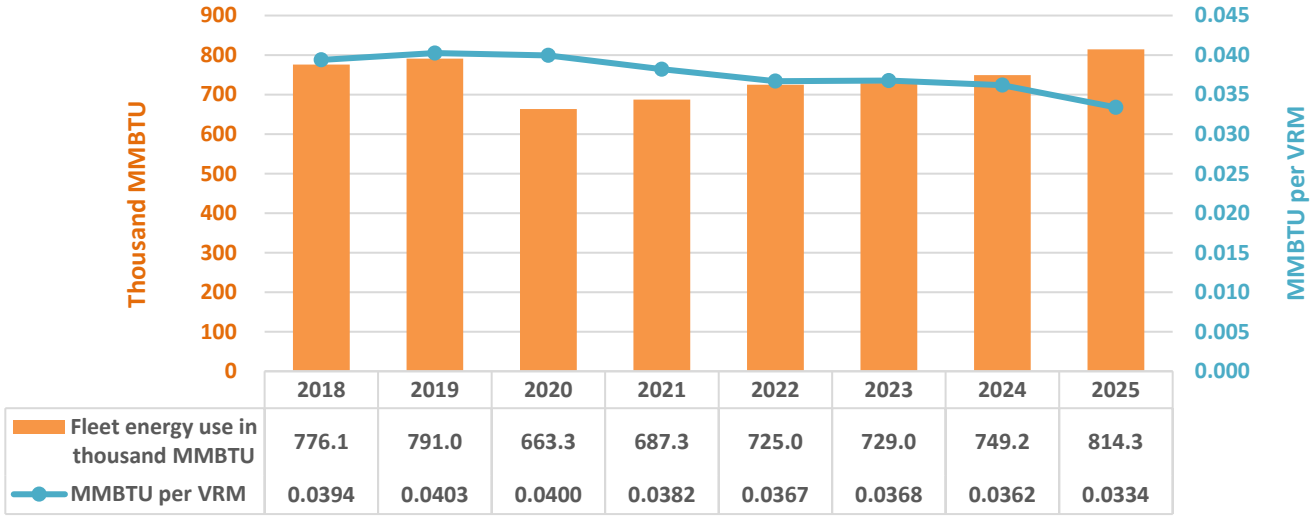


Table 2. Change in Energy Use by Mode, 2024-2025

Mode	% Change in Total Energy Use	% Change in Energy Use per PMT	% Change in Energy Use per VRM
Sounder Commuter Rail (diesel)	+8%	-13%	-8%
ST Express Buses (diesel, R99, and CNG)	+2%	-18%	-13%
Link light rail traction power (electricity)	+20%	-3%	+2%

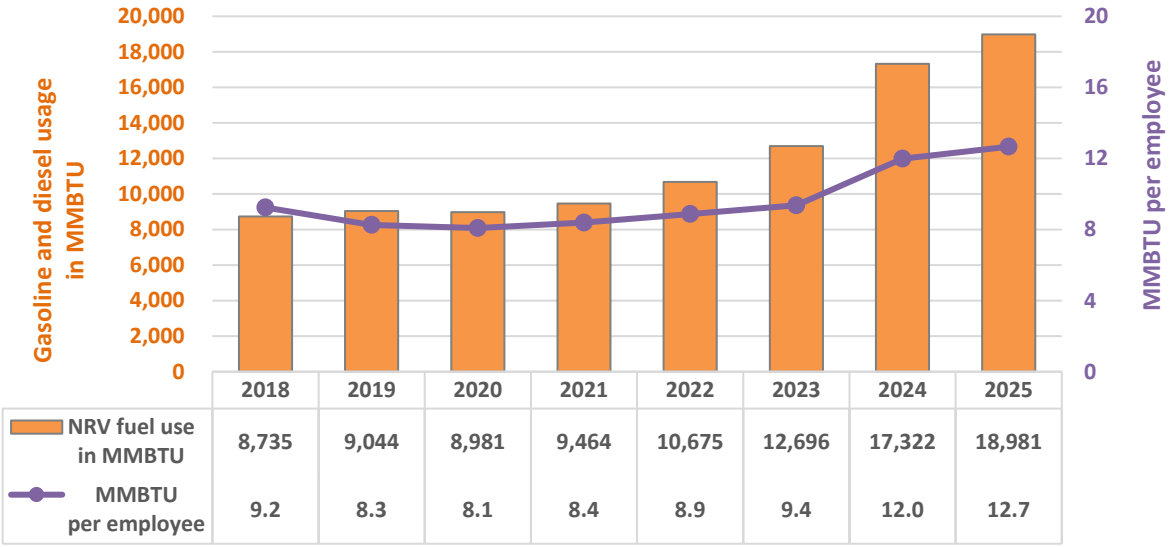
Note: Mode energy use is normalized by PMT and VRM specific to each mode.

Non-Revenue Vehicle (NRV) Fleet Energy Use

- Since 2018, NRV energy use has increased 117% and increased 37% per employee.
- From 2024 to 2025, NRV energy use increased by 10% overall, while increasing by 6% per employee. This is due to more employees resuming office use and increased NRV fleet use in advance of major projects that opened in 2025.

Energy use for the agency's NRV fleet has grown moderately over time, as the NRV fleet and employee headcount has grown, as shown in Figure 6. While the agency's headcount has increased every year, contributing to more driving of NRV fleet vehicles, Sound Transit has also purchased more hybrid and electric vehicles, helping to reduce per-mile and per-employee energy use and air pollutant emissions. The agency encourages employees carpooling or transit whenever feasible.

Figure 6. NRV Fleet Energy Use (in MMBTUs)



	2018	2019	2020	2021	2022	2023	2024	2025
NRV fuel use in MMBTU	8,735	9,044	8,981	9,464	10,675	12,696	17,322	18,981
MMBTU per employee	9.2	8.3	8.1	8.4	8.9	9.4	12.0	12.7

Facility Energy Use

- Total facility energy use increased by 57% in 2025 compared to the 2018 baseline.
- Facilities built before 2018 increased energy consumption by 3% in 2025 relative to a 2018 baseline, though usage varied substantially among individual facilities, with some showing large increases (e.g., Kirkland Transit Center, Auburn Warehouse) and others showing decreases (e.g., Tukwila Sounder Station, Edmonds Station, Mercer Island Park and Ride).**

From 2024 to 2025, total facility energy use rose 15%, primarily due to increased electricity consumption in customer facilities openings with the opening of the 2 Line extension to Downtown Redmond and the 1 Line extension to Federal Way Downtown. Although many Sound Transit facilities remained operational throughout the pandemic, many of Sound Transit's office staff worked remotely starting in March 2020. Some staff returned to the office in 2021 and more in the years since, though overall office utility consumption has remained lower than pre-pandemic levels.

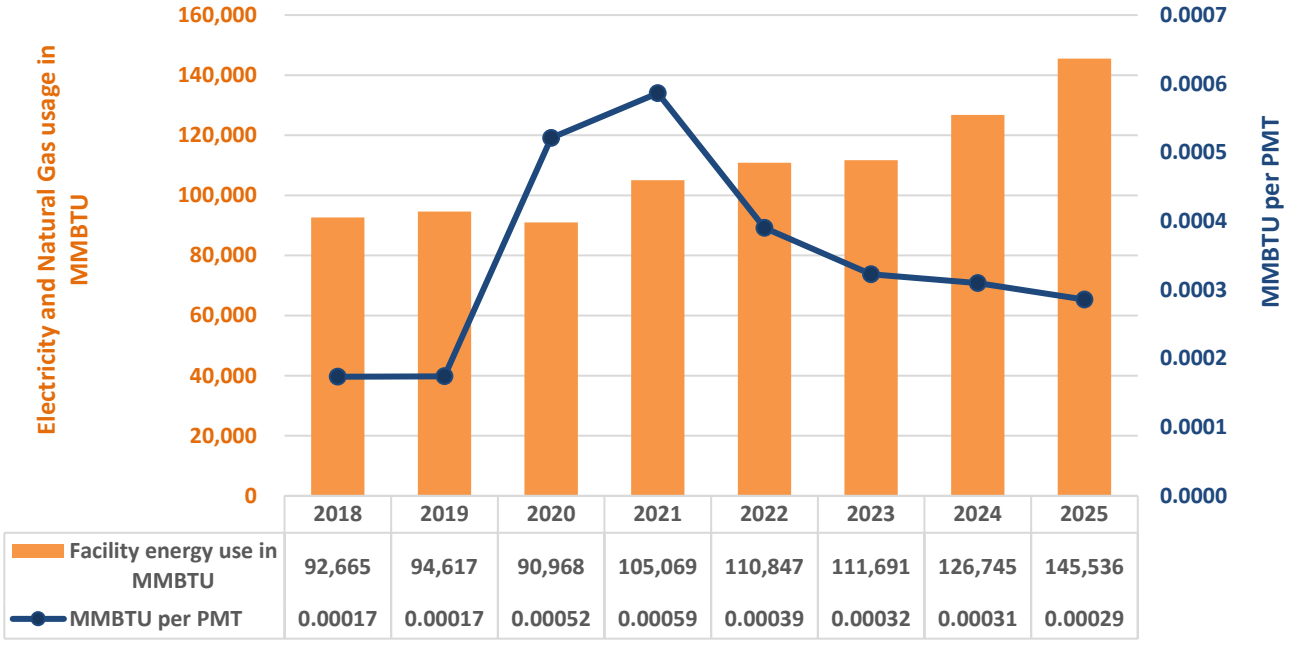
From 2024 to 2025, total facility electricity increased by 15%, but varied by line of business, with substantial increases in Link light rail facilities. Electricity consumption is also subject to external factors like weather. In 2025, heating degree days increased 14% from 2024, and cooling degree days decreased by 2% meaning that more energy was needed to heat buildings compared to previous years while energy needs for cooling decreased slightly.

* 2019 Sustainability Plan Key Performance Indicator

Changes in electricity by facility type include:

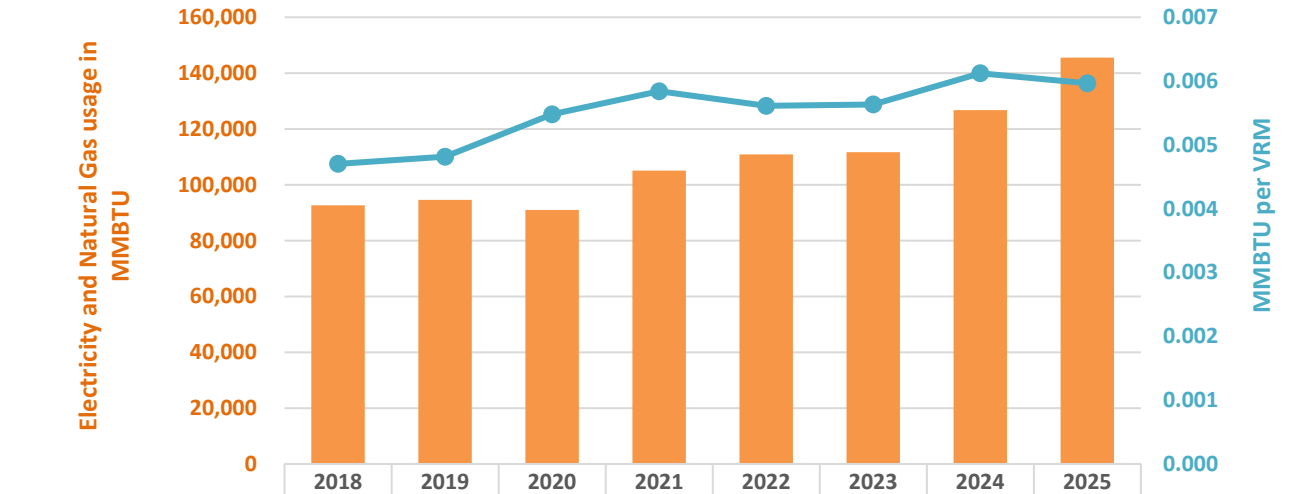
- Link light rail facilities increased electricity consumption by 21% from 2024 to 2025.
- Sounder facilities' electricity consumption increased by 12% from 2024 to 2025.
- Across owned and leased properties, Sound Transit administrative facilities increased electricity consumption in 2025 by 6% compared to 2024, and decreased electricity consumption 15% compared to 2018.
- ST Express facilities' electricity consumption increased by 3% from 2024 to 2025, operating close to pre-pandemic levels.

Figure 7. Facility Energy Use (Normalized by PMT)



	2018	2019	2020	2021	2022	2023	2024	2025
Facility energy use in MMBTU	92,665	94,617	90,968	105,069	110,847	111,691	126,745	145,536
MMBTU per PMT	0.00017	0.00017	0.00052	0.00059	0.00039	0.00032	0.00031	0.00029

Figure 8. Facility Energy Use (Normalized by VRM)

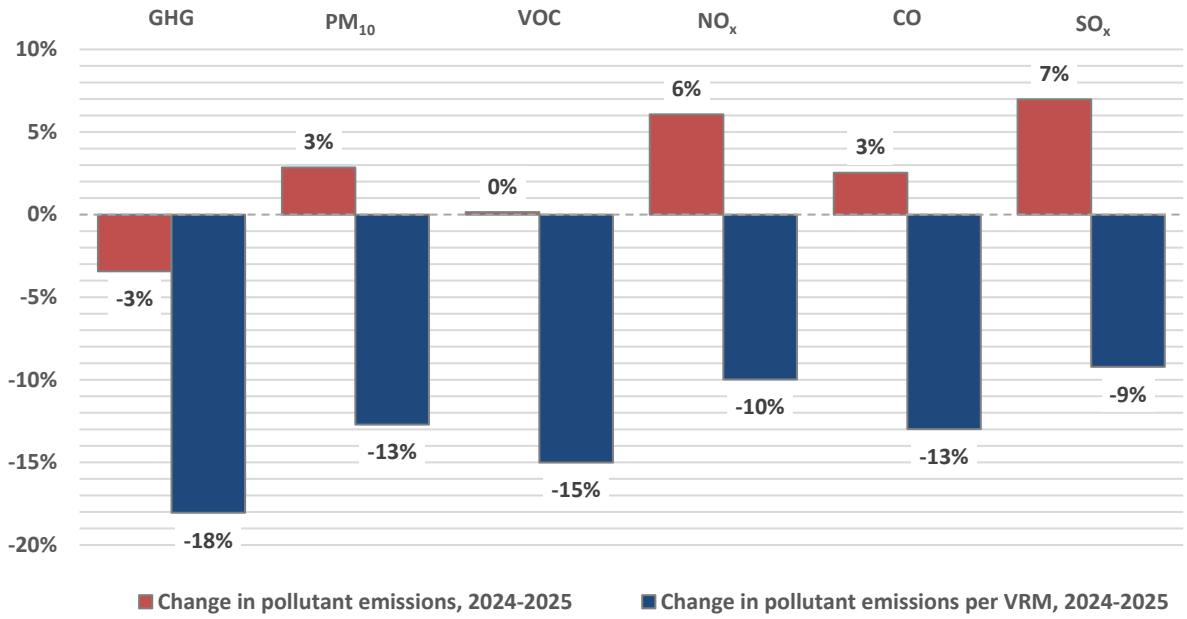


	2018	2019	2020	2021	2022	2023	2024	2025
Facility energy use in MMBTU	92,665	94,617	90,968	105,069	110,847	111,691	126,745	145,536
MMBTU per VRM	0.0047	0.0048	0.0055	0.0058	0.0056	0.0056	0.0061	0.0060

Air Pollutant Emissions

The sections below illustrate the trends in GHG emissions and CAP emissions from Sound Transit vehicle and facility operations. Figure 9 below shows the total percentage change and the change normalized per VRM by pollutant type from 2024 to 2025. As noted above, agency VRM increased by 18% from 2024 to 2025.

Figure 9. Changes in Pollutant Emissions, 2024-2025 Change in Pollutant Emissions per VRM, 2024-2025



GHG Emissions

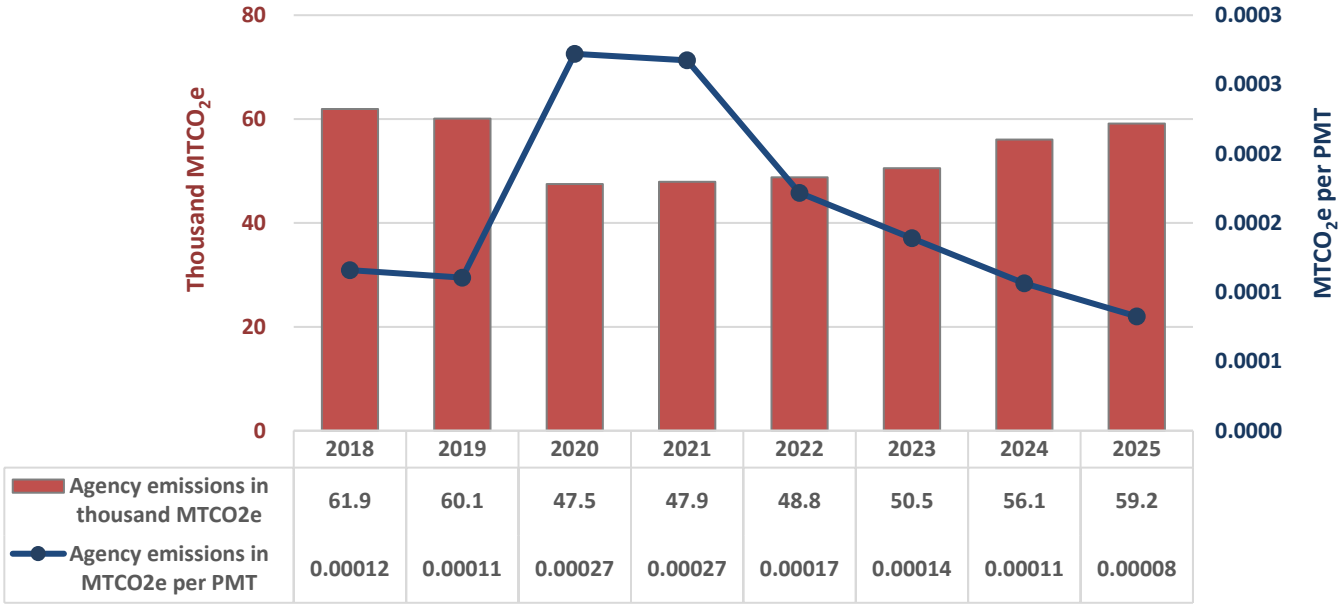
Total operational emissions increased 6% from 2024 to 2025, including biogenic carbon emissions. The increase is largely driven by increases in Sounder diesel use, electricity use for traction power, and refrigerant leakage.

- Relative to 2018, total GHG emissions have decreased 5%.[1] Reported GHG emissions include scope 1, 2, and partial scope 3 emissions, in addition to biogenic emissions associated with renewable diesel.
- In 2025, total emissions increased by 6%, while emissions normalized per PMT decreased by 22% relative to the prior year and emissions per VRM decreased by 18% (Figure 11).
- From 2024 to 2025, total GHG emissions increased 6% due to increases in electricity use and refrigerants. There was also an increase in fuel consumption due to service expansion.

As Sound Transit service and ridership increased from 2011 through 2019, total agency GHG emissions in $MTCO_2e$ remained relatively stable overall, and normalized emissions were declining as ridership and service increased. In 2020, multiple factors caused a drop in absolute agency GHG emissions and an increase in GHG emissions per PMT as ridership levels dropped, pictured in Figure 10. Decreased service levels led to reduced fuel consumption, while the substantial drop in ridership drove normalized metrics upward.

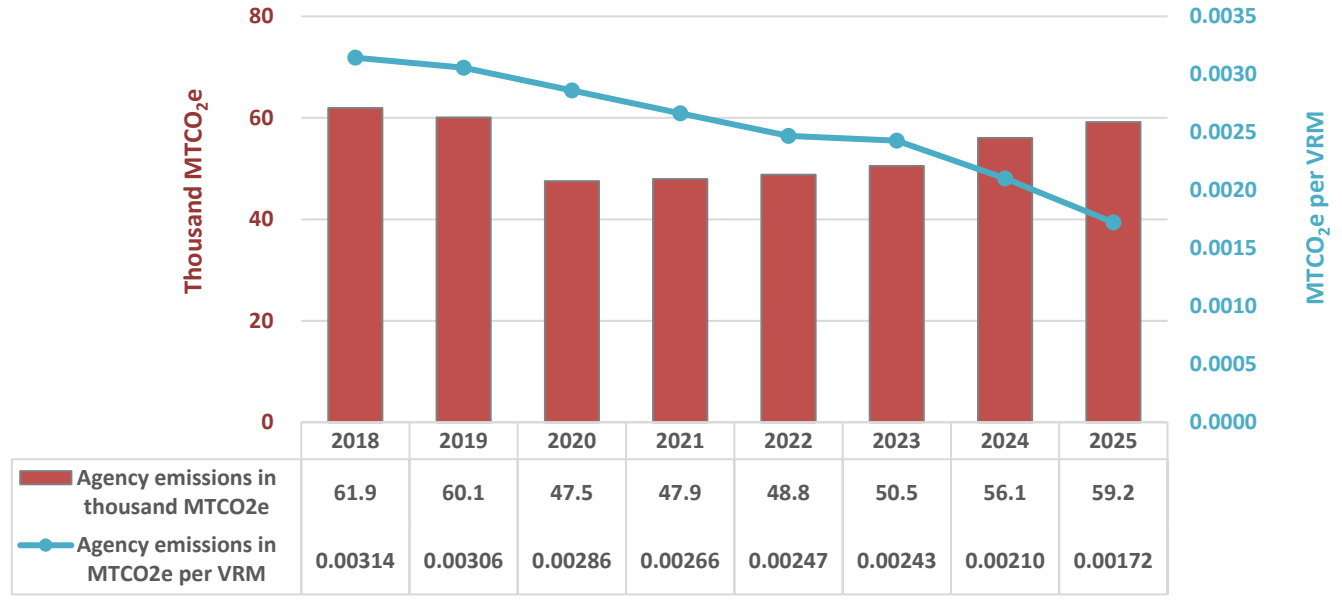
[*] 2019 Sustainability Plan Key Performance Indicator

Figure 10. Agency GHG Emissions (Normalized by PMT)



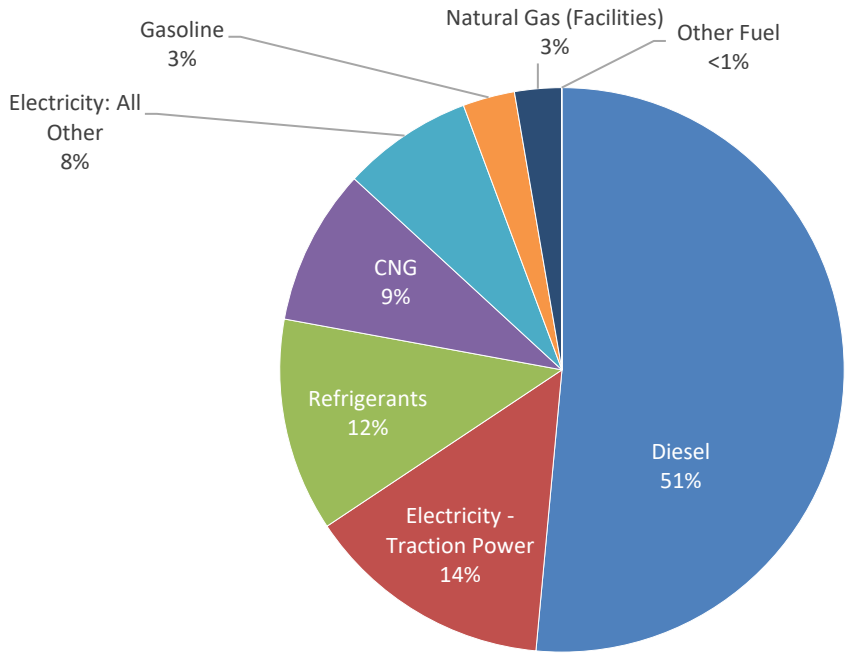
	2018	2019	2020	2021	2022	2023	2024	2025
Agency emissions in thousand MTCO2e	61.9	60.1	47.5	47.9	48.8	50.5	56.1	59.2
Agency emissions in MTCO2e per PMT	0.00012	0.00011	0.00027	0.00027	0.00017	0.00014	0.00011	0.00008

Figure 11. Agency GHG Emissions (Normalized by VRM)



	2018	2019	2020	2021	2022	2023	2024	2025
Agency emissions in thousand MTCO2e	61.9	60.1	47.5	47.9	48.8	50.5	56.1	59.2
Agency emissions in MTCO2e per VRM	0.00314	0.00306	0.00286	0.00266	0.00247	0.00243	0.00210	0.00172

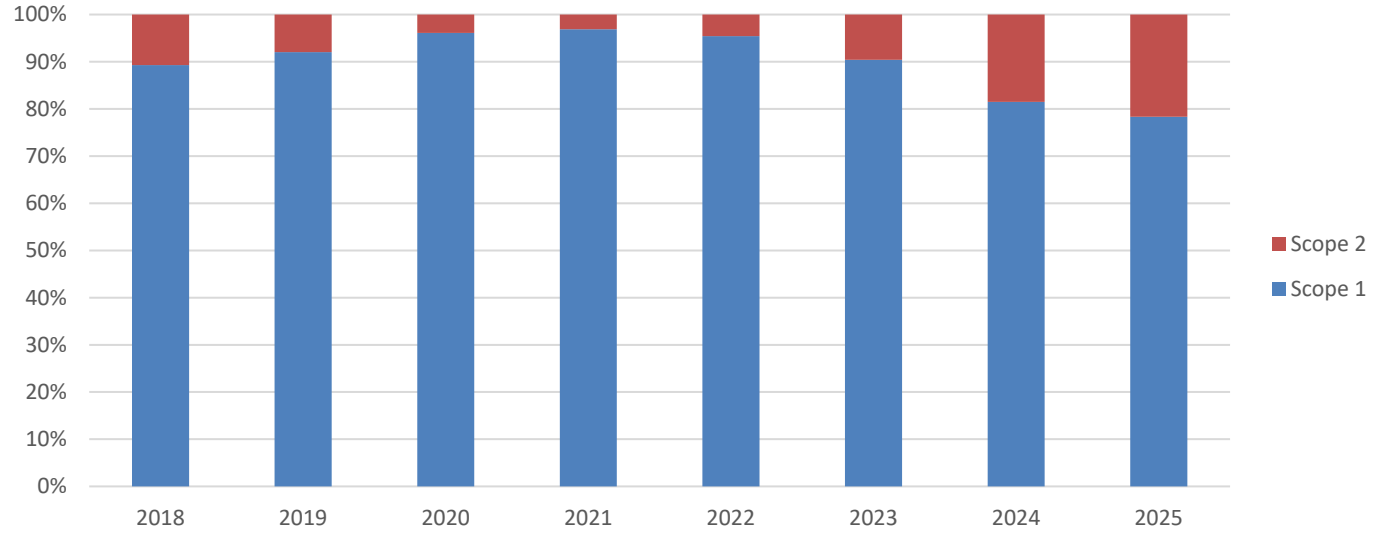
Figure 12. GHG Emissions (Scope 1 and 2) by Source, 2025 (excluding biogenic emissions from renewable diesel)



GHG Emissions by Scope

Figure 12 above details total scope 1 and 2 emissions, excluding biogenic carbon emissions. Per the GHG Protocol, scope 1 and 2 emissions are required for reporting, and biogenic emissions are to be reported separately. Scope 1 emissions are direct GHG emissions occurring from sources that are owned or controlled by the company, for example, emissions from combustion in owned or controlled vehicles. Scope 2 emissions are from the generation of purchased electricity consumed by the company and physically occur at the facility where electricity is generated. Biogenic carbon emissions are produced by living organisms or biological processes and not fossilized or from fossil sources (Global Protocol for Community-Scale GHG Emission Inventories). From 2024 to 2025, scope 1 emissions decreased by 7% when excluding biogenic carbon emissions from total emissions and scope 2 emissions increased 13% from 2024 to 2054. The decrease in scope 1 emissions represents a shift from standard diesel to renewable diesel, and can be seen in Figure 13 below. This is because the biogenic carbon emissions are counted separately and not under the scope 1 total since renewable diesel is a biofuel.

Figure 13. GHG Emissions by Scope, 2025



Criteria Air Pollutants (CAPs)

- Since 2018, total combined CAPs have increased by 5%.
- From 2024 to 2025, total CAPs have also increased by 5%.
- CAP emissions increased due to increases in total fuel use. Total fuel use from NRV, Sounder, and ST Express vehicles increased just under 5% (4.4%).
- Contributions to CAPs varied by mode of transit and fuel type, with Sounder Commuter Rail and ST Express Bus service making up the largest percentage of CAP emissions, detailed below:
    - Sounder Commuter Rail diesel use made up 98% of SOx emissions, over 75% of NOx and PM10 emissions, 69% of VOC emissions, and 34% of CO emissions. NOx and CO comprise 96% of all CAP emissions.
    - ST Express diesel and renewable diesel use made up 26% of VOC emissions, 20% of NOx emissions, 10% of PM10 emissions, 18% of CO emissions, and 1% of SOx emissions. CNG use for ST Express Bus service accounted for 45% of CO emissions.
    - CO emissions from ST Express diesel and renewable diesel increased 9% from 2024 to 2025 whereas SOx emissions from ST Express use of diesel decreased 39%, which is proportionate to the decrease in use of standard diesel. Emissions from Sounder diesel use increased 7-8% for all CAPs.
- The associated changes in CAP emissions were also mixed (Table 3).
    - Particulate matter (PM_{10}) increased 3%, volatile organic compounds (VOCs) increased less than 1%, nitrogen oxides (NO_x) increased 6%, carbon monoxide (CO) increased 3%, and sulfur oxides (SO_X) increased 7%.

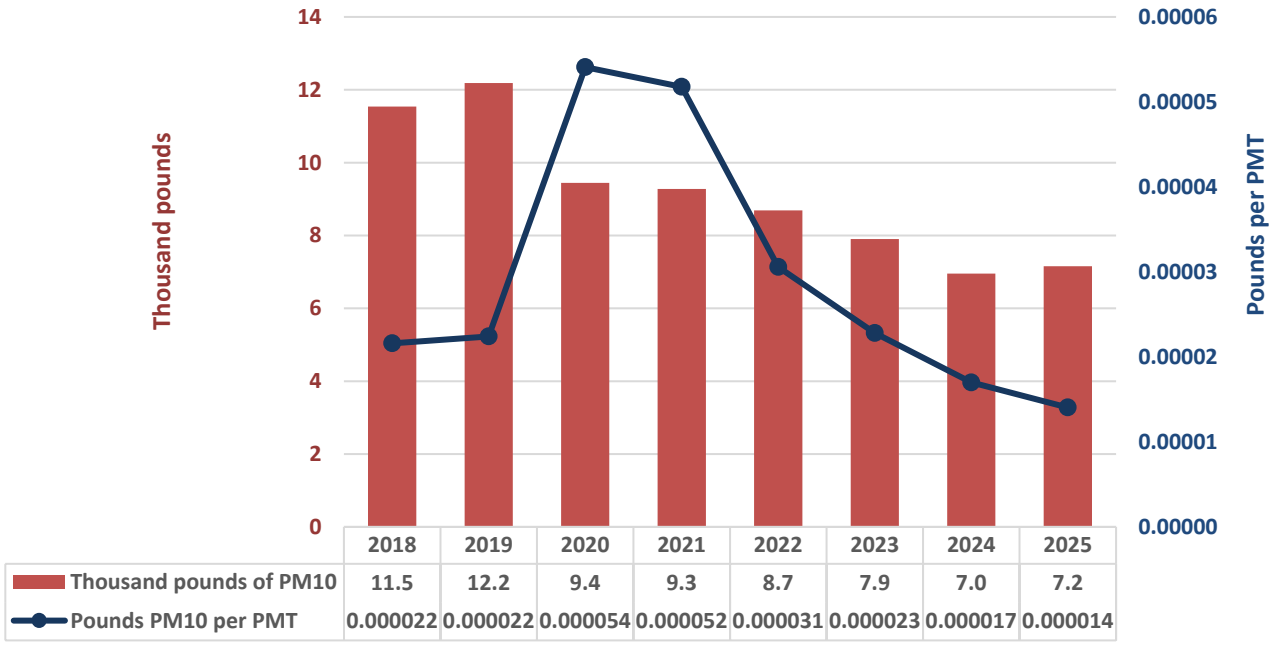
Table 3. Change in CAP Emissions

Pollutant	Change 2018–2025 (Absolute)	Change 2024-2025 (Absolute)
PM_{10}	-38%	+3%
VOCs	-20%	+<1%
NO_X	-1%	+6%
CO	+22%	+3%
SO_X	-4%	+7%
Total Combined CAPs	**+5%**	**+5%**

Sound Transit's long-term reduction in CAP emissions has been driven by ST Express's shift from reliance on diesel buses to diesel-electric hybrids, CNG, and renewable diesel buses, as well as toward clean electrically powered light rail and general improvements in emission controls. The agency has also upgraded all Sounder commuter rail engines to reduce air pollution.

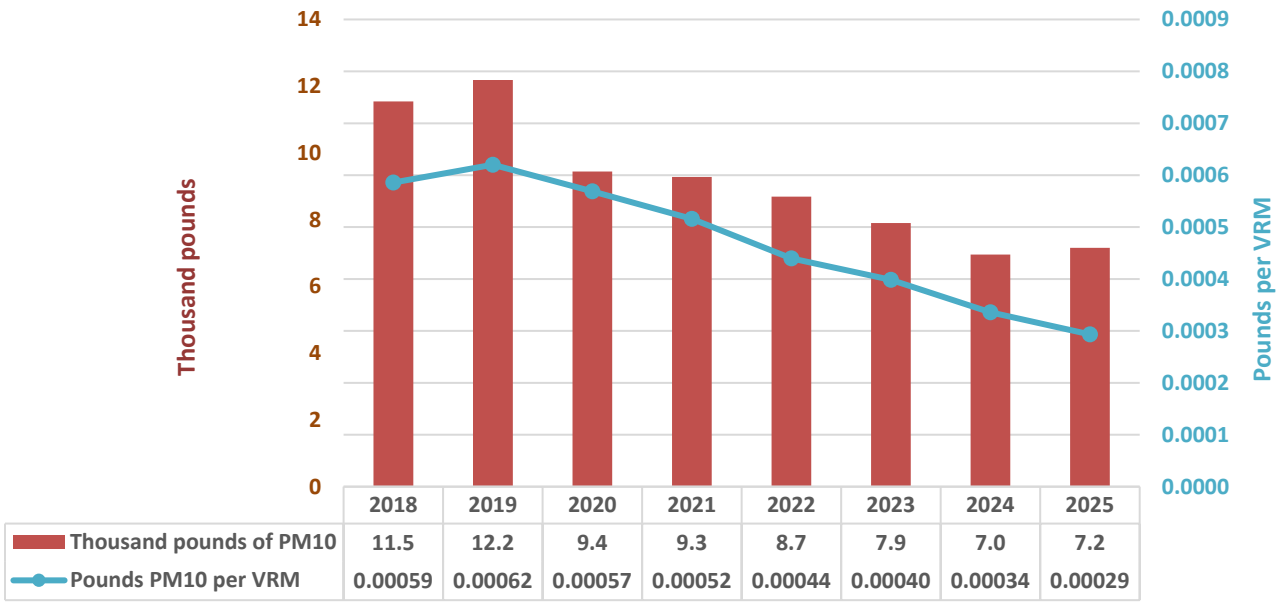
Figure 14 and Figure 15 below show the absolute and normalized change in PM_{10} and CO emissions over time. PM_{10} emissions decreased 38% and CO emissions increased 22% since 2018.

Figure 14. Particulate Matter (PM10) Emissions (Normalized by PMT)



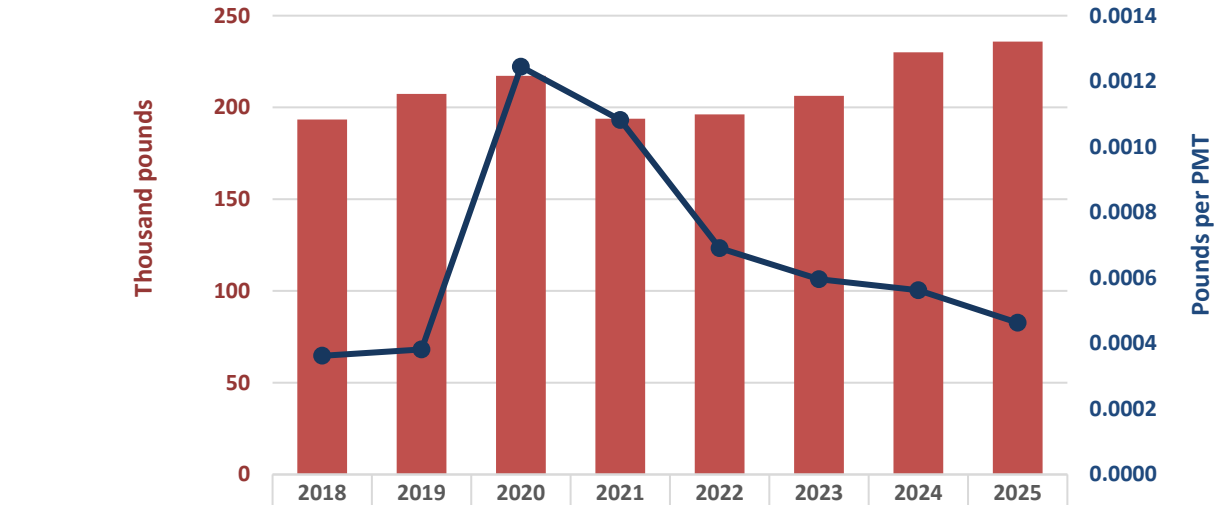
	2018	2019	2020	2021	2022	2023	2024	2025
Thousand pounds of PM10	11.5	12.2	9.4	9.3	8.7	7.9	7.0	7.2
Pounds PM10 per PMT	0.000022	0.000022	0.000054	0.000052	0.000031	0.000023	0.000017	0.000014

Figure 15. Particulate Matter (PM10) Emissions (Normalized by VRM)



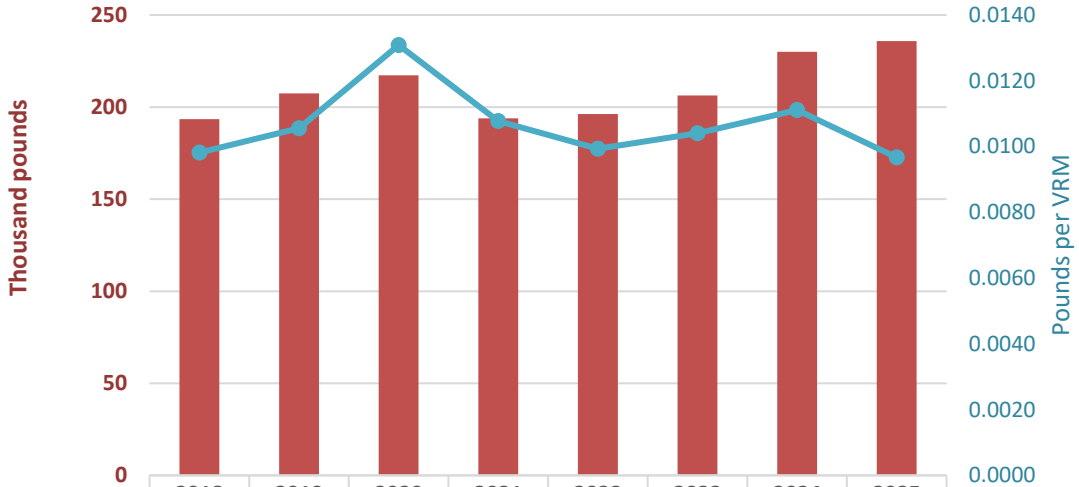
	2018	2019	2020	2021	2022	2023	2024	2025
Thousand pounds of PM10	11.5	12.2	9.4	9.3	8.7	7.9	7.0	7.2
Pounds PM10 per VRM	0.00059	0.00062	0.00057	0.00052	0.00044	0.00040	0.00034	0.00029

Figure 16. Carbon Monoxide (CO) Emissions (Normalized by PMT)



	2018	2019	2020	2021	2022	2023	2024	2025
Thousand pounds of CO	193.4	207.4	217.2	193.8	196.2	206.3	230.0	235.9
Pounds CO per PMT	0.000362	0.000381	0.001244	0.001082	0.000690	0.000596	0.000562	0.000463

Figure 17. Carbon Monoxide (CO) Emissions (Normalized by VRM)



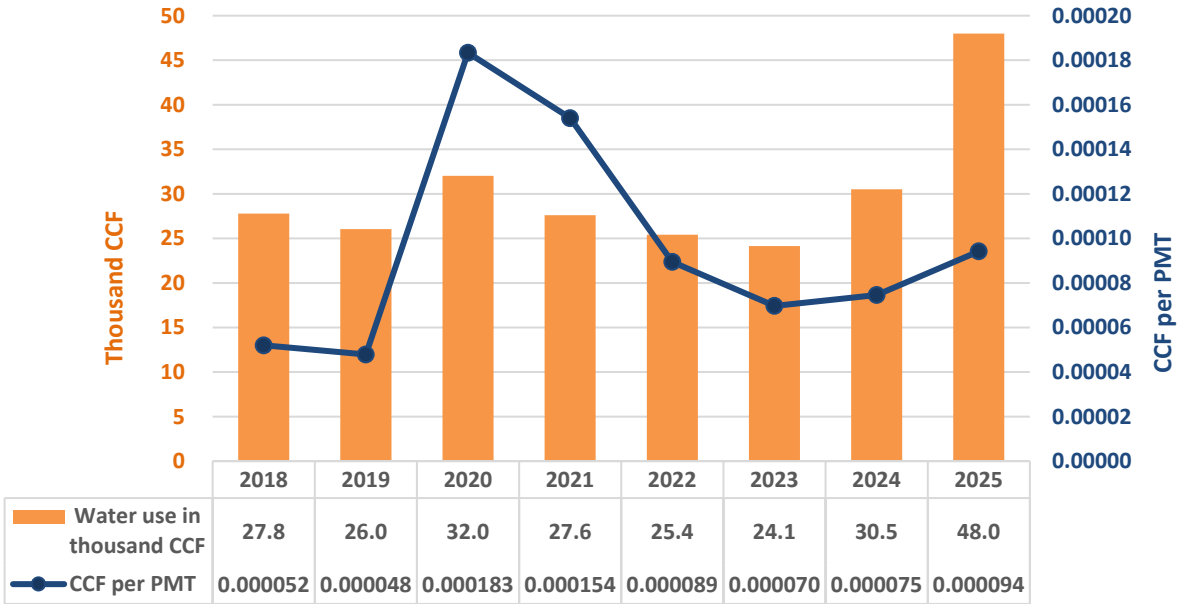
	2018	2019	2020	2021	2022	2023	2024	2025
Thousand pounds of CO	193.4	207.4	217.2	193.8	196.2	206.3	230.0	235.9
Pounds CO per VRM	0.0098	0.0106	0.0131	0.0108	0.0099	0.0104	0.0111	0.0097

Water Use

In 2025, Sound Transit increased water consumption by 57% from 2024 to 2025. While 2025 was a cooler year with fewer cooling degree days, Sound Transit expanded light rail stations and added landscaping in its establishment phase. In addition, there were water leaks and drain valve issues found at four stations, affecting about 4% of total water consumption in 2025

- Since 2018, total water use has increased by 73%.*
- From 2024 to 2025, water use increased by 57%.
- Total agency water use is primarily driven by landscape irrigation and is therefore variable from year to year, with weather and landscape planting cycles.
- Changes in agency water consumption from the prior year varied across agency functions in 2025. Maintenance facilities increased water consumption by 28% from the prior year. Customer facilities increased consumption by 67%, and administrative facilities increased water consumption by 77%.

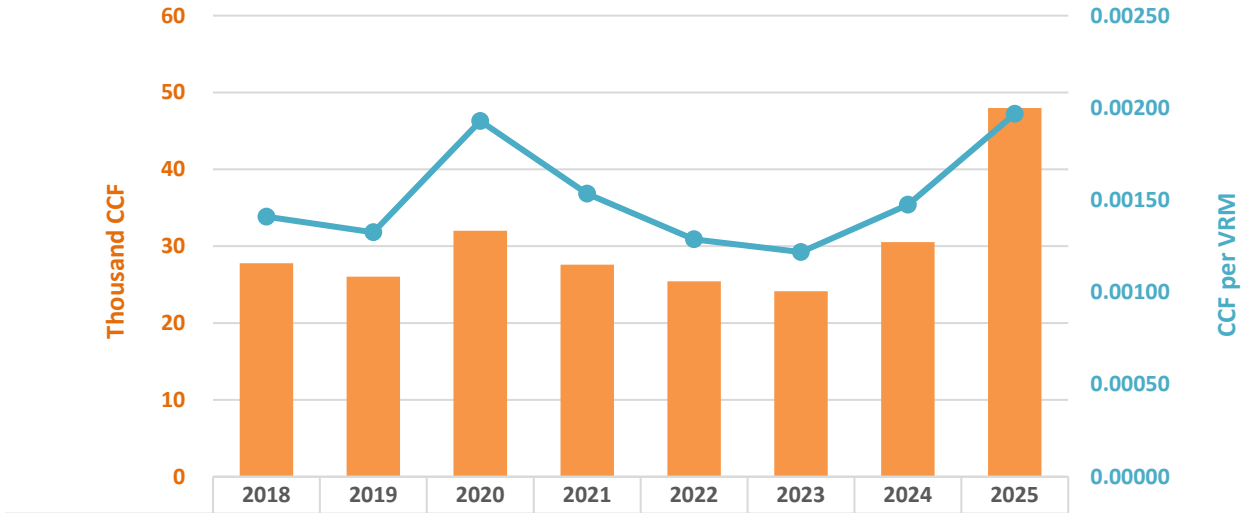
Figure 18. Water Use (Normalized by PMT)



	2018	2019	2020	2021	2022	2023	2024	2025
Water use in thousand CCF	27.8	26.0	32.0	27.6	25.4	24.1	30.5	48.0
CCF per PMT	0.000052	0.000048	0.000183	0.000154	0.000089	0.000070	0.000075	0.000094

Note: 1 CCF equals 100 cubic feet, or 748 gallons

Figure 19. Water Use (Normalized by VRM)



	2018	2019	2020	2021	2022	2023	2024	2025
Water use in thousand CCF	27.8	26.0	32.0	27.6	25.4	24.1	30.5	48.0
CCF per VRM	0.0014	0.0013	0.0019	0.0015	0.0013	0.0012	0.0015	0.0020

Waste Generation

Overall waste generation increased by 10% while the amount of waste diverted from landfills (in tons) increased by 11% from 2024 to 2025, and the diversion rate increased by approximately 1%.

- Relative to 2018, waste generation has increased by 28%.
- From 2024 to 2025, waste generation increased 10%.
- The diversion rate (recycling and compost as a percentage of total waste generation) in 2025 was 30.1%, compared to 29.6% in 2024. Diversion at office buildings, where the majority of agency staff work, was much higher than the agencywide rate, at 70% in 2025 (Table 4).*
- Composting quantities in 2025 increased 3% from the prior year, and recycling quantities increased 21%, while the agency's total diversion rate during that period increased by 1%.
- Waste diversion rates for central office facilities are substantially higher than for other facilities. As depicted in Table 4 below, the diversion rate for central office facilities remained in the 70-73% range post-pandemic, increasing from 47% in 2020 with the move of the administrative staff to remote work.

Inter-annual variability is evident in Sound Transit's waste generation trend, with 2025 seeing the highest waste generation to date. This increase is largely due to higher service levels and an increase in agency staff in administrative offices. Despite this, the total amount of garbage recycled increased over the same period. The portion of recyclables and compost diverted from the landfill (diversion rate) has fluctuated historically, reaching a high of 39% in 2021 and a low of 30% for the past two years.

Sound Transit has worked to improve solid waste diversion from landfills, including enhancing employee recycling education and implementing paper towel composting in the restrooms at agency offices. The shift of administrative staff to remote work in 2020 decreased office recycling and composting volumes as a component of the total agency waste stream. However, in 2025, recycling and composting quantities are in line with or higher than pre-pandemic levels.

* 2019 Sustainability Plan Key Performance Indicator

Figure 20. Waste Generation and Diversion, Tons and Diversion Rate (Percentage)

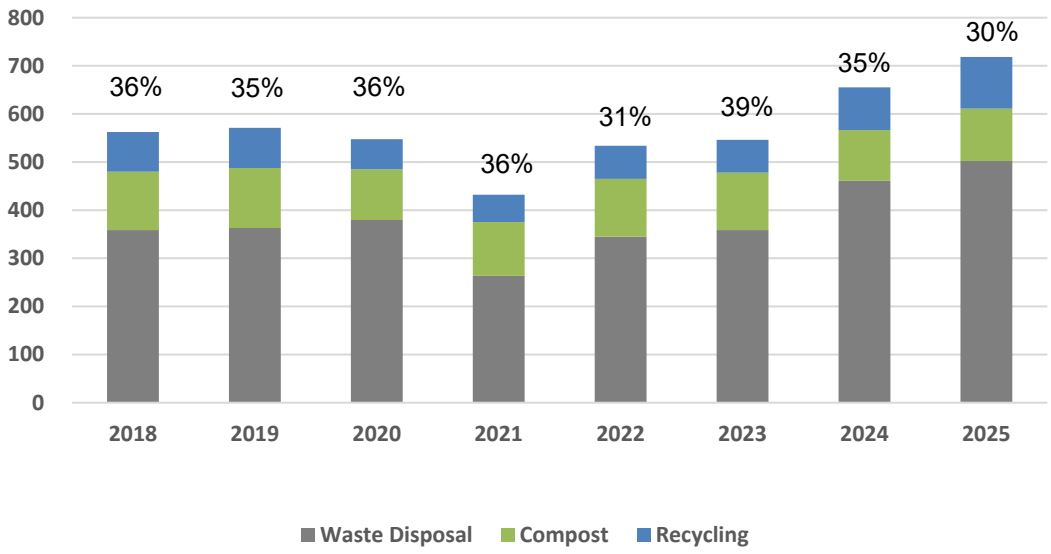


Table 4. Waste Diversion Rates by Facility Type

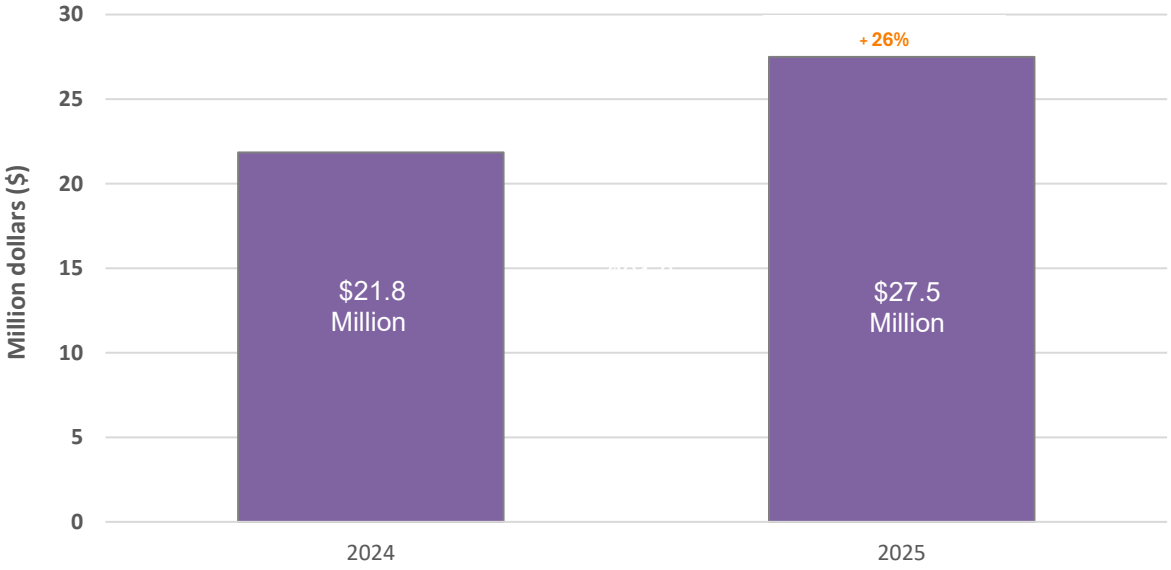
Year	HQ/Office	Other Facilities	Total
2018	64%	30%	36%
2019	66%	29%	36%
2020	47%	26%	31%
2021	72%	33%	39%
2022	71%	29%	35%
2023	71%	28%	34%
2024	72%	25%	30%
2025	70%	25%	30%

Fuel and Utility Expenses

- Relative to 2018, operating expenses have increased by 78%.
- From 2024 to 2025, operating expenses increased by 26%.

Resource costs across categories have generally trended upward over time. Since 2023, operating expenses have increased each year. VRM increased 18% from 2024 to 2025.

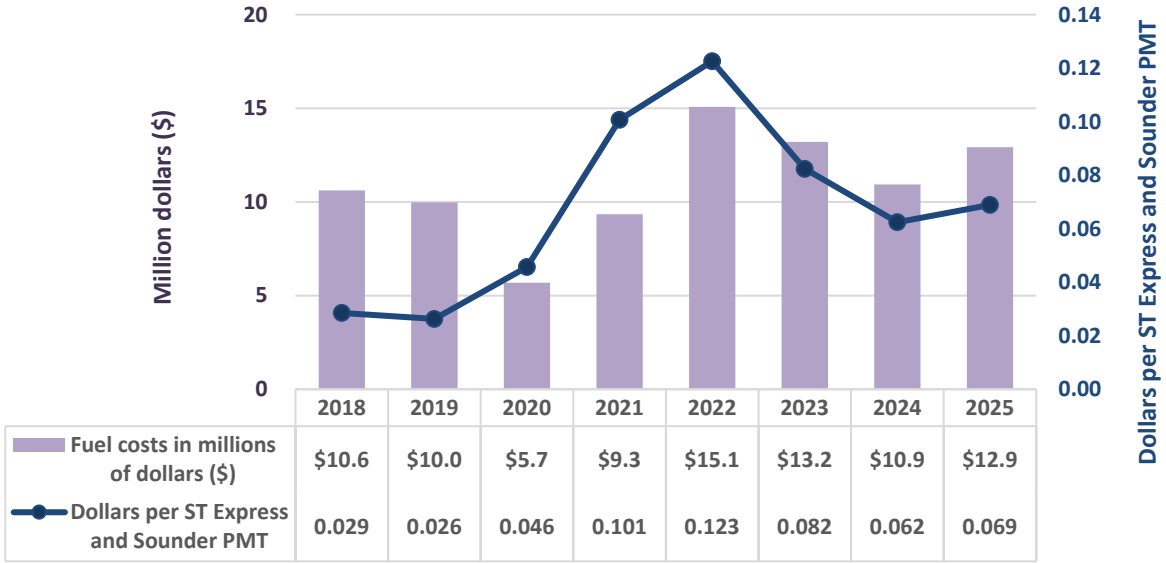
Figure 21. Fuel and Utility Expenses, 2024-2025



Transit Fuel Costs (ST Express and Sounder)

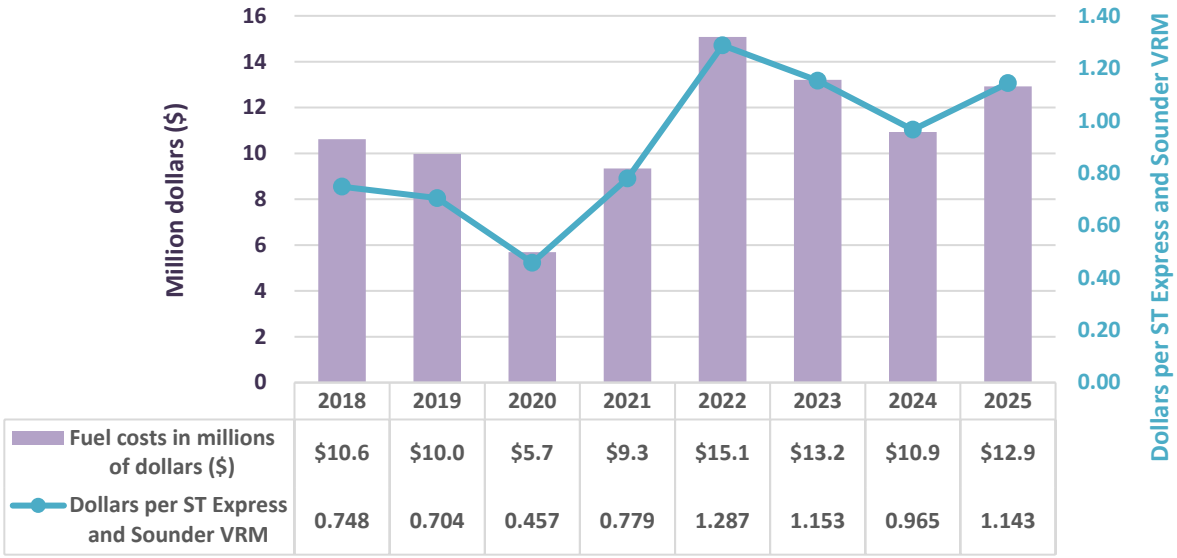
- Relative to 2018, transit vehicle fuel costs have increased 22% (11% increase for ST Express and 47% for Sounder).
- From 2024 to 2025, transit vehicle fuel costs increased by 18% (increase of 16% for ST Express and an increase of 22% for Sounder).
- Transit vehicle fuel use accounted for 47% of Sound Transit's fuel and utility expenses in 2025, down from 50% in 2024.
- In 2025, transit vehicle fuel expenses accounted for roughly 1.8% of Sound Transit's operating budget, which is consistent with 2024.

Figure 22. Sounder and ST Express Fuel Costs (Normalized by PMT)



	2018	2019	2020	2021	2022	2023	2024	2025
Fuel costs in millions of dollars ($)	$10.6	$10.0	$5.7	$9.3	$15.1	$13.2	$10.9	$12.9
Dollars per ST Express and Sounder PMT	0.029	0.026	0.046	0.101	0.123	0.082	0.062	0.069

Figure 23. Sounder and ST Express Fuel Costs (Normalized by VRM)



	2018	2019	2020	2021	2022	2023	2024	2025
Fuel costs in millions of dollars ($)	$10.6	$10.0	$5.7	$9.3	$15.1	$13.2	$10.9	$12.9
Dollars per ST Express and Sounder VRM	0.748	0.704	0.457	0.779	1.287	1.153	0.965	1.143

Utility Expenses

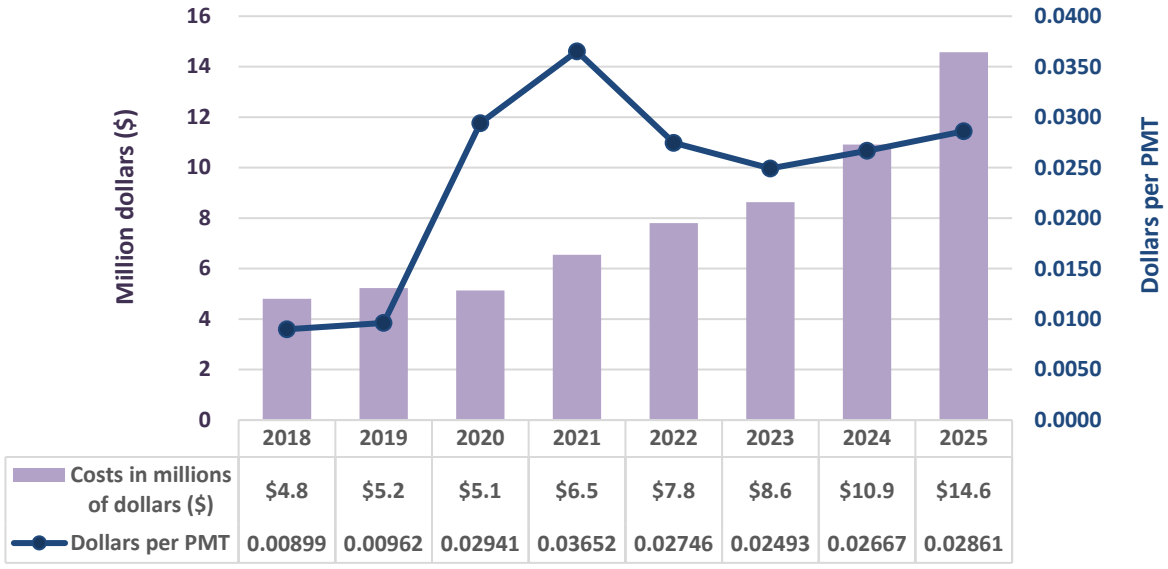
- Relative to 2018, utility costs have increased by 203%.
- From 2024 to 2025, utility costs increased by 34%.

Table 5. Change in Utility Costs

	Change 2018-2025 (Absolute)	Change 2024-2025 (Absolute)
Traction power electricity costs	+266%	+36%
Facility electricity costs	+132%	+28%
Facility natural gas costs	+206%	+15%
Water costs	+146%	+57%
Waste, recycling, and compost costs	+173%	+45%
Combined Utility Costs	**+203%**	**+34%**

Utility expenses for electricity, water, and waste have increased over time in line with usage trends. Figure 24The agency's fuel expenses have fluctuated with the volatility in petroleum prices, while other resource costs have increased more steadily. Table 5 above shows the change in resource costs by resource since 2018 and 2024. Figure 24 below shows the change in total resource costs over time.

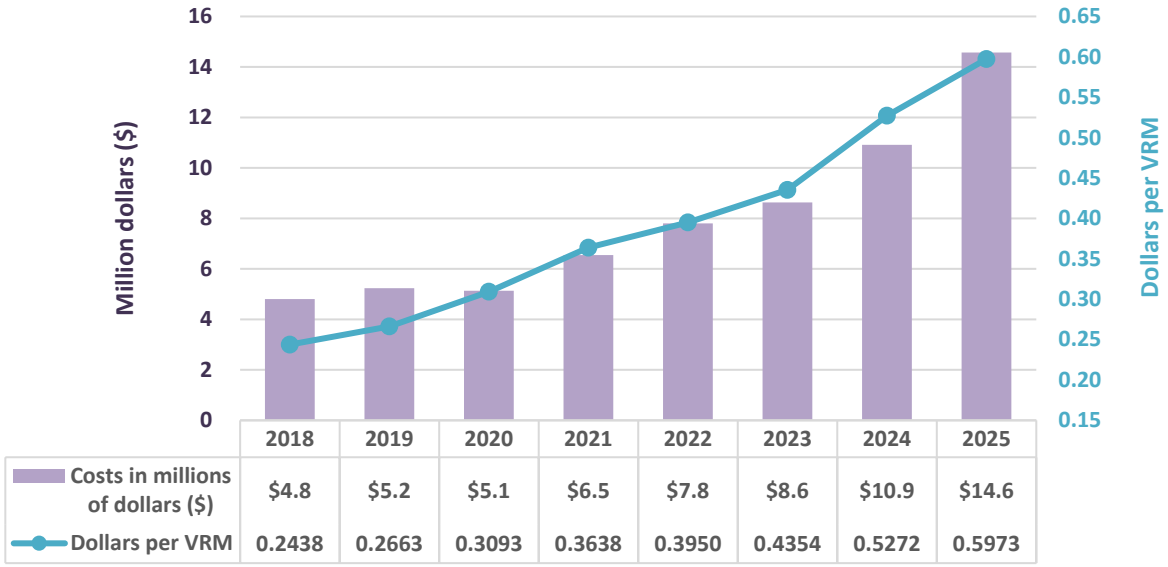
Figure 24. Non-Vehicle Utility Costs (Normalized by PMT)



	2018	2019	2020	2021	2022	2023	2024	2025
Costs in millions of dollars ($)	$4.8	$5.2	$5.1	$6.5	$7.8	$8.6	$10.9	$14.6
Dollars per PMT	0.00899	0.00962	0.02941	0.03652	0.02746	0.02493	0.02667	0.02861

Note: Stormwater and sewer costs are not included.

Figure 25. Non-Vehicle Utility Costs (Normalized by VRM)



	2018	2019	2020	2021	2022	2023	2024	2025
Costs in millions of dollars ($)	$4.8	$5.2	$5.1	$6.5	$7.8	$8.6	$10.9	$14.6
Dollars per VRM	0.2438	0.2663	0.3093	0.3638	0.3950	0.4354	0.5272	0.5973

Appendix B – 2025 Sustainability costs and savings

The table below summarizes a sample of costs and savings from resource conservation projects completed as of the end of 2025. This data captures many significant monetary costs and savings. However, projects may have additional sustainability benefits that cannot be represented as financial savings – from reduced maintenance cycles to improved air quality.

Note that the savings figures below do not include labor and material cost savings related to improved operations and maintenance efficiency. Payback year estimates reflect applicable grants and or rebates. Many projects with long payback periods still incur significant labor and material cost savings and reduce the frequency of maintenance.

PROJECT	PROJECT FINISHED	CAPITAL COSTS	2025 SAVINGS	SAVINGS TO DATE, 2025	PAY-BACK YEAR	DESCRIPTION
ST Express mid-day bus storage	2008	$0	$61,927	$2,859,086	2008	This program allows Pierce County buses to stay in Seattle until the afternoon commute to avoid driving back empty.
Mercer Island Park & Ride sewer deduct meter	2008	$0	$3,819	$29,542	2008	This Mercer Island Park & Ride meter reduces water costs by accounting for irrigation water that does not enter the wastewater stream.
Sounder automatic engine start-stop system	2009	$230,596	$220,337	$2,175,904	2013	This equipment was installed to shut down Sounder commuter rail engines when not in use and reduces engine idling time by about 34 percent and significantly reduces air pollution.
Sounder Lakewood-Seattle wayside power	2010	$490,000	$145,194	$1,739,312	2015	Electric wayside power units are used instead of the commuter rail locomotives' diesel engines to heat and power coach cars during layovers, reducing diesel use and air pollutant emissions. Wayside units were installed in Tacoma in 2010 and were then moved to Lakewood in 2013, where more units were added.
Sounder Everett-Seattle wayside power	2011	$315,000	$25,339	$323,968	2024	
Central Link OMF sewer deduct meter	2012	$2,600	$40,091	$446,271	2012	This Central Link light rail Operations and Maintenance Facility meter reduces water costs by accounting for irrigation water that does not enter the wastewater stream.
Union Station HVAC controls upgrade*	2013	$405,778	$25,581	$307,118	2022	The agency upgraded the controls for the Union Station Heating, Ventilation and Cooling (HVAC) system.

PROJECT	PROJECT FINISHED	CAPITAL COSTS	2025 SAVINGS	SAVINGS TO DATE, 2025	PAY-BACK YEAR	DESCRIPTION
Federal Way Transit Center garage lighting upgrades*	2013	$579,334	$32,436	$389,404	2023	Three transit facility garages were retrofitted for LED lighting. These locations included Federal Way Transit Center, Kent Sounder station and Auburn Sounder station.
Kent Station garage lighting upgrades*	2013	$99,773	$5,766	$69,227	2022	
Auburn Station garage lighting upgrades*	2013	$208,985	$11,533	$138,455	2023	
Angle Lake Station solar power	2016	N/A – Installed as part of Design Build project	$2,102	$14,725	N/A	14 KW solar array system on the Angle Lake Station platform canopy and 50 KW solar array system on the Angle Lake Garage pedestrian walkway. These solar panels were installed in the original design build contract for the facility.
Angle Lake Garage solar power	2016		$3,753	$33,110	N/A	
Kent Station lighting upgrades*	2017	$169,849	$10,210	$89,456	2030	Kent, Sumner and Puyallup Stations were upgraded with LED lighting.
Sumner Station lighting upgrades*	2017	$138,967	$10,250	$89,807	2028	
Puyallup Station lighting upgrades*	2017	$169,849	$10,622	$93,066	2030	
OMF interior and exterior LED lighting and EMS controls upgrade*	2018	$1,065,415	$70,944	$553,363	2027	The building control system was upgraded at the Operations and Maintenance Facility, which allows for improved building mechanical operations. The inefficient lighting was replaced with LED in the maintenance shop and exterior parking areas.
Mukilteo Parking Lot lighting upgrades	2018	$13,150	$3,558	$27,002	2021	Parking lot lighting was retrofitted with LED lights near Mukilteo Station.
Issaquah Transit Center lighting upgrades*	2018	$161,514	$8,921	$67,604	2035	Lighting was upgraded to LEDs at the Issaquah Transit Center, Mercer Island Park & Ride, and King St. Stations from parking garages and station platforms to area lighting.
Mercer Island Park and Ride lighting upgrades*	2018	$191,424	$8,402	$63,418	2039	

PROJECT	PROJECT FINISHED	CAPITAL COSTS	2025 SAVINGS	SAVINGS TO DATE, 2025	PAY-BACK YEAR	DESCRIPTION
King St. Station lighting upgrades*	2018	$245,262	$4,966	$34,776	2066	
Sounder Yard solar power	2018	N/A - Installed as part of Design Build project	$112	$1,424	N/A	2.1 KW solar array system on the Sounder Yard facility. These solar panels were installed in the original design build contract for the facility.
Light Rail vehicles lighting upgrades	2019	$137,022	$16,837	$115,137	2025	Interior lighting and headlights on Link Light Rail were upgraded to LED, which reduced lighting energy use by 45%. The project also improved visibility and reduced maintenance requirements for the lighting system.
Light Rail vehicles oil-less compressors	2019	$650,100	$32,034	$211,073	2040	Compressors on 62 Link Light Rail vehicles were upgraded with oil-less compressors as part of their lifecycle replacement. The new compressors do not use any oil, reduce maintenance costs and improve reliability.
Edmonds Station Parking Lot lighting upgrades	2019	$7,620	$1,577	$10,519	2024	Facilities retrofitted (24) 250 watt metal halide parking lot lights with 100 watt LED lights. The new lights use 60% less energy and require significantly less maintenance.
Angle Lake Garage irrigation controls	2020	$1,903	$214	$1,231	2029	Installed smart irrigation controls at four locations.
Everett Sounder Station irrigation controls	2020	$2,562	$403	$2,319	2027	
Issaquah Transit Center irrigation controls	2020	$2,642	$1,307	$6,968	2023	
Mercer Island Park and Ride irrigation controls	2020	$7,363	$1,301	$6,829	2026	
Lynnwood Warehouse lighting upgrades	2020	$52,606	$4,489	$22,605	2028	Replaced interior and exterior linear fluorescent and metal halide lighting with LED.
Beacon Hill Station deduct meter	2020	$533	$1,153	$3,364	2021	This meter reduces water costs by accounting for irrigation water that does not enter the wastewater stream.
OMF East solar power	2021	N/A - Installed as part of Design Build project	$2,729	$31,434	N/A	100 KW solar array system on the OMF East roof. These solar panels were installed in the original design build contract for the facility.

PROJECT	PROJECT FINISHED	CAPITAL COSTS	2025 SAVINGS	SAVINGS TO DATE, 2025	PAY-BACK YEAR	DESCRIPTION
Union Station Security Operations Center rooftop HVAC unit	2021	$390,329	$22,344	$92,192	2036	Added a dedicated rooftop HVAC unit to the security operations center at Union Station, which operates 24/7. This part of Union Station was previously served by the main building's HVAC, which can now be placed on a more efficient schedule.
Angle Lake Garage irrigation controls - phase 2	2021	$5,160	$1,187	$5,441	2025	Installed flow sensor and master valve. Upgraded irrigation controller.
Bonney Lake Park and Ride irrigation controls	2021	$5,926	$617	$2,829	2031	Upgraded master valves, flow sensors and controllers at four locations.
Kent Garage irrigation controls	2021	$4,346	$435	$1,884	2031	
Union Station irrigation controls	2021	$3,006	$608	$2,634	2026	
Central OMF irrigation controls	2021	$11,000	$2,204	$9,365	2026	
Mt Baker Station deduct meter	2021	$533	$1,210	$9,983	2021	This meter reduces water costs by accounting for irrigation water that does not enter the wastewater stream.
Tacoma Link OMF Solar	2022	N/A - Installed as part of Design Build project	$3,996	$15,648	N/A	65 KW Solar array system on the Tacoma Link OMF
Airport Station LED lighting	2022	$95,189	$8,666	$34,664	2033	Retrofit existing lighting with LED lighting.
Tukwila International Blvd Station LED lighting	2022	$182,260	$8,066	$28,231	2045	
OMFE irrigation controls	2022	$1,929	$4,234	$13,762	2022	Completed a central control upgrade.
Tacoma Link OMF irrigation controls	2022	$1,929	$176	$572	2033	
Othello Station irrigation controls	2022	$4,125	$740	$2,280	2028	Installed smart controller and completed a central control upgrade.
Puyallup Station irrigation controls	2022	$2,434	$976	$3,498	2025	

PROJECT	PROJECT FINISHED	CAPITAL COSTS	2025 SAVINGS	SAVINGS TO DATE, 2025	PAY-BACK YEAR	DESCRIPTION
Mukilteo Station irrigation controls	2022	$2,434	$179	$566	2036	
Federal Way Transit Center irrigation controls	2022	$2,434	$579	$1,834	2027	
Roosevelt Station deduct meter	2022	$533	$1,652	$3,484	2023	These meters reduce costs by accounting for irrigation water that does not enter the wastewater stream.
University District Station deduct meter	2022	$533	$1,383	$2,278	2024	
Mt. Baker Station LED Lighting	2023	$358,914	$9,451	$24,415	2060	Retrofit existing lighting with LED lighting at 5 stations.
SoDo Station LED Lighting	2023	$74,075	$3,383	$8,175	2044	
Columbia City Station LED Lighting	2023	$59,195	$5,159	$10,748	2034	
Rainier Beach Station LED Lighting	2023	$37,865	$3,405	$7,094	2033	
Othello Station LED Lighting	2023	$47,999	$4,432	$9,234	2033	
Kent Garage Turf Removal	2023	$19,900	$853	$2,203	2047	Removed 2,000 sq. Ft. of grass turf and replaced with shrubs and ground cover
Central OMF Turf Removal	2023	$55,460	$2,675	$6,911	2044	Removed 5,000 sq. Ft. Of grass turf and replaced with shrubs and ground cover
Tacoma Link OMF Irrigation Controls Phase 2	2024	$700	$125	$228	2029	Added additional smart irrigation controller and flow sensor.
Auburn Station Irrigation Controls	2024	$2,562	$1,903	$2,855	2025	Added additional smart irrigation controls.
Remond Technology Garage Solar	2024	N/A - Installed as part of Design Build project	$2,398	$3,660	N/A	37 KW solar array system on the Redmond Technology Garage platform canopy. These solar panels were installed in the original design build contract for the facility.
Star Lake Parking Garage Solar	2025		$259	$259	N/A	96 KW solar array system on the Star Lake Parking Garage platform canopy. These solar panels were installed in the original design build contract for the facility.

PROJECT	PROJECT FINISHED	CAPITAL COSTS	2025 SAVINGS	SAVINGS TO DATE, 2025	PAY-BACK YEAR	DESCRIPTION
Kent Des Moines Parking Garage Solar	2025		$246	$246	N/A	96 KW solar array system on the Kent Des Moines Parking Garage platform canopy. These solar panels were installed in the original design build contract for the facility.
Marymoor Village Garage Solar	2025		$7,380	$7,380	N/A	90 KW solar array system on the Marymoor Village Garage platform canopy. These solar panels were installed in the original design build contract for the facility.
Mountlake Terrace Station Garage Solar	2025		$8	$8	N/A	5 KW solar array system on the Mountlake Terrace Station Garage platform canopy. These solar panels were installed in the original design build contract for the facility.
Union Station Building Tune-up	2025	$24,350	$8,129	$8,129	2027	Identified and corrected low/no-cost maintenance activities in Union Station per Seattle Building Tune-Up standard and corrected, improving building efficiency.

* Cost savings figures for projects implemented through an Energy Performance Contract (denoted with an *) represent average, annualized savings based on the project's projected lifetime savings. These projects may ultimately achieve more energy and cost savings than the guaranteed amount.

Appendix C – Sustainability Revenue

Sound Transit earns revenue from several sustainability programs. The agency participates in Washington State's Clean Fuel Standard program, which allows the agency to generate and sell credits for providing clean, electrified transportation options to the Central Puget Sound. The first table below displays the agency's reported kWh's, credits generated, and total revenue through the Clean Fuel Standard program. As the agency invests in more low- and no-carbon transportation, the potential for additional revenue will increase. The agency also pursues federal tax credits for investments in sustainability projects such as electric vehicles and solar energy photovoltaic arrays. Since Sound Transit is a government entity and does not pay taxes, the tax credit comes in the form of a direct payment. The second table displays tax credits received from sustainability investments.

Clean Fuel Standard Revenue

Reporting Quarter	kWh Total	Total Credits Generated	Total Revenue
Q1 2023	11,062,945	3,692	$367,145
Q2 2023	10,463,150	3,517	$219,460
Q3 2023	10,417,550	3,531	$211,014
Q4 2023	10,402,595	3,595	$124,241
2023 Total	**42,346,240**	**14,335**	**$921,861**
Q1 2024	9,657,220	3,371	$84,142
Q2 2024	10,667,853	4,598	$114,759
Q3 2024	12,577,976	6,224	$89,631
Q4 2024	13,844,686	7,380	$141,702
2024 Total	**46,747,735**	**21,574**	**$430,235**
Q1 2025	13,788,141	7,405	$191,948
Q2 2025	14,076,758	7,296	$210,116
Q3 2025	15,372,830	8,087	$205,723
Q4 2025	14,952,041	8,107	$303,542
2025 Total	**58,189,769**	**30,895**	**$911,329**
Program Total	**147,283,744**	**66,804**	**$2,263,425**

Tax Credits

Year	Project	Tax Credit
2024	Kent Des Moines Station Parking Garage PV 90kW Solar Array	$229,913
2024	2 Electric Vehicles	$15,519
2024 Total		**$245,432**
Program Total		**$245,432**

Appendix D – 2025 Key Performance Indicators

The table below presents the Key Performance Indicators (KPIs), as defined in the 2019 Sustainability Plan. The table also shows the KPIs in relation to their associated Priorities, Long-term goals and Short-term goals, per the Sustainability Plan. The KPIs reflect current progress compared to the 2019 Sustainability Plan's baseline year of 2018. Note that the KPIs below are a subset of the 2019 Sustainability Plan's metrics.

PRIORITY	LONG-TERM GOALS	SHORT-TERM GOALS	KEY PERFORANCE INDICATOR	2018 BASELINE VALUE	2025 VALUE AND/OR PERCENT CHANGE
People	Social equity addressed and implemented as an agency value	Contribute to a revolving loan fund for affordable housing revolving loan fund	# of dollars contributed to affordable housing revolving loan fund	Contributions began in 2019	$4 million
		Build staff awareness and capacity to integrate equity into all business lines	% of staff trained in equity and inclusion	37% of staff trained	• 83% of staff completed Equal Employment Opportunity Training • 78% of staff completed Implicit Bias Training • 51% of staff completed Inclusion Training • 22% of staff completed Microaggressions in the workplace training
		Meet or exceed workforce diversity goals for construction contractors Goals: • 21% people of color • 12% women • 20% apprentices	% of hours worked by diverse communities on ST job sites	• 29% by people of color • 7% by women • 20% by apprentices	• 43% by people of color • 7% by women • 12% by apprentices
	All staff champion sustainability	Certify key staff to green design and building management professional accreditations	# of staff trained to sustainable professional accreditations	• 22 new Envision Sustainability Professionals • 17 new LEED Accredited Professionals • 5 other new sustainability certifications	• 37 Envision Sustainability Professionals • 13 LEED Accredited Professionals • 13 other sustainability certifications

PRIORITY	LONG-TERM GOALS	SHORT-TERM GOALS	KEY PERFORANCE INDICATOR	2018 BASELINE VALUE	2025 VALUE AND/OR PERCENT CHANGE
Planet	Achieve carbon free operations	Reduce greenhouse gas emissions by 10 percent	% change in greenhouse gas emissions	66,230 tonnes of CO2e	59,152 tonnes of CO2e; 5% reduction since 2018
			% change in criteria air pollutants	• Particulate Matter: 11,078 lbs • Volatile Organic Compounds: 15,485 lbs • NOx: 399,828 lbs • CO: 193,411 lbs • SOx: 9,986 lbs	• Particulate Matter: 7,155 lbs; 38% decrease since 2018 • Volatile Organic Compounds: 12,544 lbs; 20% decrease since 2018 • NOx: 403,790 lbs; 1% decrease since 2018 • CO: 235,865 lbs; 22% increase since 2018 • SOx: 9,621 lbs; 4% decrease since 2018
		Increase production from solar panels to 750 KW	# of kW of renewable energy production	• 76,257 kWh produced • 66.1 KW installed total	• 251,289 kWh produced in 2025 • 554 KW installed total
		Purchase available cost-effective, carbon-free electricity	% change in renewable electricity procurement	85% electricity from clean and renewable sources	83% electricity from clean and renewable sources in 2023; 3% decrease since 2018
		Decrease total energy use 5 percent for all facilities built before 2018	% of facility energy reduced	27,008,074 KBtu	27,804,671 kBtu; 3% increase since 2018
	Enhance ecosystem functions	Achieve 100 percent environmental compliance (zero fineable violations)	# of fineable environmental compliance violations	Four	Zero
		Reduce total water use by 10 percent at all existing facilities and sites established before 2018	% change in agency water use	27,521 CCF used	47,986 CCF used; 73% increase since 2018

PRIORITY	LONG-TERM GOALS	SHORT-TERM GOALS	KEY PERFORANCE INDICATOR	2018 BASELINE VALUE	2025 VALUE AND/OR PERCENT CHANGE
Prosperity	Build resilience to climate change and natural or manmade disasters	Develop staff awareness of individual roles in emergency prepared	% of staff trained in emergency preparedness	Training began in 2019	• 279 staff trained in core safety training • 336 staff trained in a non-revenue vehicle safe driving course • 154 staff certified in First Aid/CPR/AED • 30 staff trained in Stop The Bleed • 1,391 staff trained in Safety Management Systems
		Conduct a Climate Vulnerability Assessment as part of each major system capital expansion project	% of projects that include Climate Change Vulnerability Assessments	Assessments began in 2019	100% of eligible projects
	Maximize operational efficiency	Divert 50 percent of office waste to recycling or compost	% of waste diverted	35%	30%
		Include green methods or features in at least 75 percent of all new agency procurements	% increase in # of and dollar value of procurements	• 19% of new procurements • $299M in value	• 75 procurements; 17% of procurements • $3.2B in value