

Year-to-Date Data for Three Modes of Service

ST Express Bus	Year-to-date 2008 Actuals	Year-to-date 2009 Actuals	Year-to-date Budget
Revenue vehicle hours operated ¹	247,300	257,551	258,750
Revenue vehicle miles operated	5,064,119	5,257,292	5,275,000
Trips operated	192,092	202,338	201,000
Platform hours operated ²	308,018	345,724	325,100
Boardings per revenue hour	23.79	24.13	25.70
Boardings per trip	30.63	30.72	33.10
Cost-per-boarding ³	\$6.38	\$7.08	\$6.86
Percentage of scheduled trips operated	100.01%	99.98%	≥99.80% ⁴
On-time performance ⁵	94.53%	94.09%	≥90.00% ⁴
Customer complaints ⁶	0.02%	0.01%	<0.05% ⁴
Preventable accidents per revenue mile ⁷	0.60	0.87	≤0.80 per 100,000 miles
Sounder Commuter Rail			
Revenue vehicle hours operated ¹	12,155	16,629	16,600
Revenue vehicle miles operated	467,409	641,566	640,000
Trips operated	2,332	3,083	3,050
Boardings per revenue vehicle hour	103.67	74.12	88.00
Boardings per trip	540.36	399.81	474.00
Cost-per-boarding ³	\$11.29	\$13.61	\$11.77
Percentage of scheduled trips operated	99.91%	99.42%	≥99.50% ⁴
On-time performance ⁵	99.78%	97.54%	≥95.00% ⁴
Customer complaints ⁶	0.02%	0.01%	<0.05% ⁴
Preventable accidents per revenue mile ⁷	0.00	0.00	≤1.00 per 1,000,000 miles
Tacoma Link Light Rail			
Revenue hours operated ¹	4,843	4,778	4,762
Revenue miles operated	46,995	46,346	46,098
Trips operated	29,316	28,966	28,950
Boardings per revenue vehicle hour	91.15	97.60	90.00
Boardings per trip	15.06	16.10	15.00
Cost-per-boarding ³	\$3.56	\$3.96	\$4.90
Percentage of scheduled trips operated	99.72%	99.91%	≥98.50% ⁴
On-time performance ⁵	99.73%	99.89%	≥98.50% ⁴
Customer complaints ⁶	0.01%	0.00%	<0.05% ⁴
Preventable accidents per revenue mile ⁷	0.00	0.00	≤1.00 per 100,000 miles

- 1-Revenue hours: The total amount of time during which service is available to carry passengers. Tacoma Link reports as service hours because at this time it does not collect fares. The 2009 budget for revenue vehicle hours operated and revenue vehicle miles operated was an estimated amount as of September 2008. The actual schedule was based on the 2009 Service Implementation Plan, adopted in December 2008. The revenue vehicle hour and mile measures are provided for information purposes only; ST Express is billed on the basis of platform hours operated, which are within 2 percent of budgeted levels.
- 2-Platform hours: The total hours a transit vehicle operates, including layover and deadhead time.
- 3-Cost-per-boarding is calculated as the total actual operating costs (including Agency overhead allocations) before depreciation divided by the total number of riders during the period.
- 4-Quarterly and annual target number.
- 5-On-time performance standards are defined as:
 ST Express: ≥90 percent, no later than 10 minutes of scheduled departure time.
 Sounder: ≥95 percent, the average of all trains in a month arriving at a terminus within seven minutes of schedule.
 Tacoma Link: ≥ 98.5 percent, is late if it either departs a terminal station more than one minute late or arrives at a terminal station three or more minutes late and is unable to make its departure time.
- 6-Customer complaint standards are < 0.05 percent based on the performance standards set in the ST Express service agreements. The standard is calculated as a percent of total boardings for each mode.
- 7-Preventable accident: An accident in which the operating employee(s) failed to do everything reasonable to prevent the accident.

Second Quarter 2009

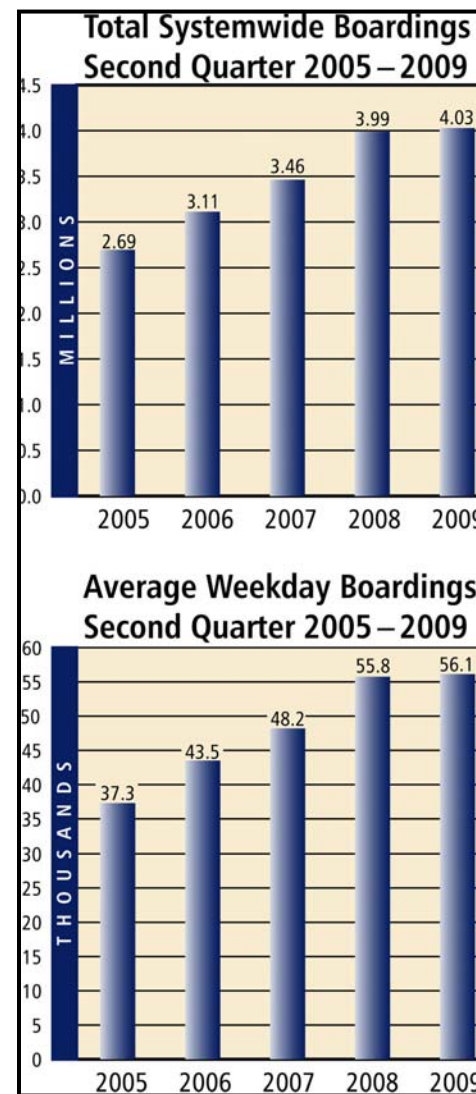


Service Delivery Quarterly Performance Report

Q2 Systemwide Boardings

Boardings by Service Type	Second Quarter			Year-to-Date			2009 Annual SIP Projections ¹
	2008	2009	%Δ	2008	2009	%Δ	
ST Express Bus	3,111,703	3,171,922	2%	5,882,975	6,215,183	6%	13.2mil.
Sounder Commuter Rail	656,679	617,651	-6%	1,260,110	1,232,607	-2%	3.1 mil.
Tacoma Link	219,792	239,004	9%	441,382	466,304	6%	.900 mil.
Total Boardings	3,988,174	4,028,576	1%	7,584,467	7,914,094	4%	17.2 mil.
Average Weekday Bdgs	55,757	56,129	1%	53,063	55,864	5%	58,818

1-Annual projections established in the 2009 Service Implementation Plan (SIP)



Growth in Sound Transit boardings slowed considerably during the Second Quarter. Total boardings and average weekday boardings increased by only one percent, compared with an eight percent increase in total boardings and a 10 percent increase in average weekday boardings during the First Quarter. Lower gasoline prices and the economic recession are clearly tempering the strong growth Sound Transit has experienced during the last two years.

ST Express buses showed a two percent increase in total boardings. The first ST2-funded bus service improvements were implemented June 1, primarily during off-peak periods. Sounder commuter trains experienced a major decline with six percent fewer boardings, despite the addition of a ninth round trip on the Sound Line June 1. Tacoma Link boardings continued to increase significantly with nine percent more boardings than in Second Quarter 2008. There were no significant disruptions to service on any of Sound Transit's three current lines of business.

This is the last quarterly report prior to the start-up of Central Link light rail, which began passenger service on July 18, 2009. The Third Quarter report format will be revised to accommodate Central Link data. Also, the SIP projections will be updated to reflect recent trends and the service improvements included in the voter-approved ST2 program.

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

Second Quarter Highlights

ST Express bus boardings increased by two percent during the Second Quarter. Continuing a trend noted earlier in 2009, bus routes serving the Snohomish subarea showed the strongest growth, including a 10 percent increase on Routes 510/513 connecting Everett with Seattle and an eight percent increase on the Everett-Bellevue service (Route 532). Most East King County routes had smaller but still significant gains. However, South King and Pierce County totals are down, particularly on Routes 564/565 serving the SR 167 corridor and Routes 590-595 connecting Tacoma/Lakewood with downtown Seattle. While no major service disruptions occurred during the quarter, road construction work on I-90, I-405 and in downtown Seattle affected on-time performance and schedule adherence.

Sounder train boardings were down by six percent, despite the addition of a ninth round trip on the South Line starting June 1. North Line commuter boardings were essentially unchanged. The South Line appears to be particularly sensitive to changes in gasoline prices, which are now about \$1.60 below the peak reached during mid 2008. The decline in South Line boardings also appears to mirror recent trends in South King and Pierce County ST Express boardings. Total South Line boardings would have been even less had it not been special event train boardings, which increased by nine percent compared with 2008.

Tacoma Link boardings were up an impressive nine percent, both in total boardings and average weekday boardings. No service changes were implemented during the quarter. Increased numbers of special events, festivals and conventions in downtown Tacoma appear to be contributing factors to this growth.

ST Express Boardings by Route				
Route	Q2 2008	Q2 2009	%Δ	
510/513	Everett-Seattle	212,170	237,519	12%
511	Lynnwood-Seattle	228,325	242,659	6%
522	Woodinville-Seattle	264,648	264,096	0%
532	Everett-Bellevue	72,995	78,473	8%
535	Lynnwood-Bellevue	103,929	111,010	7%
540	Kirkland-U. District	73,052	80,289	10%
545	Redmond-Seattle	417,259	410,004	-2%
550	Bellevue-Seattle	410,027	430,107	5%
554	Issaquah-Seattle	175,519	185,115	5%
555/556	Issaquah-Northgate	61,891	63,939	3%
560	WSeattle-Sea-Tac-Bellvue	184,814	198,784	8%
564	SouthHill-Overlake	94,164	89,337	-5%
565	Federal Way-Overlake	114,069	106,489	-7%
574	Lakewood-Sea-Tac	156,802	149,523	-5%
577/578	Federal Way-Sea/Puyallup	75,465	75,838	0%
582	Bonney Lake-Tacoma	19,134	14,677	-23%
586	Tacoma-U. District	32,088	33,287	4%
590-595	Lakewood-Seattle/ Tacoma-Seattle	415,352	396,956	-4%
599	Lakewood-Tacoma	0	3,820	N/A
Total ²		3,111,703	3,171,922	2%
Avg Weekday Bdgs ²		42,854	43,593	2%

Sounder Commuter Rail Boardings by Corridor				
	Q2 2008	Q2 2009	%Δ	
North Line				
Commuter	67,669	67,909	0%	
Special	8,456	8,327	-2%	
Subtotal	76,125	76,236	0%	
South Line				
Commuter	568,921	528,694	-7%	
Special	11,633	12,720	9%	
Subtotal	580,554	541,414	-7%	
Total	656,679	617,651	-6%	
Avg Weekday Bdgs	9,947	9,322	-6%	

Tacoma Link Light Rail Boardings			
	Q2 2008	Q2 2009	%Δ
Total	219,792	239,004	9%
Avg Weekday Bdgs	2,957	3,214	9%

2-Does not include Downtown Seattle ride free boardings

Performance Snapshot

Key Performance Indicators: For Second Quarter 2009, ST Express and Tacoma Link showed an improvement on all three Key Performance Indicators compared to the same period in 2008.

Sounder boardings were lower for the YTD compared to the same period in 2008. This new development is a reflection of the weak job market in the urban core, as well as a response to steep declines in fuel prices. Additionally, Sounder boardings per trip and per hour are down compared to 2008 since the additional service added in September 2008 includes lower productivity reverse commute and off-peak trips. With the additional reverse commute trips in September, the boardings per trip and per hour measure for Sounder declined. While reverse commute per trip boardings are lower than the system average, the reverse commute trains allow more service in the peak direction and more efficient operations.

Key Performance Measures: All three modes exceeded their standards for all Key Performance Measures in 2008. Tacoma Link has met its standards for the Second Quarter of 2009. For 2009, one measure has not been met by ST Express and two have not been met by Sounder. Cost per boarding results for ST Express and Sounder have started out the year above budgeted levels. ST Express costs are driven largely by purchased transportation costs from their service partners, which are based on budgeted expenses until year end. Actual fuel costs have been below budgeted levels, so it is expected that cost per boarding for ST Express will fall once actual costs are fully accounted.

Sounder cost per boarding is running about 16 percent above budgeted levels. As described earlier, boardings have declined from the highs seen last year, and are running under budgeted forecasts. This, in turn, results in cost per boarding numbers that are higher than planned. We expect that cost per boarding will be below budgeted levels at year end.

Another standard that was not met for Sounder was percentage of scheduled trips operated. During the month of January, flooding in the Puyallup area caused the cancellation of 16 trips on the South Line. This measure improved during the second quarter, but is still below the target for the YTD. We expect to exceed the target by year end.

	ST Express Bus	Sounder Commuter Rail	Tacoma Link Light Rail	Key Performance Indicators YTD Actuals Q2 2008 vs Q2 2009
Total boardings	Up for YTD	Down for YTD	Up for YTD	
Boardings per revenue vehicle hour	Up for YTD	Down for YTD	Up for YTD	
Boardings per trip	Up for YTD	Down for YTD	Up for YTD	
Percentage of scheduled trips operated	Meeting goal	Goal not achieved	Meeting goal	
Cost-per-boarding	Meeting goal	Goal not achieved	Meeting goal	
On-time performance	Meeting goal	Meeting goal	Meeting goal	
Customer complaints	Meeting goal	Meeting goal	Meeting goal	
Preventable accidents per revenue mile	Meeting goal	Goal not achieved	Meeting goal	

YTD 2008
YTD 2009

1-2008 data is compared against 2009 standards.