

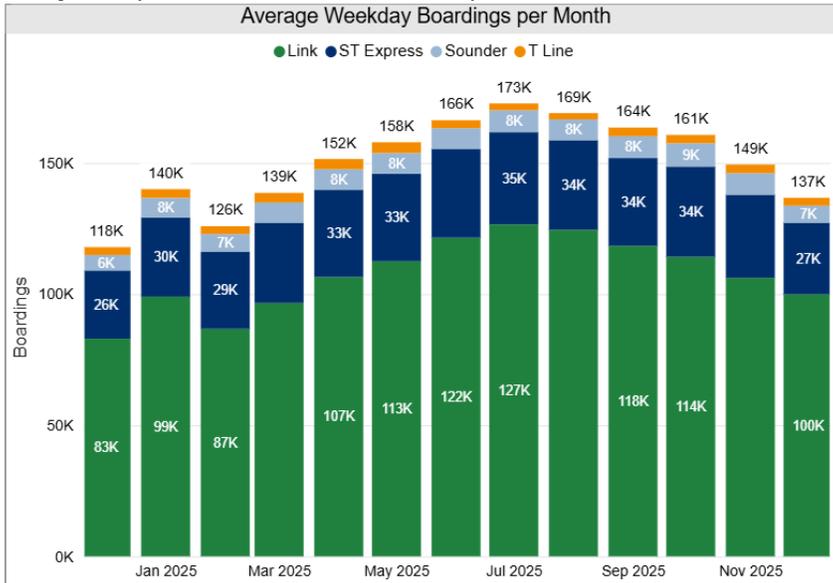
Monthly Performance Report

December 2025



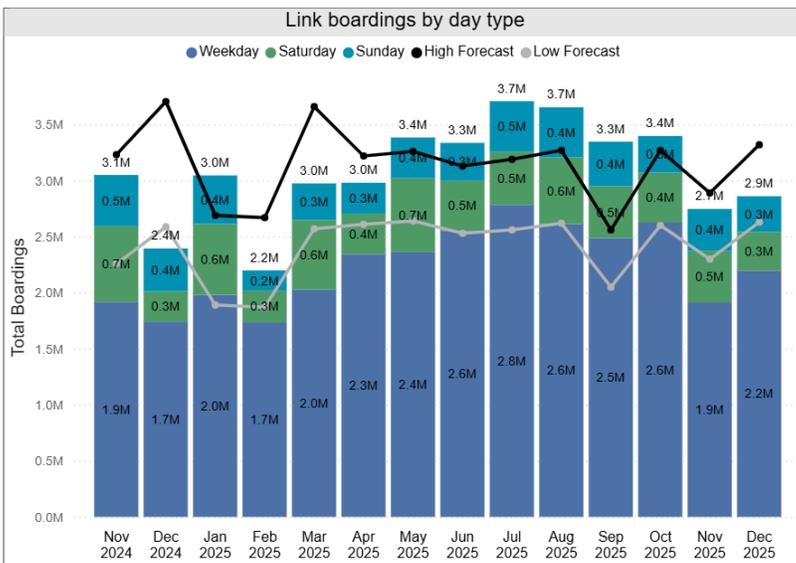
Ridership

For an up-to-date¹, interactive and more detailed look at ridership, please see: <https://www.soundtransit.org/ride-with-us/system-performance-tracker/ridership>.



Month	Monthly Total Boardings	Average Weekday Boardings	Month-over-Month % Change	% Change vs. 2019
Dec 2025	3,796,000	136,700	-8%	-4%
Nov 2025	3,729,000	149,400	-7%	-7%
Oct 2025	4,599,000	160,600	-2%	-5%
Sep 2025	4,454,000	163,600	-3%	3%
Aug 2025	4,768,000	169,000	-2%	3%
Jul 2025	4,888,000	172,800	4%	5%
Jun 2025	4,438,000	166,300	5%	1%
May 2025	4,501,000	157,900	4%	-2%
Apr 2025	4,100,000	151,500	9%	-6%
Mar 2025	3,991,000	138,600	10%	-11%
Feb 2025	3,089,000	125,900	-10%	-14%
Jan 2025	4,072,000	140,100	19%	-11%
Dec 2024	3,257,000	117,900	-15%	-18%
Nov 2024	3,975,000	139,400	-7%	-13%
Oct 2024	4,169,000	149,700	7%	-12%
Sep 2024	3,844,000	139,500	7%	-12%

- October, November and December ridership on Link should be considered as a draft at this time due to known issues related to pre-revenue testing for the Federal Way Link Extension. It is anticipated that the totals for these months will adjust upward once the issues are resolved. In particular, December totals should increase significantly as a result of the opening of the extension on December 6th. We are working on updating the methodology we use to calculate Link boardings and hope to have this remedied quickly.



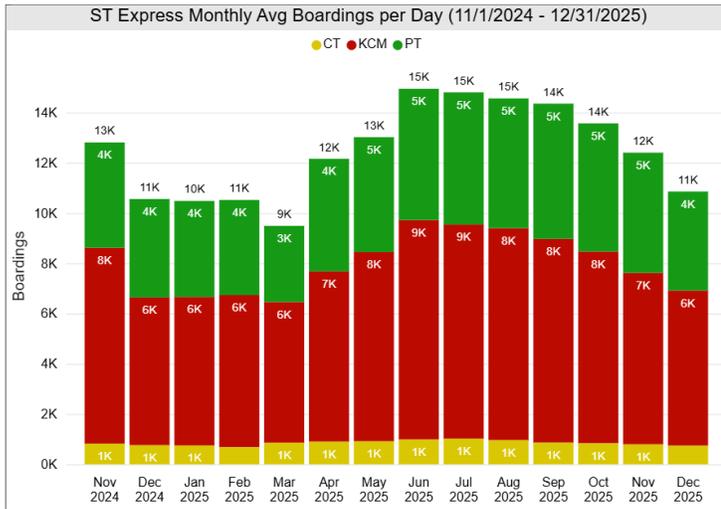
Link

- As noted above, there are known methodological data issues associated with December ridership on Link.
- At this time, we cannot draw any conclusions about changes in the number of boardings and ridership demand.

¹ ST Express data only becomes available when Sound Transit's operating partners provide it on the 25th of the month following that which is being reported. For this reason, there is often a delay in the months for which data is available.

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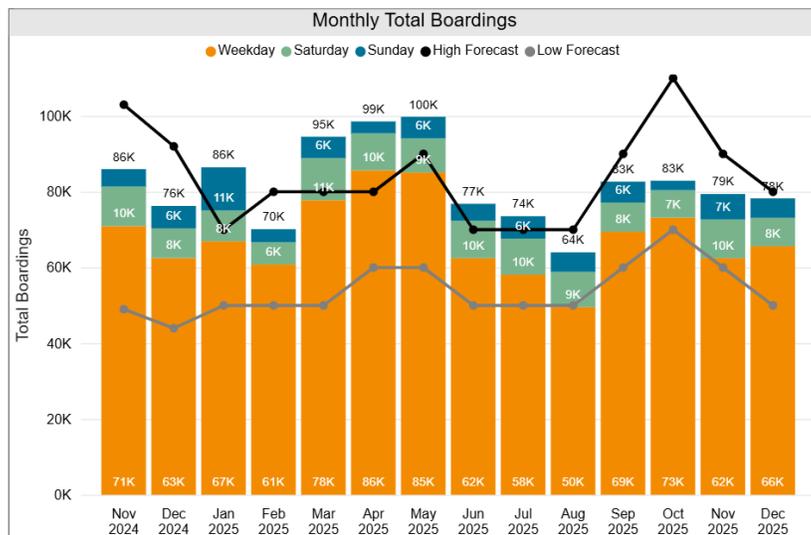
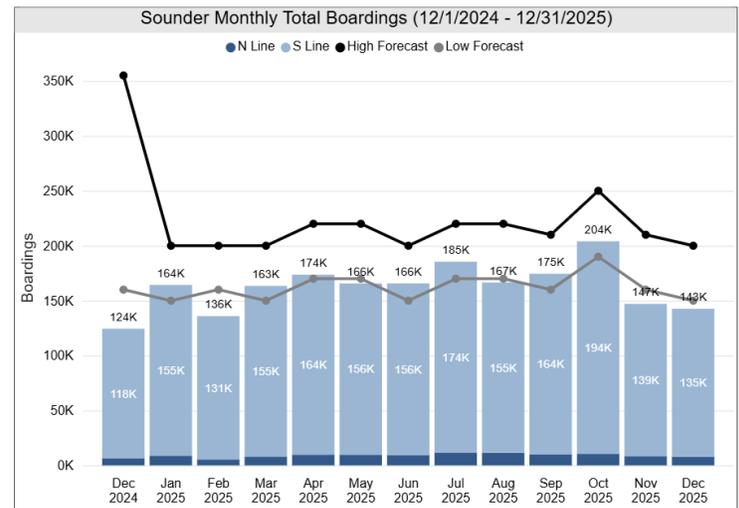


ST Express

- Average weekday boardings for ST Express dipped from November to December but were above last year's average for December. This is a normal seasonal pattern.
- Overall ridership is on a modest upward trend from the beginning of the year.
- ST Express total boardings continue to outpace the overall high-end forecast for 2025.

Souder

- Average weekday ridership decreased from November to December 2025, to 6,791 riders per day, in line with typical seasonality. This is 15% higher than December 2024 overall; 21% higher for the N Line and 14% higher for the S Line.
- Souder ridership seems to have stabilized at about 50% of its pre-pandemic level.
- Souder monthly boardings were below the low forecast for December 2025.



T-Line

- Total monthly boardings on T-Line decreased slightly from November to December 2025 with an increase in Weekend ridership offset by a reduction in ridership on Weekdays.
- T-Line average boardings in December 2025 fell by about 1.26% compared to November 2025.

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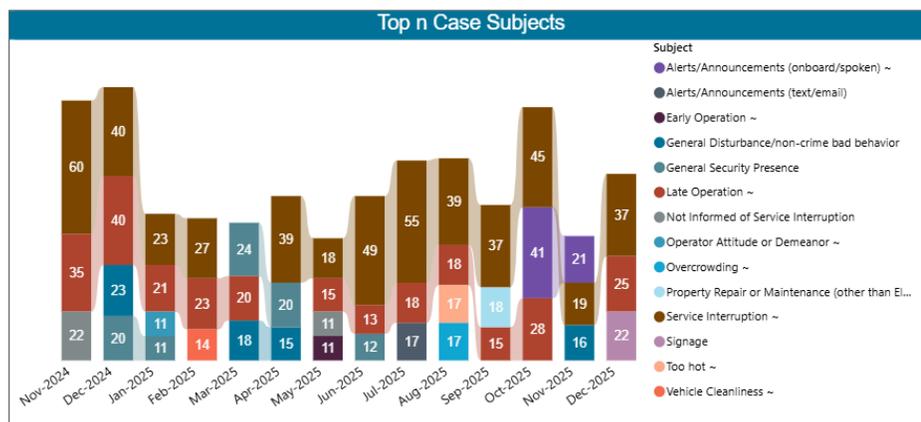
December 2025



Link

	On Time Performance	Operated as Scheduled	Fleet Availability	Mean Distance Between Failure	PM Compliance	Parking Usage	Customer Complaints
Target	> 90%	>98.5%	>80%	>20,000	>90%	>40%	<15 per 100,000 boardings
Prior Year	82%	N/A	Siemens: 71% Kinkisharyo: 64%	Siemens: 49,907 Kinkisharyo: 20,050	Vehicles: 98% Track: 100% Power: 92% Facilities Mech: 98% Facilities Elec: 99%	61%	10.9
Prior Month	83%	Line 1: 87% Line 2: 95%	Siemens: 81% Kinkisharyo: 67%	Siemens: 73,048 Kinkisharyo: 70,536	Vehicles: 94% Track: 100% Power: 99% Facilities Mech: 97% Facilities Elec: 86%	86%	6
Current	79%	Line 1: 84% Line 2: 95%	Siemens: 77% Kinkisharyo: 70%	Siemens: 68,101 Kinkisharyo: 17,531	Vehicles: 97% Track: 99% Power: 97% Facilities Mech: 98% Facilities Elec: 93%	88%	8.7

- Link Light Rail’s current On-Time Performance (79%) and Operated as Scheduled performance (Line 1: 84%, Line 2: 95%) remain below system targets due to the combined impacts of planned operational activities, game events, and unplanned disruptions. Planned efforts, including headways trial, planned maintenance work, and installing Automatic Train Protection in the DSTT, temporarily reduced schedule flexibility while supporting long-term system reliability and readiness. Increased ridership during game events contributed to dwell variability and operational pressure, and unplanned incidents required recovery actions that further affected schedule adherence; however, the 2 Line maintained strong Operated as Scheduled performance, reflecting corridor stability despite systemwide demands.
- Continued emphasis on fleet reliability, infrastructure resiliency, and event coordination will be critical in improving schedule adherence and restoring performance to target levels. Mean Distance Between Failures for Siemens was above target while the Kinkisharyo fleet dipped below target due to mileage. Total Fleet Availability for both fleets was below target on account of increased mileage driving an increase in maintenance/updates and corrective repairs. PM compliance continues to outperform goal for all asset types.



Link Customer Comments

- Link experienced an increase in complaints per 100,000 boardings in December 2025 and continues to remain within the targeted range.
- Service-related issues including service interruptions and late operation remained top concerns of Link customers, with another major category being signage and wayfinding, particularly at the newly opened FWLE stations.

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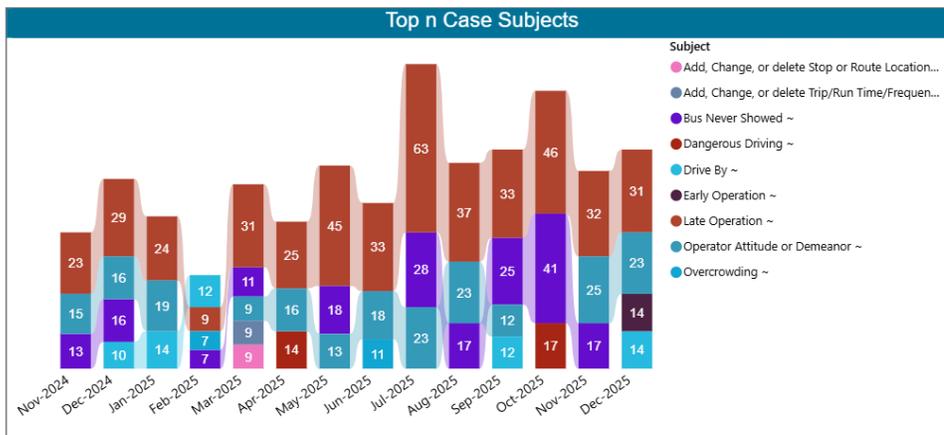
December 2025



ST Express

	On Time Performance	Operated as Scheduled	Fleet Availability	Mean Distance Between Failure	PM Compliance	Parking Usage	Customer Complaints
Target	> 85%	99.8%	>90%	>7,000	>90%	>40%	<15 per 100,000 boardings
Prior Year	CT: 98% PT: 74% KCM: 86%	CT: 99.4% PT: 99.6% KCM: 98.6%	CT: 78% PT: 100% KCM: 98%	CT: 8,540 PT: 26,509 KCM: 7,921	CT: 100% PT: 99% KCM: 100%	57%	14.6
Prior Month	CT: 98% PT: 77% KCM: N/A	CT: 94.9% PT: 99.7% KCM: 99.3%	CT: 58% PT: 97% KCM: 99%	CT: 9,673 PT: 17,841 KCM: 3,980	CT: 100% PT: 100% KCM: 100%	49%	15.6
Current	CT: 97% PT: 76% KCM: N/A	CT: 94.1% PT: 99.6% KCM: 99.4%	CT: 56% PT: 98% KCM: 99%	CT: 10,230 PT: 23,740 KCM: 4,416	CT: 100% PT: 100% KCM: 100%	71%	19.3

- Pierce Transit has started to address previous On Time Performance issues despite consistent barriers related to inconsistent traffic patterns on the I-5 corridor south of Seattle. Pierce Transit met most of their other performance targets, except that trips operated as scheduled are significantly under standard due to personnel and traffic issues delaying trips significantly.
- Community Transit is struggling with Fleet Availability and operating scheduled trips. These failures continue to be due to personnel availability issues, an aging fleet and Community Transit's moving vehicles into direct operation and away from their contracted service provider. However, their missed trip metric is only marginally below standards due to their use of CT buses on STX services.
- King County Metro fell only slightly short of their Operated Trips as Scheduled target in November 2025. The decrease in mean distance between road failures is likely a result of KCM's policy of replacing a vehicle in the field regardless of the scope of a failure.



ST Express Customer Comments

- Overall, customer complaints climbed slightly above the acceptable target for December 2025.
- Many complaints are related to late operations, bus no shows and overcrowding which are consistent with our OTP metric,

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Sounder

	On Time Performance	Operated as Scheduled	Fleet Availability	Mean Distance Between Failure	PM Compliance	Parking Usage	Customer Complaints
Target	> 95%	99.0%	TBD	>20,000	>90%	>28.8%	<15 per 100,000 boardings
Prior Year	South: 94% North: 98%	South: 99.6% North: 99.4%	N/A	15,129	N/A	53%	19.3
Prior Month	South: 92% North: 95%	South: 98.7% North: 100%	N/A	5,154	N/A	45%	14.3
Current	South: 96% North: 94%	South: 98.4% North: 100%	N/A	31,423	N/A	55%	38.6

- Sounder On Time Performance dipped below target on the N Line in December 2025 at 94%, with the top categories of delays being Freight Interference and Slide Fence Indication. There were 9 cancelled trips for the month on the S Line, leading to a below-target Operated as Scheduled percentage of 98.4%; these annulments were all due Emergency Services, 7 of which arose from one incident on 12/11 when a BNSF freight train struck a vehicle at Kent. Mechanical incidents decreased from 10 impacted trains in November to just 1 impacted train in December. Customer complaints per 100,000 boardings increased significantly from November to December; this was due to many complaints coming in regarding a service interruption impacting Seahawks game trains at the end of November.

Tacoma Link

	On Time Performance	Operated as Scheduled	Fleet Availability	Mean Distance Between Failure	PM Compliance	Parking Usage ²	Customer Complaints
Target	> 98.5%	> 98.5%	TBD	TBD	>90%	TBD	<15 per 100,000 boardings
Prior Year	99%	99.5%	94.8%	N/A	98%	41%	2.6
Prior Month	100%	99.7%	84.6%	N/A	93%	36%	3.8
Current	99%	99%	85.8%	N/A	98%	37%	2.6

- In December, T-Line's On Time Performance and the percentage of trips Operated as Scheduled continue to be well above target. T-Line also improved its fleet availability from November to December. The mode's Preventative Maintenance Compliance figure rose in December and remains well above the target.

² Based on Tacoma Dome Station, which is shared with Sounder.

Monthly Performance Report

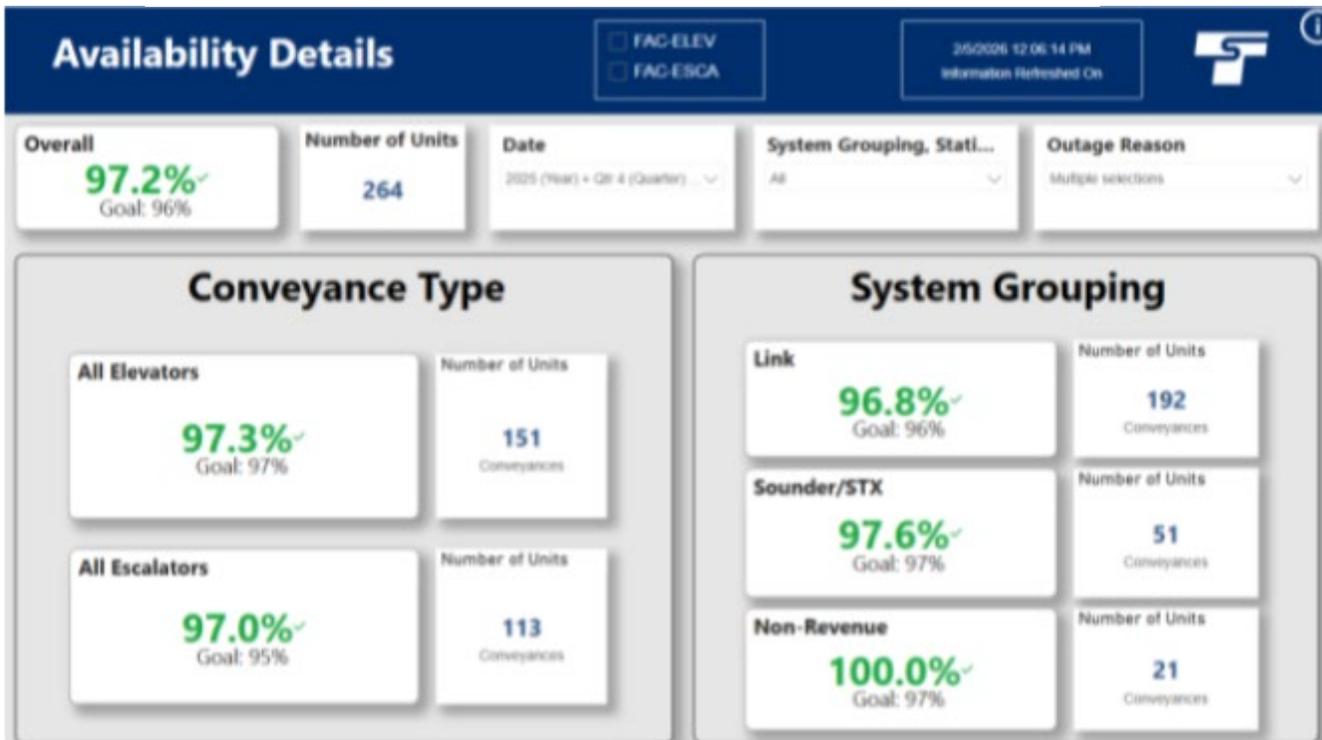
December 2025



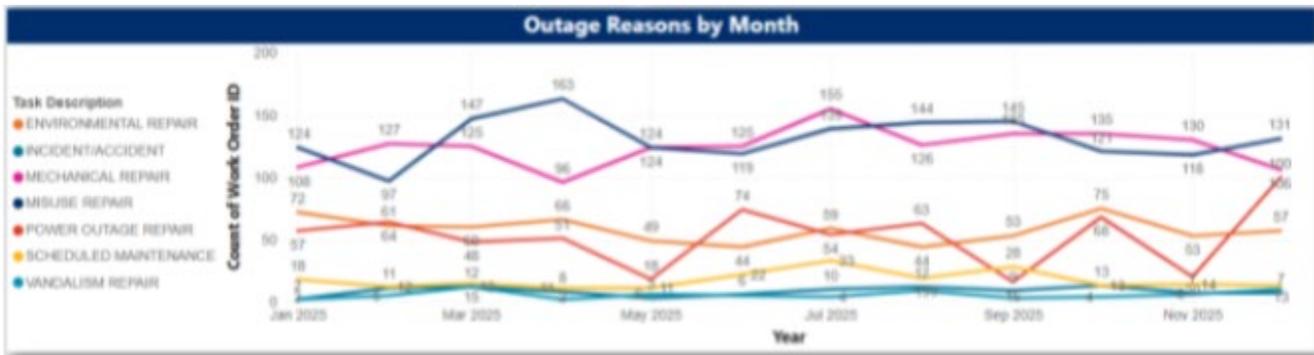
Vertical Transportation

For an up-to-date, interactive and more detailed look at escalator and elevator performance, please see: <https://www.soundtransit.org/ride-with-us/system-performance-tracker/accessible>

**Availability shown below is for all categories of outage reasons.*



- All system groups met their respected target availability.



- Station power related outages experienced a significant increase of 67% from the previous month.
- We saw an increase in misuse outages of 10% in the month of December 2025.
- Mechanical related outages saw a decrease of 26%.

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December 2025



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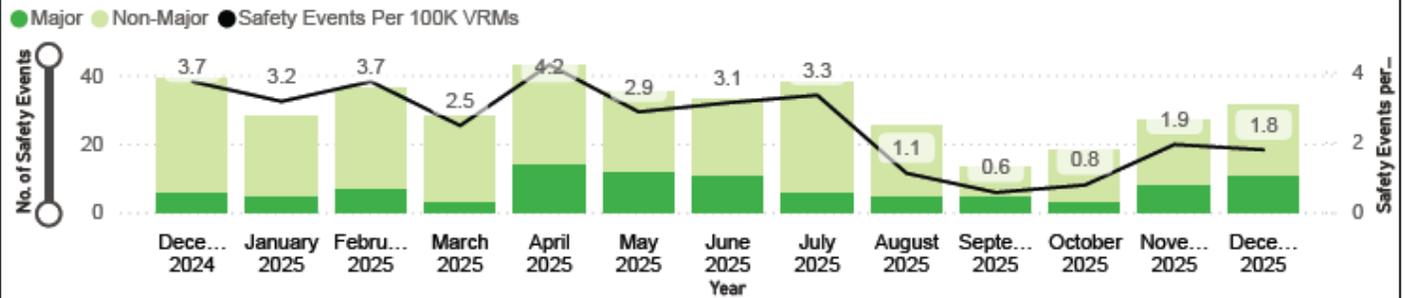
December 2025



REO Safety Report

Monthly Reportable Events for Link December 2024 - December 2025

Reportable Safety Events: Total Volume and Rate Per 100K Vehicle Revenue Miles



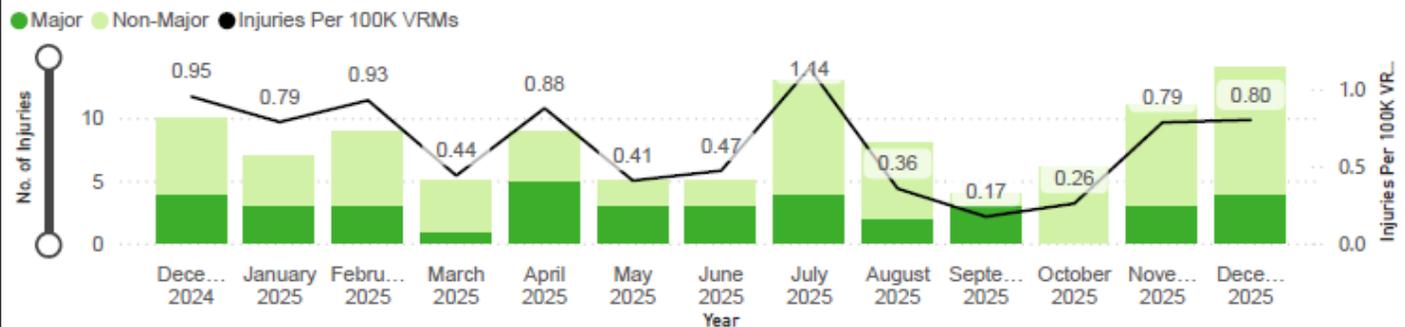
Definitions: The National Transit Database (NTD) defines a reportable event as a safety or security event that occurs on transit right-of-way, transit revenue/maintenance facilities, or involves a transit vehicle and meets the NTD's major reporting thresholds. Examples include collisions, fires, derailments, evacuations, injuries, or substantial property damage.

The YTD reportable safety event rate is 35% lower than 2024 (3.4 events per 100K vehicle revenue miles (VRM) in 2024 vs 2.1 events per 100K VRM in 2025). The overall decrease in reportable safety event rate is driven by fewer assaults against transit workers (1.9 vs 1.3, 31% reduction), fewer collisions (0.19 vs 0.06, 68% reduction), and a decline in non-life safety evacuations (0.40 vs 0.25, 40% reduction).

Collision rates per 100K VRM declined from 0.30 in 2023, to 0.19 in 2024, and 0.06 in 2025.

While non-life safety evacuation rates have generally trended downward in 2025, there was a modest increase in November and December. The majority of this year's evacuations occurred at S Walden Street, mostly between 00:00-02:00 and 09:00-11:00. The agency is continuing to track timing and location trends for security staffing adjustment as needed.

Reportable Injuries: Total Volume and Rate Per 100K Vehicle Revenue Miles



NTD definition of reportable injury: An injury requiring transportation away from the scene for medical attention for one or more persons.

YTD injury rates decreased 15% compared to 2024 and remain 22% below the three-year average.

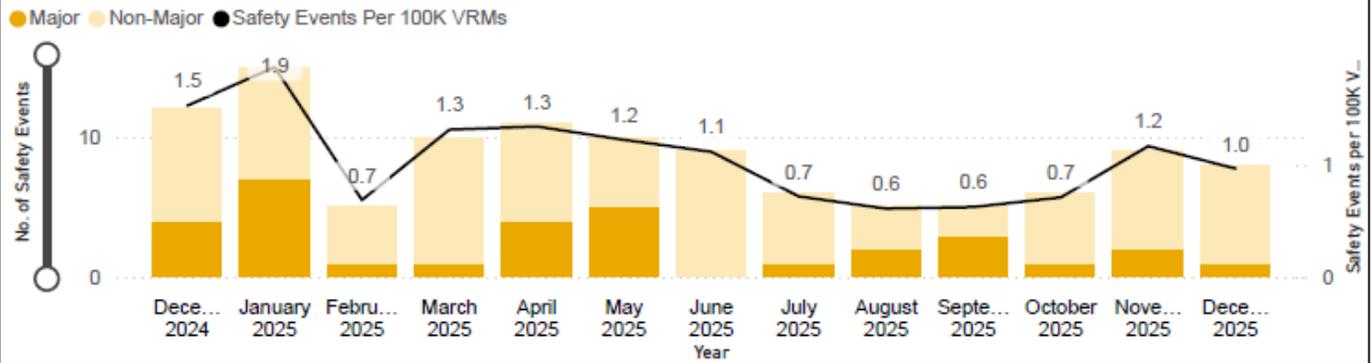
Slip and fall injuries remain the leading contributor to overall injuries. They make up 55 to 65% of all cases, with volume rising to 61 in 2025 from 42 in 2024 and 48 in 2023. Even so, the rate dropped from 0.58 in 2023 to 0.36 in 2025, primarily due to increased vehicle revenue miles associated with system expansion.

Passenger assault rates fell from 0.22 in 2023 to 0.09 in 2025. For transit workers, assault cases rose from 7 to 10, but the rate dropped from 0.07 to 0.06 per 100,000 VRM. The decline in passenger assaults and the higher vehicle revenue miles contributed to lower overall assault-related injury rates in 2025.

REO Safety Report

Monthly Reportable Events for ST Express December 2024 - December 2025

Reportable Safety Events: Total Volume and Rate Per 100K Vehicle Revenue Miles



Definitions: The National Transit Database (NTD) defines a reportable event as a safety or security event that occurs on transit right-of-way, transit revenue/maintenance facilities, or involves a transit vehicle and meets the NTD's major reporting thresholds. Examples include collisions, fires, derailments, evacuations, injuries, or substantial property damage.

Safety event volume declined in 2025 compared to 2024, driven by reductions in collisions and both physical and non-physical assaults. In 2024, reportable events reached a three-year high rate of 1.80 per 100K VRM. In 2025, the rate dropped to 1.00 per 100K VRM.

Non-physical assaults remained the largest contributor (40–45% of events), followed by collisions (20–25%), physical assaults (10–11%), and slip and fall events (5–10%). Non-physical assaults rose from 63 (0.64) in 2023 to 90 (0.93) in 2024, then dropped to 43 (0.45) in 2025. Physical assaults increased from 20 (0.20) in 2023 to 25 (0.26) in 2024, before declining to 13 (0.14) in 2025. Collisions declined to 24 (0.25) in 2025 compared to the prior year.

Reportable Injuries: Total Volume and Rate Per 100K Vehicle Revenue Miles



NTD definition of reportable injury: An injury requiring transportation away from the scene for medical attention for one or more persons.

Compared to the prior three years, 2025 reflects the lowest total injuries (28) and injury rate (0.29 per 100K VRM), improving from 37 (0.38) in 2023 and 51 (0.53) in 2024.

Collisions and slip and fall events continue to account for most ST Express injuries. The 2024 spike was largely driven by a single high-impact bus collision involving multiple passengers. In 2025, collision related injuries declined to 13 (0.14 per 100K VRM). Slip and fall injuries remained relatively unchanged across all three years.

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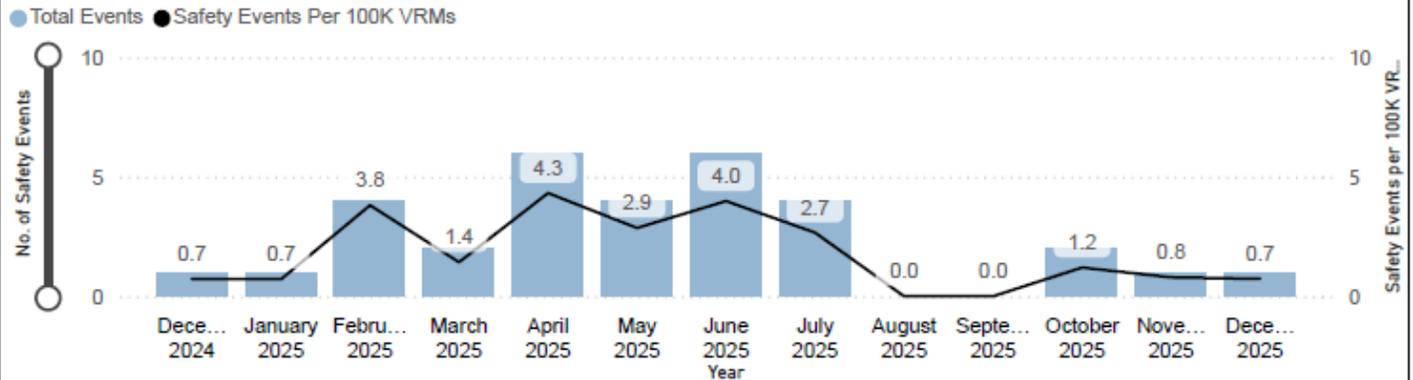
December 2025



REO Safety Report

Monthly Reportable Events for Sounder December 2024 - December 2025

Reportable Safety Events: Total Volume and Rate Per 100K Vehicle Revenue Miles

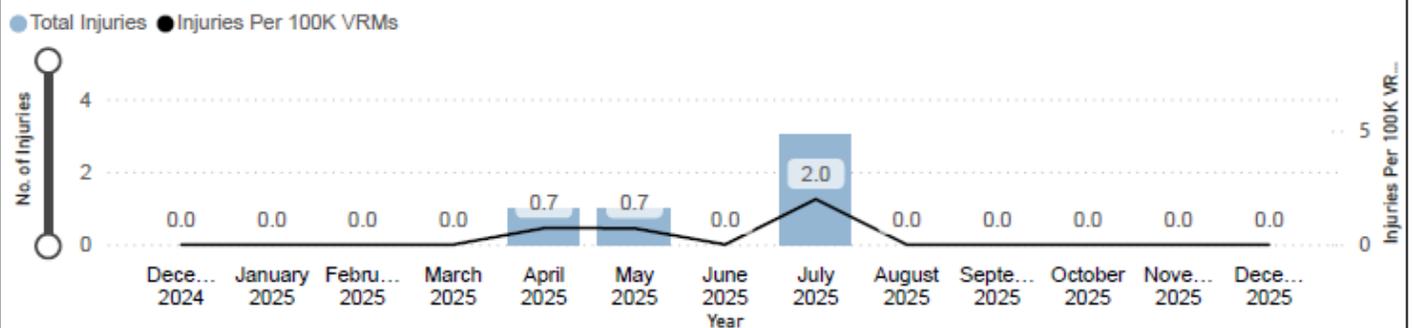


Sounder Commuter Rail events are reported under multiple definitions. Federal Railroad Administration (FRA) reporting requirements generally cover safety events, while National Transit Database (NTD) reporting requirements for commuter rail cover major security events and non-major assaults against transit workers. Environmental spills are reported per Washington Administrative Code (WAC) 173-303-145 and federal Environmental Protection Agency (EPA) requirements.

Total reportable events increased from 34 (1.90) in 2023 to 38 (2.30) in 2024, then declined to 31 (1.83) in 2025—slightly below 2023 and 2024 levels.

The decline in 2025 was largely driven by a reduction in passenger assaults at Kent Station, which recorded two (2) events YTD in 2025 compared to twenty (20) in 2024. Events at Auburn Station increased (5 in 2025 vs. 2 in 2024), while all other locations reported two (2) or fewer events.

Reportable Injuries: Total Volume and Rate Per 100K Vehicle Revenue Miles



The FRA and NTD also have different definitions governing the reportability of injuries. FRA injury reporting covers injuries resulting in medical treatment, significant injury diagnosed by a licensed health care professional, or loss of consciousness. NTD injury reporting only covers major security-related events in which certain defined serious injuries are sustained, or where medical transport is given to the involved person.

Between January and December 2025, the injury rate decreased by 58% compared to last year and is 9% below the three-year average for the same period. The decline compared to 2024 is driven by fewer assault-related injuries at Kent Station. For all Sounder service, there have been two (2) reportable injuries due to assaults YTD in 2025, compared to nine (9) in 2024.

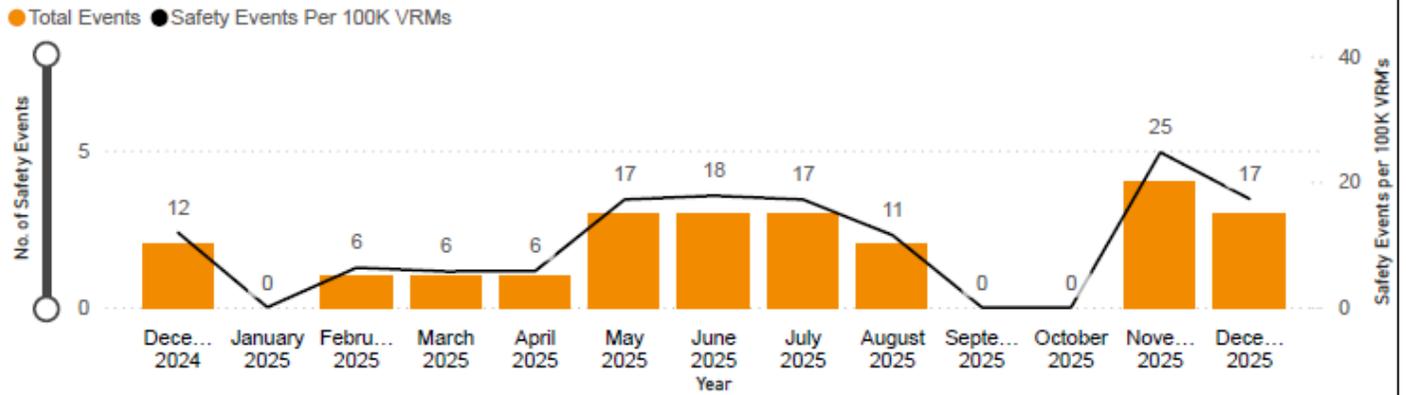
Out of the five (5) total injuries this year, three (3) are slip and fall-related injuries, and two (2) are passenger assault-related injuries.



REO Safety Report

Monthly Reportable Events for T-Line December 2024 - December 2025

Reportable Safety Events: Total Volume and Rate Per 100K Vehicle Revenue Miles



Definitions: The National Transit Database (NTD) defines a reportable event as a safety or security event that occurs on transit right-of-way, transit revenue/maintenance facilities, or involves a transit vehicle and meets the NTD's major reporting thresholds. Examples include collisions, fires, derailments, evacuations, injuries, or substantial property damage.

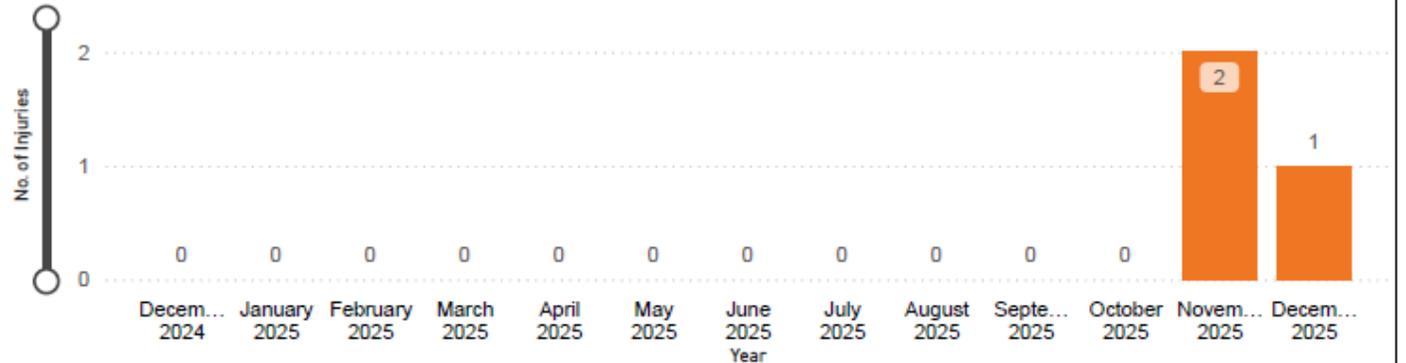
Reportable safety events rose from seventeen (17) in 2024 to twenty-one (21) in 2025, with the rate increasing from 8.30 to 10.20 per 100K VRM. Revenue miles were essentially unchanged, so the higher rate reflects increased event volume.

Physical assaults increased from seven (7) in 2024 to twelve (12) in 2025 (71% increase) and non-physical assaults remained similar to the prior year (4 to 3, 25% decrease). Tacoma Dome station continues to be the top location for T-Line transit worker assaults, usually occurring during the morning to noon time window.

Collisions also contributed to the 2025 increase, rising from one (1) in 2024 to four (4) in 2025, after a drop from eight (8) in 2023.

Note: The rate per 100,000 revenue miles for T-Line appears higher than other modes due to its lower monthly service miles, which can skew the rate upward.

Reportable Injuries: Total Volume and Rate Per 100K Vehicle Revenue Miles



NTD definition of reportable injury: An injury requiring transportation away from the scene for medical attention for one or more persons.

In December 2025, there was one (1) reportable transit worker assault-related injury.

As noted in previous reports, the last reportable injury for the T-Line prior to November 2025 occurred in April 2023.

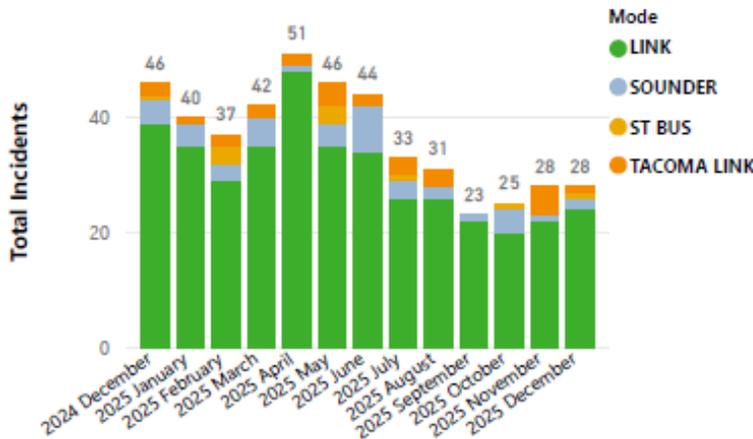
Monthly Performance Report

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REO Security Report December 2024 - December 2025

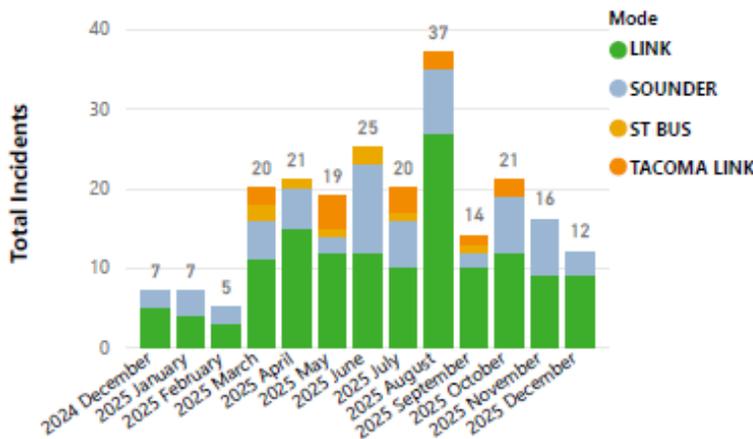
Crimes Against Persons



According to the National Incident-Based Reporting System (NIBRS), Crimes Against Persons are those crimes such as assault, whose victims are always individuals. These numbers include reports of physical and verbal assaults, assaults with a weapon, and sexual offenses on both customers and transit workers. These numbers will differ from confirmed crimes against persons data.

In December 2025, incidents involving reported **crimes against persons** stayed generally steady, with a decline in physical assaults on customers and workers and a slight increase in verbal assaults. Assaults on transit workers made up 63% of incidents involving crimes against persons.

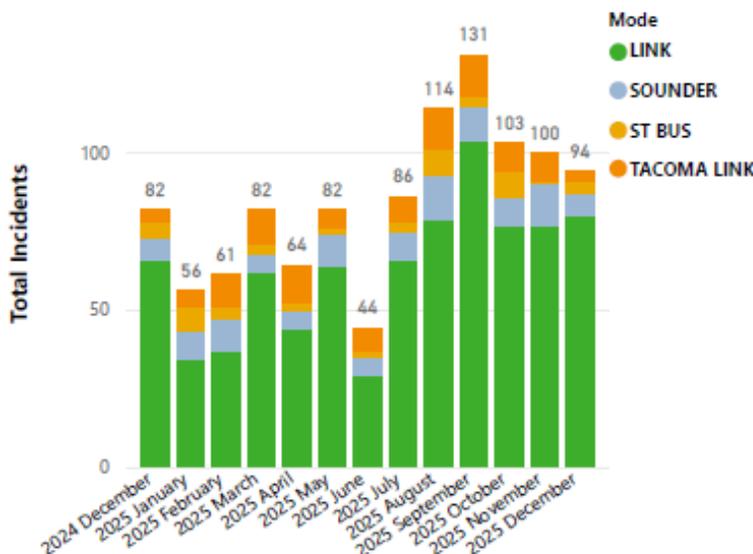
Crimes Against Property



According to the National Incident-Based Reporting System (NIBRS), Crimes Against Property include offenses like burglary, robbery, and other acts committed for financial or material gain. Reported incidents are categorized as arson, graffiti, robbery, theft (vehicle, property, or bicycle), and vandalism. These numbers may differ from confirmed crime data.

In December 2025, total reports involving **crimes against property** decreased by 25%, driven by decreases in theft and vandalism. Vandalism dropped to its lowest level in 2025, down almost 90% from a high in August 2025. The most common report types were vehicle theft, theft of ST property, graffiti, and vandalism.

Unlawful Transit Conduct Incidents



Unlawful Transit Conduct (UTC) includes incidents such as playing loud music, smoking, littering, alcohol consumption, unreasonably disturbing others, and defecating/urinating/ spitting, etc. as defined by the Revised Code of Washington 9.91.025.

In December 2025, total UTC reports slightly declined, with declines in all of the most common types of incidents: smoking, defecation/urination/spitting, littering, consumption of alcohol, and loud music.