

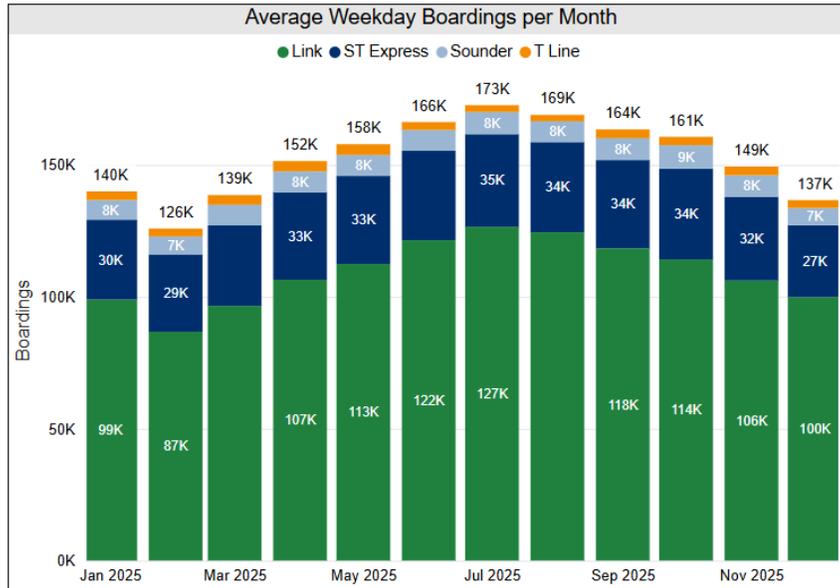
Monthly Performance Report

January 2026



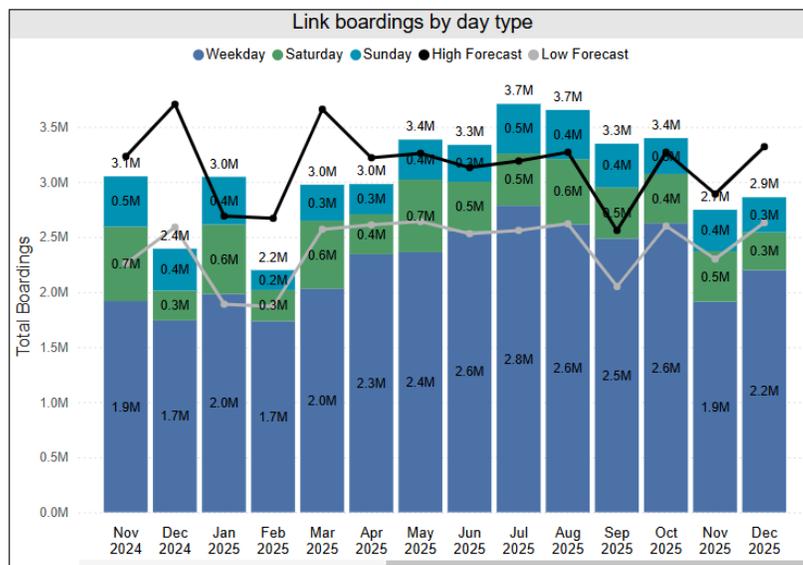
Ridership

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	3,730,000	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%

- January ridership is not yet available for Link and as a result January data is not shown on this chart. We are addressing a known issue. Starting a few weeks before the opening of our Federal Way extension, we began to notice oddities with the methodology we use to collect and process our data. These issues resulted in anomalous and unlikely ridership counts at the daily level that impacted our monthly ridership numbers. We are continuing to work on diagnosing and fixing the problems associated with these issues and also to update the methodology that will allow us to calculate ridership once we connect Link across the lake.



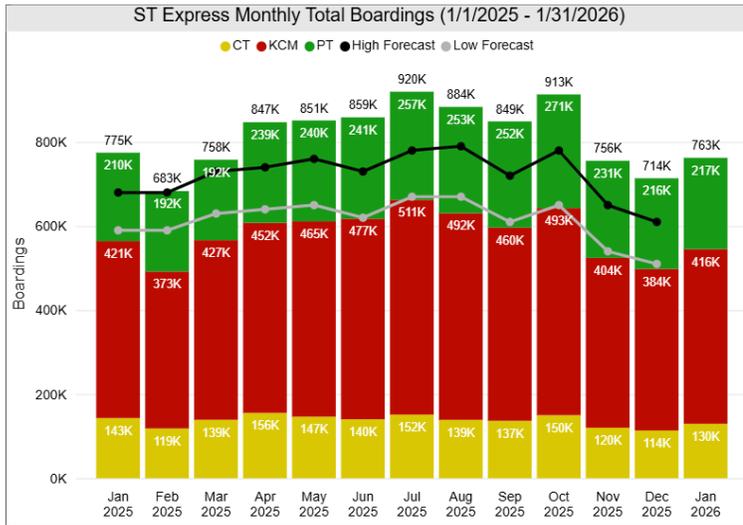
Link

- As noted above, there are known methodological data issues associated with 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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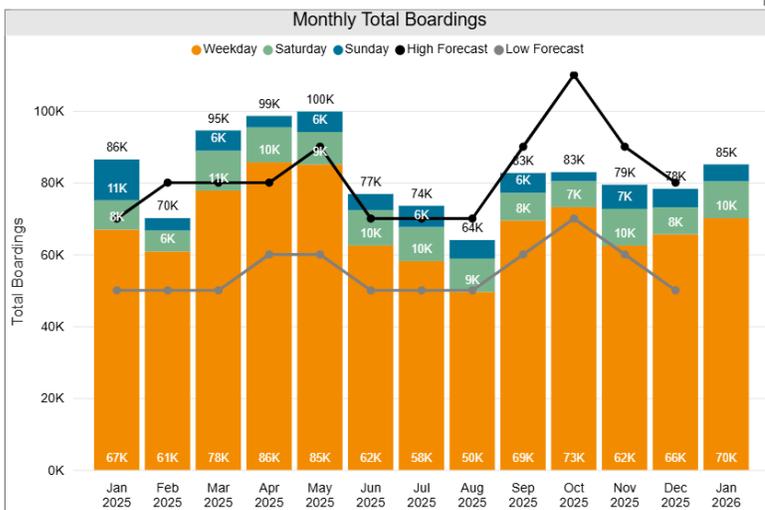
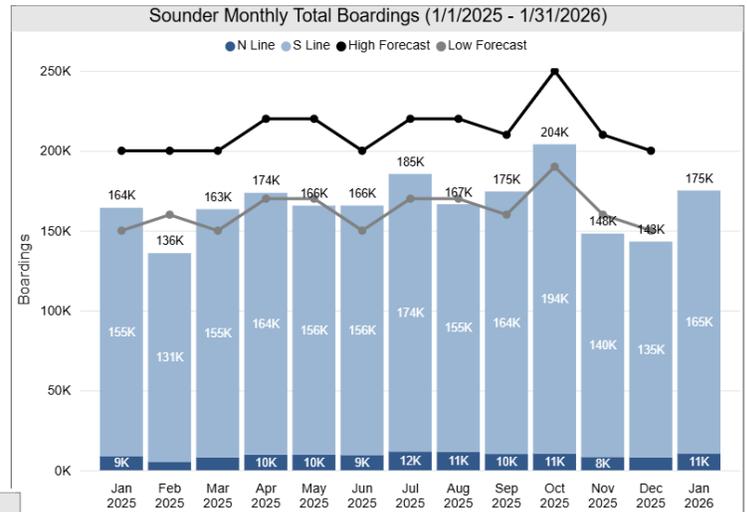


ST Express

- Average weekday boardings for ST Express recovered slightly from December to January but were still below last year's average for January.
- 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 increased from December 2025 to January 2026, to 8,338 riders per day, in line with typical seasonality. This is 12% higher than January 2025 overall; 25% higher for the N Line and 11% higher for the S Line.
- Souder ridership seems to have stabilized at about 50% of its pre-pandemic level.



T-Line

- Total monthly boardings on the T Line increased by about 7,000 from December 2025 to January 2026, driven by higher weekday and Saturday ridership, with a slight decrease on Sundays.
- Average weekday boardings grew by approximately 9% in January 2026 compared to December 2025.

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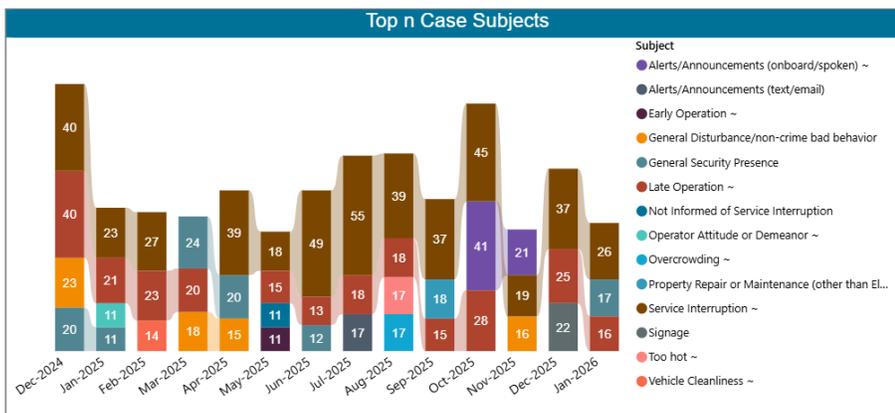
January 2026



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	88%	Line 1: 93% Line 2: 98%	Siemens: 71% Kinkisharyo: 66%	Siemens: 31,683 Kinkisharyo: 17,615	Vehicles: 96% Track: 100% Power: 92% Facilities Mech: 94% Facilities Elec: 95%	86%	4.99
Prior Month	83%	Line 1: 85% Line 2: 95%	Siemens: 77% Kinkisharyo: 70%	Siemens: 68,101 Kinkisharyo: 17,531	Vehicles: 98% Track: 99% Power: 97% Facilities Mech: 98% Facilities Elec: 93%	88%	8.74
Current	83%	Line 1: 86% Line 2: 94%	Siemens: 79% Kinkisharyo: 68%	Siemens: 82,864 Kinkisharyo: 16,473	Vehicles: 99% Track: 98% Power: 100% Facilities Mech: 94% Facilities Elec: 97%	91%	4.95

- Link Light Rail’s current On-Time Performance (83%) and Operated as Scheduled performance (Line 1: 86%, Line 2: 94%) remained below system targets and were consistent with prior month performance while below prior year levels. Service reliability was impacted by a combination of planned service adjustments, including single tracking and maintenance-related work, as well as increased demand from game and special events such as Kraken games, Seahawks playoff activity, and concerts. Performance was further affected by unplanned operational disruptions, including equipment issues, infrastructure-related constraints, and external factors requiring service holds or response, all of which contributed to delays and reduced schedule adherence across the system.
- 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 a decrease in complaints per 100,000 boardings in January 2026 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 general security presence.

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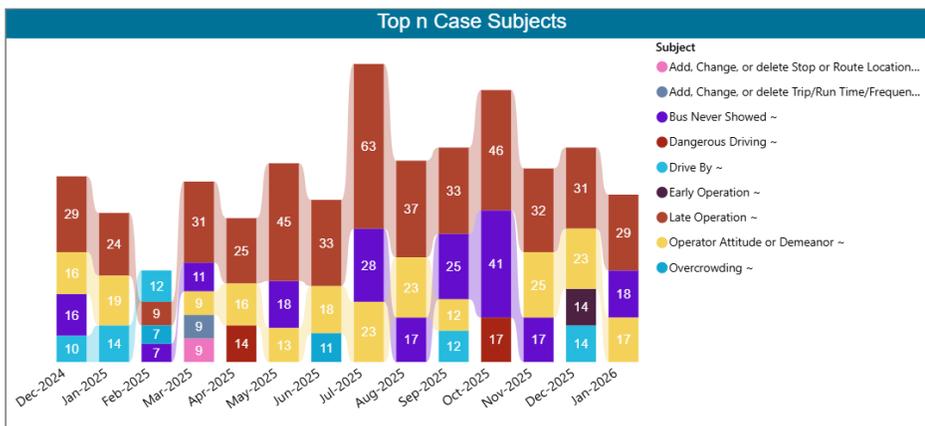
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ST Express

	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: 97% PT: 81% KCM: 88%	CT: 99.8% PT: 99.8% KCM: 98.6%	CT: 73% PT: 100% KCM: 98%	CT: 12,125 PT: 23,283 KCM: 9,512	CT: 100% PT: 100% KCM: 100%	71%	14.20
Prior Month	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%	19.33
Current	CT: 98% PT: 81% KCM: 87%	CT: 97.6% PT: 99.7% KCM: 99.5%	CT: 40% PT: 98% KCM: 98%	CT: 16,269 PT: 34,750 KCM: 6,882	CT: 100% PT: 100% KCM: 100%	80%	17.18

- 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 marginally below 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 short of their Operated Trips as scheduled for January. 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 January 2026.
- 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: 95% North: 94%	South: 98.8% North: 99.4%	N/A	10,493	N/A	43%	16.43
Prior Month	South: 96% North: 94%	South: 98.4% North: 100%	N/A	31,423	N/A	55%	38.42
Current	South: 96% North: 96%	South: 99.5% North: 99.4%	N/A	5,036	N/A	65%	11.42

- Sounder On Time Performance was above target on both the N and S Lines for January 2026 with an average of 96%. There were only 4 cancelled trips for the month, leading to an above-target Operated as Scheduled percentage of 99.4%; these annulments were all due Mechanical. Mechanical incidents increased from 1 impacted train in December 2025 to 10 impacted trains in January 2026, traceable to 6 mechanical issues. Customer complaints per 100,000 boardings decreased significantly from December to January; this reflects a return to normal following a significant service disruption that increased the number of complaints that came in in December. The top customer complaint category for the month was overcrowding.

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	100%	99.7%	93.5%	N/A	98%	45%	2.31
Prior Month	99%	99%	85.8%	N/A	98%	37%	2.56
Current	100%	99.5%	82.7%	N/A	99%	47%	5

- In January, T-Line's on-time performance and the percentage of trips operated as scheduled continue to be well above target. T-Line fleet availability declined in January due to 2 non-preventable LRV accidents. The mode's preventative maintenance compliance figure rose in January and remains well above the target.

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

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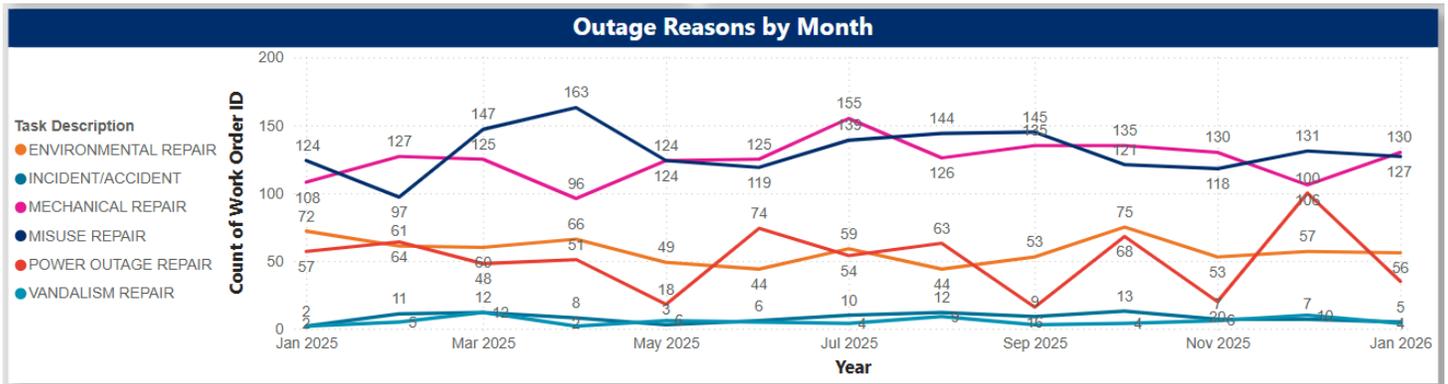
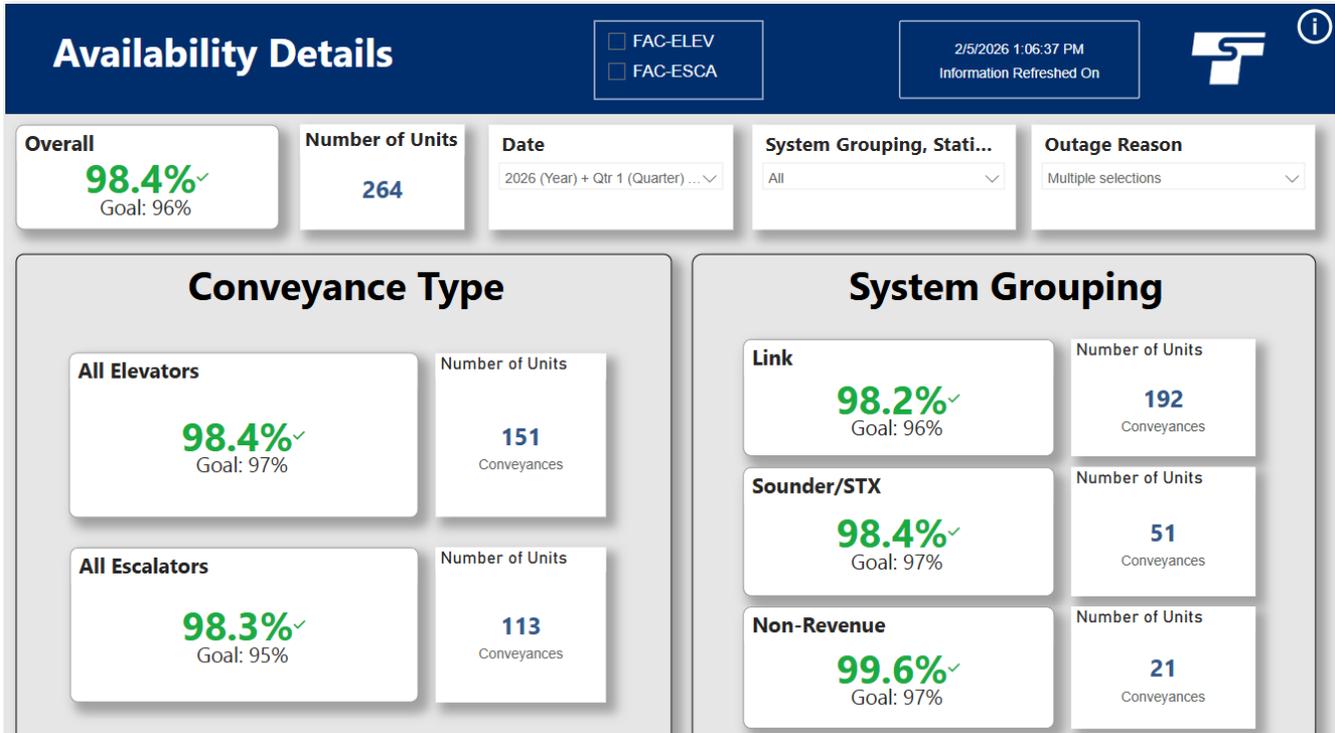


Vertical Transportation

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.

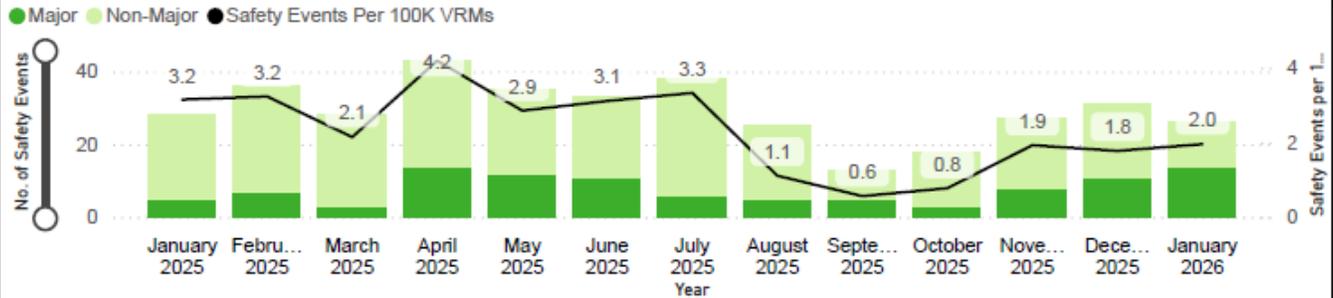


- Mechanical outages did see an increase of 26% from the previous month.
- Station power-related outages experienced a significant decrease of 64% from the previous month.

REO Safety Report

Monthly Reportable Events for Link January 2025- January 2026

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



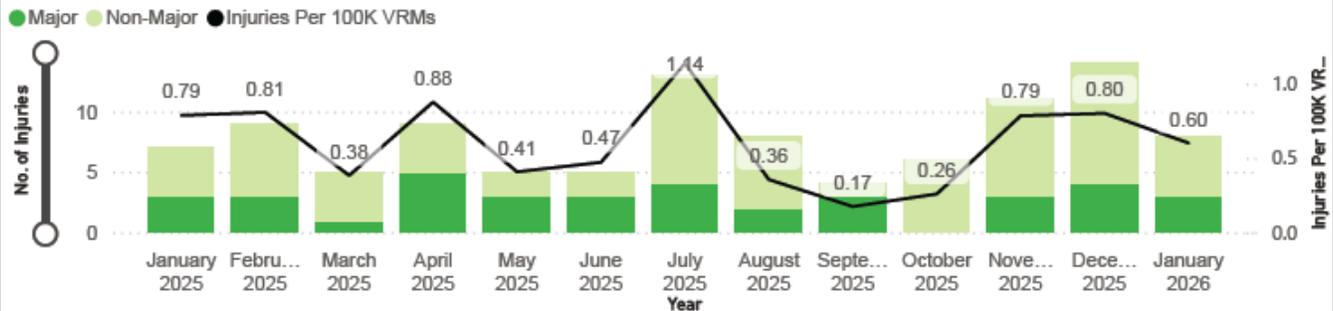
Definitions: The National Transit Database (NTD) defines a reportable event as a safety or security event that occurs on transit right-of-way, transit revenue/maintenance facilities, or involves a transit vehicle and meets the NTD's major reporting thresholds. Examples include collisions, fires, derailments,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

Reportable safety events in January 2026 remained below the 12-month average (26 vs. 29.6 events; 1.4 vs. 1.97 per 100K VRM, a 28% reduction). The most common reportable safety events over the past 12-months continue to be transit worker physical assaults without weapons (25.4%), non-physical assaults without weapons (22.3%), and slips and falls (16.5%).

Transit worker assaults have declined since November 2025 and remain below recent averages (9.3 per month vs. 17.3 since January 2025 and average of 15.1 per month since enhanced reporting began in April 2023).

Evacuations have increased since October 2025 and are occurring systemwide, with activity concentrated along the at-grade section in the Rainier Valley. A January spike at Graham Street was tied to a repeat offender who has since been contacted by Sound Transit Police Department. Safety is coordinating with Security to monitor trends and adjust staffing 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 of more persons.

January recorded the fewest reportable slip and fall injuries (4) since September 2025 (1); however, slip and falls remain the leading source of injuries on Link service.

Assaults continue to be the second most common source of injuries, with January 2026 recording the highest number of reportable assault-related injuries (3) since June 2025 (4).

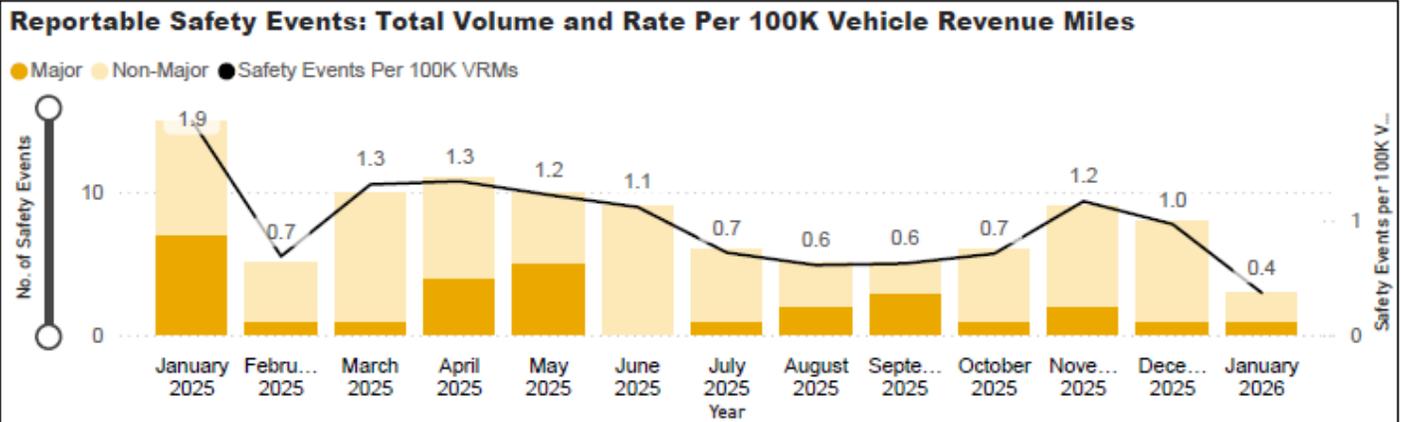
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REO Safety Report

Monthly Reportable Events for ST Express January 2025 - January 2026

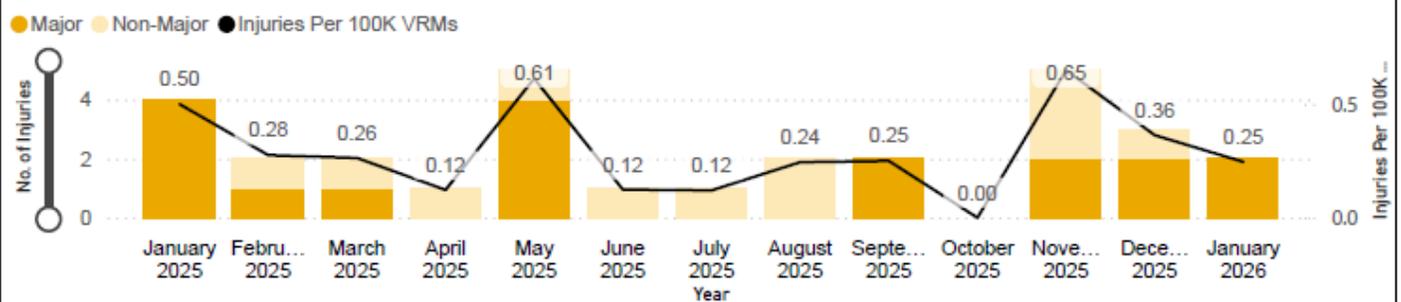


Definitions: The National Transit Database (NTD) defines a reportable event as a safety or security event that occurs on transit right-of-way, transit revenue/maintenance facilities, or involves a transit vehicle and meets the NTD's major reporting thresholds. Examples include collisions, fires, derailments,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

Over the past 12 months, safety events were primarily driven by non-physical assaults (41%), followed by collisions (25%), slip and fall incidents (11%), and physical assaults (11%).

Over the past two years, approximately 75–78% of reported assaults have been non-physical in nature. In the last 12 months, the system averaged three (3) to four (4) non-physical assaults per month, representing a notable decline compared to 2024, when monthly averages ranged between nine (9) and ten (10) incidents.

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 January 2026, two (2) injuries resulted from a single collision involving private vehicles.

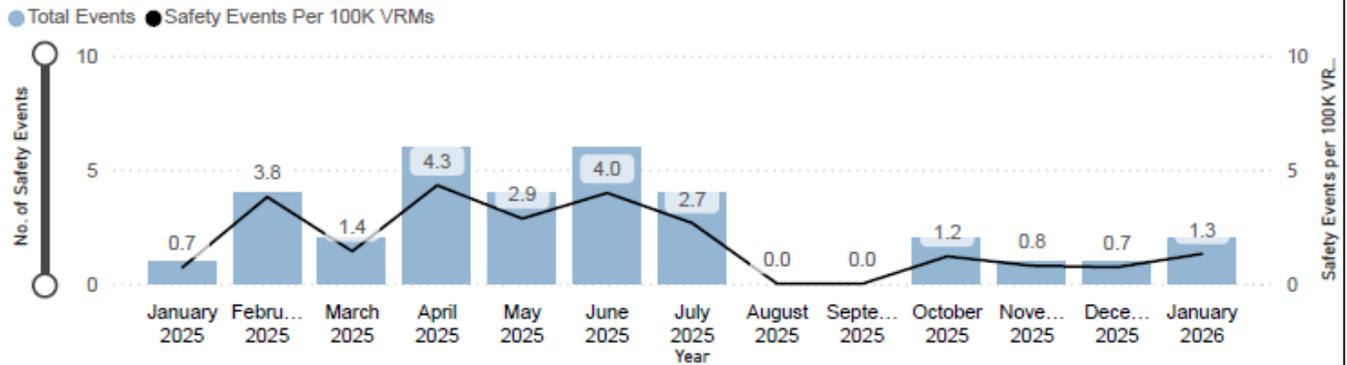
Compared to the previous 3-year average, 2025 recorded the lowest total injuries (28) and injury rate (0.29 per 100k VRM), about 36% below the 3-year average.

Collisions and slip and fall events continue to account for the majority of ST Express injuries. The 2024 increase was largely driven by a single high-impact bus collision involving multiple passengers. By contrast, collision-related injuries declined in 2025 to 13 (0.14 per 100K VRM), while slip and fall injuries remained relatively stable across all three years.

REO Safety Report

Monthly Reportable Events for Sounder January 2025 - January 2026

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

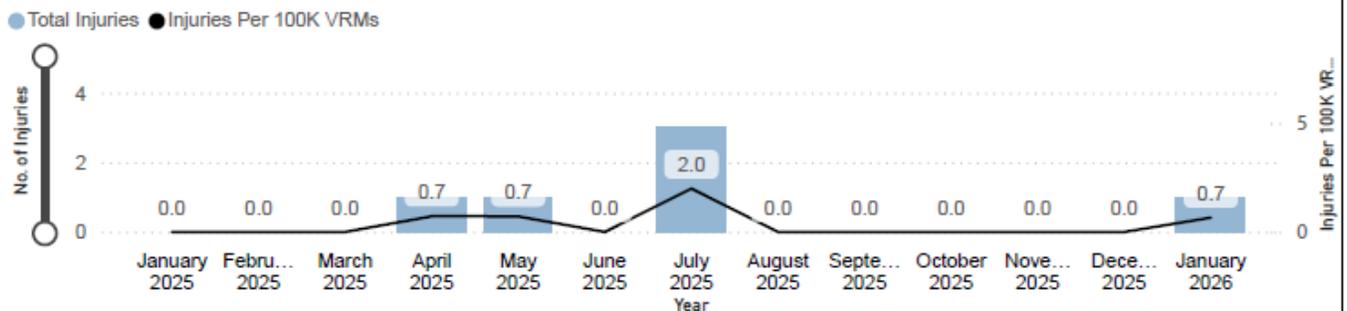


Sounder Commuter Rail events are reported under multiple definitions. Federal Railroad Administration (FRA) reporting requirements generally cover safety events, while National Transit Database (NTD) reporting requirements for commuter rail cover major security events and non-major assaults against transit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

There was one (1) passenger assault reported in January 2026, the first reported since July 2025. In total, three (3) passenger assaults have been reported in the past 12 months, compared to nine (9) passenger assaults reported in 2024.

Sounder's injury rate over the past 12 months is lower than the 3-year average (1.3 vs 2.0, 35% reduction).

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



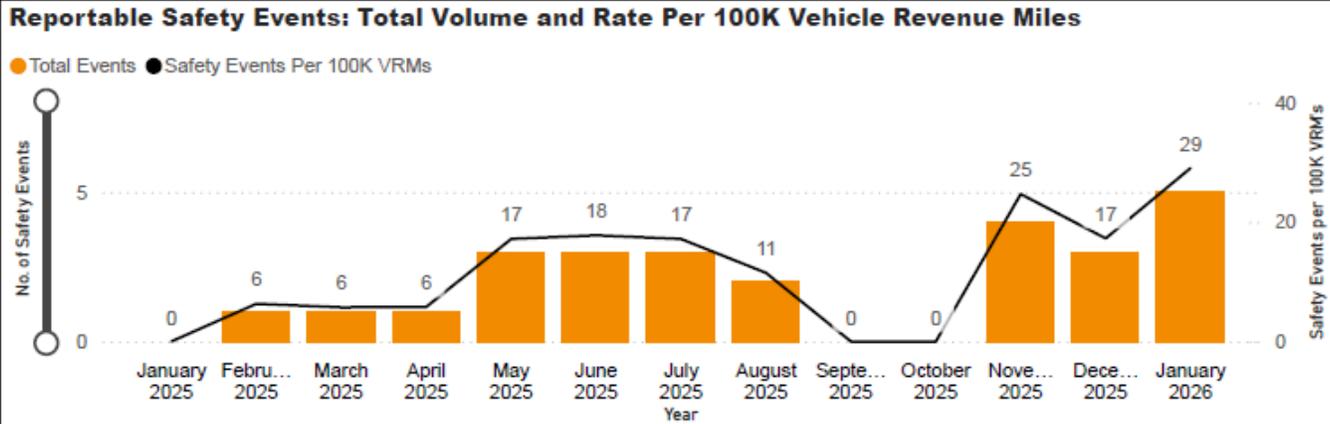
The FRA and NTD also have different definitions governing the reportability of injuries. FRA injury reporting covers injuries resulting in medical treatment, significant injury diagnosed by a licensed health care professional, or loss of consciousness. NTD injury reporting only covers major security-related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

In January 2026, one (1) reportable injury occurred as the result of a passenger assault onboard a train at King Street Station. This incident is the first reportable passenger assault injury since July 2025 and the first reportable Sounder injury from any source since that same month.



REO Safety Report

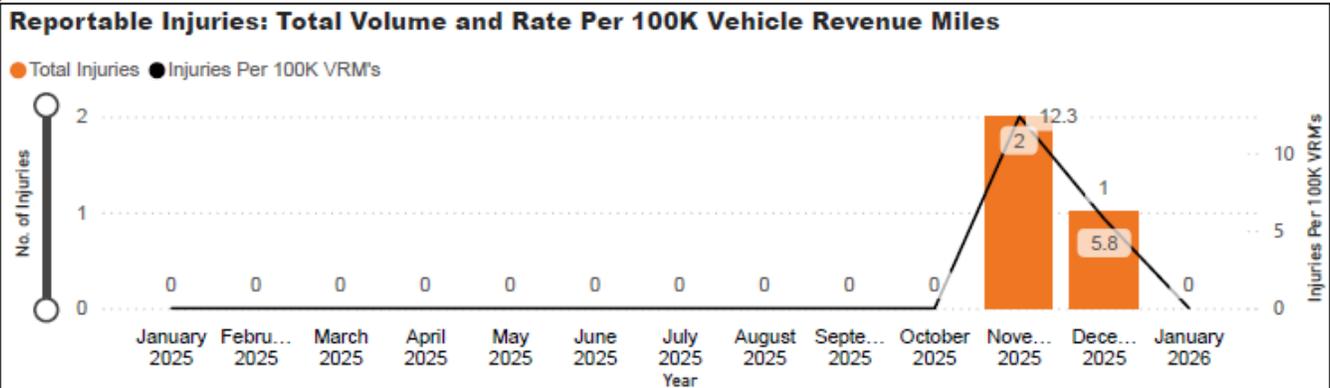
Monthly Reportable Events for T-Line January 2025 - January 2026



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.

In January 2026, five (5) reportable safety events were recorded. Reportable safety events increased from seventeen (17) in 2024 to twenty-one (21) in 2025, with the rate rising from 8.30 to 10.20 per 100K VRM. This increase was driven in part by physical assaults, which rose from seven (7) in 2024 to twelve (12) in 2025 (a 71% increase), while non-physical assaults remained comparable to the prior year, decreasing slightly from four (4) to three (3).

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.



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

In January 2026, there were zero (0) reportable injuries.

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

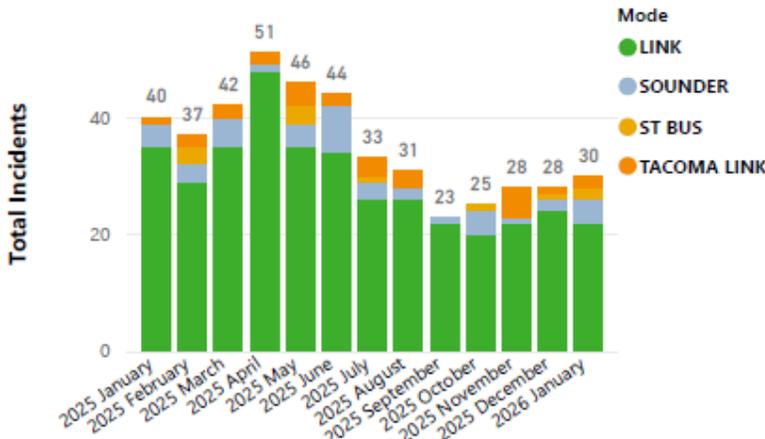
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REO Security Report January 2025- January 2026

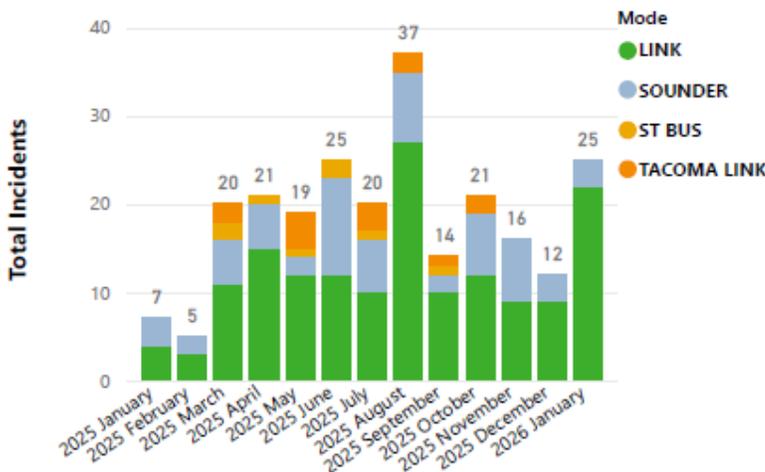
Crimes Against Persons



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 January 2026, incidents involving reported **crimes against persons** stayed generally steady, with a slight decrease in physical assaults and a slight increase in verbal assaults. Assaults on transit workers made up 65% of incidents involving crimes against persons.

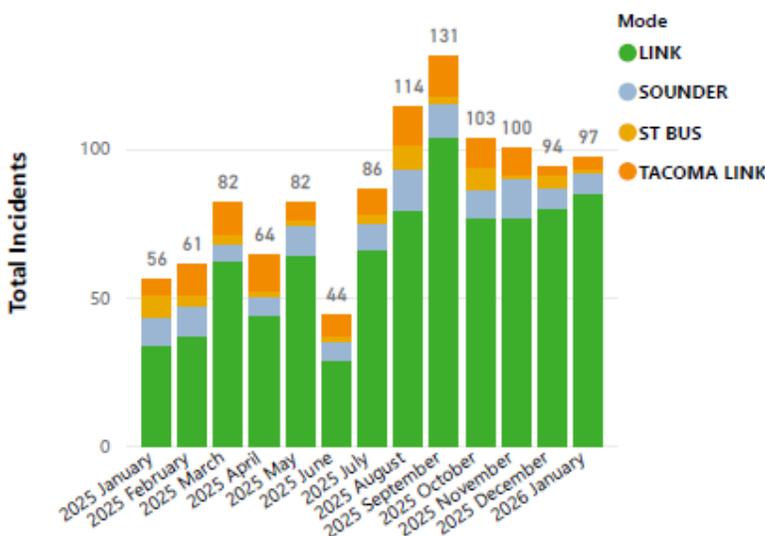
Crimes Against Property



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 January 2026, total reports involving **crimes against property** doubled from the prior month, returning to the average monthly rates seen in 2025. This increase was largely driven by more thefts of ST property, which reached their highest rate in 12 months and now make up 28% of all property crime reports. The next most common report types were vandalism, graffiti, and vehicle theft.

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 January 2026, total UTC reports slightly increased, with slight increases in defecation/urination/spitting, consumption of alcohol, and unreasonable disturbances offsetting declines in smoking incidents. Smoking incidents accounted for over 65% of all UTC reports, with a large majority occurring on Link.