

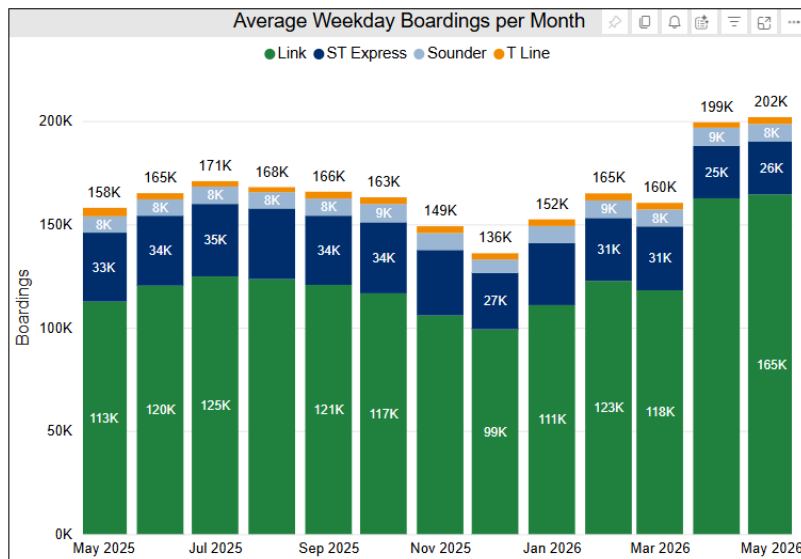
Monthly Performance Report

May 2026



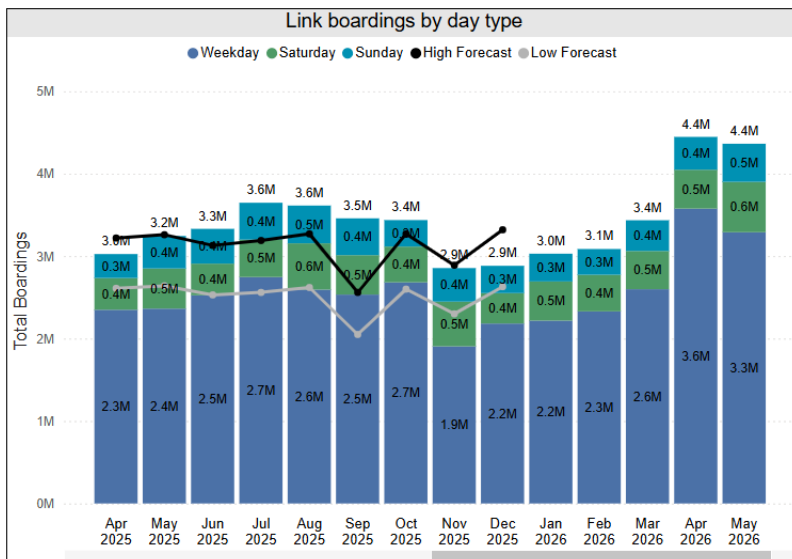
Ridership

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>.



Monthly Boardings Metrics				
Month	Monthly Total Boardings	Average Weekday Boardings	Month-over-Month % Change	% Change vs. 2019
May 2026	5,281,000	201,800	1%	26%
Apr 2026	5,366,000	199,400	24%	24%
Mar 2026	4,507,000	160,500	-3%	3%
Feb 2026	4,056,000	165,100	8%	13%
Jan 2026	4,053,000	152,400	12%	-3%
Dec 2025	3,818,000	136,000	-9%	-5%
Nov 2025	3,839,000	149,100	-9%	-7%
Oct 2025	4,638,000	163,000	-2%	-4%
Sep 2025	4,565,000	165,800	-1%	5%
Aug 2025	4,728,000	168,000	-2%	3%
Jul 2025	4,827,000	171,100	4%	4%
Jun 2025	4,433,000	165,000	5%	0%
May 2025	4,362,000	157,900	4%	-2%
Apr 2025	4,145,000	151,800	8%	-6%
Mar 2025	3,805,000	140,000	10%	-10%
Feb 2025	3,115,000	127,600	-7%	-12%

- The increase in Link ridership following Crosslake connectivity in April continued into May with average weekday boardings eclipsing the 200,000 mark. Crosslake connectivity has also increased Link's share of total overall ridership. Link now comprises 83% of all Sound Transit boardings. While Sound Transit has delayed ST Express route restructuring following Crosslake service on Link, ridership on that mode shows lower numbers than earlier in the year. Looking at April and May 2026 together, boardings on Sounder and Tacoma Link service remained at levels seen earlier in the year.



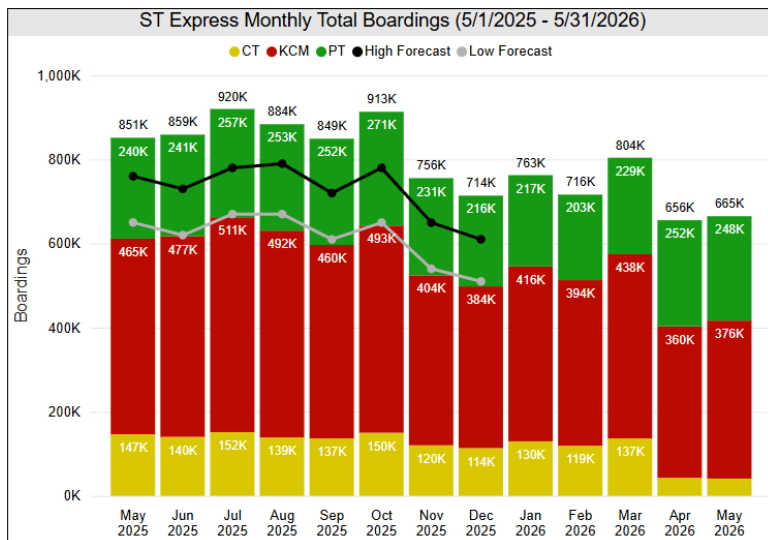
Link

- May 2026 saw comparable Link boardings to April, with a 2% decrease attributable to May having one fewer weekday service days than April.
- Average weekday ridership increased from 163k in April to 164k in May, representing a 1% increase month-over month and a 107% increase over May 2019.

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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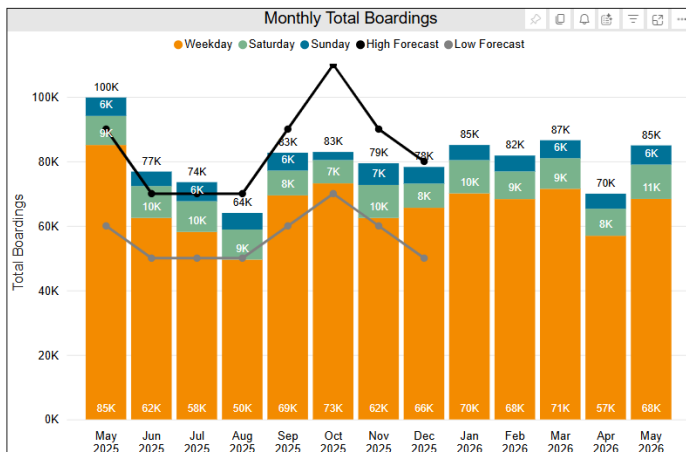
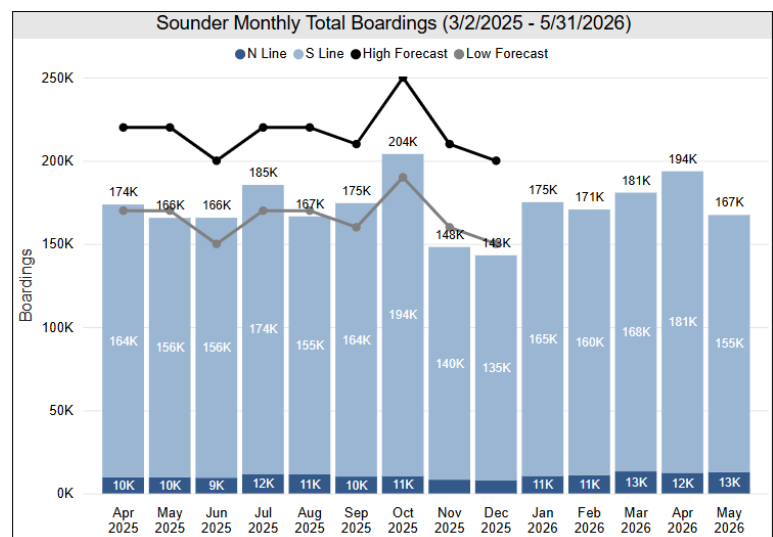


ST Express

- Average weekday boardings for ST Express are similar between April and May 2026, consistent with the extension of Link's 2 Line in March.
- Overall ridership is showing a consistent monthly pattern from last year with the exception of the 2 Line impacts.

Sounder

- Average weekday ridership decreased from April to May 2026, to 8,369 riders per day. This is 6% higher than May 2025 overall; 39% higher for the N Line and 4% higher for the S Line.
- Sounder ridership seems to have stabilized at about 50% of its pre-pandemic level.



T-Line

- Total monthly boardings increased by approximately 14,900 from April 2026 to May 2026.
- Overall boardings increased by approximately 27% in May 2026 compared to April 2026.
- April ridership was unusually low, while May ridership reflects more typical travel patterns.

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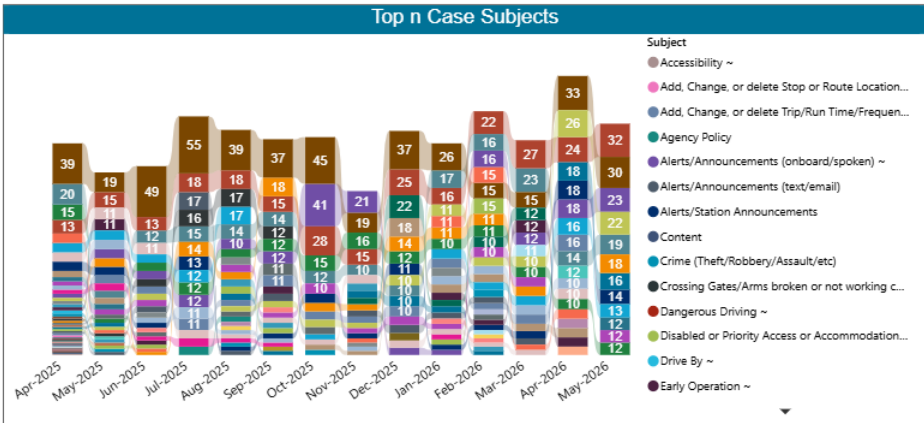
Link

	Headway Adherence	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	84%	Line 1: N/A Line 2: N/A	Siemens: 77% Kinkisharyo: 71%	Siemens: 100,862 Kinkisharyo: 11,197	Vehicles: 97% Track: 100% Power: 99% Facilities Mech: 96% Facilities Elec: 97%	94%	5.05
Prior Month	86%	Line 1: 95% Line 2: 97%	Siemens: 84% Kinkisharyo: 72%	Siemens: 141,940 Kinkisharyo: 33,007	Vehicles: 95% Track: 99% Power: 99% Facilities Mech: 95% Facilities Elec: 96%	84%	7.92
Current	86%	Line 1: 94.92% Line 2: 97.79%	Siemens: 78% Kinkisharyo: 70%	Siemens: 87,709 Kinkisharyo: 48,657	Vehicles: 97% Track: 98% Power: 93% Facilities Mech: 95% Facilities Elec: 93%	N/A	7.49

- Headway adherence remained unchanged from the prior month at 86%, below the target of greater than 90%. Operated-as-scheduled performance was 94.92% for Line 1, compared with 95% in the prior month, while Line 2 improved from 97% to 97.79%. Both lines remained below the target of greater than 98.5%.
- Throughout the month, Link service supported increased travel associated with Mariners and Sounders games, Mother's Day activities, concerts, WNBA and professional women's soccer games, Stars on Ice, the Northwest Folklife Festival, and the University District Street Fair.
- Operating schedules were developed to accommodate planned maintenance activities and temporary service configurations, including Pinehurst single tracking, 1 Line OCS replacement, and an extended maintenance window, which helped minimize their effect on overall performance. Unplanned events involving infrastructure, vehicle systems, public safety, and external conditions had a greater operational impact, requiring real-time service adjustments and limiting opportunities for service recovery. These events were a more significant factor in the overall performance results for the reporting period.
- Continued emphasis on fleet reliability, infrastructure resiliency, and event coordination will be critical in improving schedule adherence and continuously improving service levels. The Mean Distance Between Failure metric has been updated to better align with NTD definitions in 2026 making YOY comparisons challenging. Mean Distance Between Failures for were above target for both fleets with the Kinkisharyo fleet continuing to see improved reliability. Fleet Availability for both fleets was below goal. The Siemens fleet had a number of high mileage PM's come due in May while the Kinkisharyo fleet continues to encounter mid-life obsolescence of some components leading to extended repair times for some LRV's. PM compliance continues to outperform goal for all asset types.

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Link Customer Comments

- Link complaints per 100,000 boardings decreased slightly from April to May 2026.
- Service-related issues including service interruptions and late operation remained top concerns of Link customers, with other major categories being issues with onboard announcements and vertical conveyance.

Monthly Performance Report

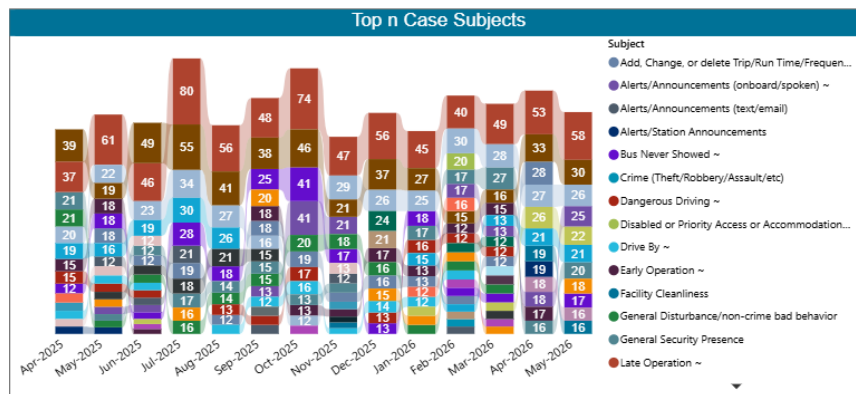
May 2026



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: 78% KCM: 85%	CT: 99.8% PT: 99.8% KCM: 99.5%	CT: 81% PT: 99% KCM: 98%	CT: 9,047 PT: 22,762 KCM: 6,252	CT: 100% PT: 100% KCM: 98%	80%	18.67
Prior Month	CT: 96% PT: 80% KCM: 86%	CT: 99.3% PT: 99.7% KCM: 99.5%	CT: N/A PT: 99% KCM: 96%	CT: N/A PT: 26,929 KCM: 6,256	CT: 100% PT: 99% KCM: 98%	78%	12.39
Current	CT: 98% PT: 79% KCM: 84%	CT: 99.1% PT: 99.6% KCM: 99.5%	CT: N/A PT: 99% KCM: 96%	CT: N/A PT: 22,875 KCM: 5,315	CT: 100% PT: 100% KCM: 100%	N/A	20.15

- 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 continued to see challenges with Fleet Availability and operating scheduled trips. These service impacts continue to be driven by personnel availability issues, an aging fleet and Community Transit 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. However, it needs to be pointed out that the Vehicle Availability Metric at CT is incorrect as the actual number is much closer to the standard. King County Metro fell only short of their Operated Trips as scheduled for February. 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 were above the standard for April 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: 98% North: 97%	South: 99.3% North: 100%	N/A	10,067	N/A	61%	7.85
Prior Month	South: 98% North: 95%	South: 99.8% North: 92.6%	N/A	31,340	N/A	65%	12.39
Current	South: 97% North: 96%	South: 98.8% North: 100%	N/A	5,733	N/A	N/A	13.14

- Sounder On Time Performance was above target for both N and S Line for May. There were 6 cancelled trips for the month, leading to an above-target Operated as Scheduled percentage of 99.1%; 4 of these annulments were due to mechanical and 2 were due to an animal strike on the S Line. Mechanical incidents increased from 2 impacted trains in April to 7 impacted trains in May, traceable to 5 mechanical issues. Customer complaints per 100,000 boardings increased from April to May; the top category was real-time arrival signs, including requests to install additional real-time signs at Puyallup Station.

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	99.7%	99.7%	97.9%	N/A	98%	50%	6.01
Prior Month	99.5%	99.5%	79.7%	N/A	99%	40%	1.43
Current	99.5%	99.5%	87.1%	N/A	99%	N/A	3.53

- In May, T-Line's on-time performance and the percentage of trips operated as scheduled continue to be well above target. T Line fleet availability increased in May following the completion of LRV accident repairs in April. The mode's preventative maintenance compliance in May remains well above the target.

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

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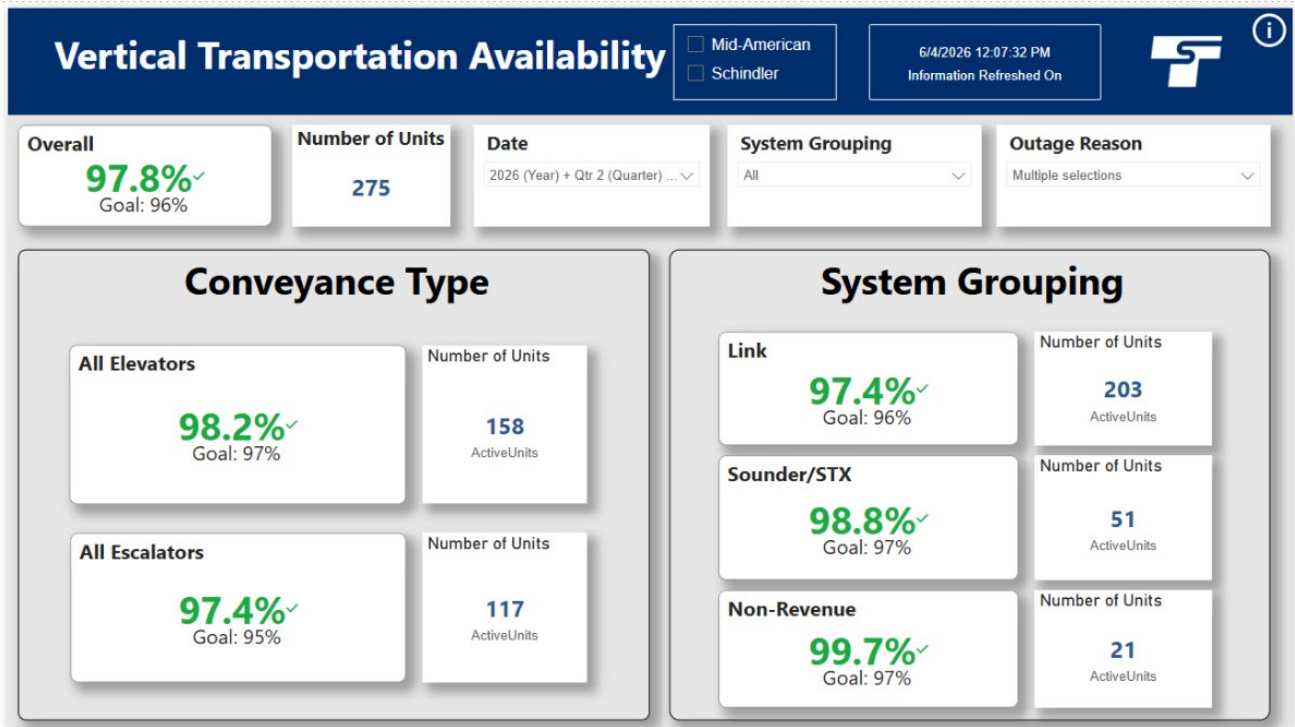
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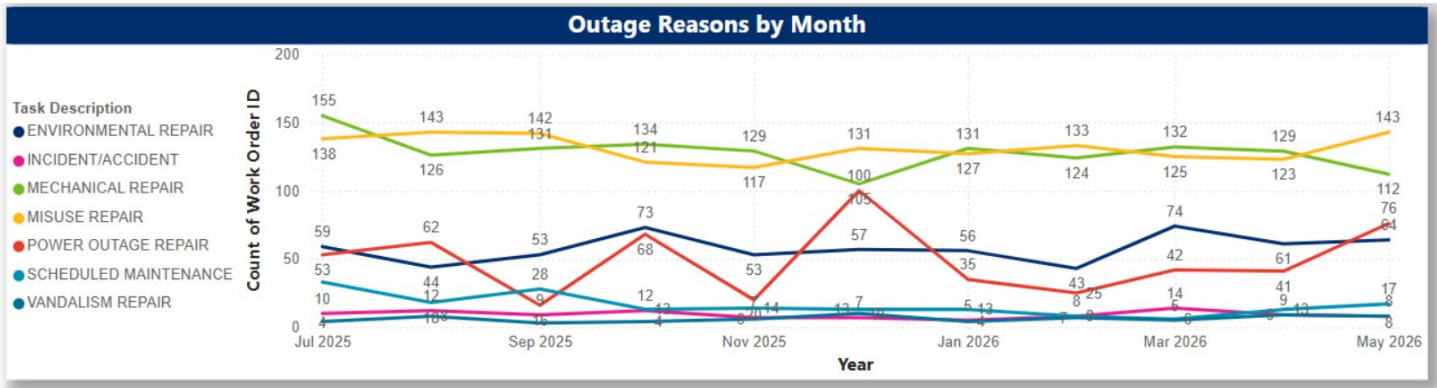
Vertical Transportation

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 Repairs decreased by 13% from the previous month.
- The most significant change was due to the rise in station power related issues (+25%).
- Misuse outages not only increased but became the leading reason for outages in May.
- Most other categories were either flat or declined compared to April 2026.

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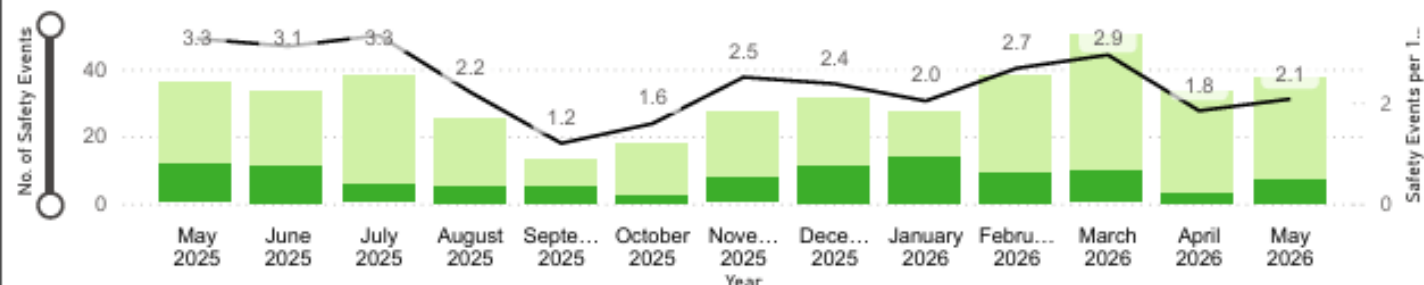


REO Safety Report

Monthly Reportable Events for Link May 2025- May 2026

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

Major Non-Major Safety Events Per 100K VRMs



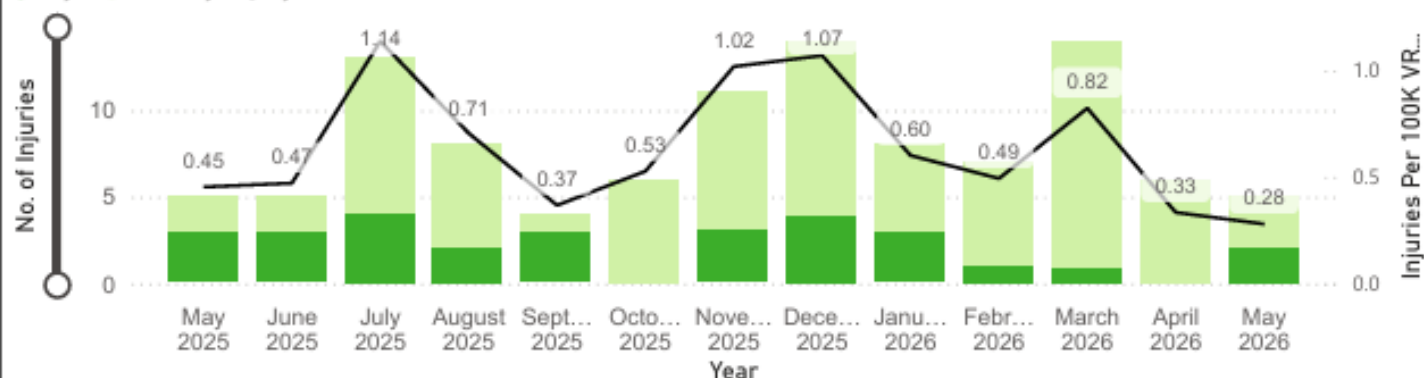
Definitions: The National Transit Database (NTD) defines a reportable event as a safety or security event that occurs on transit right-of-way, transit revenue/maintenance facilities, or involves a transit vehicle and meets the NTD's major reporting thresholds. Examples include collisions, fires, derailments,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

The Link safety event rate increased 14% in May compared to April but remained 19% below the 12-month average. The increase included a rise in non-major fire-related events, which increased from 1 event in April to 7 in May. Staff is continuing to monitor reported fire events.

There were 2 major events reported in May: 1 passenger assault at Federal Way Downtown Station and 1 passenger assault at Mount Baker Station. Assaults continued to be the most common safety event, accounting for 23 of the 37 reportable events when compared to April. Physical assaults increased 55%, from 9 to 14 events, while non-physical assaults decreased 46%, from 13 to 7 events.

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

Major Non-Major Injuries Per 100K VRMs



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

The Link injury rate decreased 15% in May compared to April and remained 37% below the 12-month average. Two major injuries were reported in May, both associated with passenger assault events: 1 at Mount Baker Station and 1 at Federal Way Downtown Station.

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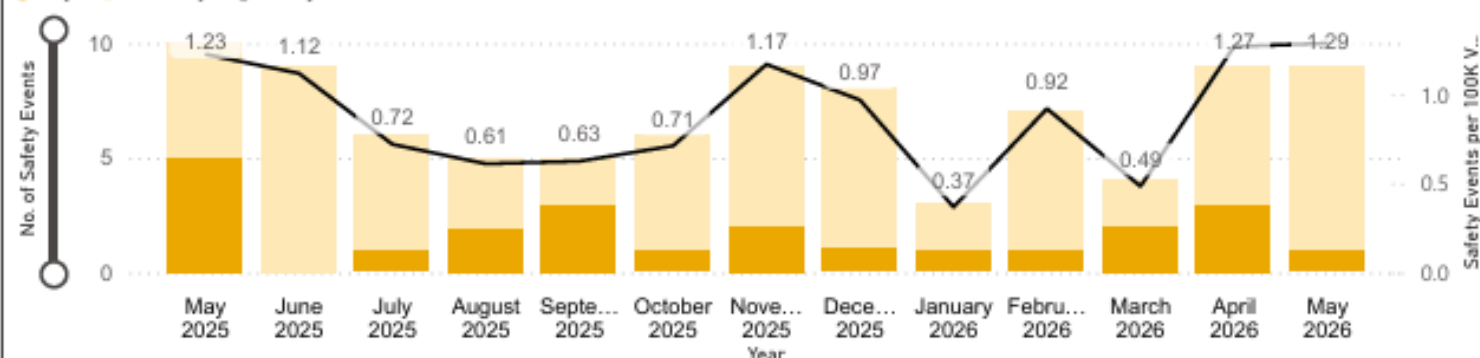


REO Safety Report

Monthly Reportable Events for ST Express May 2025 - May 2026

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

Major Non-Major Safety Events Per 100K VRMs



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.

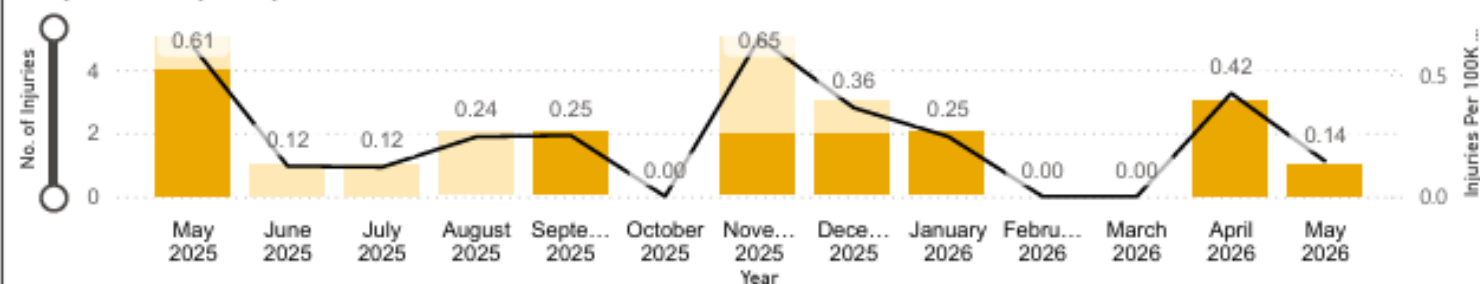
The ST Express safety event rate increased by 14% in May compared to April and was 54% higher than the 12-month average. This increase reflected a slight rise in non-physical assaults and a decline in revenue miles.

As noted in previous reports, non-physical assaults against workers remained the most frequently reported event from January through May. In May, 5 non-physical assaults were reported, exceeding the 12-month average of 3 events per month.

The reportable collision rate in May decreased by 50% compared to April (2 events in April vs 1 in May) and was 26% lower than the 12-month average.

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

Major Non-Major Injuries Per 100K VRMs

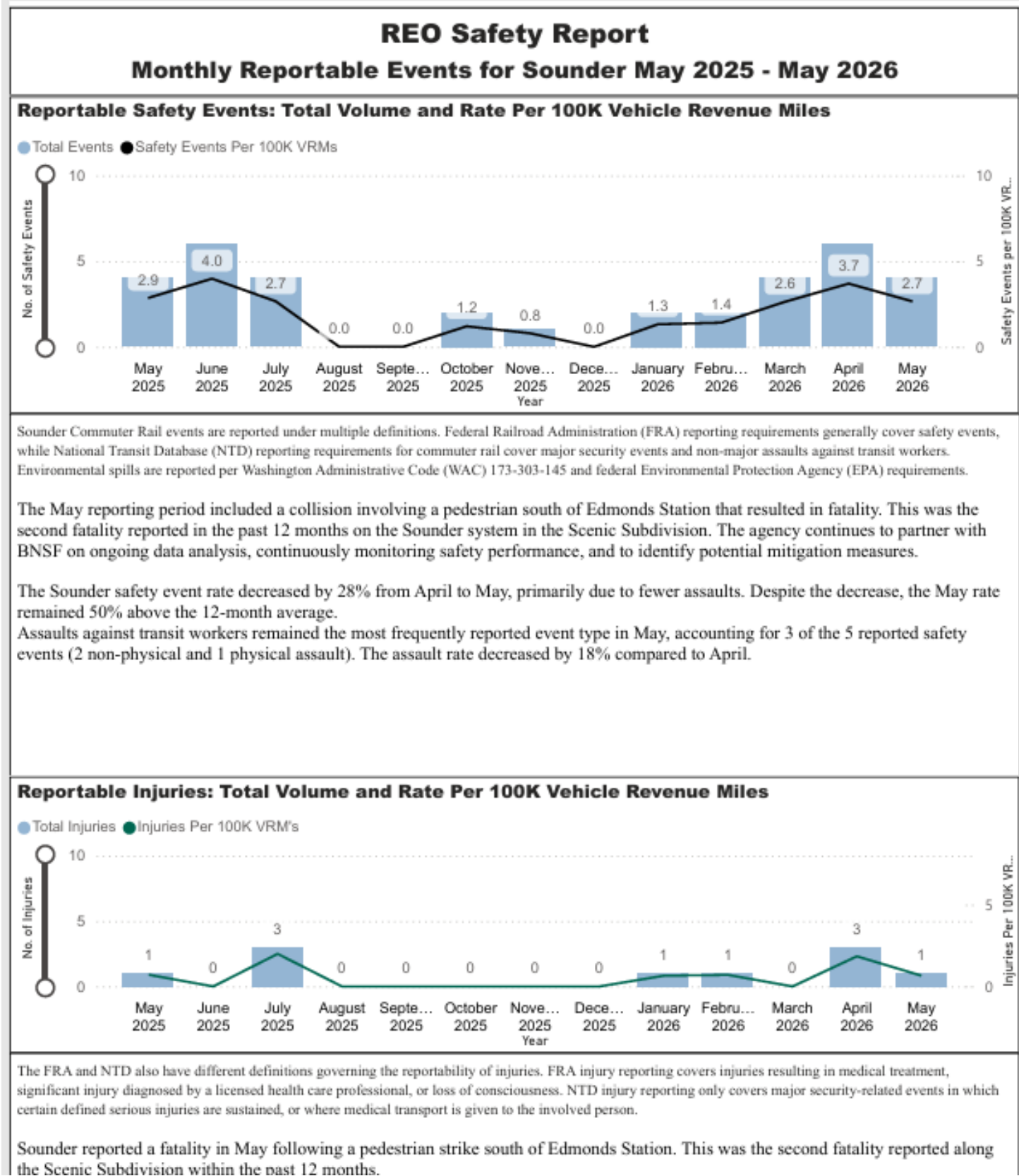


NTD definition of reportable injury: An injury requiring transportation away from the scene for medical attention for one or more persons.

The ST Express injury rate decreased 50% from April to May and was approximately 40% below the 12-month average. The 1 injury reported in May resulted from a collision. Lower collision levels, along with fewer slip-and-fall incidents, have contributed to lower injury rates over the past year.

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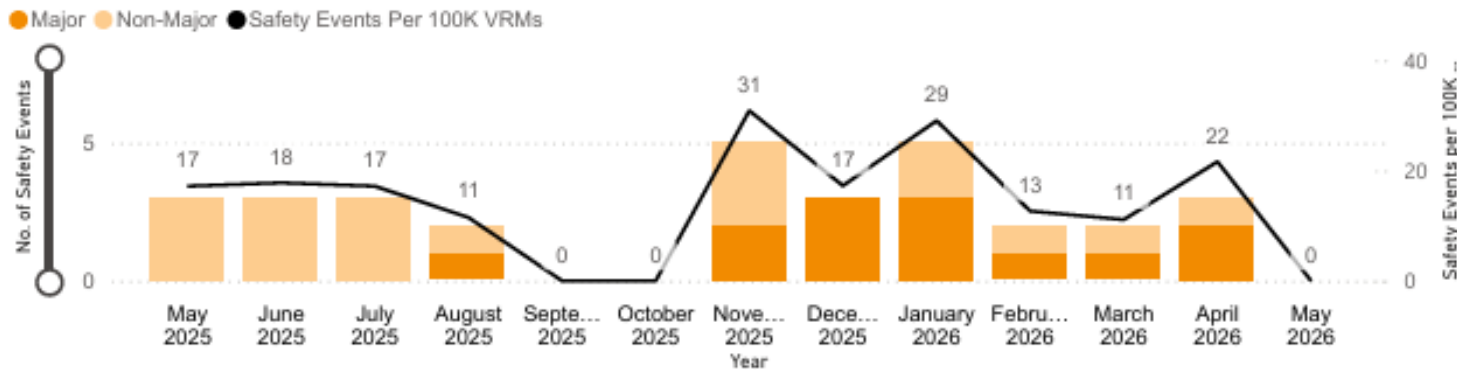
May 2026



REO Safety Report

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

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

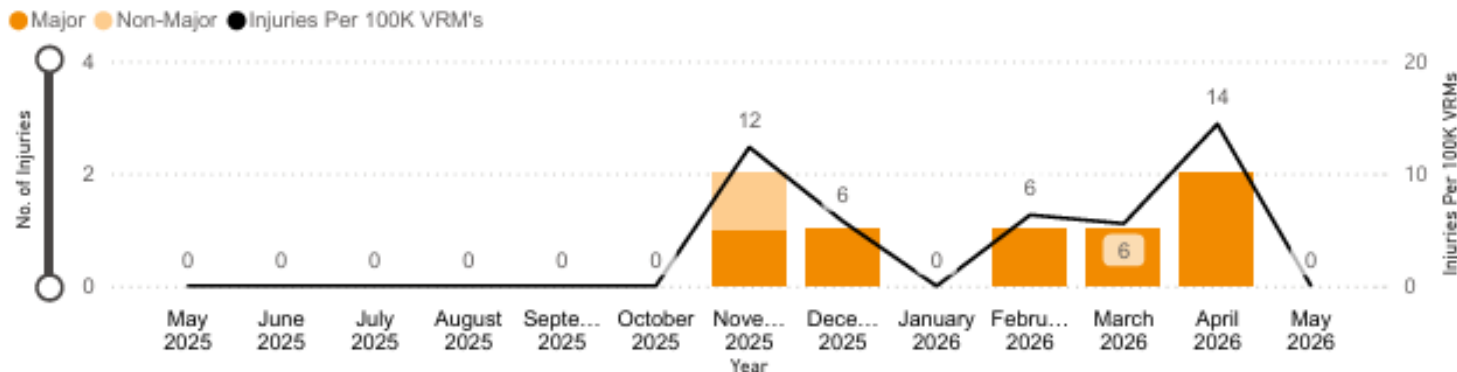


Definitions: The National Transit Database (NTD) defines a reportable event as a safety or security event that occurs on transit right-of-way, transit revenue/maintenance facilities, or involves a transit vehicle and meets the NTD's major reporting thresholds. Examples include collisions, fires, derailments,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

T Line reported 0 reportable safety events in May. As a result, the 12-month average decreased by 11% for total events and 10% for the event rate.

Safety has partnered with our State Safety Oversight office to conduct periodic risk-based inspections of the T Line corridor and continues to monitor collision and near-miss trends, particularly at intersections with limited sight distance. Safety also continues to coordinate with the City of Tacoma and Operations to implement and evaluate mitigation measures, including enhanced monitoring, operational reinforcement and consideration of additional improvements.

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.

There were no reportable injuries in May for the T Line. As a result, the 12-month average for both rate and volume remain unchanged.

Monthly Performance Report

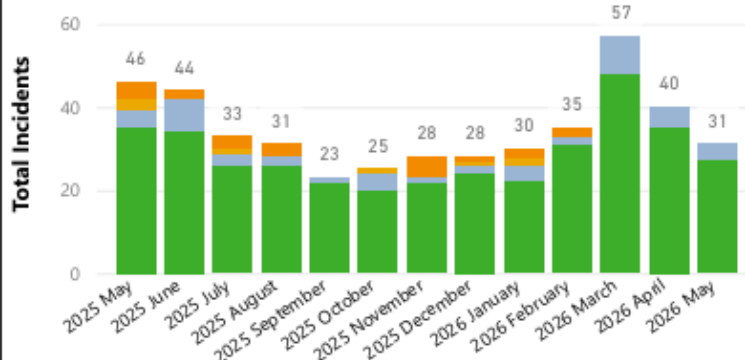
May 2026



REO Security Report May 2025- May 2026

Crimes Against Persons

Mode ● LINK ● SOUNDER ● ST BUS ● TACOMA LINK

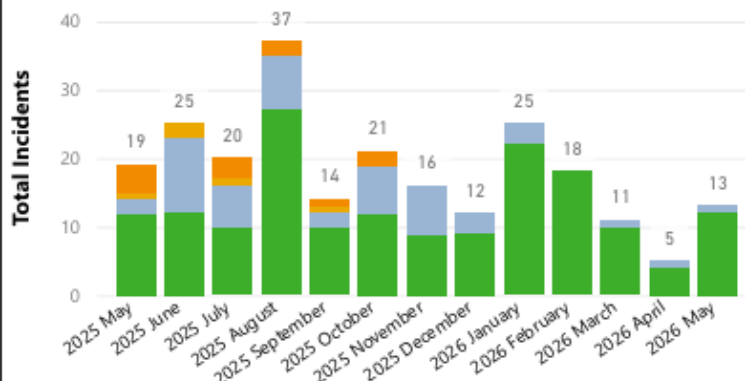


According to the National Incident-Based Reporting System (NIBRS), Crimes Against Persons are those crimes such as assault, whose victims are always individuals. These numbers include reports of physical and verbal assaults, assaults with a weapon, and sexual offenses on both customers and transit workers.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

In May 2026, incidents involving reported **crimes against persons** decreased by 25%, continuing a substantial decline after notably heightened rate in March. Assaults on transit workers made up just over half of all reports involving crimes against persons, with 73% occurring against Security personnel. Sex offenses decreased from 8 to 4.

Crimes Against Property

Mode ● LINK ● SOUNDER ● ST BUS ● TACOMA LINK

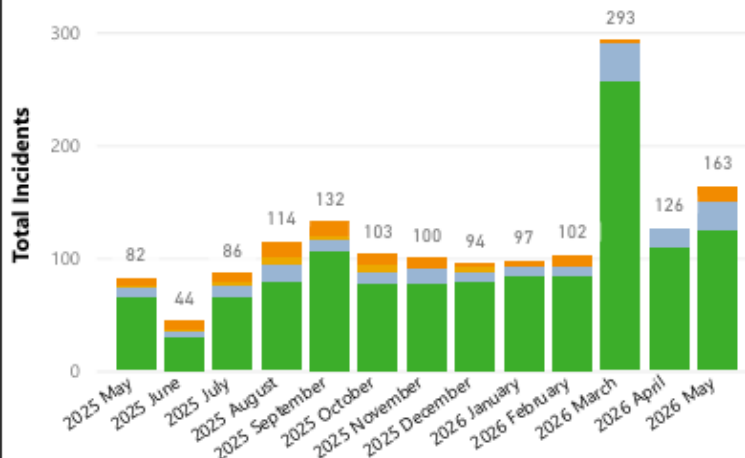


According to the National Incident-Based Reporting System (NIBRS), Crimes Against Property include offenses like burglary, robbery, and other acts committed for financial or material gain. Reported incidents are categorized as arson, graffiti, robbery, theft (vehicle, property, or bicycle), and vandalism.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

In May 2026, incidents involving reported **crimes against property** increased from 5 to 13, driven by an increase in theft incidents. Thefts accounted for all of the incidents involving reported crimes against property in May.

Unlawful Transit Conduct Incidents

Mode ● LINK ● SOUNDER ● ST BUS ● TACOMA LINK



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 May 2026, total **unlawful transit conduct** incidents increased by 28%, staying far below a significant peak in March. 72% of incidents occurred on Link, followed by 16% on Sounder.