

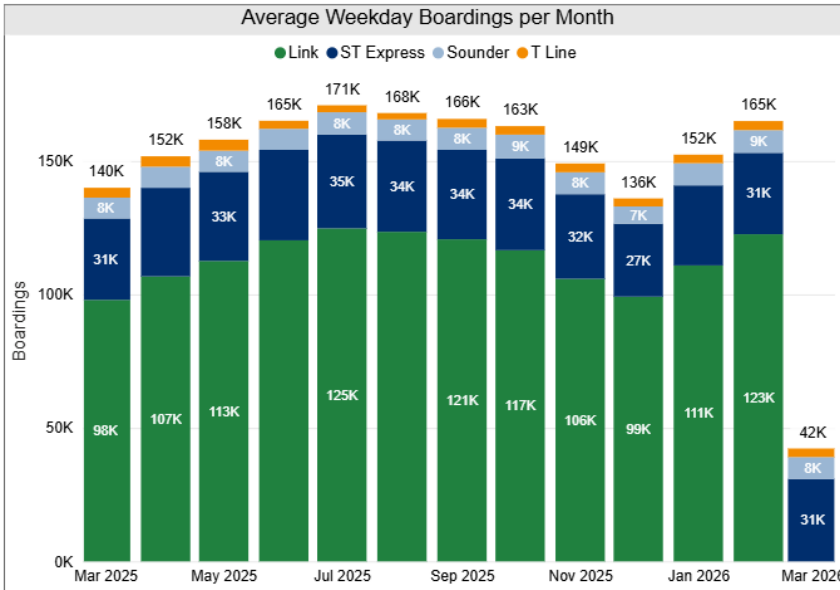
Monthly Performance Report

March 2026



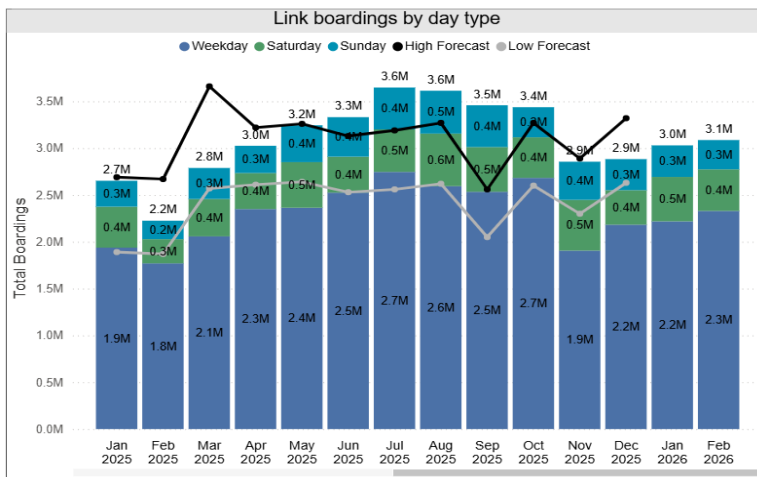
Ridership

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
Mar 2026	1,071,000	42,300	-74%	-73%
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%
Jan 2025	3,678,000	137,900	17%	-12%
Dec 2024	3,257,000	117,900	-15%	-18%

- Updated ridership is not yet available for Link due to complications with interlining brought on by the opening of Crosslake service. As a result, this chart shows only the other three modes for March, though ridership across all modes is available through February. Expected seasonality accounts for some of dip in ridership in November and December of 2025 and the gain in average weekday boardings January and February of 2026. Additional service from the opening of the Federal Way Link Extension and simulated 2-Line service along the northern portion of the 1-Line likely played a factor, as well. It's important to note, however, that January's increases were seen in every mode with Sounder's increase being the most pronounced (see below). Overall, average weekday boardings are 13% higher than in 2019 pre-pandemic.



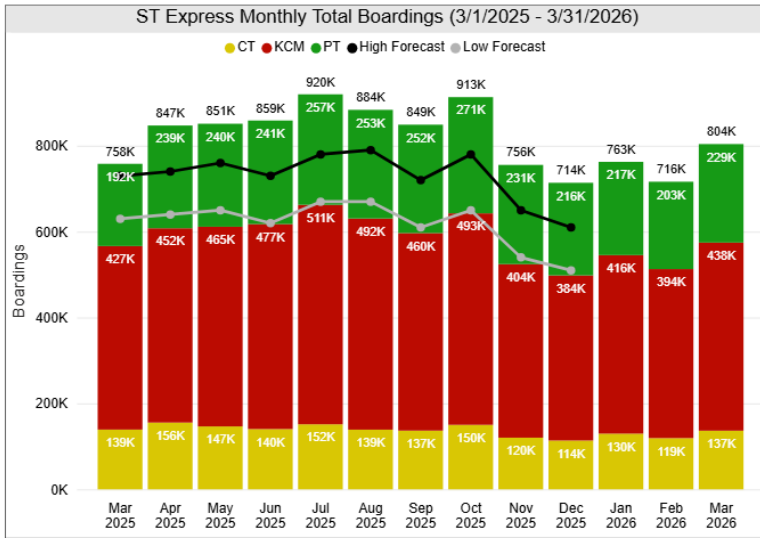
Link

- This chart continues to only show data through February 2026
- As noted above, there are known methodological data issues associated with calculating ridership on Link following Crosslake connectivity.
- These issues are expected to be addressed in time for the April report.

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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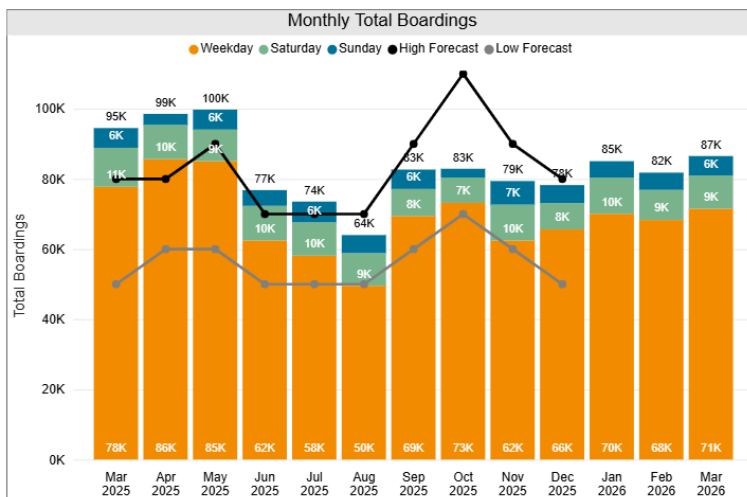
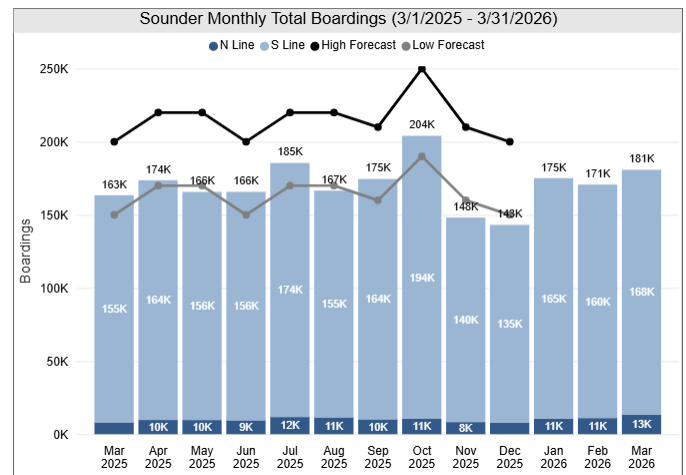


ST Express

- Average weekday boardings for ST Express rose slightly from February to March and are tracking above last March.
- Overall ridership is showing a consistent monthly pattern from last year.
- ST Express total boardings continue to outpace the overall high-end forecast for 2025.

Sounder

- Average weekday ridership fell from February to March 2026, to 8,219 riders per day. This is 5% higher than March 2025 overall; 56% higher for the N Line and 3% higher for the S Line.
- Sounder 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 5,000 from February 2026 to March 2026, driven by higher weekday and Saturday ridership and is still above the high forecast.
- Average weekday boardings increased by approximately 2% in March 2026 compared to February 2026.

Monthly Performance Report

March 2026



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	88%	Line 1: 83% Line 2: 84%	Siemens: 75% Kinkisharyo: 70%	Siemens: 58,380 Kinkisharyo: 46,012	Vehicles: 98% Track: 99% Power: 91% Facilities Mech: 94% Facilities Elec: 98%	92%	5.81
Prior Month	88%	Line 1: 95% Line 2: N/A	Siemens: 82% Kinkisharyo: 71%	Siemens: 150,679 Kinkisharyo: 30,479	Vehicles: 100% Track: 98% Power: 95% Facilities Mech: 93% Facilities Elec: 92%	81%	7.09
Current	81%	Line 1: 96% Line 2: N/A	Siemens: 81% Kinkisharyo: 71%	Siemens: 68,454 Kinkisharyo: 26,190	Vehicles: 94% Track: 98% Power: 98% Facilities Mech: 94% Facilities Elec: 81%	80%	N/A

Link Light Rail continued to utilize Headway Adherence as the primary measure of service reliability and passenger experience during March 2026. The system achieved a Headway Adherence score of 81%, below the agency target of 90%, reflecting the challenges associated with maintaining consistent service spacing during a period of increased operational complexity. The metric continues to provide a more accurate representation of customer experience by measuring train arrival consistency rather than adherence to published schedules.

March also marked the continuation of simulated service operations associated with the Crosslake connection and opening activities. Throughout the month, 2 Line trains continued to provide passenger service to 1 Line stations north of International District Station as part of operational readiness and system integration efforts. Line 1 achieved an Operated as Scheduled rate of 96%, exceeding the prior month, despite the additional operational demands associated with simulated service.

The prior month Headway Adherence value of 88% reflects an updated calculation methodology. The originally reported February result of 92% was based on an 8-minute headway threshold. Following implementation of simulated service beginning February 14, the northern segment of the 1 Line operated with a 4-minute headway requirement. When the metric was recalculated using the updated 4-minute service standard for the applicable portion of the month, February's Headway Adherence was adjusted to 88%. Therefore, the prior month value shown in this report will differ from the Headway Adherence value previously reported for February.

Service reliability was influenced by a combination of planned operational activities and significant special event demand throughout the month. Ridership impacts associated with Kraken, PWHL, Mariners games, concerts, and the Crosslake opening event resulted in increased passenger volumes and elevated operational activity across the system. Planned maintenance activities and infrastructure work also required operational adjustments to support ongoing system improvements and operational readiness efforts.

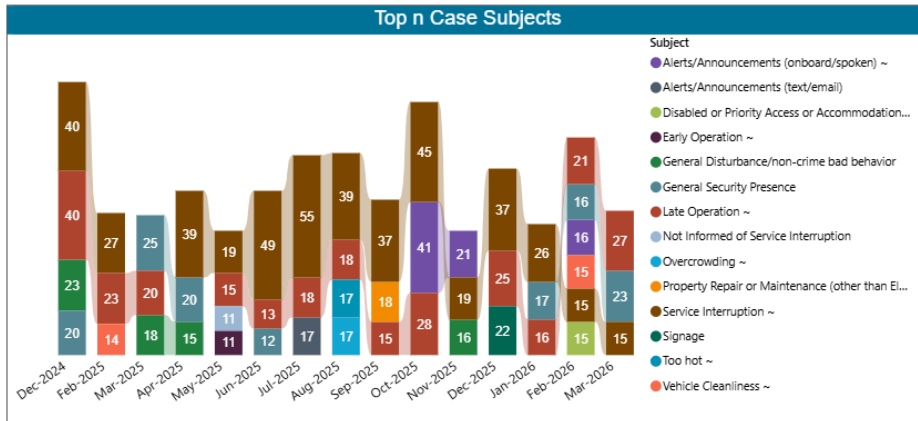
Performance was further affected by unplanned service disruptions, including the major OCS outage and external factors throughout the month. Despite these challenges, service reliability remained strong.

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- Continued emphasis on fleet reliability, infrastructure resiliency, and event coordination will be critical in improving schedule adherence and restoring performance to target levels. The Mean Distance Between Failure metric has been updated to better align with NTD definitions. Mean Distance Between Failures for Siemens was above target while the Kinkisharyo was below target due to low mileage and mid-life obsolescence of some components. Fleet Availability for the Siemens fleet was above target while fleet availability for the Kinkisharyo was lagging on account increased mileage and mid-life obsolescence of some components. PM compliance continues to outperform goal for all asset types.



Link Customer Comments

- Link complaints per 100,000 boardings in March are unknown due to issues determining ridership as outlined above.
- Service-related issues including service interruptions and late operation remained top concerns of Link customers, with another major category being general security presence.

Monthly Performance Report

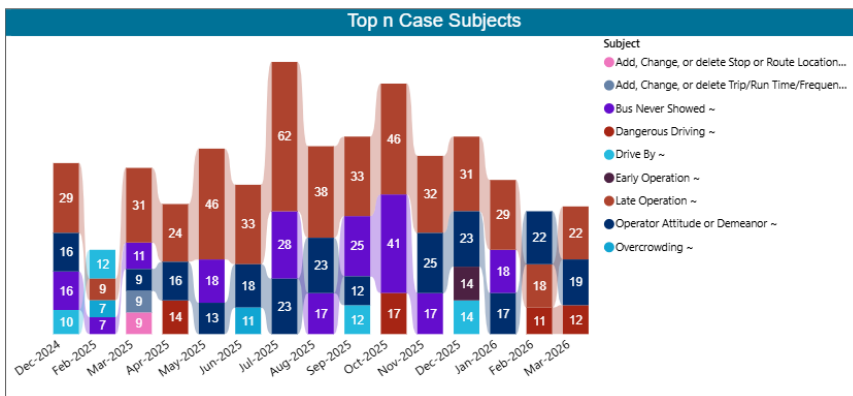
March 2026



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: 76% KCM: 88%	CT: 100% PT: 99.6% KCM: 99.3%	CT: 83% PT: 100% KCM: 100%	CT: 7,907 PT: 14,094 KCM: 5,670	CT: 100% PT: 100% KCM: 100%	76%	16.09
Prior Month	CT: 98% PT: 81% KCM: 87%	CT: 99.2% PT: 99.8% KCM: 99.5%	CT: 39% PT: 98% KCM: 97%	CT: 22,527 PT: 28,295 KCM: 4,367	CT: 100% PT: 98% KCM: 100%	78%	14.66
Current	CT: 97% PT: 80% KCM: 86%	CT: 99.5% PT: 99.4% KCM: 81.6%	CT: 29% PT: 99% KCM: 97%	CT: 14,758 PT: 20,381 KCM: 4,990	CT: 100% PT: 100% KCM: 100%	76%	14.18

- 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 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.
- 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 within the standard for March 2026.
- Many complaints are related to late operations, bus no shows and overcrowding which are consistent with our OTP metric.

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March 2026



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: 88%	South: 97.8% North: 98.2%	N/A	3,304	N/A	60%	19.58
Prior Month	South: 94% North: 97%	South: 99.4% North: 99.4%	N/A	28,766	N/A	63%	16.40
Current	South: 95% North: 94%	South: 97.6% North: 100%	N/A	3,120	N/A	64%	11.06

- Sounder On Time Performance was below target on the N Line for March 2026 and above target on the S Line, with an average of 94.8%. There were 14 cancelled trips for the month, leading to a below-target Operated as Scheduled percentage of 98.1%; these annulments were largely due to Mechanical. Mechanical incidents increased from 1 impacted train in February to 21 impacted trains in March, traceable to 10 discreet Mechanical issues. Customer complaints per 100,000 boardings decreased from February to March; the top categories were schedule (specifically, negative feedback on the Spring service change), service interruptions, and amenities (specifically, Wi-Fi issues).

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%	99.9%	97.2%	N/A	100%	39%	1.06
Prior Month	100%	99.5%	84.1%	N/A	99%	46%	1.22
Current	99.4%	99.4%	85.5%	N/A	99%	42%	9.24

- In March, 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 March due to LRV's being put back into service from previous incidents. The mode's preventative maintenance compliance in March remains well above the target.

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

Monthly Performance Report

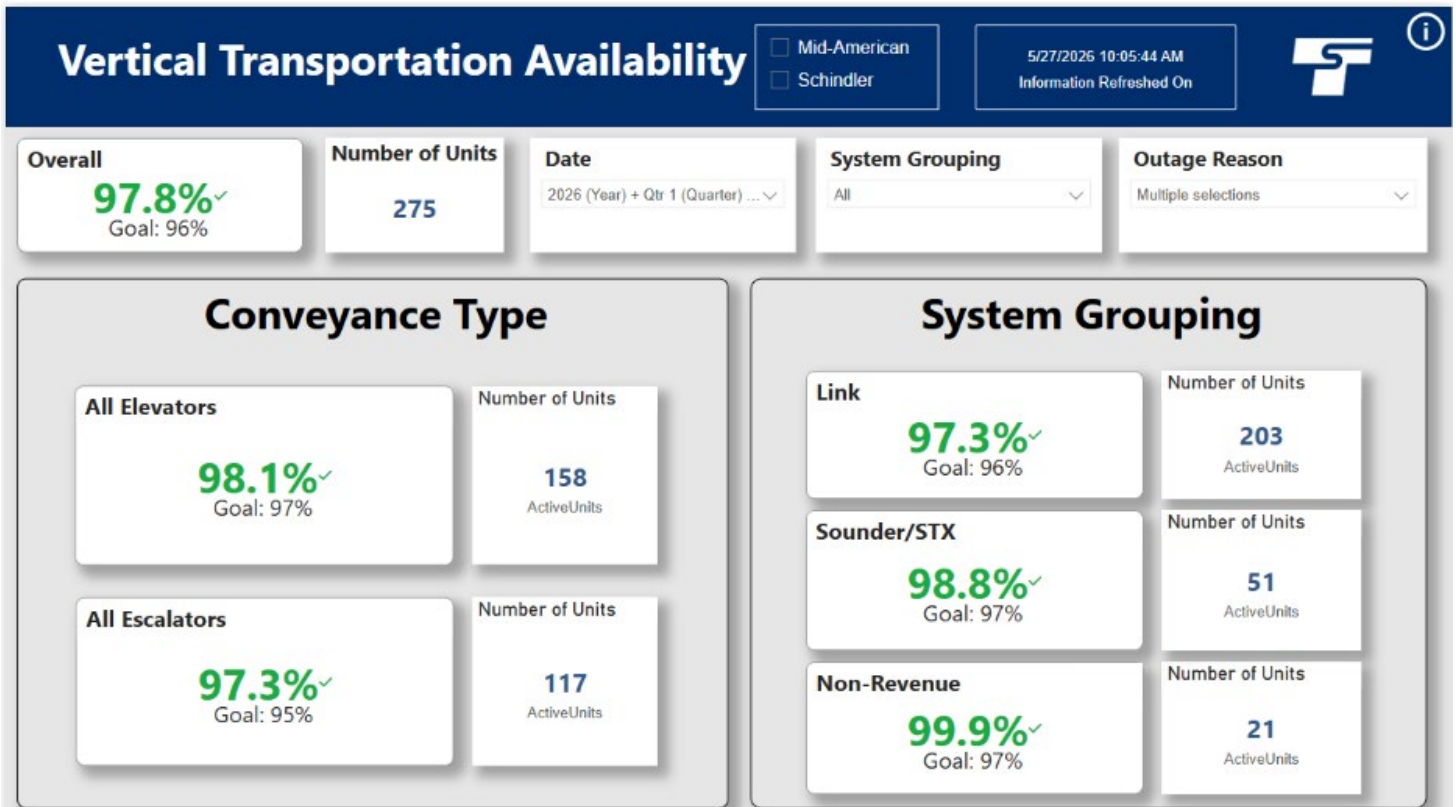
March 2026



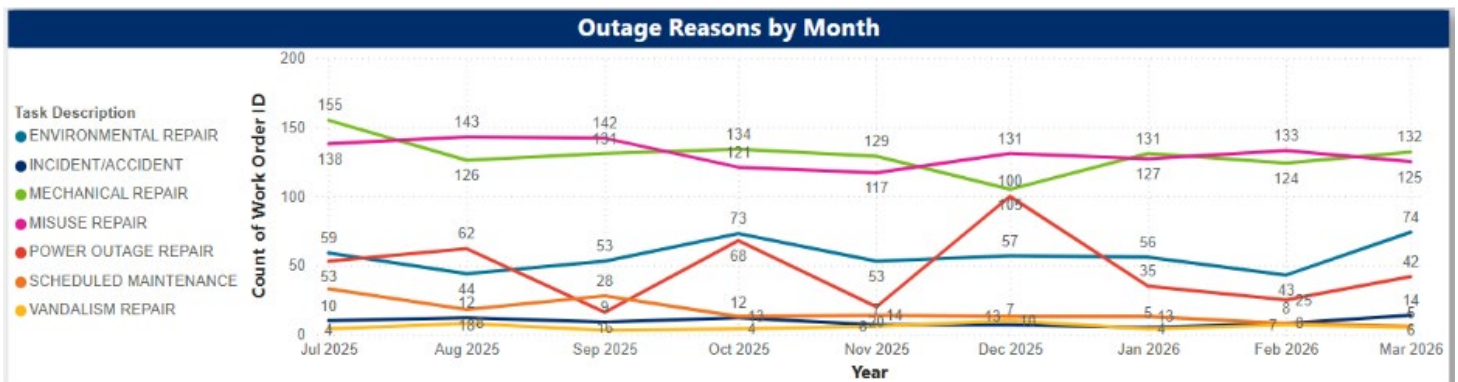
Vertical Transportation

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 increased slightly from the previous month but have remained generally stable over the past 12 months.
- Environmental outages increased by 73% compared to the previous month.
- Incident and accident-related outages reached the highest monthly total observed during the reporting period

Monthly Performance Report

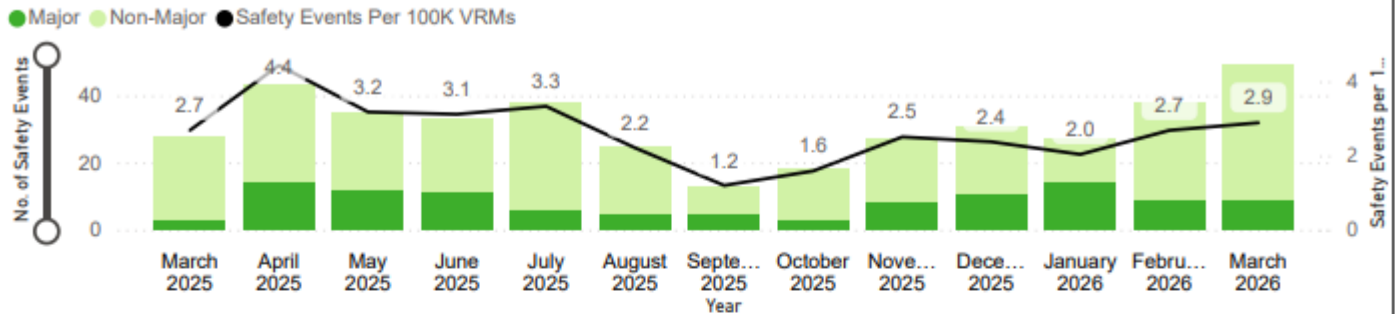
March 2026



REO Safety Report

Monthly Reportable Events for Link March 2025- March 2026

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



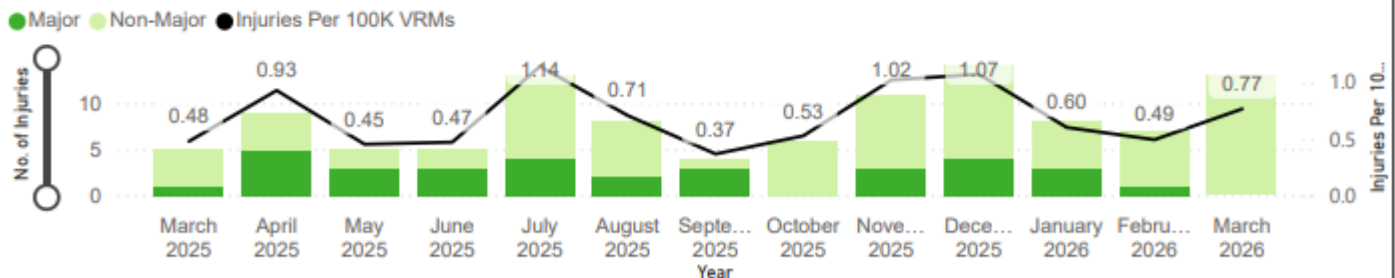
Definitions: The National Transit Database (NTD) defines a reportable event as a safety or security event that occurs on transit right-of-way, transit revenue/maintenance facilities, or involves a transit vehicle and meets the NTD's major reporting thresholds. Examples include collisions, fires, derailments,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

Link's reportable safety event rate increased 4% in March 2026 compared to the prior month and remained 12% above the 12-month average, primarily driven by slip-and-fall events and increased non-physical transit worker assaults. Although total reportable events increased from 38 in February to 48 in March, the overall event rate remained generally consistent with recent trends due to increased service miles operated.

Non-physical transit worker assaults increased from two (2) in February to nine (9) in March, while physical transit worker assaults declined from seventeen (17) to eleven (11). Despite this shift, physical transit worker assaults have remained more common overall since 2024, at approximately 1.3 times the rate of non-physical assaults. Lynnwood City Center Station remained the most common location for transit worker assaults, accounting for 22% of all transit worker assaults reported so far in 2026, followed by Westlake and Federal Way Downtown stations with six (6) assaults reported at each station year-to-date. In March, Security Operations increased patrols and rider engagement to support Crosslake Connection readiness and respond to February copper thefts. Increased frontline engagement and visibility can contribute to higher reporting, including assaults. Security personnel continue to receive de-escalation and communication training informed by incident trends.

Lynnwood City Center and Federal Way Downtown stations also reported the highest number of slip-and-fall events in 2026, with four (4) each. At Lynnwood City Center, 50% of Q1 2026 slip-and-fall events occurred on station platforms, compared to 28% historically since 2024. Escalators remain the leading slip-and-fall location overall based on the three-year trend. At Federal Way Downtown Station, temporary fencing has been installed around the bus bay with the intent of reducing slip-and-falls. Permanent railings are also being evaluated as a potential longer-term mitigation.

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.

In March 2026, Link reported the highest monthly number of reportable slip-and-fall injuries on record, driving a 37% increase in the injury rate compared to the previous month, placing the rate 59% higher above the 12-month average.

Of the fourteen (14) reportable injuries in March, thirteen (13) were related to slip-and-fall events, and one (1) was related to a passenger assault. Lynnwood City Center and Federal Way Downtown Stations continue to be the most common locations for slip-and-fall injuries, with both stations reporting three (3) slip-and-fall injuries in March.

Monthly Performance Report

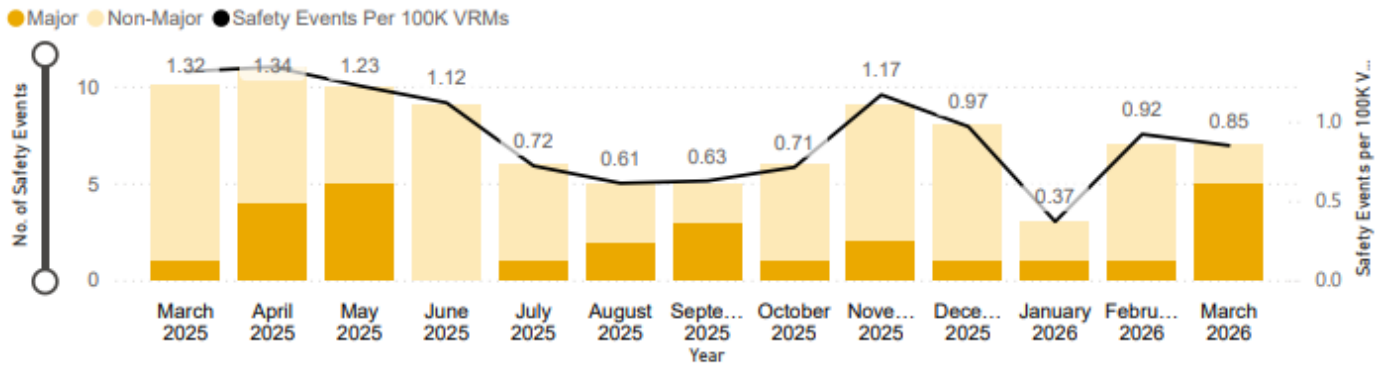
March 2026



REO Safety Report

Monthly Reportable Events for ST Express March 2025 - March 2026

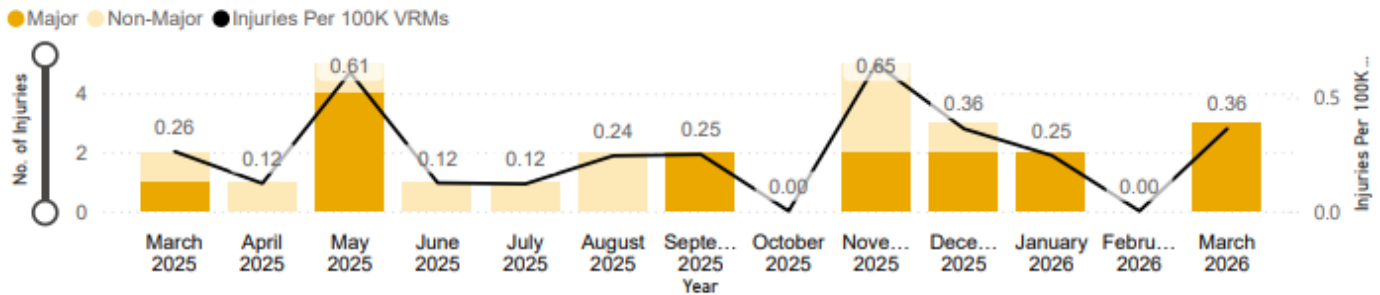
Reportable Safety Events: Total Volume and Rate Per 100K Vehicle Revenue Miles



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.

The March safety event rate fell 7.5% from February due to a nearly 60% increase in miles operated and remained 5.5% below the 12-month average. The month recorded seven (7) reportable safety events: four (4) collisions, two (2) non-physical assaults against transit workers, and one (1) passenger assault.

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.

The ST Express injury rate in Q1 2026 remained generally consistent with recent trends, with collisions continuing to be the leading cause of injuries. Through Q1 2026, ST Express reported five (5) injuries, including four (4) collision-related injuries and one (1) passenger assault-related injury. Notably, no slip-and-fall injuries were reported during the quarter. On average since Q1 2022, ST Express has recorded two (2) to three (3) slip-and-fall events.

In March, ST Express reported three (3) injuries, including two (2) collision-related injuries and one (1) passenger assault-related injury.

Monthly Performance Report

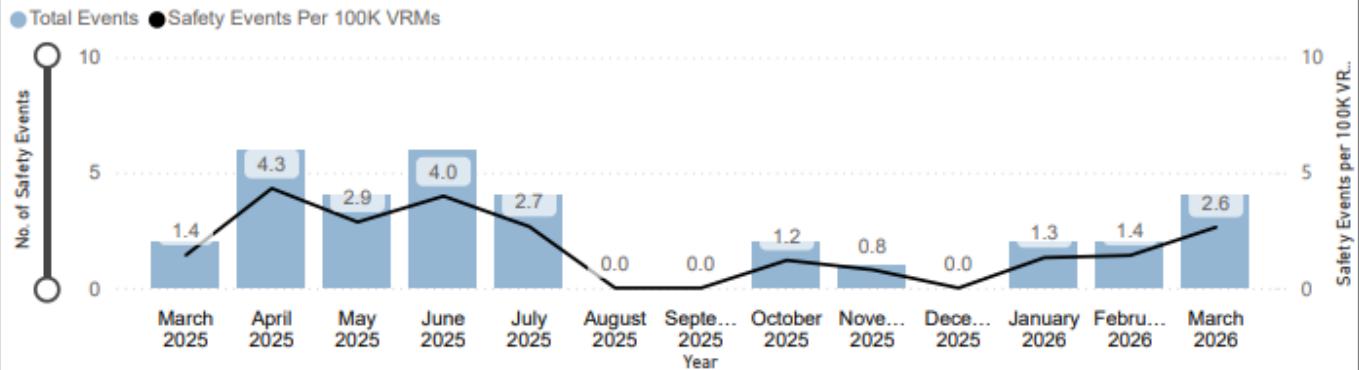
March 2026



REO Safety Report

Monthly Reportable Events for Sounder March 2025 - March 2026

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



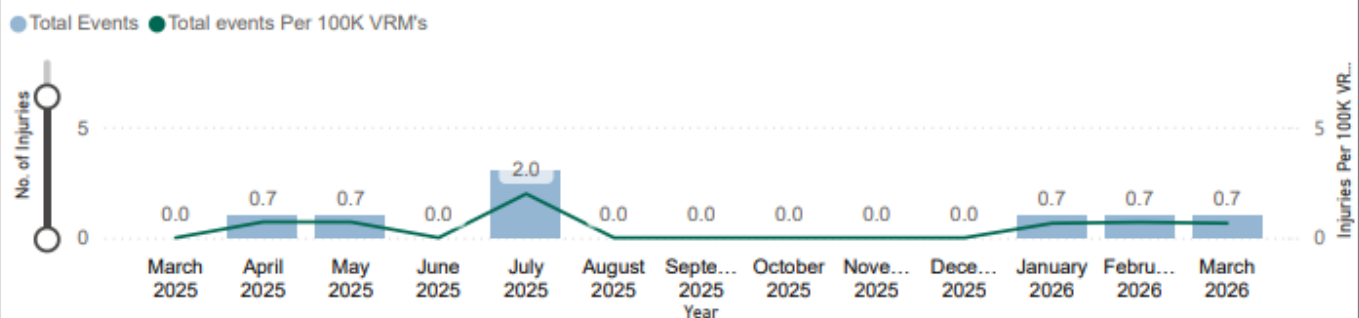
Sounder Commuter Rail events are reported under multiple definitions. Federal Railroad Administration (FRA) reporting requirements generally cover safety events, while National Transit Database (NTD) reporting requirements for commuter rail cover major security events and non-major assaults against transit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

In March the Sounder safety event rate increased by 86.5% compared to February and was 57.5% higher than the 12-month average. Four (4) events were reported in March compared to two (2) in February. Over the past year, Sounder has averaged two (2) to three (3) events per month, and the March count, as well as overall Q1 performance, remained similar to the 3 year average (8 events in Q1, 2026 per quarter vs 8 to 9 events on average per quarter since 2023).

Of the four (4) safety events recorded in March, one (1) was a slip-and-fall, two (2) were non-physical assaults, and one (1) was an incursion.

Across Q1 2026, there have been four (4) assaults against transit workers, three (3) of which were non-physical. Consistent with this, in 2025, approximately 78% of reported assaults were non-physical. In March, two (2) of these incidents occurred at Kent Station.

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



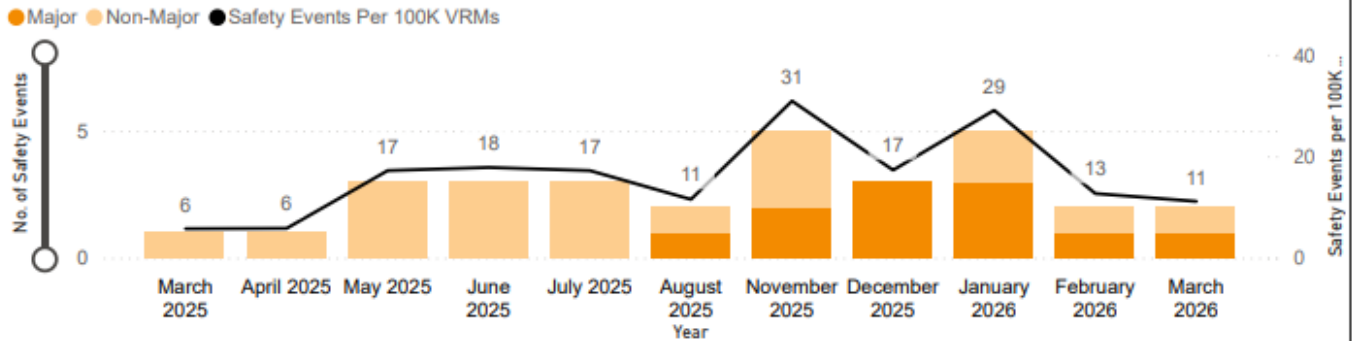
The FRA and NTD also have different definitions governing the reportability of injuries. FRA injury reporting covers injuries resulting in medical treatment, significant injury diagnosed by a licensed health care professional, or loss of consciousness. NTD injury reporting only covers major security-related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

Sounder recorded one (1) slip-and-fall injury at King Street Station requiring medical attention in March 2026 contributing to the three (3) total injuries reported in Q1 2026 overall, including one (1) collision related injury in the Scenic Subdivision and one (1) passenger assault related injury at King Street Station. Slip-and-fall events requiring medical assistance are relatively uncommon for Sounder averaging about two (2) per year over the last three years.

REO Safety Report

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

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



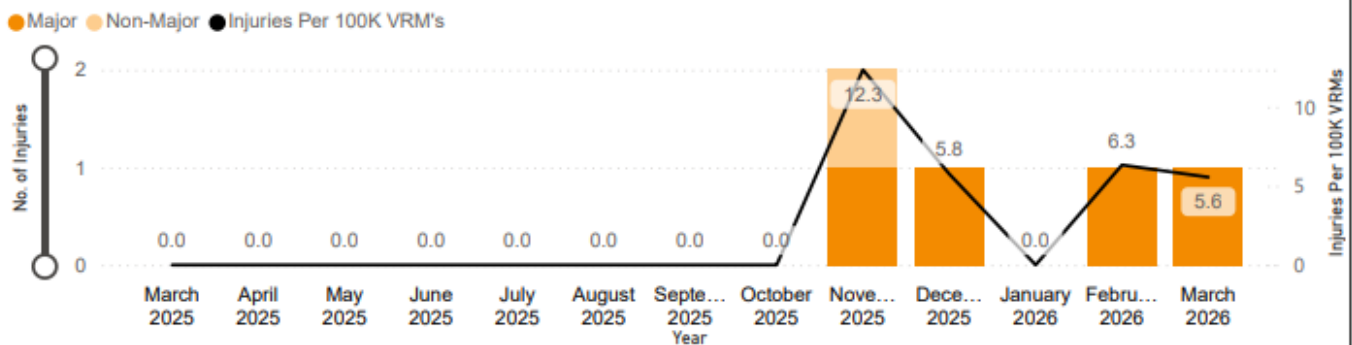
Definitions: The National Transit Database (NTD) defines a reportable event as a safety or security event that occurs on transit right-of-way, transit revenue/maintenance facilities, or involves a transit vehicle and meets the NTD's major reporting thresholds. Examples include collisions, fires, derailments,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

T Line reported two (2) safety events in March 2026, consistent with the 12-month average of two (2) safety events per month. In Q1 2026 overall, T-Line has recorded four (4) collision, reaching 80% of the total collisions reported in all of 2025 (5 total collisions).

The March events included one (1) collision with a privately owned parked vehicle at Stadium Way & S 4th and one (1) non-physical assault against a transit worker at 25th Street Station.

The non-physical assault occurred at 25th Street Station, a location with five (5) assaults over the past three years, making it the second-highest location for assault-related events in the T Line system.

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 March 2026, one (1) collision-related injury event occurred at Stadium Way and S 4th, a location with only one prior collision-related injury reported in the previous three years. This was the second collision-related injury event reported in Q1 2026 following a similar event in February.

Monthly Performance Report

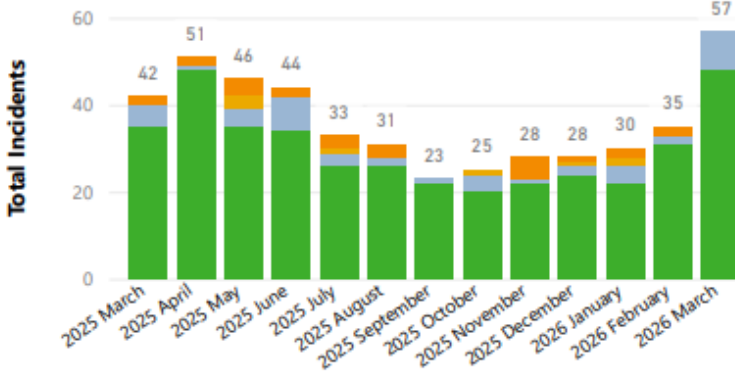
March 2026



REO Security Report March 2025- March 2026

Crimes Against Persons

Mode ● LINK ● SOUNDER ● ST BUS ● TACOMA LINK

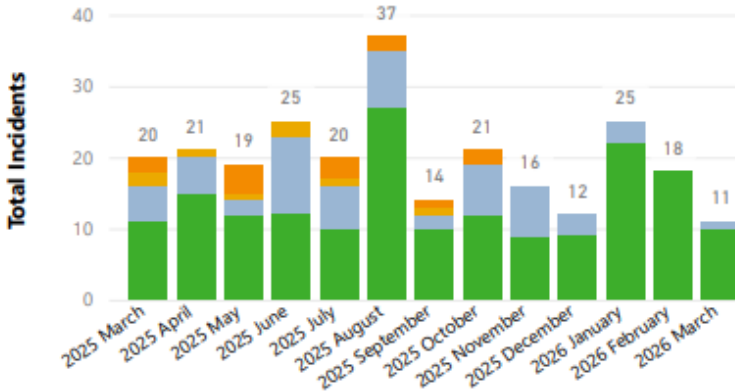


According to the National Incident-Based Reporting System (NIBRS), Crimes Against Persons are those crimes such as assault, whose victims are always individuals. These numbers include reports of physical and verbal assaults, assaults with a weapon, and sexual offenses on both customers and transit workers.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

In March 2026, incidents involving reported **crimes against persons** saw a 62% uptick, highest number of monthly incidents in the last 12 months. Assaults on transit workers made up nearly half of all reports involving crimes against persons, with incident numbers remaining steady. The number of other assaults increased from 4 to 19 and the number of sex offenses increased from 3 to 11, which drove the overall increase from February.

Crimes Against Property

Mode ● LINK ● SOUNDER ● ST BUS ● TACOMA LINK

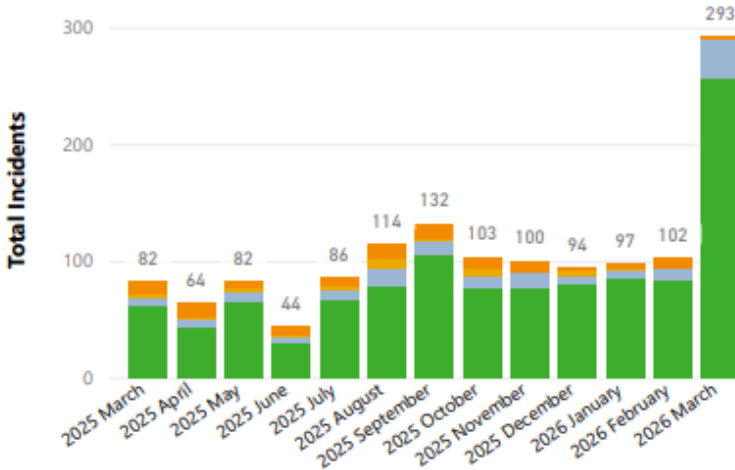


According to the National Incident-Based Reporting System (NIBRS), Crimes Against Property include offenses like burglary, robbery, and other acts committed for financial or material gain. Reported incidents are categorized as arson, graffiti, robbery, theft (vehicle, property, or bicycle), and vandalism.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

In March 2026, incidents involving reported **crimes against property** declined by 39%, primarily driven by a reduction in vandalism incidents. Thefts accounted for all of the incidents involving reported crimes against property in March.

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.

The Sound Transit Security Operations Center (SOC) transitioned to a new dispatch system on March 1, 2026. This report is the first generated from that system, and some data issues have been identified. Efforts are currently underway to investigate and resolve these discrepancies.

In March 2026, total **unlawful transit conduct** incidents nearly tripled, with 87% of incidents occurring on Link. Changes in data classifications currently prevent additional analysis into the relative changes across types of unlawful transit conduct.