

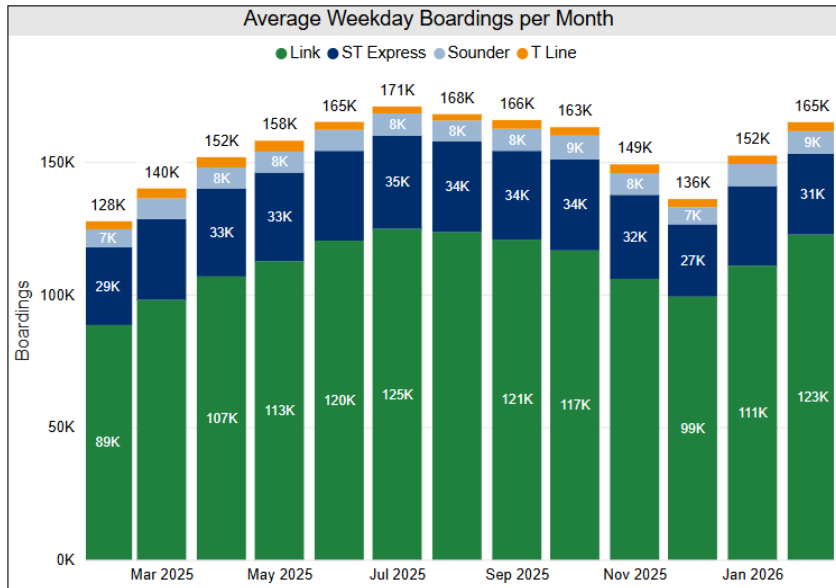
Monthly Performance Report

February 2026



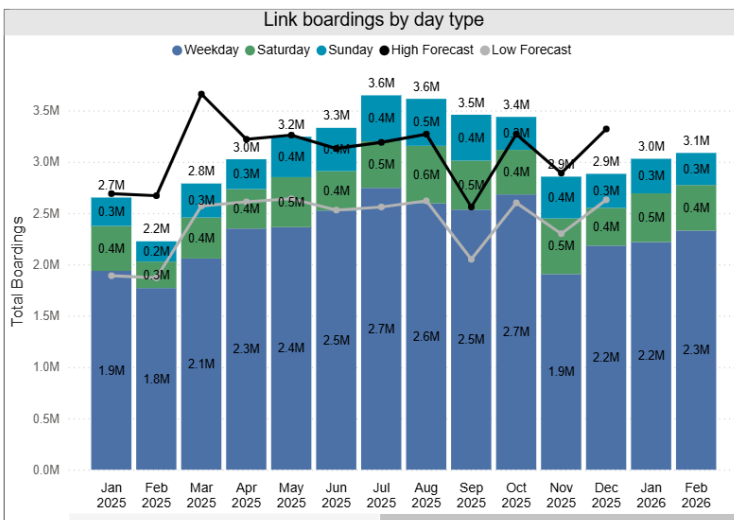
Ridership

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
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%
Nov 2024	3,975,000	139,400	-7%	-13%

- Ridership across all modes is now 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.



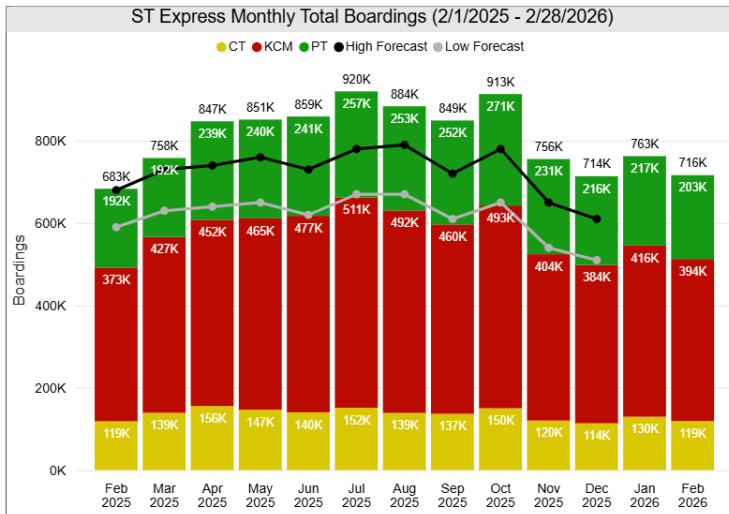
Link

- Total boardings increased slightly from January to February 2026, despite there being fewer service days in the month.
- Average weekday boardings increased by 11% month over month.
- February 2026 weekday ridership was 39% higher than February 2025.
- On the day of the Seahawks Victory Parade, ridership was 226k across both lines.

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.

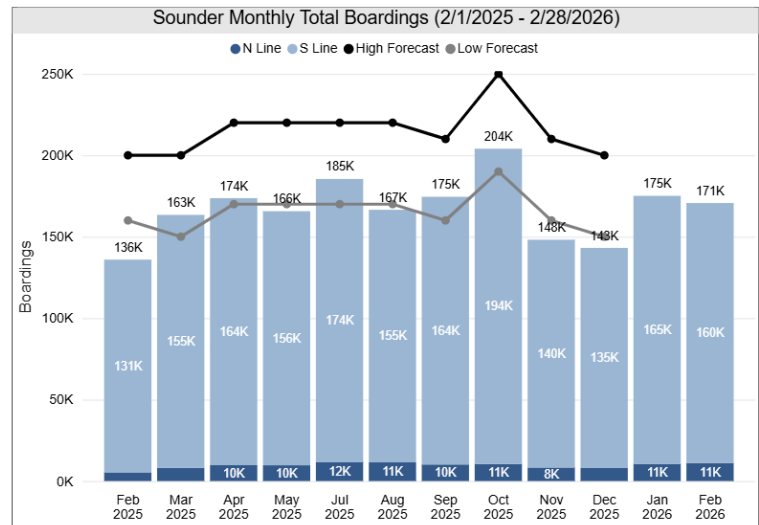
Monthly Performance Report

February 2026



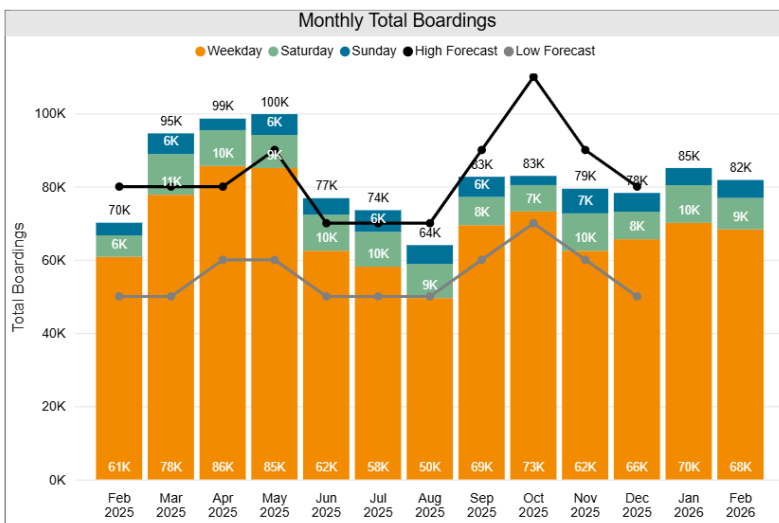
ST Express

- Average weekday boardings for ST Express fell slightly from January to February but were above last year's average for February.
- 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 increased from January to February 2026, to 8,534 riders per day. This is 26% higher than February 2025 overall; 96% higher for the N Line and 22% higher for the S Line. To contextualize these large increases, February 2025 brought artificially low ridership due to a large number of annulments on both the N and S Lines.
- Sounder ridership seems to have stabilized at about 50% of its pre-pandemic level.



T-Line

- Total monthly boardings on the T Line decreased by about 3,000 from January 2026 to February 2026, driven by lower weekday and Saturday ridership but still above the high forecast.
- Average weekday boardings decreased by approximately 2% in February 2026 compared to January 2026.

Monthly Performance Report

February 2026



Link

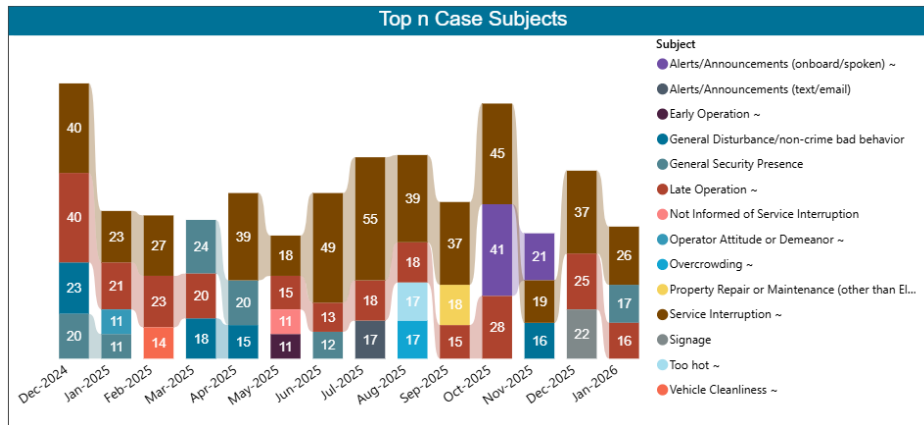
	Headway Adherence	Operated as Scheduled	Fleet Availability	Mean Distance Between Failure	PM Compliance	Parking Usage	Customer Complaints
Target	> 90%	>98.5%	>80%	>20,000	>90%	>40%	<15 per 100,000 boardings
Prior Year	85%	Line 1: 91% Line 2: 97%	Siemens: 75% Kinkisharyo: 68%	Siemens: 26,314 Kinkisharyo: 7,971	Vehicles: 98% Track: 100% Power: 95% Facilities Mech: 90% Facilities Elec: 92%	64%	6.74
Prior Month	87%	Line 1: 86% Line 2: 94%	Siemens: 79% Kinkisharyo: 68%	Siemens: 31,433 Kinkisharyo: 5,206	Vehicles: 99% Track: 98% Power: 100% Facilities Mech: 94% Facilities Elec: 97%	82%	7.16
Current	92% ²	Line 1: N/A Line 2: 95%	Siemens: 82% Kinkisharyo: 71%	Siemens: 50,092 Kinkisharyo: 12,216	Vehicles: 100% Track: 98% Power: 95% Facilities Mech: 93% Facilities Elec: 92%	81%	7.09

- This month's report include the introduction of Headway Adherence for Link metric as part of our on-time performance expectations. Link Light Rail's current Headway Adherence (92%) were above system targets. The move to headway adherence accurately captures the passenger experience at the platform level in an environment with frequencies of up to 4 minutes in our interlined service section with the beginning of simulated service. February 14th, Link began simulated service over Crosslake in which 2-Line trains provided service to 1-Line stations north of the International District. This caused there to be twice as many trips as were scheduled, which artificially lowered the Percentage Operated as Scheduled figure (currently excluded from the metric given this discrepancy). 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 was below target due to low mileage and mid-life obsolescence of some components. Total Fleet Availability for both fleets was below target on account of increased mileage driving an increase in maintenance/updates and corrective repairs as well as projects ongoing to upgrade the Kinkisharyo fleet. PM compliance continues to outperform goal for all asset types.

² February's number includes a period of "Simulated Service" in which 2-Line trains provided service to 1-Line stations north of the International District station at 4-minute intervals. The calculation is still assessing monthly performance against 8-minute intervals which artificially inflates performance for this month.

Monthly Performance Report

February 2026



Link Customer Comments

- Link complaints per 100,000 boardings in February 2026 held steady and continue 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.

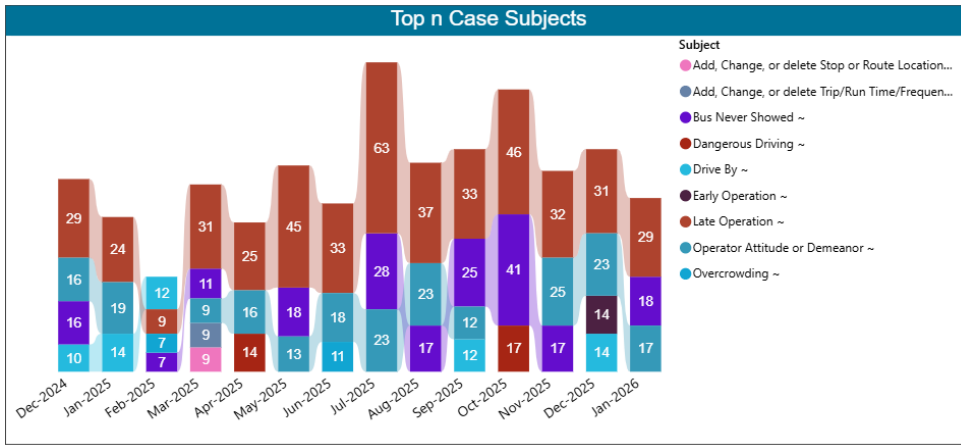
ST Express

	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: 80% KCM: 88%	CT: 99.2% PT: 99.9% KCM: 98.9%	CT: 79% PT: 100% KCM: 99%	CT: 6,279 PT: 18,430 KCM: 6,048	CT: 100% PT: 100% KCM: 100%	64%	14.20
Prior Month	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%	77%	17.18
Current	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

- 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.

Monthly Performance Report

February 2026



ST Express Customer Comments

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

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: 89.4% North: 68.1%	N/A	291	N/A	43%	36.05
Prior Month	South: 96% North: 96%	South: 99.5% North: 99.4%	N/A	5,036	N/A	64%	11.42
Current	South: 95% North: 98%	South: 99.4% North: 99.4%	N/A	28,766	N/A	63%	16.40

- Sounder On Time Performance was above target on both the N and S Lines for February 2026 with an average of 95%. 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 Emergency Services, including an Amtrak pedestrian strike and a Sounder pedestrian strike on the N Line. Mechanical incidents decreased from 10 impacted trains in January to just 1 impacted train in February. Customer complaints per 100,000 boardings increased from January to February; driven by the top categories of late operation, special event service, and overcrowding.

Tacoma Link

Monthly Performance Report

February 2026



	On Time Performance	Operated as Scheduled	Fleet Availability	Mean Distance Between Failure	PM Compliance	Parking Usage ³	Customer Complaints
<i>Target</i>	> 98.5%	> 98.5%	TBD	TBD	>90%	TBD	<15 per 100,000 boardings
Prior Year	100%	99.8%	96.9%	N/A	98%	N/A	1.43
Prior Month	100%	99.5%	82.4%	N/A	99%	47%	9.40
Current	100%	99.5%	84.1%	N/A	99%	46%	1.22

- 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 increased in February due to LRV’s being put back into service from previous accidents. The mode’s preventative maintenance compliance in February remains well above the target.

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.*

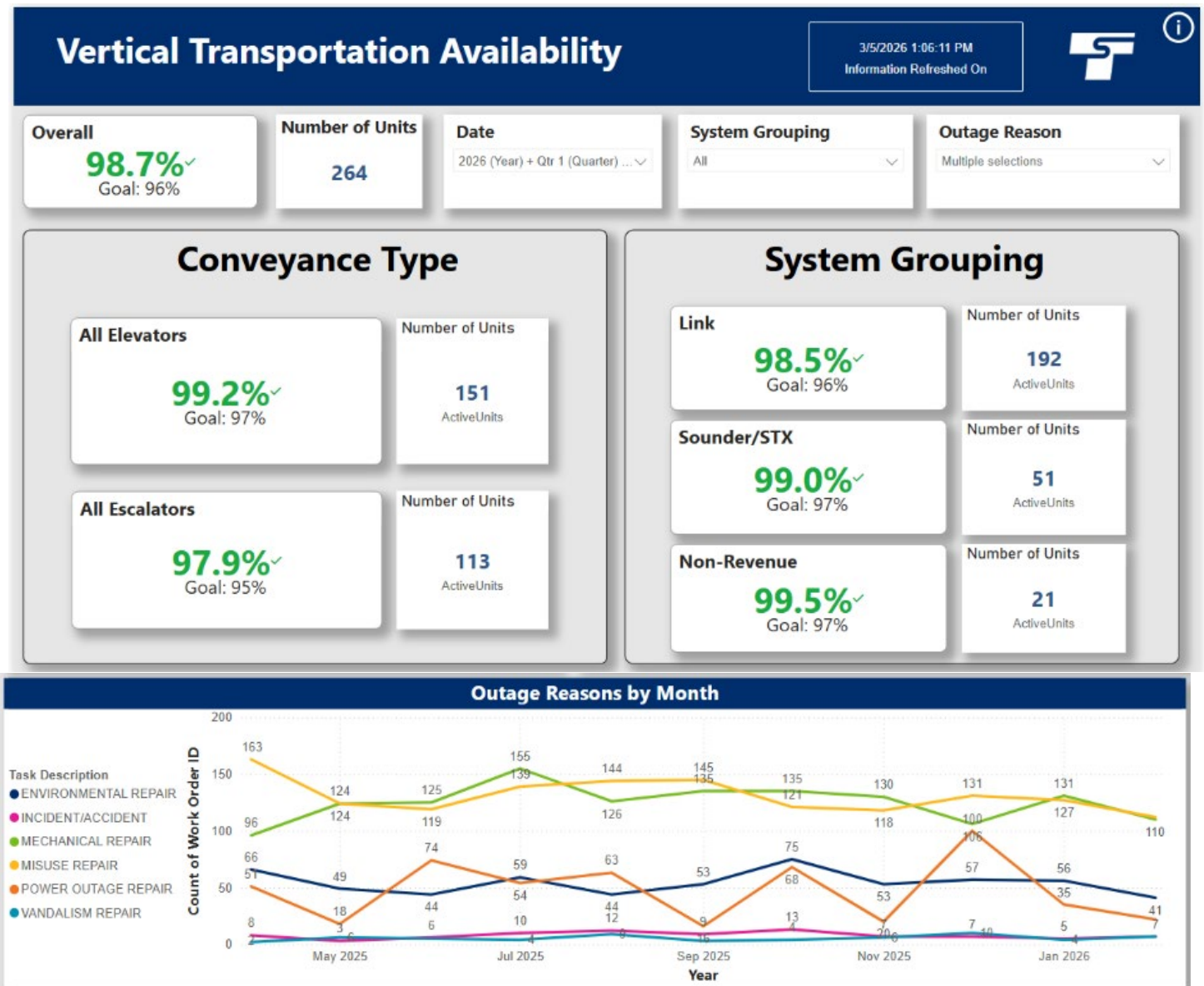
³ Based on Tacoma Dome Station, which is shared with Sounder.

Monthly Performance Report

February 2026



- All system groups met their respected target availability.



- Mechanical outages did see a decrease of 16% from the previous month.
- With the small exception of vandalism related outages, all categories saw a decrease in number of outages from the previous month.

Monthly Performance Report

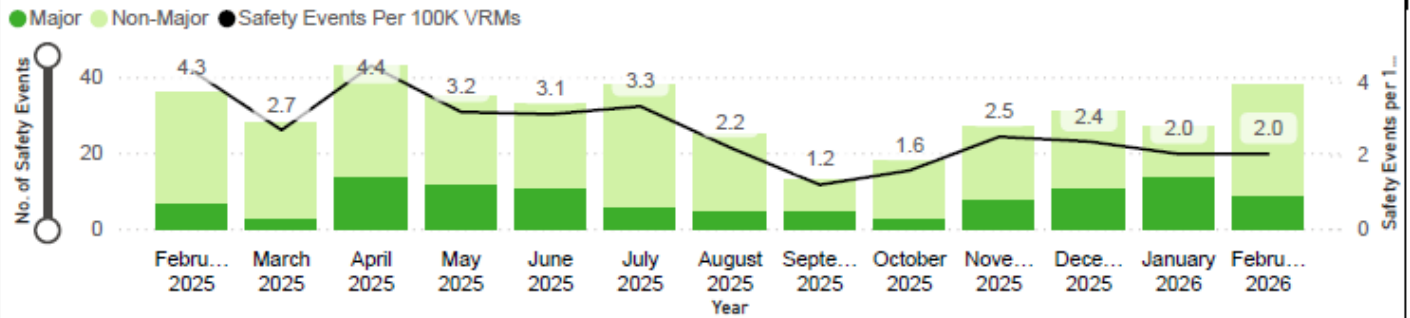
February 2026



REO Safety Report

Monthly Reportable Events for Link February 2025- February 2026

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

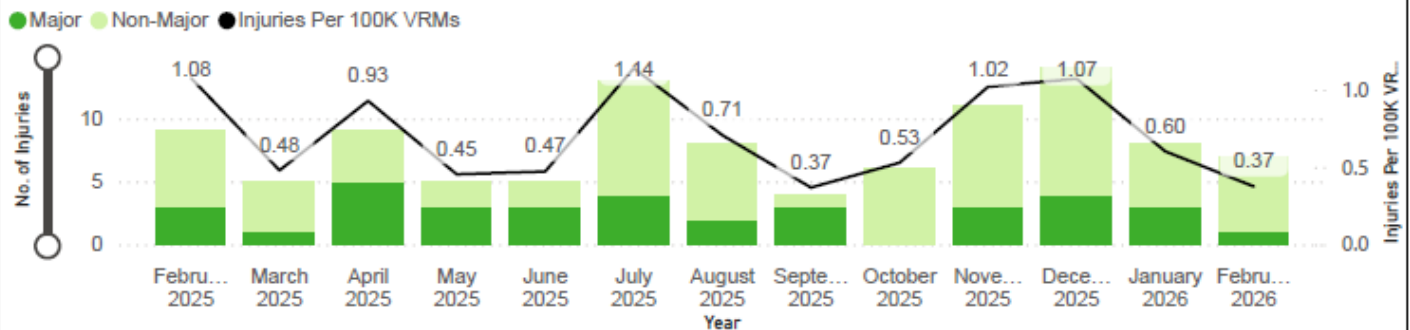


Definitions: The National Transit Database (NTD) defines a reportable event as a safety or security event that occurs on transit right-of-way, transit revenue/maintenance facilities, or involves a transit vehicle and meets the NTD's major reporting thresholds. Examples include collisions, fires, derailments,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

In February, Link's reportable safety event rate remained similar to previous months and was about 2% above the 12-month average. The increase in volume was offset with higher mileage.

The slight increase in the February safety event rate was driven by transit worker assaults which reached the highest monthly total on record since enhanced reporting began in April 2023. There were 18 transit worker physical assaults, more than double the 12-month average (8.75 per month), including one assault with a weapon. The majority of assaults occurred at Federal Way Downtown Station (4), Lynnwood City Center Station (3) and UW Station (3). Non-physical transit worker assaults remained relatively low, with only three (3) non-physical transit worker assaults reported in February. Despite the increase in assaults, there were no reportable injuries due to transit worker assaults recorded in February.

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



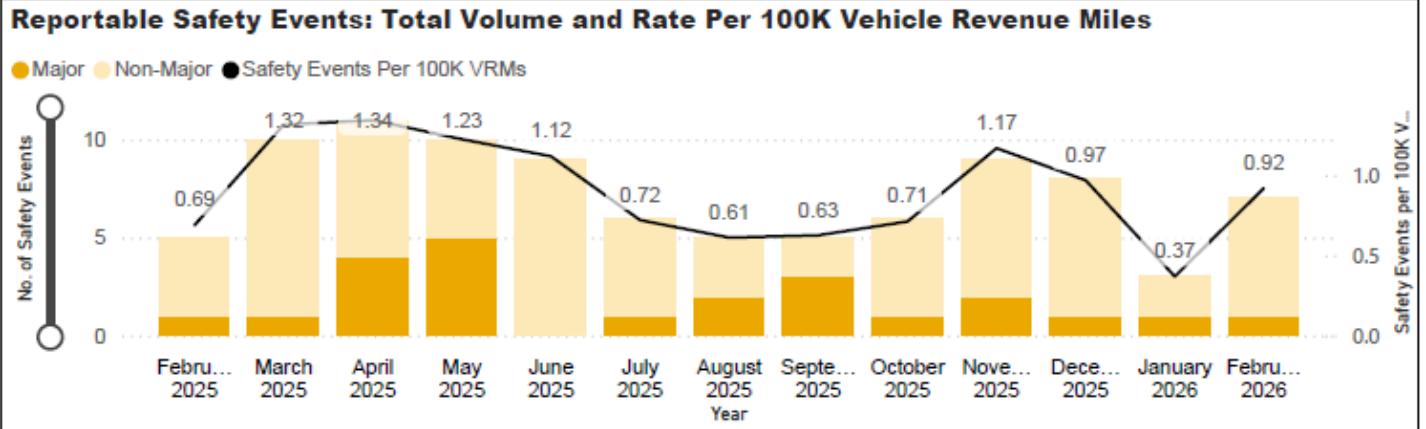
NTD definition of reportable injury: An injury requiring transportation away from the scene for medical attention for one of more persons.

The reportable injury rate for Link fell by 37% compared to the previous month, roughly 59% lower than the average rate over the past twelve months. This decrease is largely driven by reductions in injuries due to passenger assaults and increased mileage in recent months.

There were seven (7) reportable injuries in February; six (6) due to slips and falls, and one (1) due to a passenger assault. The number of slips and falls in February is comparable to the prior year, averaging five (5) slip and fall injuries per month.

REO Safety Report

Monthly Reportable Events for ST Express February 2025 - February 2026

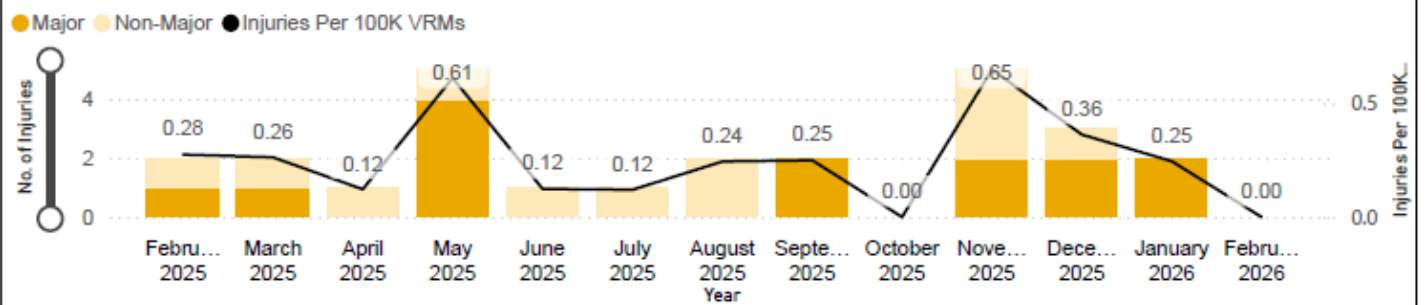


Definitions: The National Transit Database (NTD) defines a reportable event as a safety or security event that occurs on transit right-of-way, transit revenue/maintenance facilities, or involves a transit vehicle and meets the NTD's major reporting thresholds. Examples include collisions, fires, derailments,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

February's safety event rate was 3.5% higher than the 12-month average (0.92 vs 0.89 per 100k VRM) and 148% higher than the rate in January with assaults contributing to the majority of safety events. Of the seven (7) events recorded in February six (6) were assaults – four (4) non-physical assaults against transit workers, one (1) physical assault against a transit worker and one (1) passenger assault and one (1) was a passenger slip and fall.

Over the past 12 months, non-physical assaults accounted for approximately 43% of all events, averaging three (3) to four (4) incidents per month, while physical assaults against transit workers and passenger slip and fall events each averaged approximately one (1) per month.

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 reportable injury rate has trended downward since November 2025, with zero (0) injuries reported in February 2026. As noted in prior reports, collisions and slip and fall events remain the primary drivers of ST Express injuries over the past 12 months.

Monthly Performance Report

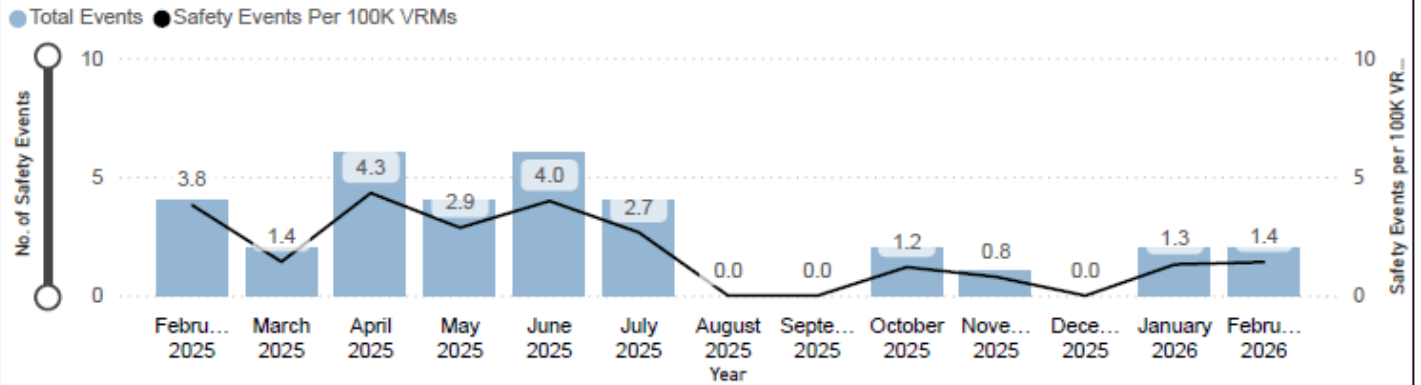
February 2026



REO Safety Report

Monthly Reportable Events for Sounder February 2025 - February 2026

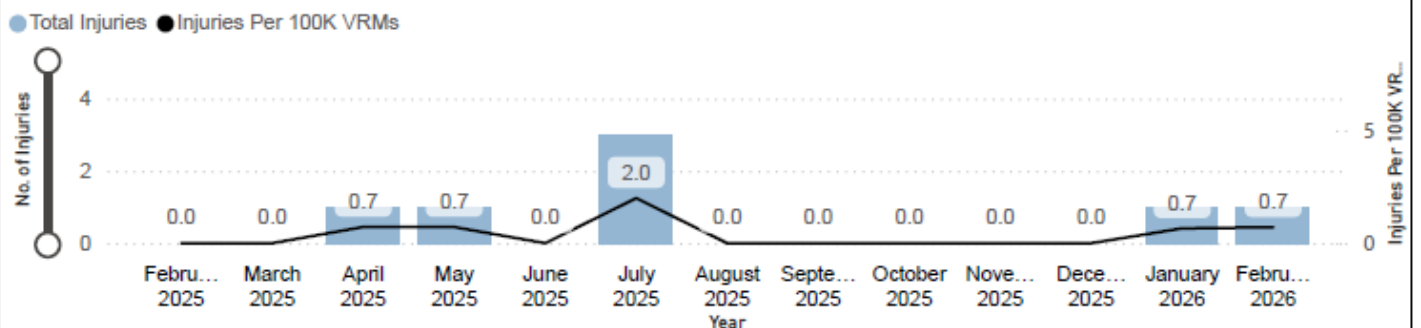
Reportable Safety Events: Total Volume and Rate Per 100K Vehicle Revenue Miles



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.

The Sounder safety event rate increased by 7% compared to the previous month but was roughly 27% lower than the average rate over the past twelve months. Physical assaults on passengers and transit workers have remained low since July 2025 (averaging about one assault every 1-2 months). Non-physical transit worker assaults have also remained lower than historical numbers since declining in June 2025. The slight increase in rate is due to minor decreases in mileage, as event volume has remained relatively consistent. There were two (2) reportable events in February for Sounder; a physical assault on a transit worker at Auburn Station and a pedestrian collision in the scenic subdivision.

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

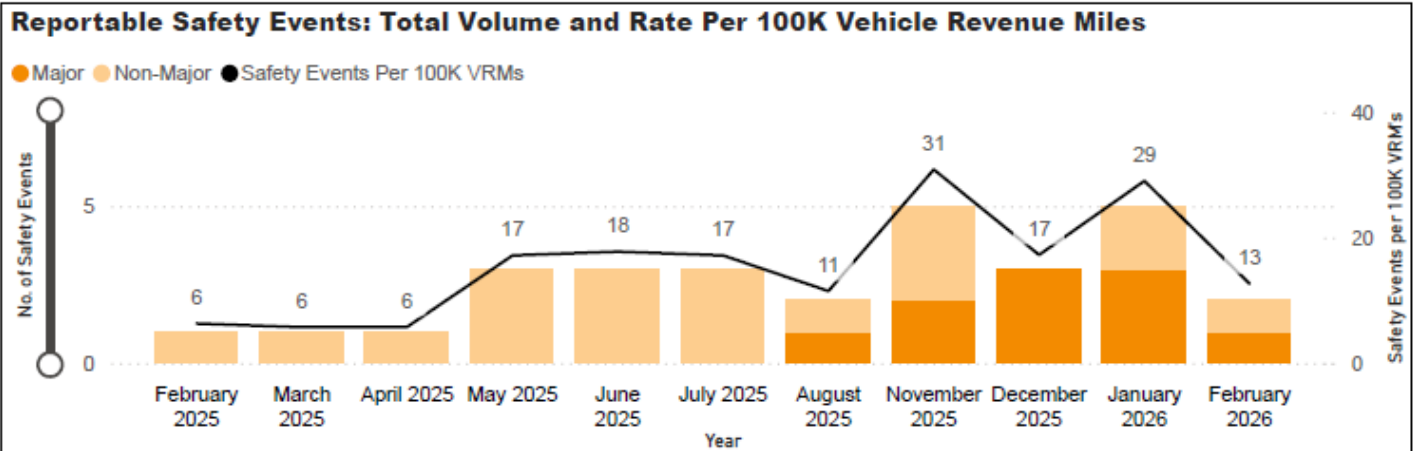


The FRA and NTD also have different definitions governing the reportability of injuries. FRA injury reporting covers injuries resulting in medical treatment, significant injury diagnosed by a licensed health care professional, or loss of consciousness. NTD injury reporting only covers major security-related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

There was one (1) fatality due to a pedestrian collision in the Scenic subdivision. The Scenic subdivision is owned and operated by BNSF who is responsible for investigations.

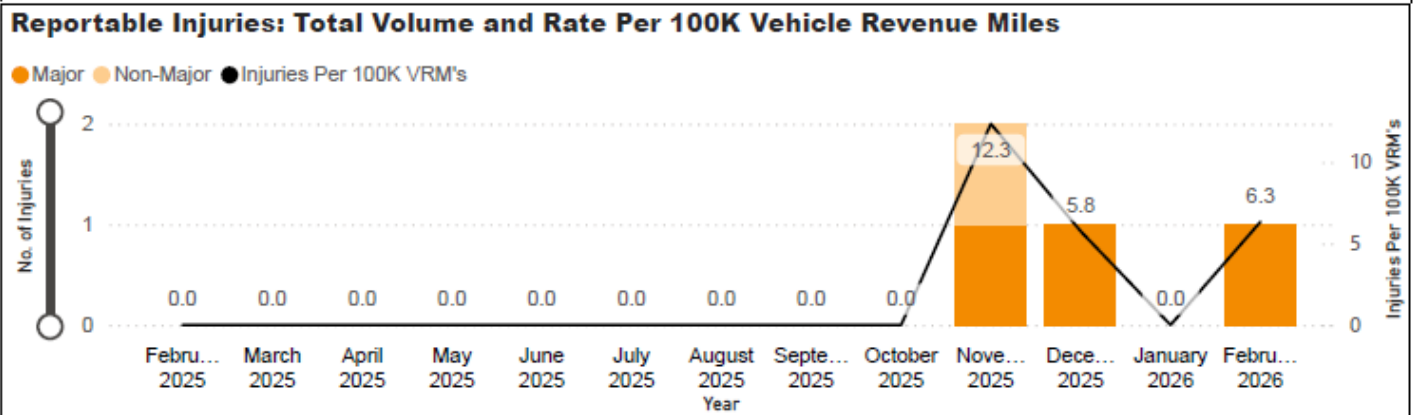
REO Safety Report

Monthly Reportable Events for T-Line February 2025 - February 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.

The safety event rate in February decreased by about 4% compared to the twelve-month average. In February, there was one (1) collision and one (1) non-physical assault involving a transit worker. T Line recorded three (3) collisions between January and February 2026, approaching the five (5) collisions reported in all of 2025. Two (2) of the collisions occurred at the intersections of Commerce St and 13th and 15th Street. Each event involved a privately owned vehicle running a red light on a cross street, one downhill and the other uphill. The agency will continue evaluating data safety and make adjustments as needed.



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

In February 2026, there was one (1) reportable injury resulting from a collision at the intersection of Commerce Street and 13th Street.

Monthly Performance Report

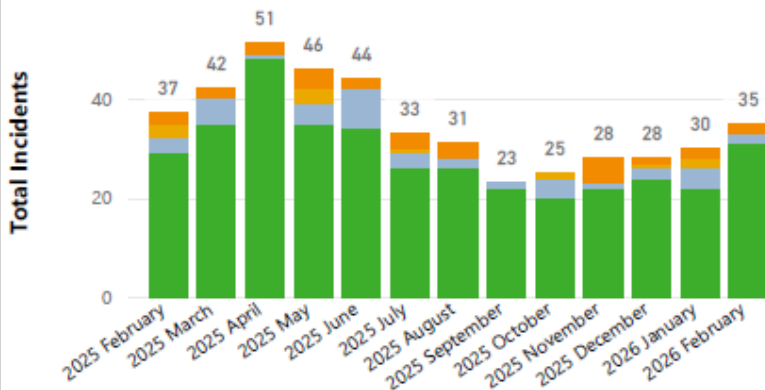
February 2026



REO Security Report February 2025- February 2026

Crimes Against Persons

Mode ● LINK ● SOUNDER ● ST BUS ● TACOMA LINK

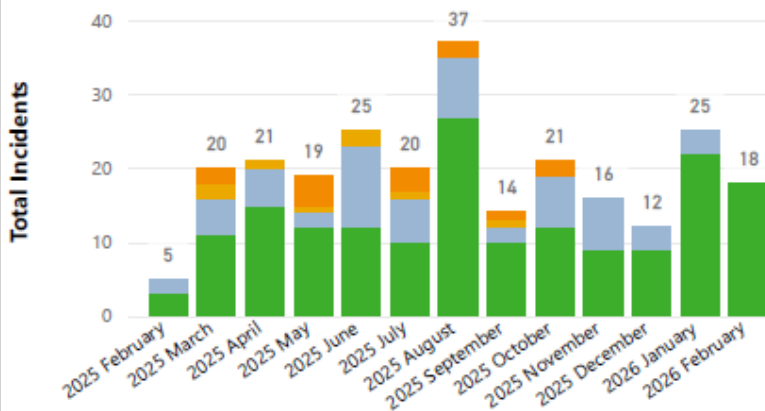


According to the National Incident-Based Reporting System (NIBRS), Crimes Against Persons are those crimes such as assault, whose victims are always individuals. These numbers include reports of physical and verbal assaults, assaults with a weapon, and sexual offenses on both customers and transit workers.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

In February 2026, reported **crimes against persons** increased by 25%, largely driven by a spike in physical assaults on transit workers. Seventeen incidents—primarily on Link—were reported, marking the highest monthly total in the past year and nearly double the monthly average, coinciding with nearly 1 million additional riders in February. Physical assaults accounted for nearly half of all crimes against persons, while verbal assaults on transit workers comprised an additional 23%.

Crimes Against Property

Mode ● LINK ● SOUNDER ● ST BUS ● TACOMA LINK

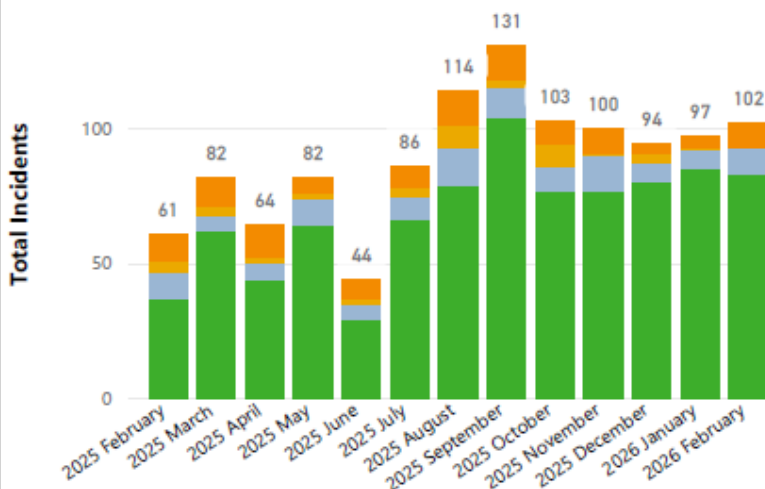


According to the National Incident-Based Reporting System (NIBRS), Crimes Against Property include offenses like burglary, robbery, and other acts committed for financial or material gain. Reported incidents are categorized as arson, graffiti, robbery, theft (vehicle, property, or bicycle), and vandalism.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

In February 2026, incidents involving reported **crimes against property** declined by 28%, with slight decreases from the prior month seen across all call types. Thefts of ST property remain elevated from the 12-month average and account for a third of all incidents in this category. The next most common report types were vandalism and vehicle theft.

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 February 2026, total UTC incidents slightly increased with increases in incidents involving defecation/urination/spitting, consumption of alcohol, and unreasonable disturbances offsetting declines in smoking incidents. Smoking incidents have continued to decline from elevated levels seen in the autumn and winter, now accounting for less than half of all UTC reports.