



Safety and Operations Committee

Board Information Item III – B

RFK Campus / Kingman Park Transit Improvements



Board Document

OVERVIEW			
PRESENTATION NAME	RFK Campus / Kingman Park Transit Improvements	DOCUMENT NO.	300122
ACTION OR INFORMATION	Information		
STRATEGIC TRANSFORMATION PLAN GOAL	Service excellence;		
RESOLUTION	No		
EXECUTIVE OWNER			
EXECUTIVE TEAM OWNER	Webster, Thomas J.;		
ORGANIZATION	Planning and Performance		
DOCUMENT INITIATOR	Mike R. Collins		
OTHER INFORMATION			
COMMITTEE	Safety and Operations Committee	COMMITTEE DATE	5/14/2026
PURPOSE/KEY HIGHLIGHTS	Provide an update on transit improvements needed to support the RFK stadium and campus redevelopment, which is anticipated to have over half of the stadium's 65,000 attendees using Metro Rail and Metro Bus to access events.		
DISCUSSION	On September 17, 2025, the District of Columbia approved the Robert F. Kennedy Campus Redevelopment Amendment Act of 2025, permitting the deal with the Washington Commanders for a new RFK stadium and campus redevelopment. The approval included a \$600 million Transportation Improvement Fund that is currently unfunded but could be funded over 30 years to support transit-related improvements to the campus, including Metro Rail		



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and Metro Bus related infrastructure at stations and on roadways.

The RFK campus represents a significant opportunity for the region, the District, and Metro as the District and the Commanders are advancing a transit-first stadium and campus, where the majority of attendees will arrive and depart on transit. With 8,000 parking spaces planned to accommodate the 65,000-person stadium, the District and Commanders anticipate that about 25,000 attendees will arrive by car and the remaining 40,000 will arrive by other means, most likely mainly via Metro Rail and Metro Bus.

Metro is partnering with the District of Columbia and Commanders to identify and advance transit improvements needed by opening day in summer 2030. On October 9, 2025, the WMATA Board approved a \$2 million Reimbursable Agreement with the District for a transit planning and feasibility study.

In November 2025, Metro launched a study to assess potential transit improvements to meet the needs of the new stadium and future campus redevelopment. Metro staff are coordinating closely with the District Department of Transportation (DDOT), the RFK Program Management Office, and other District entities to align with the District's efforts. With opening day set for spring/summer 2030, work needs to advance with urgency and in parallel with other efforts happening on the campus.

Metro has extensive experience with events like the 4th of July and Nationals games, where the hour after an event concludes is the most concentrated in terms of people leaving an event. However, RFK sets a new paradigm with more than three times the typical large event ridership that occurs at Navy Yard today. At the new stadium, it is anticipated that almost 32,000 fans will depart via Metro in the hour after an event ends. Of that, an estimated 75 percent are expected to travel west from RFK to the District core to transfer to locations in the rest of the region, further concentrating crowds on the Metro system.

Stadium Armory station is served by fast, frequent, and reliable Orange, Silver, and Blue Line rail service, along with frequent 24/7 bus service along the H Street/Benning Road corridor and local neighborhood bus routes sized for a lower density residential area. The Stadium Armory station has two entrances, a wide center platform, and high frequency service, but has limitations including escalators, elevators (vertical circulation), and mezzanine space, especially at the north entrance. In its current form, Stadium-Armory could accommodate approximately 14,000 customers in an hour.



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Given the anticipated use of transit for event attendees, it could take over two hours to clear attendees after an event at the new stadium without new transit investments.

Safe, frequent, reliable transit is essential to hosting successful events at RFK – be it a regular season Commanders game, a concert, World Cup, or a Super Bowl. Lack of investment before Opening Day 2030 will result in:

- Fire and life and life safety issues from crowding at entrances, mezzanines, platforms, and on-board trains and buses;
- Customer delays boarding trains and buses, including charter buses;
- Crowding at transfer stations such as L'Enfant Plaza and Metro Center and slower train operations and delays that could ripple across the Metro system;
- Crowds on surrounding neighborhood streets, limiting neighborhood access;
- Traffic gridlock on streets and in neighborhoods around the stadium, contributing to congestion and slow buses; and
- Greater need for more parking garages and wider roads, reducing campus buildout potential.

Metro analyzed rail and bus concepts to better accommodate customers and support RFK's transit first approach. Early analysis shows that:

- Stadium-Armory Station: Multiple improvements (e.g. mezzanines, elevators, escalators, and expanded north entrance) to increase accessibility and capacity and serve customers quickly, safely, and efficiently;
- Bus Rapid Transit (BRT) connecting RFK to Union Station and a RFK/Kingman Park Transit Center Station: Center-running, dedicated bus lanes, potentially branded as the Gold Line, along H Street, NE and Benning Road, NE will deliver capacity, convenience, and competitive travel time to Union Station for transfers to Red Line, Amtrak, MARC, and VRE. A transit center located close to the stadium will provide convenient, secure, and climate-controlled environment for BRT and local bus customers, and support moving large crowds to and from the stadium. The transit center must be connected to Benning Road with dedicated lanes for buses to ensure that buses move quickly and do not interact with cars, taxis, and other curbside activities. Future BRT phases could extend east to connect RFK to Benning Road station and west to connect through downtown to Rosslyn; and
- Operational Improvements: Manage post-event crowds through metering customers into the station, increased staffing, encouraging customer to board the first available train and ensuring



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	<p>the Transit Center is built for fast boarding/departures; and</p> <ul style="list-style-type: none"> • A potential new Metro station (not recommended): A new station on the RFK campus would be complex and expensive to build, while having operating and maintenance costs for the life of the station, not feasible to complete by Opening Day, and has with marginal service benefits and limited ridership. <p>Metro is proposing the following investments to meet the transit first stadium and campus vision.</p> <ul style="list-style-type: none"> • Stadium-Armory Station elevators, escalators, stairs, mezzanines, and an expanded north entrance; • Gold Line Bus Rapid Transit with center-running dedicated lanes connecting to Union Station, Red Line, Amtrak, MARC, and VRE; and • Transit Center on the RFK campus near the stadium for the Gold Line and local bus service that is connected to Benning Road, NE with a transitway <p>Adding to the complexity of the transit improvements is the reality that between now and Opening Day 2030, there are significant activities planned at Metro and in the region that will impact delivery capacity. With the number of capital projects – from Metro and across the region – we anticipate strong competition for contractors, personnel, and materials. Events, such as America’s 250, the 2027 NFL draft, recurring events like the Cherry Blossom Festival limit Metro’s work windows. Metro will need to be resourced, and delivery expedited, to ensure transit capacity is ready for Opening Day.</p> <p>To deliver these transit improvements by Opening Day, Metro and the District must act with urgency. This spring, Metro and the District will select and continue to advance planning and preliminary design on the improvements. This summer, reimbursable agreements for both the Gold Line and the RFK campus improvements are needed with commensurate funding to continue planning and design efforts. We anticipate beginning the procurement for design-build for these improvements in Winter 2027 to ensure that construction can begin in the summer 2028.</p>
INTERESTED PARTIES	STV Incorporated, KGP Design Studio LLC, HDR Engineering Inc., NeoNiche Strategies LLC, Cambridge Systematics Inc., Foursquare Integrated Transportation Planning, Inc.



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RECOMMENDATION/NEXT STEPS	<p>Next Steps:</p> <ul style="list-style-type: none">• Advance RFK campus improvements (Stadium–Armory station improvements, RFK/Kingman Park Transit Center Station, and transitway) beyond the current study into preliminary engineering, design development, environmental review, and cost refinement• Establish lead agency for the Gold Line BRT to advance planning, outreach, environmental review, and preliminary design• Complete new reimbursable agreements this summer with the District to define funding, scope, schedules, permitting approach, and roles and responsibilities• Confirm the set of rail, bus, and operational improvements required to support Opening Day• Continue parallel advancement of supporting work, including bus procurement and operational planning, consistent with the identified improvements
FUNDING IMPACT	<p>While there is no funding impact from providing this information, Metro is working with the District on a reimbursable agreement to fund the capital improvements that will be needed to serve customers during events.</p>

RFK Campus / Kingman Park Transit Improvements



Safety and Operations Committee
Washington Metropolitan Area Transit Authority
May 14, 2026

Delivering Your Metro, the Way Forward

Focus Today



Service Excellence

Deliver safe, reliable, convenient, accessible, and world-class service that customers can trust across all modes.

Objectives of Service Excellence Goal

- **Safety and Security**
- **Reliability**
- **Convenience**



Talented Teams

Attract, develop, and retain world-class talent where individuals feel valued, supported, and proud of their contribution.

Objectives of Talented Teams Goal

- **Recruitment and Retention**
- **Learning and Development**
- **Customer Service Mindset**



Financial & Organizational Efficiency


Steward public resources and efficiently allocate resources where they drive the most value, to ensure service delivery.

Objectives of Financial & Organizational Efficiency Goal




- **Financial Responsibility**
- **Organizational Efficiency**
- **Energy Management**

RFK is a transit-first stadium

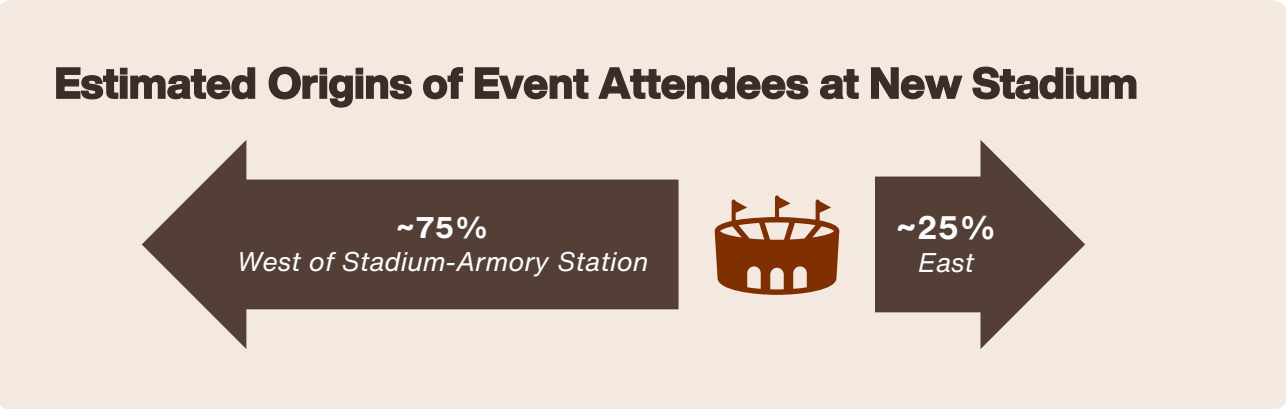
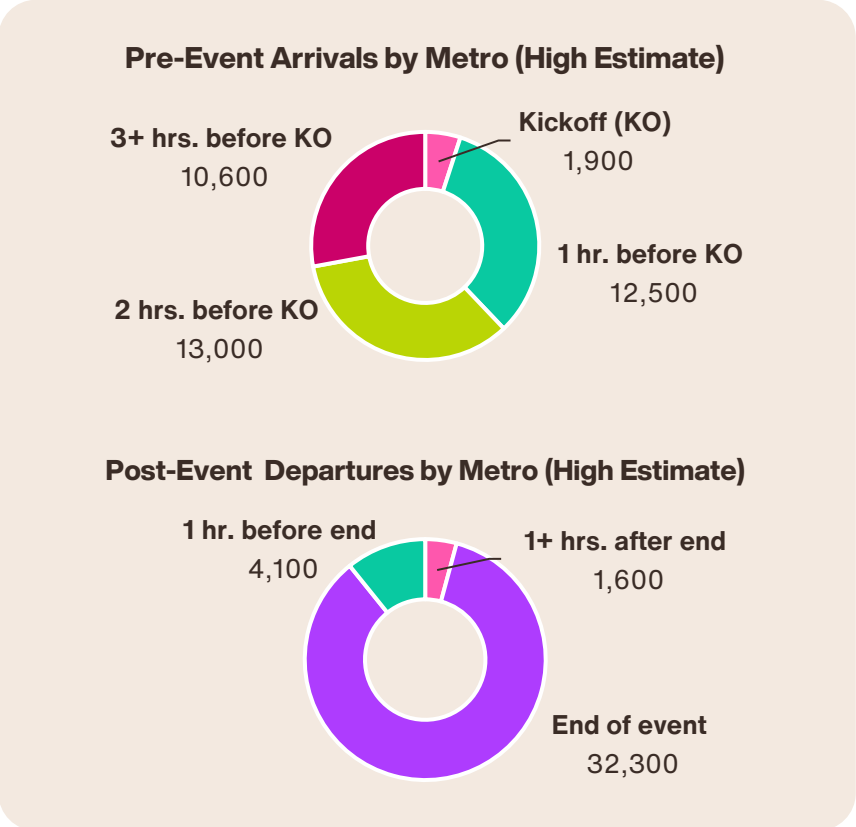
The District and Commanders are planning for about 8,000 parking spaces at the new stadium. More than half of all attendees (38,000) could take Metro to/from the new stadium.



**65,000
Seat Stadium**

 Metro Rail & Bus	26,000 – 38,000
 Private Auto	25,000*
 Other Modes	2,000 – 14,000

*Estimate from the District and Commanders



Existing System: Frequent Service, Good but Constrained Design

Station and streets are solid foundation, but cannot accommodate RFK-scale crowds without improvements

Opportunities

- Stadium-Armory has two entrances, center platform, and fast, frequent, and reliable Orange, Silver, Blue service
- H Street/Benning corridor bus service is frequent and operates 24/7

Constraints

- Station built for smaller stadium with significantly more parking spaces
- Surrounding residential neighborhood has minimal parking options
- Bus service sized for lower-density residential neighborhood
- Adjacent stations are a long walk and are served by the same lines

Without transit investments, it could take over 2 hours to clear attendees after an event at the new stadium



RFK sets new paradigm with 2-3X ridership compared to Navy Yard and typical large event

Case Study: Navy Yard-Ballpark 2025 (3 highest attended games)

In busiest 60-90 minutes post-event...

- **8,000-10,000 entries** to Navy Yard-Ballpark
- **90%+ customers** travel northbound (toward L'Enfant Plaza)
- **11-17 trains** (max load **150 people per car**)

Case Study: July 4, 2025*

In busiest 60 minutes post-fireworks...

- **15,000 entries** at Smithsonian, L'Enfant Plaza, and Federal Triangle combined
 - Smithsonian had **1,500 entries in the peak 15 minutes**
- 55% customers traveled westbound / 45% customers eastbound
- **15-19 trains** (max load **100-120 people per car**)
- 11 stations are walking distance of National Mall

Typical Post-Game Crowding at Navy Yard-Ballpark



Metro has experience handling large events, but will need expanded infrastructure and different approaches to operations, communications, and crowd control to support RFK events

*Metro was fare free on July 4th with all faregates open to accommodate post-event crowds.

Safe, frequent, reliable transit is essential to host successful events at RFK

Consequences of not investing in transit:

- **Fire and life safety issues** from crowding at entrances, mezzanines, platforms, and on trains and buses;
- **Customer delays** boarding trains and buses, including charter buses;
- **Crowding at transfer stations** such as L'Enfant Plaza and Metro Center and slower train operations and delays across the Metro system;
- **Crowds on surrounding neighborhood streets**, limiting neighborhood access;
- **Traffic gridlock** on streets and in neighborhoods around the stadium, contributing to congestion and slow buses; and
- **Greater need for more garages and wider roads**, reducing campus buildout potential

2014 Super Bowl
MetLife Stadium, New Jersey



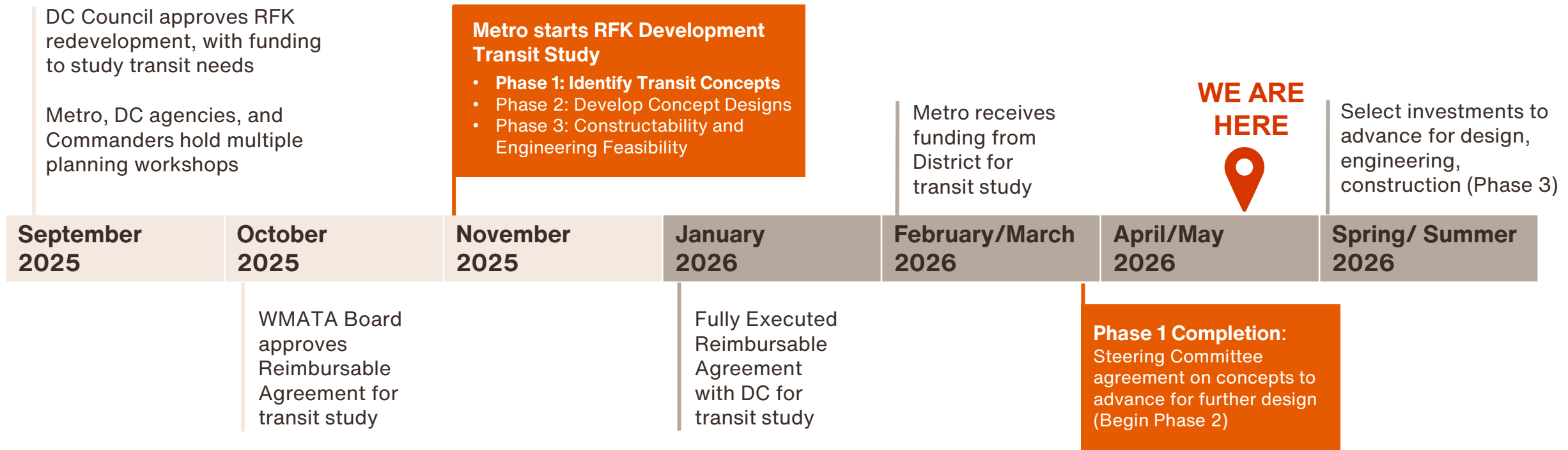
- 35,000+ attendees rode New Jersey Transit after the game, 3X more than anticipated*
- Serpentine lines, severe over-crowding, long delays
- Clearing attendees took 3+ hours, including keeping attendees inside the stadium, to avoid overcrowding trains

*Super Bowl XLVIII Report to NJT Board of Directors



RFK Transit Study: Where We Are Today

Metro and the District have agreed on transit improvements to advance for further definition, design, and cost estimates



Metro analyzed potential improvements to accommodate RFK's post-event crowds

- 1 Stadium-Armory station escalators, elevators, mezzanine, and expanded north entrance
- 2 BRT with Campus Transit Center station: Dedicated bus lanes and other priority infrastructure that link RFK to Union Station, Red Line, MARC, VRE, Amtrak
- 3 Operational strategies (not shown)
- 4 New Metro Rail station or platform (not recommended)

Metro will work with the District to provide enhanced local Metro Bus service to the site, with bus priority maintained during events.



1 Stadium-Armory station improvements are necessary to serve customers quickly, safely, and efficiently

Post-event crowds will strain system capacity, platform capacity, and safe circulation

Stadium-Armory internal improvements, such as elevators, escalators, and new mezzanine

- Enables customers to safely move from street to trains
- Increase station accessibility and capacity
- Less waiting, faster trips home after events

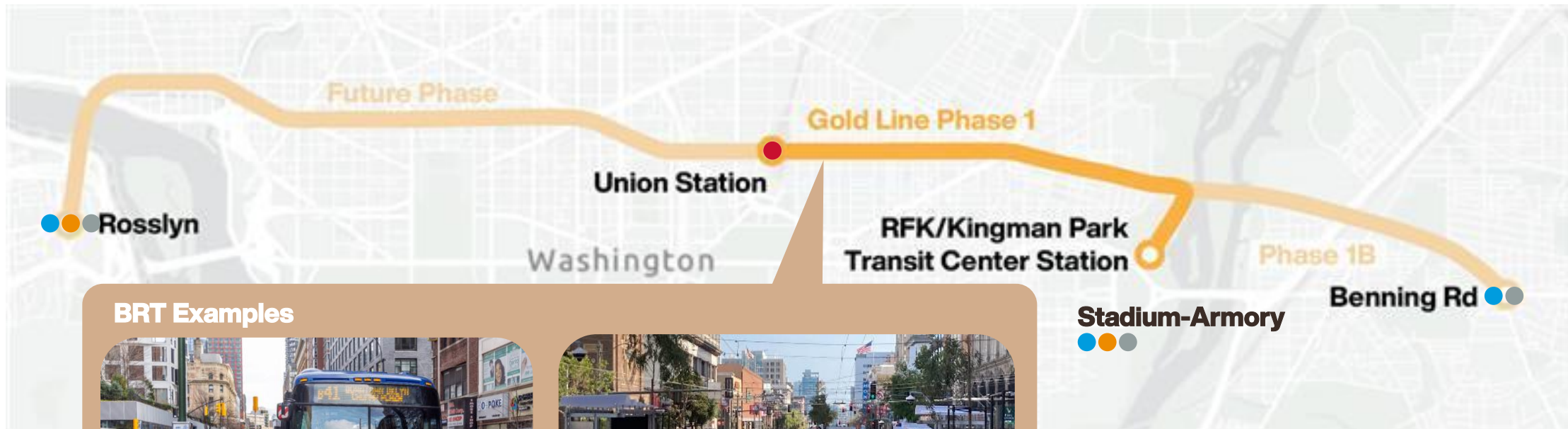
Expanded entrance at Stadium-Armory

- Clears post-event crowds within durations typical for large regional events (1-1.5 hours)
- Distributes crowds for orderly, efficient, and safe station operations




2 New Gold Line is a critical link to Union Station


Center-running, dedicated bus lanes on H Street/Benning Road NE (1) deliver capacity, convenience, and competitive travel time to Union Station for transfers to Red Line, Amtrak, MARC, and VRE and (2) reduce pressure on Stadium-Armory and (3) replace and improve on DC Streetcar



BRT Examples



Brooklyn, New York



Van Ness BRT, San Francisco

2 Center-running lanes and walkable transit center station creates time competitive travel choice

Center-running, dedicated bus lanes and a Gold Line Transit Center adjacent to the stadium provides customers with easy access to high-capacity bus service

- Center-running dedicated lanes reduce interaction with parking, deliveries, and other curbside activities
- Transit center provides
 - Safe, convenient, weather-protected waiting area
 - Capacity for large customer volumes at all times, including after events
 - Connects Gold Line and local bus, improving service for Kingman Park and future campus development



Example of bus transit center

3 Operational strategies will help manage post-event crowds safely and efficiently

Applying global best practices can help pace customer entries and keep trains moving

- Metering customers into station in timed waves to prevent overcrowding
- Increasing Metro staffing on event days to guide customers and manage flow
- Encourage customers to board the first available trains to maximize train capacity
- Transit Center station built for fast boarding and departures



4 A new station is complex, expensive, and not feasible to complete by Opening Day

- Potential station locations are complex to build, operate, and maintain
 - Potential new platform on existing elevated, curving right-of-way does not meet engineering best practices and poses safety and accessibility challenges
- Long, disruptive construction
- Not feasible to construct by opening day
- Potential cost: \$1B+
- Additional operations and maintenance costs for life of station
- Marginal service benefits – all options would connect to the Orange, Silver, Blue line tracks
- Limited new ridership potential - all options would serve the same customers and development as Stadium-Armory



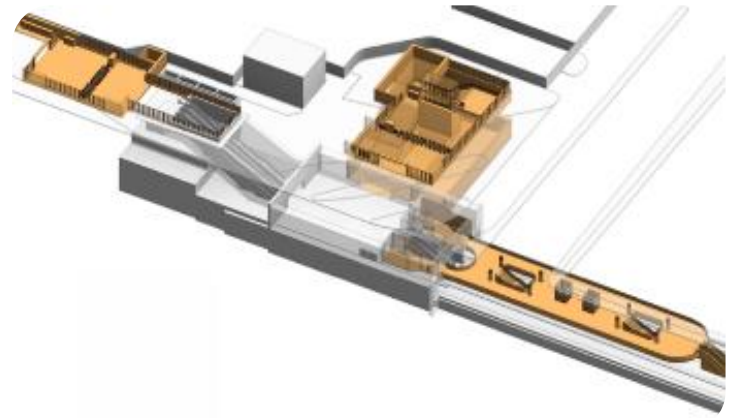
Aerial tracks east of Stadium-Armory Station



Train gaps at curved platform: 14th Street-Union Square Station, New York

Stadium-Armory station and Gold Line BRT investments will meet the transit-first stadium and campus vision

Stadium-Armory Station Improvements



Elevators, escalators, stairs, mezzanines, and an expanded north entrance to safely and efficiently accommodate customers

Gold Line Bus Rapid Transit, Transit Center near the stadium and a transitway



Transit center on the RFK campus located near the stadium, connecting to Benning Road NE with a transitway separated from general traffic



Center-running, dedicated bus lanes on H Street/Benning Road NE connecting to Union Station, Red Line, Amtrak, MARC, and VRE



Between now and 2030, significant activities are planned in the region that will impact delivery capacity

Metro will need to be resourced, and delivery expedited to manage high competition for contractors, personnel, materials, and Metro's limited work windows

Upcoming Events

- Great American State Fair
- America's 250 & July 4th Events
- Freedom 250 Grand Prix
- 2027 NFL Draft
- 2029 Inauguration
- Recurring Annual Events
 - *Cherry Blossom Festival*
 - *Capital Pride*

Metro's anticipated capital projects

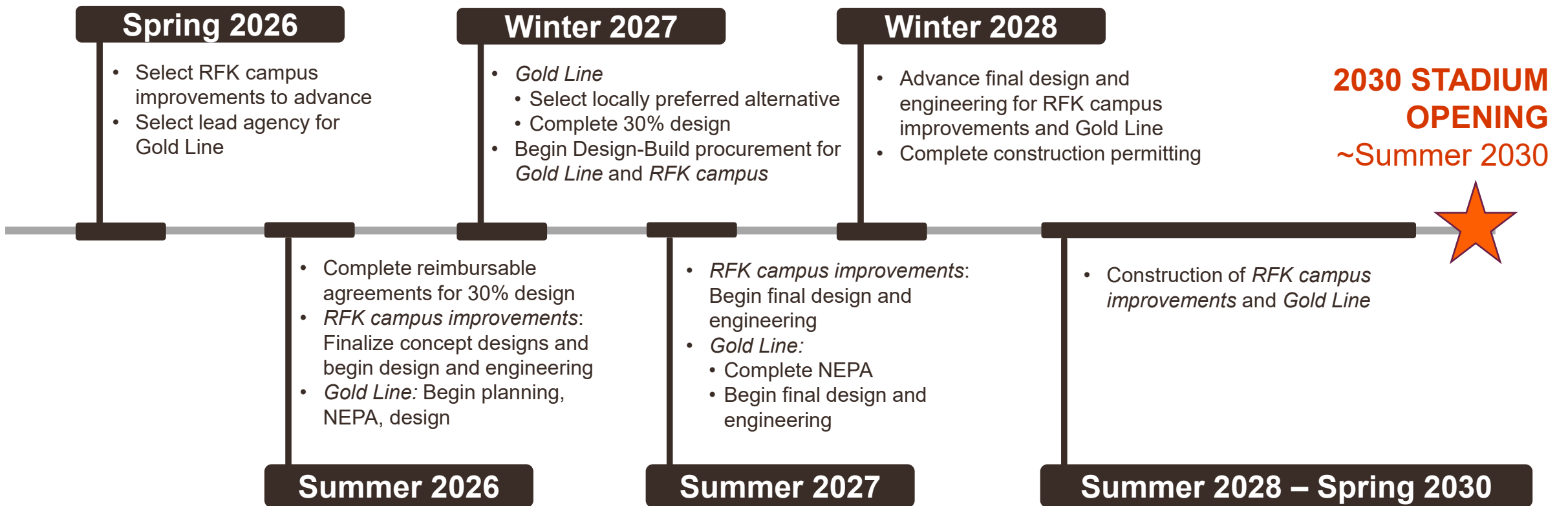
- Bethesda Station Entrance
- Crystal City Station Entrance
- Ballston Station Entrance
- Metro Training Center
- Benning Rd & Minnesota Ave Aerial Structure Rehabilitation
- Red Line Modernization
- West Falls Church Yard Rehabilitation
- Northern and Bladensburg Bus Garages

Region's anticipated projects

- RFK Stadium and Campus Development
- DC Water Potomac River Interceptor Tunnel Project
- VPRA Long Bridge Project
- MTA Purple Line Project
- Francis Scott Key Bridge Replacement
- Amtrak Frederick Douglass Tunnel
- Washington Dulles Airport Improvements
- Union Station Redevelopment Project
- Capital One Arena Renovation

To deliver for Opening Day, Metro and the District must act with urgency

This summer, reimbursable agreements and funding are needed to continue to advance transit improvements



Board Presentation Appendix



Bus Rapid Transit already exists in cities across the US and the world

Bus service can be frequent, reliable, and time competitive if we are willing to invest in infrastructure and service



Brooklyn, New York



San Francisco, California



Richmond, Virginia



Cleveland, Ohio



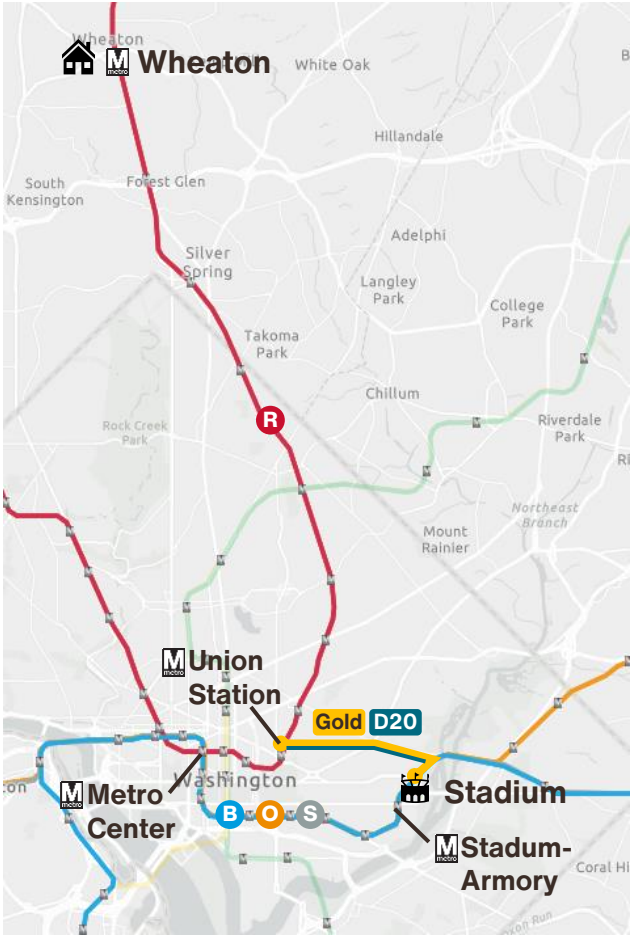
Indianapolis, Indiana



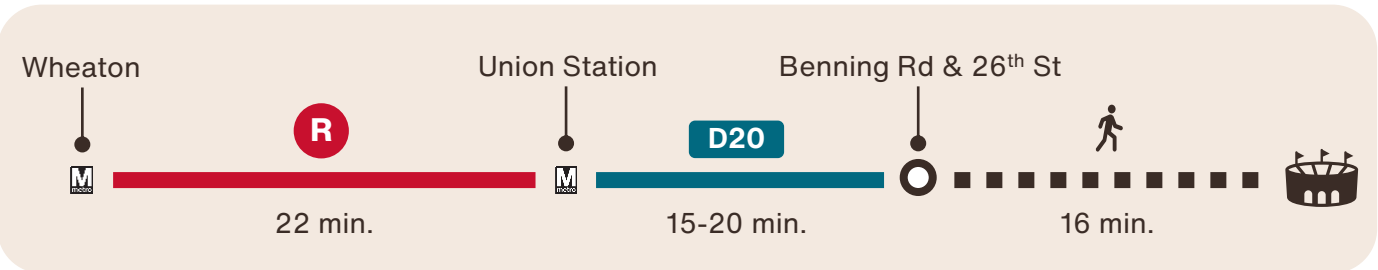
Eugene, Oregon

The Gold Line can offer a competitive ride

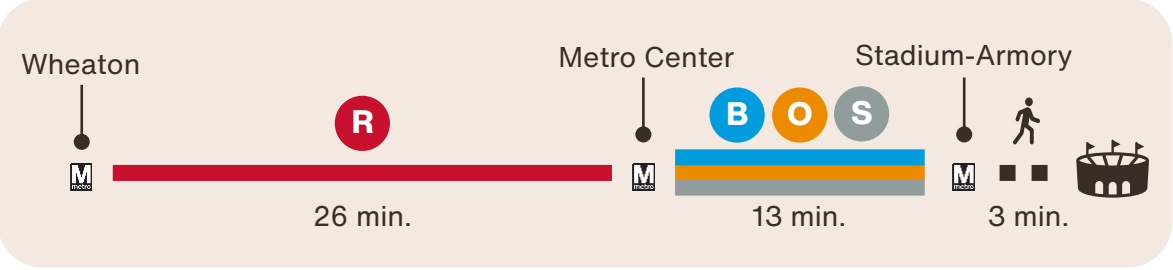
Scenario: Cara in Wheaton takes Metro to an event at the stadium



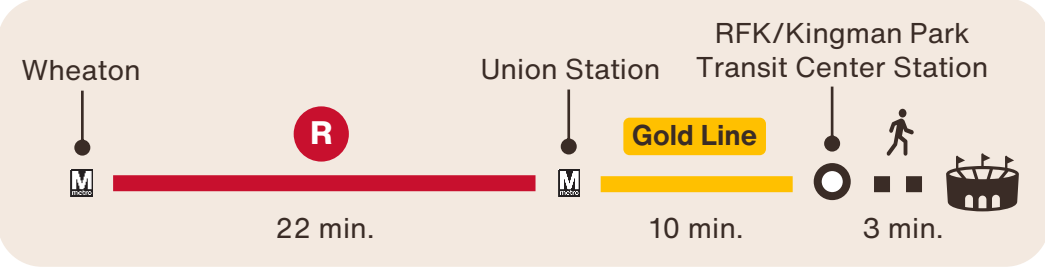
EXISTING
Using the **D20 Metro Bus route**, Cara is on **Metro for 37-42 minutes** and has a long walk.



EXISTING
Using the **Blue, Orange, or Silver Line**, Cara is on **Metro for 39 minutes** and has a short walk.



PROPOSED
Using the **Gold Line**, Cara is on **Metro for 32 minutes** and has a short walk.



Note: Wait and transfer times will vary.



Center-running BRT essential for Gold Line's success

Minimally Viable Infrastructure

- **Center-running bus lanes** to reduce interactions with turning vehicles and conflicting curbside demands (parking, deliveries, etc.)
- **Red-painted asphalt guideway** to clearly demarcate bus lanes
- **Clear Lanes enforced and physically segregated, where possible**, to reduce intrusion by other vehicles
- **Some utility relocation** to ensure that stops are located at the most convenient locations for customers
- **High 24/7 signal priority** and **minimal left-turns across transitway**
- **Level boarding, all-door boarding**, branding, and other station amenities
- **Branded** to create a distinct identity
- **Leverage** DC's investments in corridor with next-gen transit

Service

- **As Frequent as 3-minutes**
- **Reliable** service 95%+ OTP
- **Fast 12-15 mph** speeds



Center-running bus lanes, Columbus Ave, Boston



Center-running bus lanes: Van Ness St, San Francisco

What is the maximum customer capacity of Stadium-Armory today?

At the current station capacity (320 people per minute), Metro can accommodate only about 10–11 full trains per hour in the peak westbound direction—capping first-hour throughput at roughly 14,000 people



Existing escalators, stairs, and faregates constrain platform access, limiting throughput to 320 people per minute



Filling a westbound train requires moving 1,280 people (960 westbound + 320 eastbound)* onto the platform

This takes about 4 minutes (1,280 ÷ 320), plus 1.5 minutes for boarding—resulting in roughly 5.5-minute headways, or 10–11 trains per hour

* Assumes that after an event 75% of customers will travel west from Stadium-Armory Station and 25% will travel east

Westbound: 11 train pairs/hr x 960 people/train pair = 10,560 people/hr
Eastbound: 11 train pairs/hr x 320 people/train pair = 3,520 people/hr

Total = 14,080 people/hr

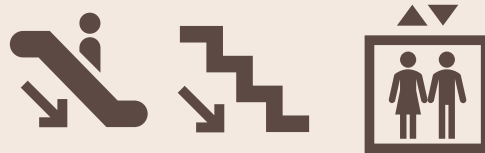


Stadium-Armory must move ~640 customers per minute through the station to accommodate post-event crowds

Current station capacity limits Metro's ability to fully use available train service

Elements of Station Capacity

Vertical
Movement/Circulation



Escalators
Stairs
Elevators

Horizontal Movement
("Portals")



Mezzanines
Passageways
Doorways
Archways

Faregates



Each element needs to meet the target **640 customers per minute** to maintain **3.3-minute headways**

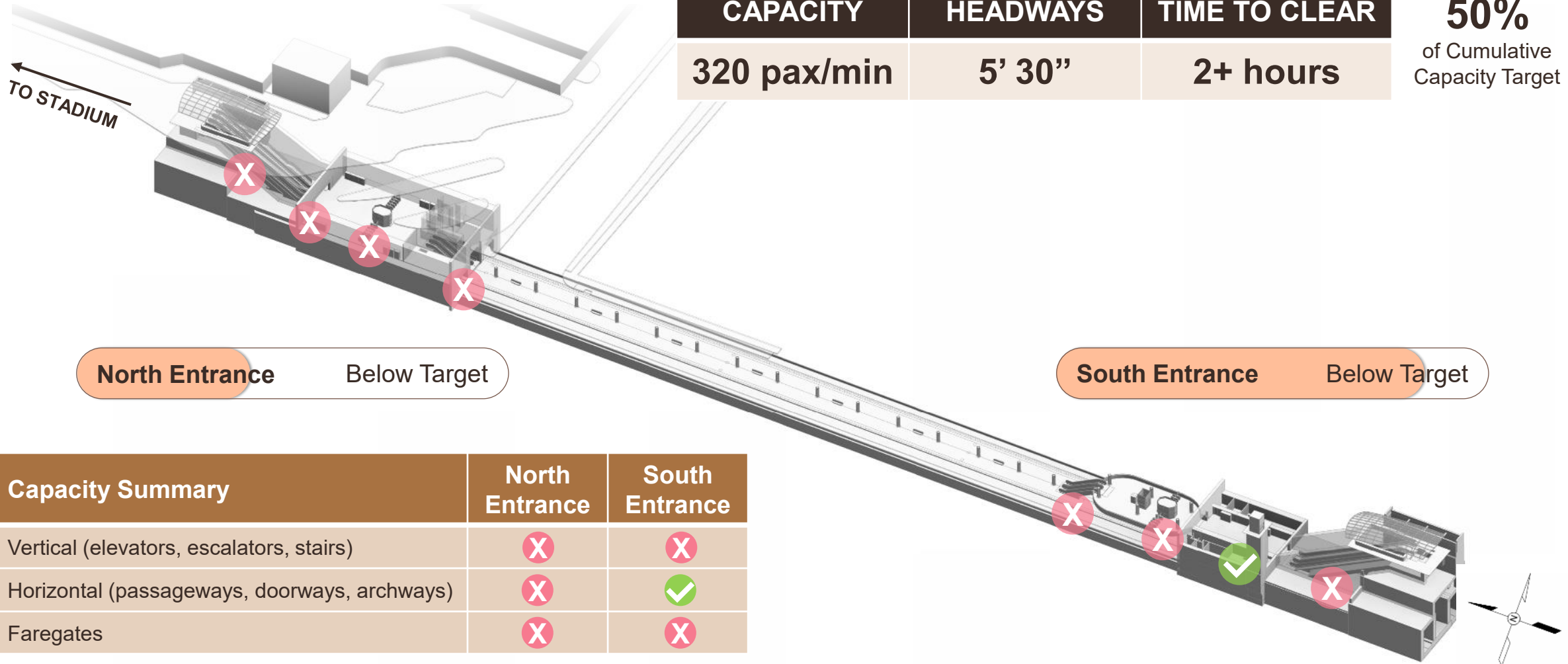


Successful utilization of the added capacity will require **operational approaches for managing post-event crowds**

Existing Capacity at Stadium-Armory (“No Build”)

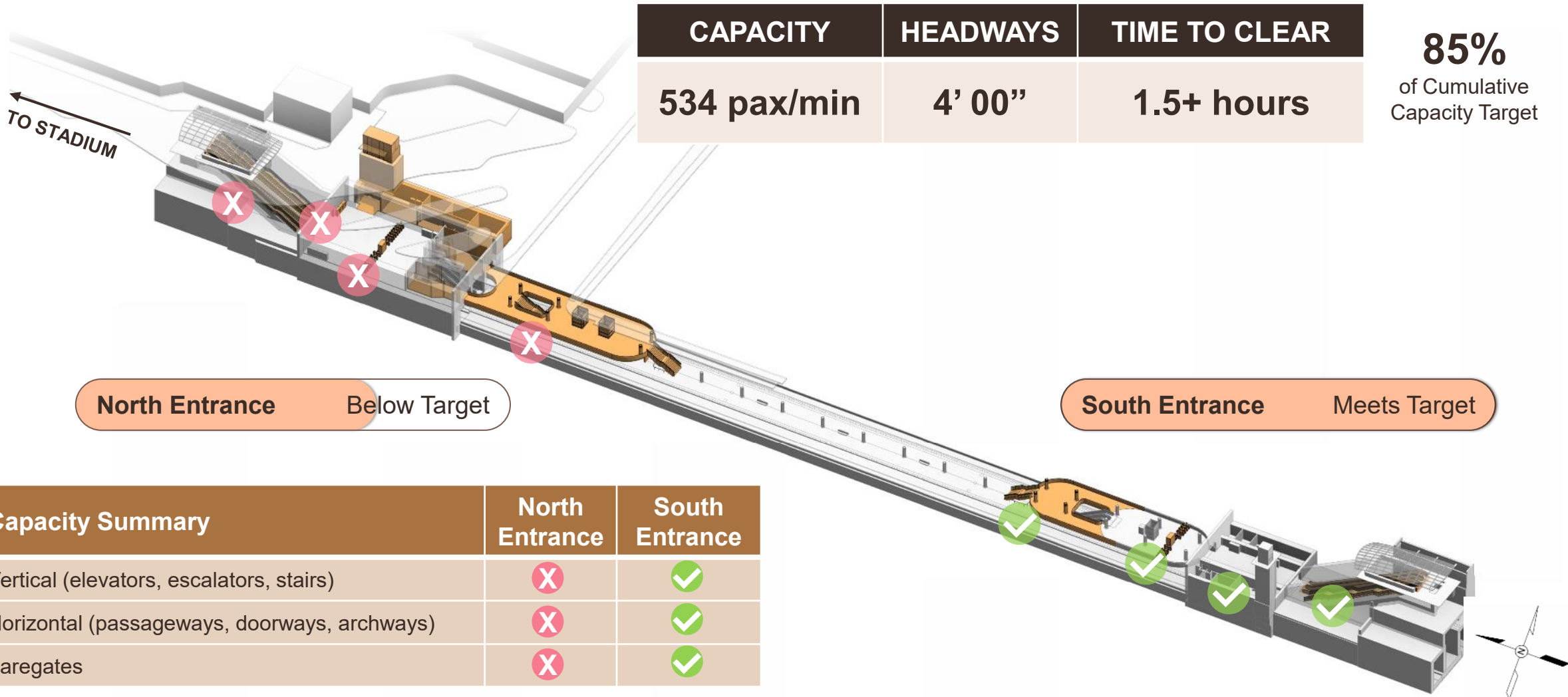
CAPACITY	HEADWAYS	TIME TO CLEAR
320 pax/min	5' 30"	2+ hours

50%
of Cumulative
Capacity Target

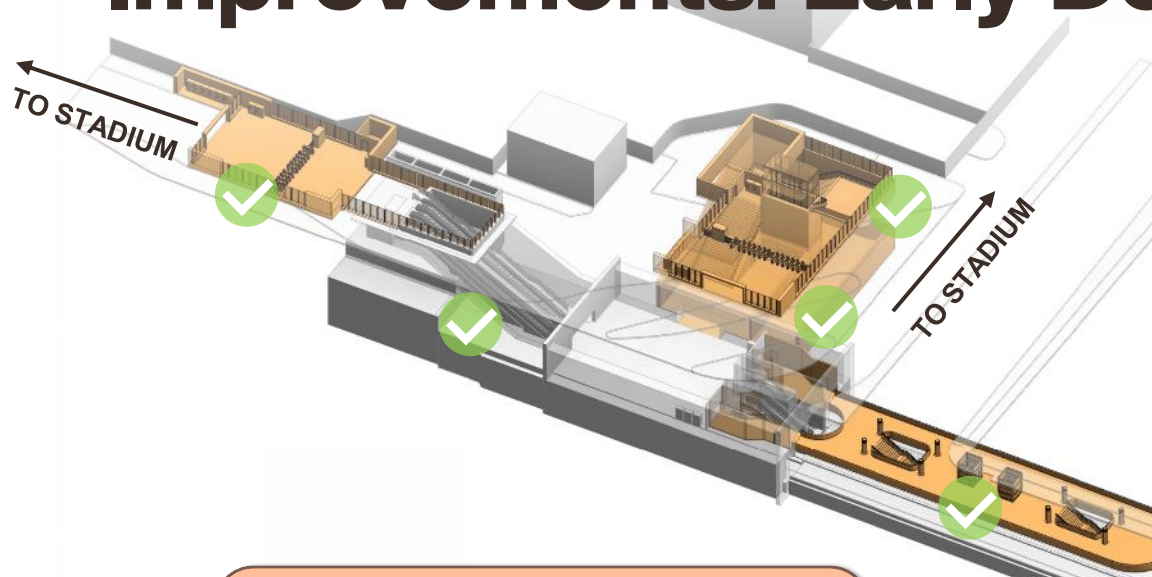


Capacity Summary	North Entrance	South Entrance
Vertical (elevators, escalators, stairs)	X	X
Horizontal (passageways, doorways, archways)	X	✓
Faregates	X	X

Internal Station Improvements: Early Design Concept



Expanded North Entrance with Internal Station Improvements: Early Design Concept



CAPACITY	HEADWAYS	TIME TO CLEAR
640 pax/min	3' 20"	1.0-1.2+ hours

100%+
of Cumulative
Capacity Target

North Entrance Meets Target

South Entrance Meets Target

Capacity Summary	North Entrance	South Entrance
Vertical (elevators, escalators, stairs)	✓	✓
Horizontal (passageways, doorways, archways)	✓	✓
Faregates	✓	✓

