



Board Document

| OVERVIEW | | | |
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| PRESENTATION NAME | Reimbursable Agreement for Transit Planning and Feasibility Studies at the RFK Redevelopment Site | DOCUMENT NO. | 300061 |
| ACTION OR INFORMATION | Action | | |
| STRATEGIC TRANSFORMATION PLAN GOAL | Regional opportunity and partnership; | | |
| RESOLUTION | Yes | | |
| EXECUTIVE OWNER | | | |
| EXECUTIVE TEAM OWNER | Webster, Thomas J.; | | |
| ORGANIZATION | Planning and Performance | | |
| DOCUMENT INITIATOR | Mike R. Collins | | |
| OTHER INFORMATION | | | |
| COMMITTEE | Board Meeting (Consent) | COMMITTEE DATE | 10/9/2025 |
| PURPOSE/KEY HIGHLIGHTS | Board approval is requested to authorize the General Manager/CEO or their designee to negotiate and execute a Reimbursable Agreement between WMATA and the District of Columbia to establish a reimbursable project fund of up to \$2 million over a two-year period to support planning studies and concept design, alternatives development, and engineering feasibility activities related to future transit improvements at the RFK redevelopment site and Stadium–Armory station. | | |
| DISCUSSION | The proposed redevelopment of the RFK site - including a new stadium for the Washington Commanders, new housing, retail, and regional open space amenities - presents a significant opportunity to | | |



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enhance transit access, resilience, and system capacity in the eastern core of the District.

To prepare for future infrastructure needs, WMATA and the District propose entering into a reimbursable agreement to create a two-year, \$2 million project fund. This fund, to be administered by WMATA, will support early planning, consultant engagement, internal staffing, and alternatives development and feasibility evaluation for potential improvements such as, but not limited to:

A. North Stadium Entrance Improvements: Potential improvements for customer access and capacity requirements at the north entrance of the existing Stadium-Armory Station

B. New Riverfront Stadium Entrance: A potential new tunnel-connected entrance adjacent to the Stadium and new Riverfront District and increased new station capacity and access

C. New Station: A potential new infill or terminal station located in the northern part of the redevelopment site near the intersection of Oklahoma Avenue and Benning Road and the new Kingman Park District, either at grade, underground, or as aerial alignment, increasing capacity to move post-event crowds, improving transit service in the area, and improving systemwide reliability, flexibility and resiliency

D. South Stadium Entrance Improvements: Potential improvements for customer access and capacity requirements at the south entrance of the existing Stadium-Armory Station

E. Blue/Orange/Silver Operational Improvements: Investigate additional gap trains, distributing customers as they enter the station (“metering”), and other strategic operational investments

F. Enhanced Bus Service and Infrastructure: Potential improved frequency on existing service, potential new or modified route alignments to and through the site, and/or infrastructure and roadway improvements to connect Union Station to the RFK redevelopment site with reliable bus service

In parallel, Metro is studying related regional efforts, including, but not limited to the below, which are not funded by this Agreement:

A. D&G Junction (D&G): Advance program to extend pocket track and associated infrastructure at the junction east of Stadium-Armory on the Blue, Orange and Silver lines that would provide for increased operational reliability, flexibility, resiliency, and rail



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| | <p>capacity along the entire regional Blue, Orange and Silver corridor.</p> <p>B. Blue/Orange/Silver Capacity and Reliability: Assessing opportunities to improve east-west capacity and reliability on and along the Blue/Orange/Silver Lines including rail modernization, bus priority, and other station and infrastructure improvements, as identified in DMVMoves</p> <p>C. Other Opportunities: Metro will investigate fare policy and potential partnerships to encourage transit use and park and ride activities. The initial planning phase (expected to kick off in Fall 2025) will focus on alternatives analysis, engineering feasibility, return on investment assessments, and readiness for environmental review (NEPA). The study will be conducted in three phases: Concept Design, Alternatives Development & Evaluation, and Engineering Feasibility & Constructability. The Concept Design phase is expected to identify alternatives no later than February 15, 2026, with full alternatives analysis completed by Summer 2026. A Steering Committee composed of WMATA, DMPED, and DDOT leadership will meet on an as-needed basis, following the completion of study deliverables or when key guidance is required. WMATA will provide to the District monthly reports to support both program management and billings. Future studies and design phases may be funded through amendments to the reimbursable agreement, subject to mutual agreement.</p> |
| INTERESTED PARTIES | District of Columbia / Office of the Deputy Mayor for Planning and Economic Development (DMPED) HNTB, Kimley Horn, Perkins Eastman, Gorove Slade |
| RECOMMENDATION/NEXT STEPS | Staff recommends Board authorization to enter into a reimbursable agreement with the District of Columbia to initiate this critical planning effort. |



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| FUNDING IMPACT | <p>The initial study budget of up to \$2 million over two years will be fully funded by the District of Columbia through a reimbursable account administered by WMATA. All costs will be billed directly against the fund.</p> |
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PRESENTED AND ADOPTED: October 9, 2025

SUBJECT: REIMBURSABLE AGREEMENT FOR TRANSIT PLANNING AND FEASIBILITY STUDIES AT THE RFK STADIUM REDEVELOPMENT SITE

2025-29

RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, Resolution 2011-30, as amended, requires the Board of Directors to approve reimbursable agreements over \$500,000; and

WHEREAS, the District of Columbia (the "District") and WMATA desire to jointly study transit improvements associated with the planned redevelopment of the RFK Stadium site, including potential enhancements to the north and south entrances of Stadium-Armory Station, a potential new station near Kingman Park, and improved multimodal connectivity to the Riverfront District and surrounding neighborhoods ; and

WHEREAS, the District and WMATA wish to negotiate a reimbursable agreement whereby the District, through the Office of the Deputy Mayor for Planning and Economic Development ("DMPED"), will fully fund a reimbursable project account in an amount up to \$2 million, to be used and administered by WMATA for concept design, alternatives development, and engineering feasibility activities for Metrorail and regional transit improvements associated with the redevelopment of the RFK Stadium site; and

WHEREAS, staff recommends entering into a reimbursable agreement with the District substantially consistent with the terms and conditions set forth in the Term Sheet attached hereto as Attachment A;

NOW, THEREFORE, be it

RESOLVED, That the Fiscal Year 2026 Capital Budget and Fiscal Year 2026 – 2031 Capital Improvement Program are amended by increasing the total expense authorization for Jurisdiction Planning Projects by \$2 million, to be reimbursed by the District of Columbia; and be it further

RESOLVED, That the General Manager and Chief Executive Officer, or his designee, is authorized to negotiate and execute a reimbursable agreement with the District of Columbia, substantially consistent with the terms set forth in the Term Sheet (Attachment A), to establish and administer a reimbursable project account to be fully funded by the District of Columbia in an amount up to \$2 million for WMATA to use and administer for

Motioned by Ms. Santos, seconded by Mr. Smedberg

Ayes: 6- Ms. Santos, Mr. Smedberg, Ms. Rai, Dr. Hadden Loh, Mr. Alcorn and Ms. Jarvis

concept design, alternatives development, and engineering feasibility activities for potential transit infrastructure improvements in and around the RFK Stadium site and the Stadium–Armory Station area; and be it finally

RESOLVED, That in order to negotiate and execute the reimbursable agreement as soon as possible, this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Patricia Y. Lee
Executive Vice President, Chief Legal Officer and
General Counsel

WMATA File Structure No.:
4.3.3. Reimbursable Agreements

**WMATA-District of Columbia - RFK Redevelopment Transit Planning and Feasibility Study Fund
Reimbursable Agreement Term Sheet
September 25, 2025**

| Topic | Parameter |
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| Study Lead | <ul style="list-style-type: none"> • Metro |
| Other Interested Parties | <ul style="list-style-type: none"> • Office of the Deputy Mayor for Planning and Economic Development (DMPED) • District Department of Transportation (DDOT) • Washington Commanders |
| Term and Termination | <ul style="list-style-type: none"> • 2-year period |
| Program Funding | <ul style="list-style-type: none"> • District of Columbia will use its budget authority to transfer an initial \$2 Million to WMATA to create a Board-approved reimbursable project fund to be utilized for alternatives analysis and feasibility study(ies). |
| Reimbursements | <ul style="list-style-type: none"> • WMATA will collaborate with the District on scope and deliverables and internal (WMATA) and external (consultant) costs on a per project basis that will then be billed directly against the fund |
| Program Reporting and Data-Sharing Responsibilities | <p>WMATA will provide to the District monthly reports to support both program management and billings. Reports will include:</p> <ul style="list-style-type: none"> • External costs incurred by WMATA for consultant project work; • Internal costs for WMATA project management and subject matter expert project review that are directly related to the deliverables of the Study. • The PMT will provide update on work completed during the reporting period and what is anticipated during the next |
| Steering Committee | <p>WMATA will establish a Steering Committee, which will include leadership from WMATA, DDOT, and DMPED to ensure coordination and integration with larger efforts in the District at and around the RFK Redevelopment Site.</p> <p>The Steering Committee will meet on an as-needed basis, on the completion of deliverables from each phase of the project, and/or when key guidance is required.</p> |
| Project Management Team | <p>WMATA will establish a project management team, which will include representatives from DDOT, DMPED, and WMATA. WMATA shall lead the advancement of the Study’s technical work with the support of a vendor team through a task order contract.</p> <p>The project management team will meet on a bi-weekly cadence at a minimum to review progress and support the advancement of technical work.</p> |
| Summary of Potential Improvements and Study’s Fund Utilization | <p>Overall, Metro will assess strategic investments to support transit improvements to and through the RFK redevelopment site to support safe, frequent, reliable service both during Stadium events and for the full build out of the site. Below are examples of investments and improvements that can be investigated as part of the Study, with others being conducted by Metro in parallel.</p> |

| Topic | Parameter |
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| | <p>Study Scope and Deliverables include, but may not be limited to:</p> <ul style="list-style-type: none"> A. North Stadium Entrance Improvements: Potential improvements for customer access and capacity requirements at the north entrance of the existing Stadium-Armory Station B. New Riverfront Stadium Entrance: A potential new tunnel-connected entrance adjacent to the Stadium and new Riverfront District and increased new station capacity and access C. New Station: A potential new infill or terminal station located in the northern part of the redevelopment site near the intersection of Oklahoma Avenue and Benning Road and the new Kingman Park District, either at grade, underground, or as aerial alignment, increasing capacity to move post-event crowds, improving transit service in the area, and improving systemwide reliability, flexibility and resiliency D. South Stadium Entrance Improvements: Potential improvements for customer access and capacity requirements at the south entrance of the existing Stadium-Armory Station E. Blue/Orange/Silver Operational Improvements: Investigate additional gap trains, distributing customers as they enter the station (“metering”), and other strategic operational investments F. Enhanced Bus Service and Infrastructure: Potential improved frequency on existing service, potential new or modified route alignments to and through the site, and/or infrastructure and roadway improvements to connect Union Station to the RFK redevelopment site with reliable bus service <p>Efforts and Analysis related to, but not eligible for funding from this Agreement, include, but may not be limited to:</p> <ul style="list-style-type: none"> A. D&G Junction (D&G): Advance program to extend pocket track and associated infrastructure at the junction east of Stadium-Armory on the Blue, Orange and Silver lines that would provide for increased operational reliability, flexibility, resiliency, and rail capacity along the entire regional Blue, Orange and Silver corridor. B. Blue/Orange/Silver Capacity and Reliability: Assessing opportunities to improve east-west capacity and reliability on and along the Blue/Orange/Silver Lines including rail modernization, bus priority, and other station improvements C. Other Opportunities: Metro will investigate fare policy and potential partnerships to encourage transit use and park and ride activities. <p>This summary of the scope of work and deliverables will be attached to the Reimbursable Agreement.</p> |
| Phasing and Timeline | <p>WMATA recognizes the urgency to identify and advance improvements and investments that are needed for 2030 opening day and for future improvements that need to be identified in the Site’s master plan and integrated with other development plans. To the extent possible, WMATA seeks to align the transit improvements with the District’s broader planning and development timeline of the Stadium and the Site.</p> <p>The Study will have three main phases: Concept Design, Alternatives Development & Evaluation, and Engineering Feasibility & Constructability.</p> |

| Topic | Parameter |
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| | <ul style="list-style-type: none"> • The Concept Design phase will gather and analyze data on current and future conditions to identify transit capacity needs and document integrated transit concepts and cost estimates that address those needs. • The Alternatives Development & Evaluation phase will progress the selected transit improvements into further design refinement and test the effectiveness of the improvements against transit capacity needs, and further refine cost estimates. • The Engineering Feasibility & Constructability phase will take the selected transit improvements into an engineering feasibility and constructability review to document the basis for design of the selected improvements, as well as cost estimates, to take them into further design development or Preliminary Engineering, as appropriate. <p>Each of the three phases described above is anticipated to take 3-4 months, with the Concept Design phase completing the identification of alternatives no later than February 15, 2026 and completing the alternatives analysis and identifying the transit improvement(s) to advance by Summer 2026.</p> |
| Community Engagement | <p>WMATA and the District will partner on community engagement related to transit improvements for the Site. The efforts could include, but are not limited to, developing outreach materials for the transit components, providing data, developing graphics, developing survey questions, participating in community and stakeholder events, and amplifying events, surveys, and other activities through WMATA’s channels.</p> |
| Later Studies – Fund Utilization | <p>Additional funding needs for later studies will be agreed upon mutually between WMATA and the District of Columbia. Likely areas of further studies include:</p> <ul style="list-style-type: none"> • Design development of Metrorail transit improvements deemed feasible in the initial study; • Design development of Crosstown Bus Rapid Transit or other bus improvement • Feasibility studies of supporting transit investments identified for implementation during the initial study. |
| Expansion of Fund | <p>This Reimbursable Agreement may be renegotiated to include additional funds as project design development needs are established.</p> |
| Signatory | <p>Nina Albert, Deputy Mayor for Planning and Economic Development Tom Webster, EVP and Chief Planning and Performance</p> |