



NVTC Joint WMATA and Legislative & Policy Committee Meeting

Meeting materials available at novatransit.org

June 18, 2026

Meeting Agenda

1. Welcome and Opening Remarks
2. April 16, 2026 Meeting Summary
3. Presentation by WMATA Real Estate Team
4. 2026 Report on the Performance and Condition of WMATA Update
5. Legislative Update
6. Other Items

Virginia Joint Development Overview



Northern Virginia Transportation Commission
WMATA Committee

Washington Metropolitan Area Transit Authority
June 18, 2026

Transit helps attract businesses and jobs

- **Metro stations** have twice as many businesses, three times more jobs, and three times more property value than areas without Metro
- Over half of the region's 240,000 businesses – and more than 70% of its 2.5 million jobs **are within a half mile of a Metro** rail station or bus stop
- Joint development generates **new tax revenue** for jurisdictions, creates efficient regional growth, and brings additional ridership and revenue to the Metro system



Transit Oriented Development enables efficient regional growth

Congestion



More transit accessible destinations and housing reduces the amount of car trips, congestion and vehicle emissions.

Affordability



Foregoing car ownership or driving less results in savings on transportation costs.

Safety and Wellbeing



Concentrating jobs, housing, and amenities within walking distance and on transit corridors results in more convenient, safer, and healthier access for pedestrians and cyclists.

Joint Development is a priority program in Metro's Strategic Transformation Plan

Your Metro, The Way Forward

Strategic Transformation Plan



December 2025



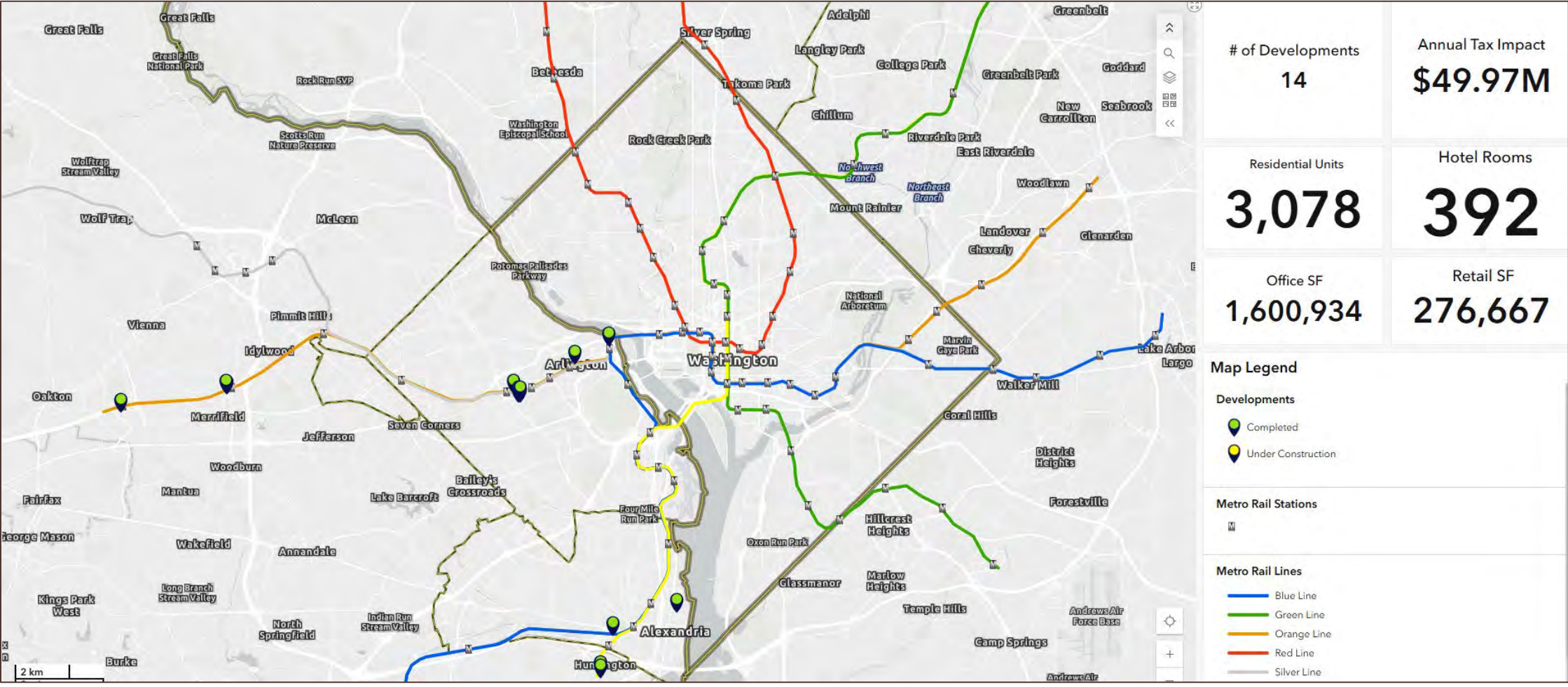
Metro's Strategic Transformation Plan instructs staff to **prioritize the vision laid out in the 10-Year Plan for Joint Development** (released in 2022 and updated in the 2025 Progress Report).

These documents communicate the benefits of TOD and impact of Metro's development program to public leaders and development stakeholders, outline future development opportunities and impact, as well as bring visibility to opportunities for regional and private sector investment.



Since 2022, over 2,700 new housing units and 1.5 million SF of office either delivered or under construction

Joint developments in Virginia have resulted in 3,000 residential units and \$50M in annual tax impact



Key strategies help Metro meet development goals

Goal of 20 new development agreements by 2032



Right-Sizing Transit Facilities

- Bus bays and parking facilities (park & ride, pick-up/drop-off)
- Controlling costs of replacement assets



Partnering with Local Jurisdictions

- Addressing financial gaps with state, local & federal investment across stations
- Tax abatements assist with local affordable housing goals
- Accommodating innovative uses



Increasing Development Readiness

- Enhanced Planning Development Program and Joint Development Planning Studies
- Updated solicitation template and simplified requirements
- Proactive site rezoning



Minimizing Implementation Risks

- Revised transaction templates
- Outside counsel and real estate consultants
- Expedited negotiations (Goal: 6-9 months)

Metro is pursuing additional development opportunities in Virginia

Under Construction

- **West Falls Church** (810 apartments and 82 townhomes when all phases complete)

Upcoming Solicitation

- **Braddock Rd**

Active Planning

- **Huntington**

Sites for Additional Analysis

- **East Falls Church**
- **Eisenhower Ave**
- **Van Dorn St**
- **Vienna**



Groundbreaking ceremony at West Falls Church (Nov. 2025)



Under Construction:

West Falls Church

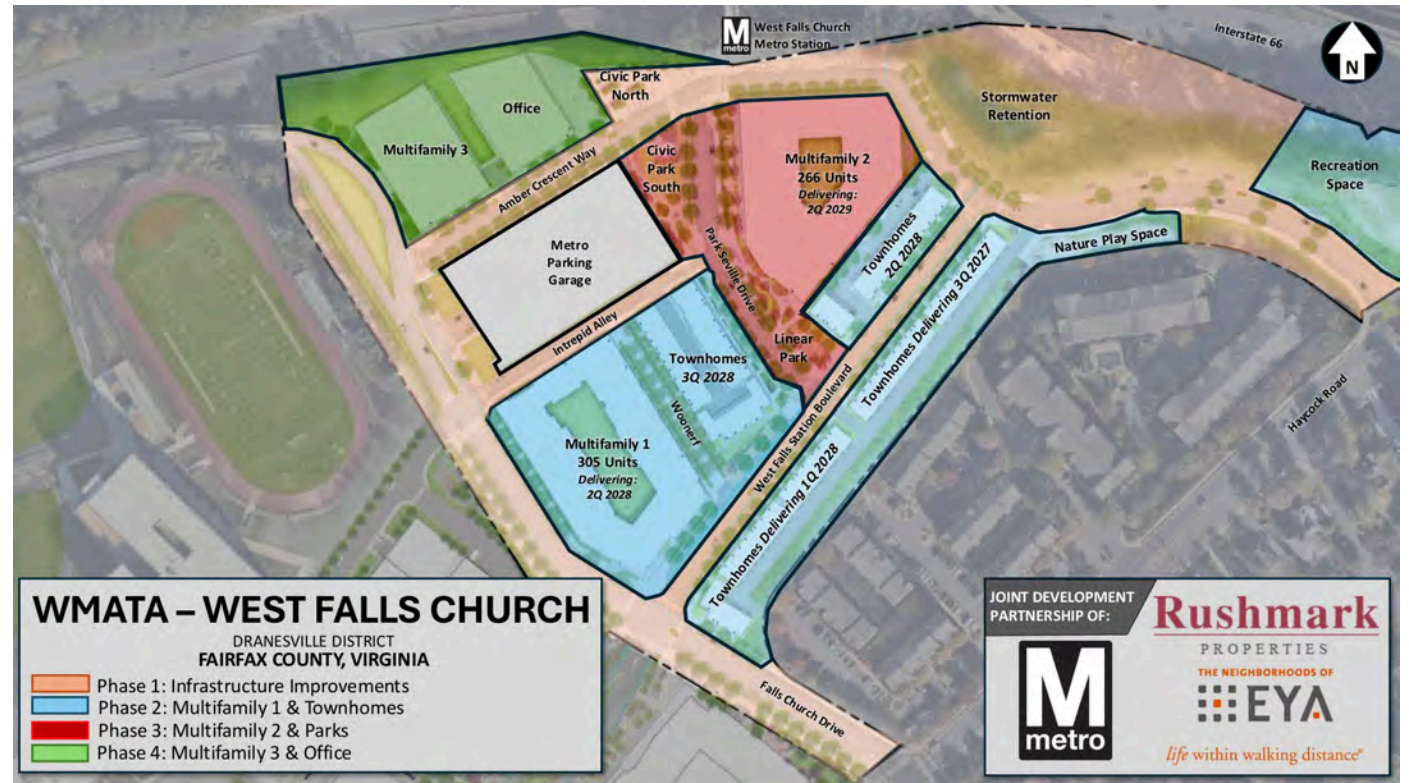
- Coordinated transit-oriented development transformation of under-utilized spaces to higher education incubator, office headquarters, residential and retail
- Led by EYA and Rushmark, development on Metro site includes **880,000 SF** of residential (800 units), **110,000 SF** of office, and **12,000 SF** of retail
- Metro's joint development complements the 40-acre redevelopment plan led by City of Falls Church to include Virginia Tech's and HITT Construction's new headquarters
- Overall new development is estimated to generate 3,200 additionally daily Metro Rail trips
- Groundbreaking on infrastructure changes and townhomes held in 2025, first deliveries in 2027



Under Construction: West Falls Church (Cont.)

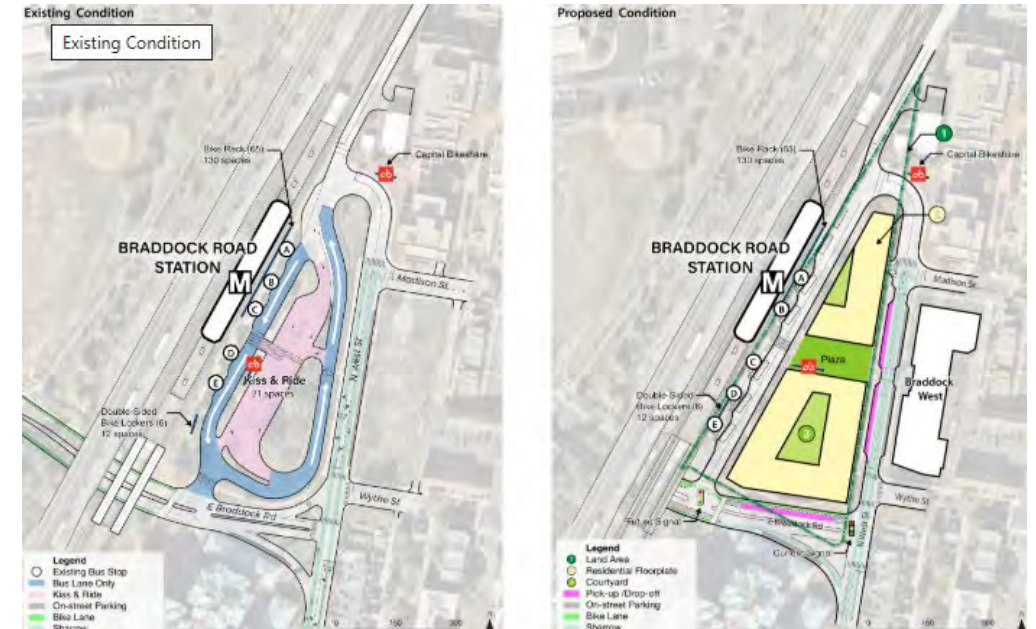
West Falls Church exemplifies a growing shift: leveraging transit assets not just for transportation, but for development that builds ridership, strengthens economic vitality, expands housing opportunities, and delivers more livable communities.

- More than vertical development – site will feature a newly designed street grid with pedestrian- and bike-friendly travel patterns, new bus bays, and modernized pick-up and drop-off spaces to support multimodal mobility
- Civic plazas, pocket parks, and even a dog play area will help anchor neighborhood life and strengthen the station area as a destination—not just a transfer point



Upcoming Solicitation: Braddock Rd

- Metro held a Compact Public Hearing on April 20, 2026, on proposed changes to Braddock Rd Metro Station to enable joint development
 - Reconfiguration of the bus loop
 - Closure of the Kiss & Ride lot
- Coordinated with City of Alexandria on creating space for dedicated short-term curbside spaces within public right-of-way and signage for Pick-up/Drop-off
- Completing review of public comments, solicitation anticipated this Fall



Active Planning: Huntington

- Metro is coordinating with Fairfax County on preliminary concept approvals for new Route 1 BRT terminal at Huntington in support of its FTA funding requirements
- Concept preserves Metro's pick up and drop off requirements, pedestrian movements and potential for future Metro bus service
- Considerations for future joint development and placemaking around BRT terminal, also contingent on funding for demolition of the Metro South Garage
 - VA House budget amendment providing \$10M of funding contingent on being matched with local or regional sources to complete the demolition (estimated at \$20M)
- Leverage County's recently passed tax abatement legislation



Sites for Additional Analysis: East Falls Church

- Previous analysis centered around development of the surface parking lot with a new Metro parking garage south of the station
- Transit infrastructure costs and market conditions make joint development feasibility challenging
- Development would require VDOT transfer of land and vacating VDOT Limited Access Line with no setback, as well as Arlington County re-zoning
 - Metro staff have been in contact with both parties



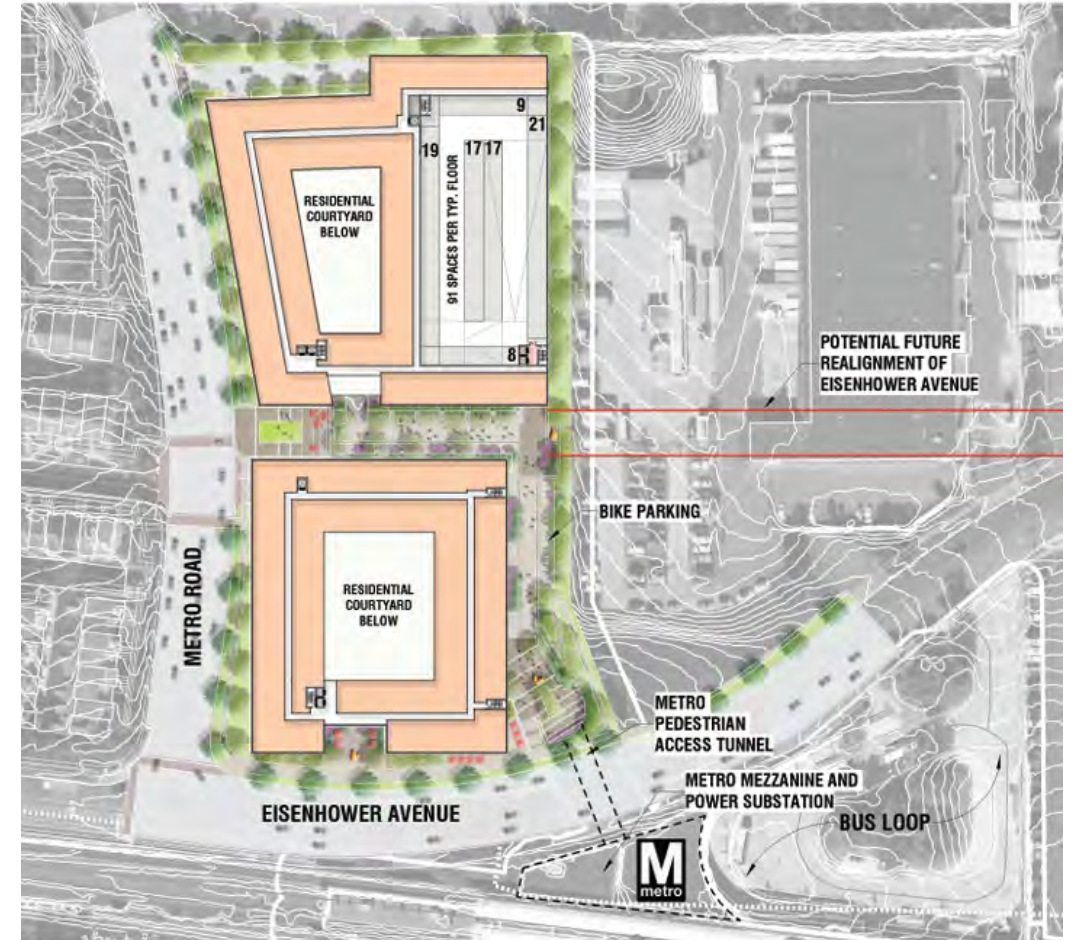
Sites for Additional Analysis: Eisenhower Av

- Site adjacent to Metro's Eisenhower Office building on Mill Rd.
- Joint Development Solicitation for the 0.5-acre site did not result in any viable proposals
- Options for future use include retaining for operations, listing as an excess property, or another joint development solicitation when market conditions improve



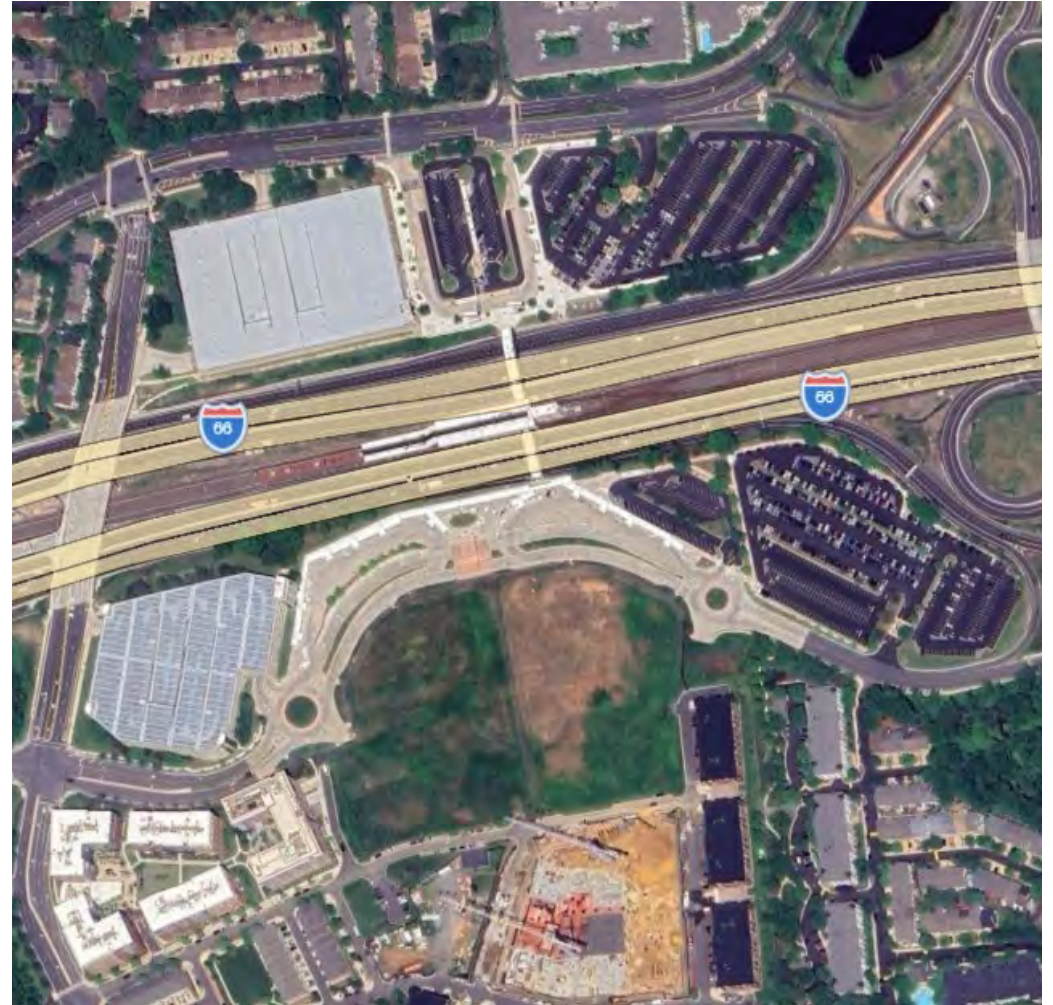
Sites for Additional Analysis: Van Dorn St

- Preliminary planning work done in 2022, additional analysis and coordination with the City of Alexandria required
- Existing surface parking lot is highly utilized



Sites for Additional Analysis: Vienna

- Density continues to grow south of station with recent opening of 236 condos (MetroWest Square by Pulte Homes)
- Development of surface parking lots at Vienna contingent on coordination with Fairfax County and VDOT on property ownership
- Additional analysis planned



Thank you

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Corridor Comparison: Station Mode of Access*



Court House



4,005

McLean



1,947

Clarendon



3,199

Tysons



2,543

Virginia Square



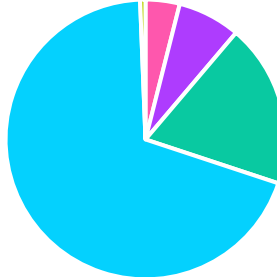
2,333

Greensboro



1,009

Ballston



5,868

Spring Hill



724

2025 average daily entries

*2022 Passenger Survey



Prioritizing Metro's Joint Development Sites

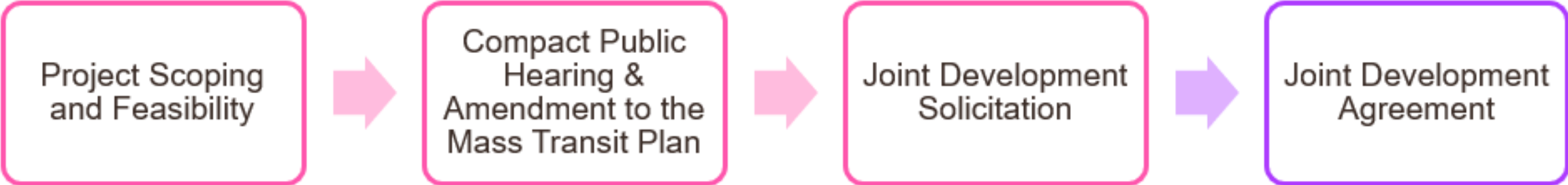
Metro's 2022 Strategic Plan for Joint Development organized stations into four priority groupings based on:

- Initial evaluation of development potential
- Infrastructure needs and market readiness

These groupings help Metro staff manage internal resources, and local jurisdictions understand and proactively address challenges to development, and were updated as part of the 2025 Progress Report.



Metro updated its Joint Development process to reduce risk and increase marketability



**Metro Board Approvals Required*

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**Metro Board Approval and FTA Concurrence Required*

- Joint Development Planning Studies complete due diligence, analyze transit facility needs, and evaluate feasibility

- Metro seeks to right-size its transit facilities as part of joint development
- If changes are proposed, Metro must conduct a Compact Public Hearing to solicit public input and amend the Mass Transit Plan

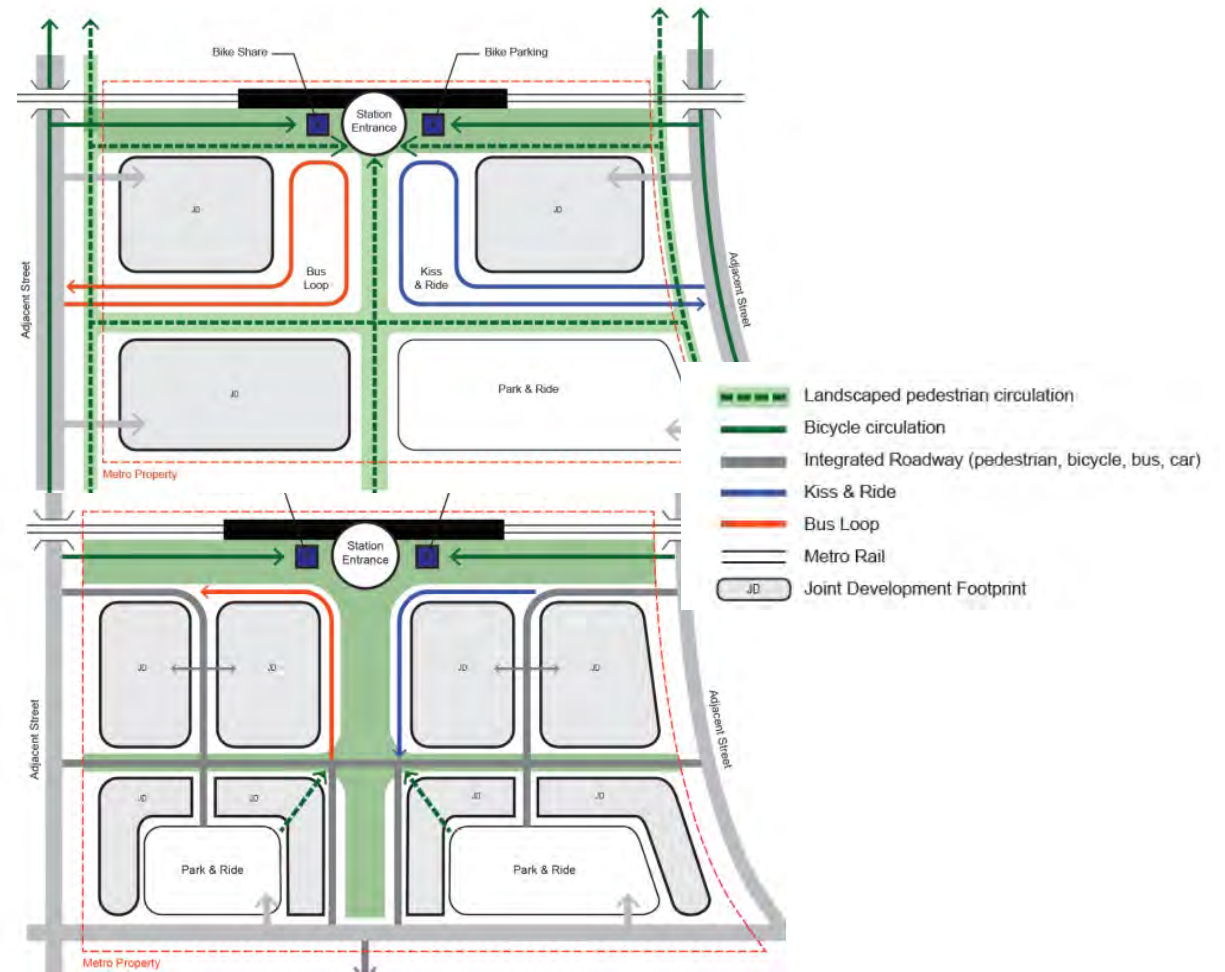
- A solicitation is issued when the development opportunity is validated and is informed by jurisdictional partner goals

- Metro’s agreement template streamlines the negotiation process with developers on terms of transaction, development approvals, and conditions to closing



Metro reconfigures transit facilities to improve access and promote development

- When planning station areas, Metro's goals are to prioritize safety, focus on customers, invest in placemaking, and encourage development
- As part of the planning process, Metro develops potential concepts for the different transit facilities at a station:
 - Bus loop
 - Kiss & Ride (Pick-up, Drop-off)
 - Park & Ride (Daily parking)
 - Pedestrian and Bike paths/amenities
- Depending on the utilization and traffic pattern of access modes, Metro considers different options for integration of site circulation





4. 2026 Report on the Performance and Condition of WMATA Update

NVTC's 2026 Report on WMATA

Background & Requirements

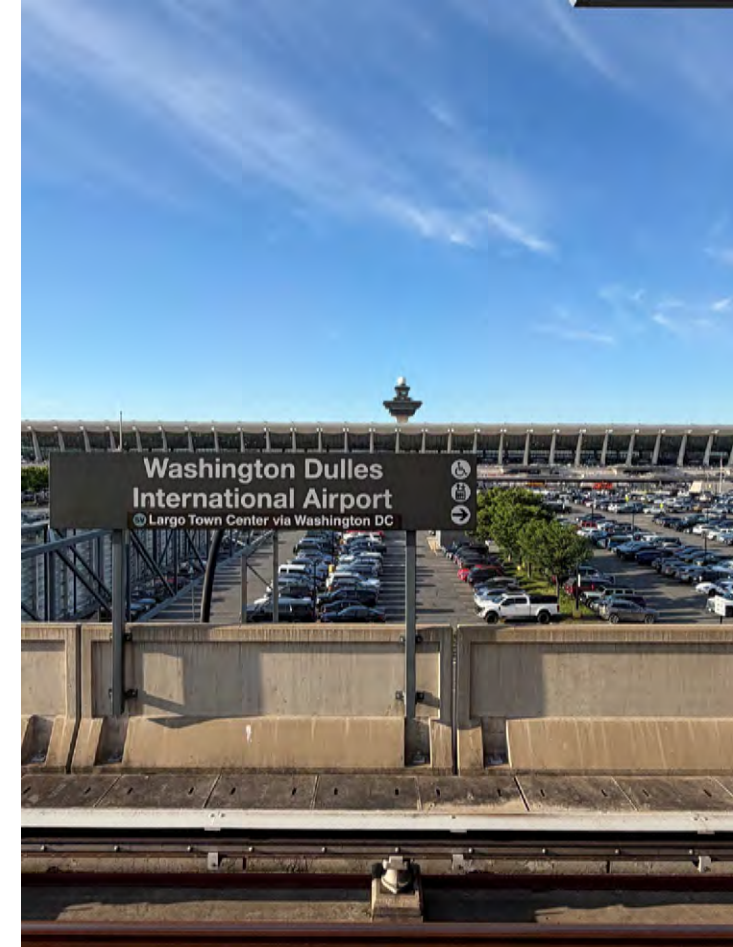


- NVTC is required each year to produce a report addressing ([§33.2-3403](#)):
 - Potential strategies to reduce the growth in costs and to improve the efficiency of WMATA operations
 - Use of the dedicated capital funds
 - Safety, reliability, ridership and financial performance data
- Initial briefing to WMATA Committee in April; continued input and feedback through summer and fall
- Deeper dive on WMATA's overtime costs tonight

Overtime at WMATA

Overtime is a useful tool at all transit agencies to maintain high levels of service delivery

- Overtime rules governed by collective bargaining agreements.
- 77% of WMATA employees are represented by labor unions.
 - Of those, 78% are part of ATU Local 689.
- For ATU Local 689, represented employees can generally earn overtime (time and one-half) when they are required to work beyond their regular 40-hour/week schedule.
- WMATA must balance budgeting for overtime and hiring additional staff to run planned service.



WMATA Overtime Costs FY 2022 – FY 2025

Overtime spending has grown at an average of 20% per year

Personnel Expense Growth

+32%

FY 2022 – FY 2025

Overtime Expense Growth

+61%

FY 2022 – FY 2025

**Average Overtime
Expenses Above Budget**

\$57.5M

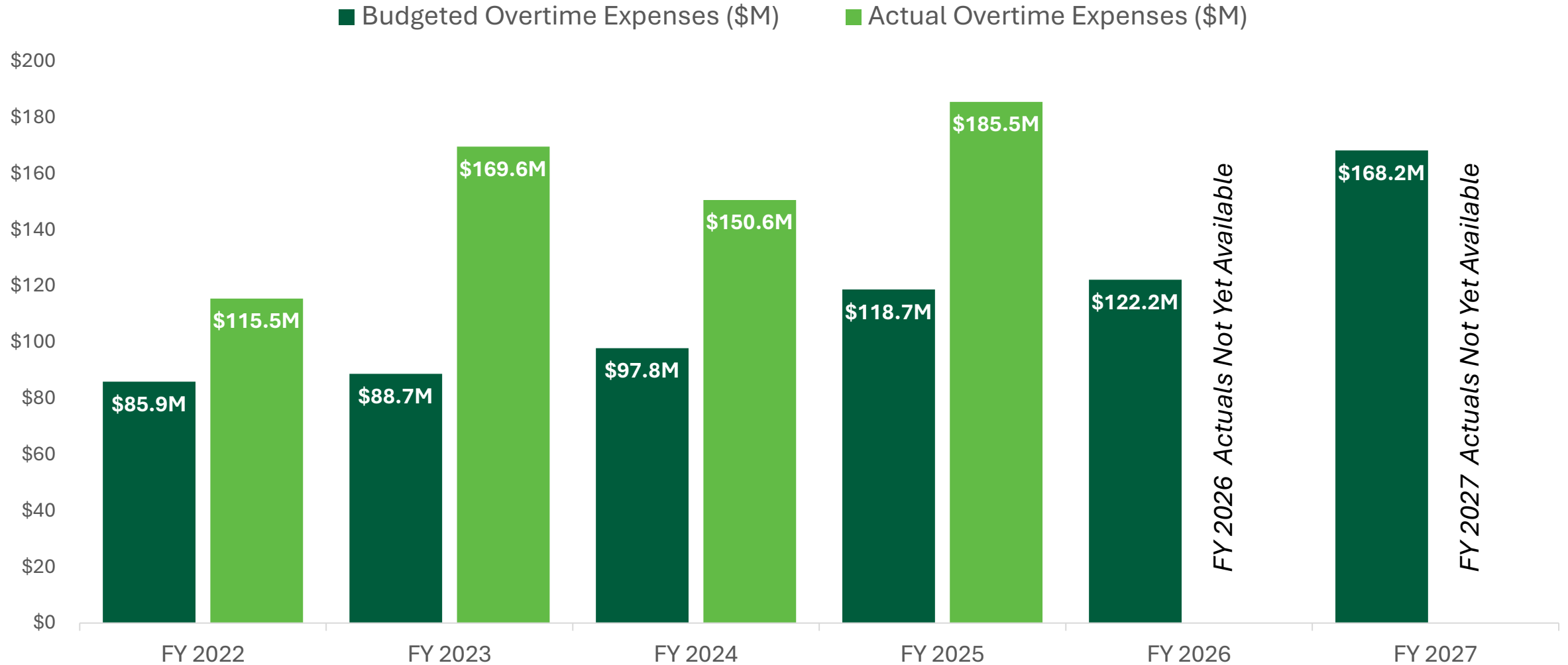
FY 2022 – FY 2025

**Average Overtime Share of
Total Personnel Expenses**

9.9%

FY 2022 – FY 2025

WMATA Overtime Expenses: Budgeted vs. Actual



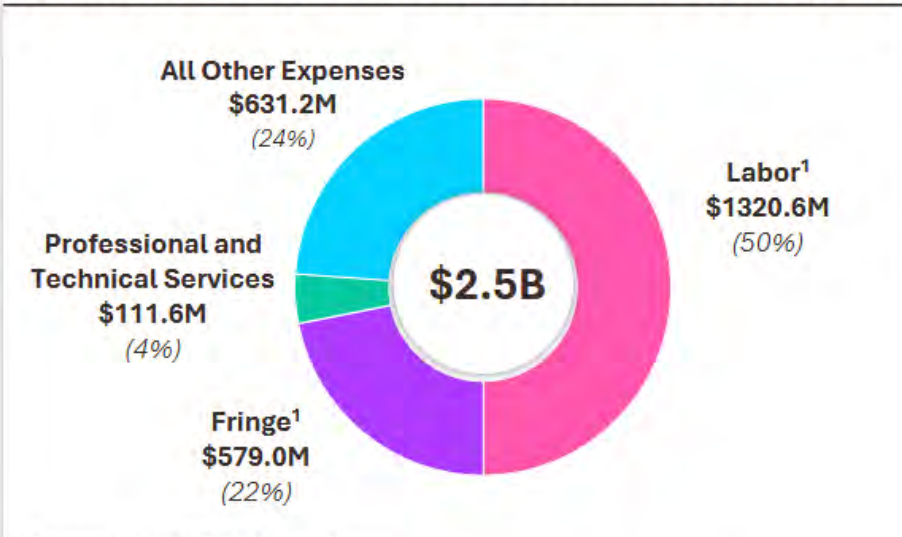
WMATA Overtime Costs Relative to Peers

WMATA spends more on overtime and spends more relative to budget compared to peer agencies

Agency	FY 2024		FY 2025	
	Actual (\$M)	Relative to Budget	Actual (\$M)	Relative to Budget
WMATA	\$150.6	53.8% over	\$185.5	56.3% over
MBTA (Boston)	\$75.1	69.5% over	\$69.3	18.1% over
MARTA (Atlanta)	\$43.4	11.6% over	\$37.3	3.1% <i>under</i>
BART (San Francisco)	\$80.9	5.6% over	\$88.3	14.7% over

DRPT Operational Analysis

WMATA Operating Budget by Expenditure Type, FY2026



Source: WMATA FY26 Budget Report

Operating Budget Allocation Peer Comparison, FY2025

Metric	WMATA	Peer Average
Labor & Fringe	72%	69%
Professional & Technical Services	4%	31%
All Other Expenses	24%	

Source: National Transit Database and Peer FY25 Annual Reports.
See peer benchmarking appendix for additional details.

Overtime is a growing contributor to WMATA's labor costs

- Overtime expenses **comprised more than 10%** of the operating budget in FY 2025
- Overtime expenditures were **more than 50% higher than budgeted** each year from FY 2023 to FY 2025

Note: 1) Labor and fringe operating expense have not been reduced to reflect \$143,985,000 cap

Opportunities for WMATA and NVTC

WMATA

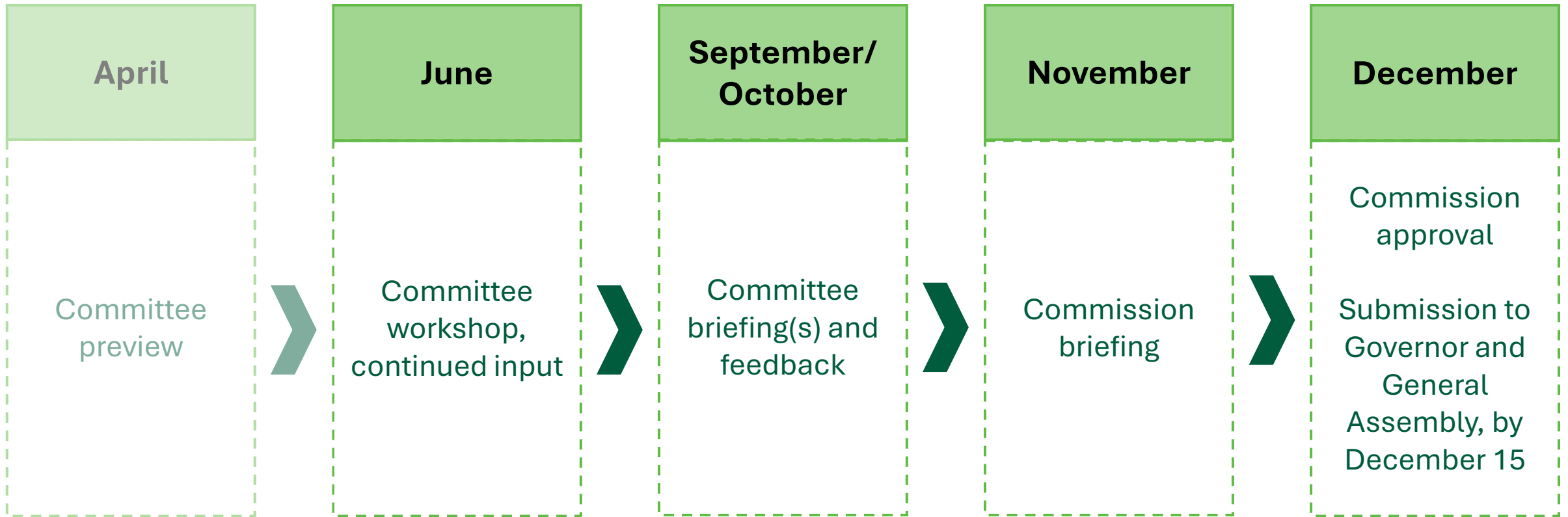
- Workforce planning and overtime management briefing to the Board in fall 2026
- Analyze and understand driving forces behind overtime cost growth
- Align actual expenses closer to budgeted overtime

NVTC

- Continue to monitor WMATA's planned and actual overtime costs
- Review WMATA's recently published collective bargaining agreements (CBAs)
- Assess and refine recommendations to WMATA through the 2026 Annual Report

NVTC's 2026 Report on WMATA

Timeline and Next Steps





5. Legislative Update



Appendix



WMATA Overtime Costs FY 2022 – FY 2027

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Budgeted Overtime Expenses (\$M)	\$85.9	\$88.7	\$97.8	\$118.7	\$122.2	\$168.2
Actual Overtime Expenses (\$M)	\$115.5	\$169.6	\$150.6	\$185.5		
Overtime Expenses Over Budget (\$M)	\$29.4	\$80.9	\$52.8	\$66.8		
Overtime Expenses Over Budget (%)	34%	91%	54%	56%		
Total Personnel Expenses (\$M)	\$1,360.3	\$1,525.9	\$1,565.6	\$1,797.8	\$1,905.0*	
Overtime Share of Total Personnel Expenses (%)	8.5%	11.1%	9.6%	10.9%		

Transit Funding Proposal Comparison – as of June 17, 2026

SJ 28 / DMVMoves Priority	House Proposal	Senate Proposal	Key Difference / Note
WMATA Operating	\$153M GF in FY27 for the state share of additional WMATA operating assistance over FY27-FY28.	\$153M GF in FY27 for the state share of additional WMATA operating assistance over FY27-FY28.	Both proposals meet priority (for two years)
WMATA Capital	Requires NVTC jurisdictions to contribute \$136M beginning in FY29, growing 3% annually.	No comparable provision identified.	House includes a DMVMoves capital framework; Senate does not.
Local Revenue Authority	Authorizes up to a 1% local option sales tax in Planning District 8 for school construction, public transportation, or both, subject to referendum.	Authorizes up to a 1% local option sales tax, subject to referendum, for school construction/renovation only.	House provides a potential local transportation funding tool for Northern Virginia; Senate does not.
WMATA 3% Cap / Unit-Cost Framework	Amends the cap beginning in FY29 to focus on WMATA rail and bus unit-cost growth, with withholding provisions in FY27-28 for WMATA to establish new reporting process.	Suspends the existing 3% cap for FY27-FY28.	House adopts the DMVMoves unit-cost approach; Senate provides a temporary suspension only.
Statewide Transit Funding	No additional statewide transit capital or operating funding identified.	No additional statewide operating funding identified; additional \$19M GF in FY27 for one-time statewide transit capital identified.	Statewide operating not addressed; Senate one-time boost in capital only.
VRE/Local Bus Systems	Local option sales tax can be used for any public transportation purpose.	No additional funding identified.	House proposal could provide limited funding but not required.
Other Transportation Items			
WMATA Reporting / Efficiency Review	Requires WMATA capital, project finance, performance and efficiency reporting.	Requires similar WMATA reporting and DRPT efficiency review.	Broadly aligned; House starts the 20-year capital plan earlier.
Regional Bus Consolidation Study	Included; report due Dec. 15, 2026.	Included; report due Nov. 1, 2026.	Same concept; Senate deadline is earlier.
NVTC District Parking Tax Study	Included; report due Dec. 15, 2026.	Included; report due Nov. 15, 2026.	Same concept; Senate deadline is earlier.
Statewide TOD Study	Included.	Included.	Aligned.
Huntington Garage Demolition	Up to \$10M from TPOF, contingent on local/regional match.	No comparable provision identified.	House-only provision.