

112TH CONGRESS  
1ST SESSION

# H. R. 55

To authorize alternatives analysis and preliminary engineering for new Metrorail capital projects in Northern Virginia and surrounding areas.

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## IN THE HOUSE OF REPRESENTATIVES

JANUARY 5, 2011

Mr. CONNOLLY of Virginia (for himself and Mr. MORAN) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

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## A BILL

To authorize alternatives analysis and preliminary engineering for new Metrorail capital projects in Northern Virginia and surrounding areas.

1 *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Northern Virginia Met-  
5 rorail Extension Act of 2011”.

6 **SEC. 2. FINDINGS.**

7 Congress finds the following:

1           (1) The Washington Metropolitan Area Transit  
2 Authority (Metro) maintains the second largest rail  
3 network (Metrorail) in the Nation.

4           (2) Local governments in Northern Virginia  
5 have led efforts to extend Metrorail service, and any  
6 future Metrorail extension will be provided only with  
7 their collaboration, consistent with local planning ob-  
8 jectives.

9           (3) More than 120,000 Federal employees ride  
10 Metro to work.

11           (4) Metro takes 580,000 cars off the road each  
12 day, eliminating the need for 1,400 lane miles of  
13 highway and eliminating 1 million tons of green-  
14 house gas emissions annually.

15           (5) Metrorail stations enable transit-oriented  
16 development, which is critical to protecting open  
17 space regionally.

18           (6) Metro stimulates economic growth.

19           (7) Real estate near Metrorail stations is worth  
20 in excess of \$25 billion.

21           (8) The Virginia Department of Transportation  
22 and Department of Rail and Public Transit com-  
23 pleted a Major Investment Study that concluded  
24 that a multimodal transportation strategy is re-  
25 quired to accommodate projected travel demand in

1 Virginia along Interstate Route 66 from Interstate  
2 Route 495 to Haymarket, the area to be served by  
3 the proposed Orange Line Metrorail extension.

4 (9) The population of the area to be served by  
5 the proposed Orange Line extension is expected to  
6 be 681,000 individuals by 2025, while employment  
7 in the area is projected to increase to 362,000 indi-  
8 viduals by that date.

9 (10) As a result of military base realignments  
10 and closures, thousands of jobs will shift from the  
11 area of Crystal City, Virginia, which is served by  
12 Metrorail, to Fort Belvoir, Virginia, and its engi-  
13 neering proving ground, which are not served by  
14 Metrorail.

15 (11) Despite recent road improvements, includ-  
16 ing the Springfield Mixing Bowl, Interstate Route  
17 495 continues to experience congestion at both Poto-  
18 mac River crossings during normal rush hours.

19 (12) It is critical that extensions of transit serv-  
20 ice are coordinated with local land use planning, in-  
21 cluding the use of smart growth principles and tran-  
22 sit-oriented development.

1 **SEC. 3. PROJECT AUTHORIZATIONS FOR NEW FIXED**  
2 **GUIDEWAY CAPITAL PROJECTS.**

3 (a) **ALTERNATIVES ANALYSIS.**—The following  
4 project is authorized for alternatives analysis under sec-  
5 tion 5339 of title 49, United States Code: Northern Vir-  
6 ginia—Metrorail Purple Line extension.

7 (b) **PRELIMINARY ENGINEERING.**—The following  
8 projects are authorized for preliminary engineering under  
9 section 5309(m)(2)(A) of such title:

10 (1) Northern Virginia—Extension of Metrorail  
11 Blue Line.

12 (2) Northern Virginia—Extension of Metrorail  
13 Orange Line to Centreville.

14 (3) Northern Virginia—Extension of Metrorail  
15 Yellow Line.

16 (4) Virginia, District of Columbia, Maryland—  
17 Metrorail capacity expansion.

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