

113TH CONGRESS
1ST SESSION

H. R. 907

To authorize project development for projects to extend Metrorail service in Northern Virginia, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 28, 2013

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

A BILL

To authorize project development for projects to extend Metrorail service in Northern Virginia, and for other purposes.

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”.

6 **SEC. 2. FINDINGS.**

7 Congress finds the following:

8 (1) The Washington Metropolitan Area Transit
9 Authority (Metro) maintains the second largest rail
10 network in the Nation.

1 (2) Local and State governments in the Na-
2 tional Capital Region have led efforts to extend Met-
3 rorail service, and any future Metrorail extension
4 will be provided only with their collaboration, con-
5 sistent with local planning objectives.

6 (3) In the most recent draft strategic plan, Mo-
7 mentum: The Next Generation of Metro, Metro iden-
8 tifies future expansion opportunities, including the
9 Orange Line in Virginia from Vienna to Centreville
10 and the Blue Line in Virginia from Franconia-
11 Springfield to Prince William.

12 (4) More than 120,000 Federal employees ride
13 Metro to work, accounting for more than 40 percent
14 of the morning rush-hour ridership.

15 (5) More than half of Metro's current stations
16 are located on Federal property.

17 (6) The Federal government has partnered with
18 the State and local governments to provide \$300
19 million, consisting of \$150 million in Federal funds
20 to match \$50 million each from Virginia, Maryland,
21 and the District of Columbia (Public Law 110-432),
22 over a 10-year period for safety and other capital
23 improvements throughout the Metro system.

24 (7) Metro takes 580,000 cars off the road each
25 day, eliminates the need for 1,400 lane miles of

1 highway, reduces gas consumption by 75 million gal-
2 lons annually, and eliminates more than 10,000 tons
3 of greenhouse gas emissions annually.

4 (8) Metrorail stations encourage transit-ori-
5 ented development, which is critical to protecting
6 open space throughout the region.

7 (9) Metro stimulates economic and job growth,
8 and real estate near Metrorail stations is worth in
9 excess of \$25 billion.

10 (10) The Virginia Department of Transpor-
11 tation and the Department of Rail and Public Tran-
12 sit completed a Major Investment Study that con-
13 cluded that a multimodal transportation strategy is
14 required to accommodate projected travel demand in
15 Virginia along Interstate Route 66 from Interstate
16 Route 495 to the Centreville and Haymarket com-
17 munities, areas which would be served by the pro-
18 posed Orange Line extension.

19 (11) The population of the area to be served by
20 the proposed Orange Line extension is expected to
21 be 681,000 individuals by 2025, while employment
22 in the area is projected to increase to 362,000 indi-
23 viduals.

24 (12) The population of the area to be served by
25 the proposed Blue and Yellow Line extensions grew

1 by 120,000 people between 2000 and 2010, and con-
2 tinued growth of another 100,000 people is expected
3 by 2020.

4 (13) The Comprehensive Plans for both Fairfax
5 and Prince William counties identify the need to de-
6 velop alternative transit concepts, including an ex-
7 tension of the existing Metrorail lines.

8 (14) As a result of military base realignments
9 and closures, thousands of national defense-related
10 Federal and civilian jobs will shift from the area of
11 Crystal City, Virginia, which is served by Metrorail,
12 to Fort Belvoir, Virginia, and the Engineer Proving
13 Ground in southern Fairfax, neither of which is cur-
14 rently served by Metro.

15 (15) Department of Defense analysis shows
16 many of those employees are coming from points
17 south and west.

18 (16) Additional jobs growth along the Rich-
19 mond Highway (Route 1) corridor and Interstate
20 Route 95 in both Fairfax and Prince William coun-
21 ties, including communities like Mount Vernon,
22 Woodbridge, and Potomac Mills, adds further ur-
23 gency to the need to expand Metro service in North-
24 ern Virginia.

1 (17) To ensure the regional transportation net-
2 work can accommodate projected growth, it is crit-
3 ical that extensions of transit service are coordinated
4 with local land use planning, including the use of
5 smart growth principles and transit-oriented develop-
6 ment.

7 **SEC. 3. NEW FIXED GUIDEWAY CAPITAL PROJECTS, NORTH-**
8 **ERN VIRGINIA.**

9 The following projects are deemed to have entered the
10 project development phase under section 5309(d)(1) of
11 title 49, United States Code:

12 (1) Northern Virginia—Extension of Metrorail
13 Blue Line to include the Engineer Proving Ground
14 and the Interstate Route 95 corridor in Fairfax and
15 Prince William counties.

16 (2) Northern Virginia—Extension of Metrorail
17 Orange Line to Centreville.

18 (3) Northern Virginia—Extension of Metrorail
19 Yellow Line to the Richmond Highway (Route 1)
20 corridor in Fairfax and Prince William counties.

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