

111TH CONGRESS  
1ST SESSION

# H. R. 1635

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

MARCH 19, 2009

Mr. CONNOLLY of Virginia (for himself and Mr. MORAN of Virginia) 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 2009”.

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) More than 120,000 Federal employees ride  
5           Metro to work.

6           (3) Metro takes 580,000 cars off the road each  
7           day, eliminating the need for 1,400 lane miles of  
8           highway and eliminating 1 million tons of green-  
9           house gas emissions annually.

10          (4) Metrorail stations enable transit-oriented  
11          development, which is critical to protecting open  
12          space regionally.

13          (5) Metro stimulates economic growth.

14          (6) Real estate near Metrorail stations is worth  
15          in excess of \$25 billion.

16          (7) The Virginia Department of Transportation  
17          and Department of Rail and Public Transit com-  
18          pleted a Major Investment Study that concluded  
19          that a multimodal transportation strategy is re-  
20          quired to accommodate projected travel demand in  
21          Virginia along Interstate Route 66 from Interstate  
22          Route 495 to Haymarket, the area to be served by  
23          the proposed Orange Line Metrorail extension.

24          (8) The population of the area to be served by  
25          the proposed Orange Line extension is expected to

1 be 681,000 individuals by 2025, while employment  
2 in the area is projected to increase to 362,000 indi-  
3 viduals by that date.

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

10 (10) Despite recent road improvements, includ-  
11 ing the Springfield Mixing Bowl, Interstate Route  
12 495 continues to experience congestion at both Poto-  
13 mac River crossings during normal rush hours.

14 (11) It is critical that extensions of transit serv-  
15 ice are coordinated with local land use planning, in-  
16 cluding the use of smart growth principles and tran-  
17 sit-oriented development.

18 **SEC. 3. PROJECT AUTHORIZATIONS FOR NEW FIXED**  
19 **GUIDEWAY CAPITAL PROJECTS.**

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

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

4           (1) Northern Virginia—Extension of Metrorail  
5 Blue Line.

6           (2) Northern Virginia—Extension of Metrorail  
7 Orange Line to Centreville.

8           (3) Northern Virginia—Extension of Metrorail  
9 Yellow Line.

10          (4) Virginia, District of Columbia, Maryland—  
11 Metrorail capacity expansion.

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