

114TH CONGRESS  
1ST SESSION

# H. R. 779

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

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## IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 5, 2015

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

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## 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  
18          with the State and local governments to provide  
19          \$300 million, consisting of \$150 million in Federal  
20          funds to match \$50 million each from Virginia,  
21          Maryland, and the District of Columbia (Public Law  
22          110-432), over a 10-year period for safety and other  
23          capital 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 (VDOT) and the Virginia Department of Rail  
12 and Public Transit (VDRPT) completed a Major In-  
13 vestment Study that concluded that a multimodal  
14 transportation strategy is required to accommodate  
15 projected travel demand in Virginia along Interstate  
16 Route 66 from Interstate Route 495 to the Centre-  
17 ville and Haymarket communities, areas which  
18 would be served by the proposed Orange Line exten-  
19 sion.

20 (11) The Route 1 Multimodal Alternatives  
21 Analysis, a partnership between VDOT, VDRPT,  
22 and Fairfax and Prince William counties, in October  
23 2014 endorsed recommendations for improving the  
24 corridor to include extending Metro's Yellow Line to  
25 Hybla Valley "as expeditiously as possible".

1           (12) The population of the area to be served by  
2 the proposed Orange Line extension is expected to  
3 be 681,000 individuals by 2025, while employment  
4 in the area is projected to increase to 362,000 indi-  
5 viduals.

6           (13) The population of the area to be served by  
7 the proposed Blue and Yellow Line extensions grew  
8 by 120,000 people between 2000 and 2010, and con-  
9 tinued growth of another 100,000 people is expected  
10 by 2020.

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

15           (15) As a result of military base realignments  
16 and closures, thousands of national defense-related  
17 Federal and civilian jobs will shift from the area of  
18 Crystal City, Virginia, which is served by Metrorail,  
19 to Fort Belvoir, Virginia, and the Engineer Proving  
20 Ground in southern Fairfax, neither of which is cur-  
21 rently served by Metro.

22           (16) Department of Defense analysis shows  
23 many of those employees are coming from points  
24 south and west.

1           (17) Additional job growth along the Richmond  
2 Highway (Route 1) corridor and Interstate Route 95  
3 in both Fairfax and Prince William counties, includ-  
4 ing communities like Mount Vernon, Woodbridge,  
5 and Potomac Mills, adds further urgency to the need  
6 to expand Metro service in Northern Virginia.

7           (18) To ensure the regional transportation net-  
8 work can accommodate projected growth, it is crit-  
9 ical that extensions of transit service are coordinated  
10 with local land use planning, including the use of  
11 smart growth principles and transit-oriented develop-  
12 ment.

13 **SEC. 3. NEW FIXED GUIDEWAY CAPITAL PROJECTS, NORTH-**  
14 **ERN VIRGINIA.**

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

18           (1) Northern Virginia—Extension of Metrorail  
19 Blue Line to include the Engineer Proving Ground  
20 and the Interstate Route 95 corridor in Fairfax and  
21 Prince William counties.

22           (2) Northern Virginia—Extension of Metrorail  
23 Orange Line to Centreville.

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

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