

**SENATE . . . . . No. 2442**

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**The Commonwealth of Massachusetts**

PRESENTED BY:

***Michael F. Rush***

*To the Honorable Senate and House of Representatives of the Commonwealth of Massachusetts in General Court assembled:*

The undersigned legislators and/or citizens respectfully petition for the adoption of the accompanying resolve:

Resolve directing the Massachusetts Department of Transportation to study the feasibility of extending the orange line.

PETITION OF:

NAME:

*Michael F. Rush*

DISTRICT/ADDRESS:

*Norfolk and Suffolk*

**SENATE . . . . . No. 2442**

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By Mr. Rush, a petition (accompanied by resolve, Senate, No. 2442) of Michael F. Rush that provisions be made to direct the Massachusetts Department of Transportation to study the feasibility of extending the orange line. Transportation.

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**The Commonwealth of Massachusetts**

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**In the One Hundred and Ninety-Fourth General Court  
(2025-2026)**  
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Resolve directing the Massachusetts Department of Transportation to study the feasibility of extending the orange line.

1           **Resolved**, the Massachusetts Department of Transportation shall conduct a feasibility  
2 study relative to extending rapid transit service from the current terminus of the Massachusetts  
3 Bay Transit Authority’s Orange Line at Oak Grove in the City of Malden to the Massachusetts  
4 Bay Transit Authority Rail station through Roslindale Village, in the Roslindale section of the  
5 city of Boston.

6           The study shall examine and evaluate the costs and economic opportunities related to  
7 extending Orange Line service or otherwise expanding rapid transit service from the City of  
8 Malden to the City of Boston, including but not limited to: (i) the projected capital costs; (ii) the  
9 projected operating costs and revenue estimates; (iii) the projected ridership levels; (iv) the  
10 prospect of operating on existing rights of way and other operational issues; (v) the  
11 environmental and community impact estimates; (vi) the availability of federal, state, local and  
12 private sector funding sources; (vii) regional equity in rapid transit investments in the

13 commonwealth, and (viii) the potential economic, social and cultural benefits to the Boston  
14 Neighborhoods and the commonwealth as a whole.

15           The department shall file the report with the clerks of the house and senate, the chairs of  
16 the house and senate committee on ways and means and the senate and house chairs of the joint  
17 committee on transportation not later than 120 days after passage of this act.