

**SENATE . . . . . No. 2290**

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**The Commonwealth of Massachusetts**

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PRESENTED BY:

***Michael F. Rush***

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*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 bill:

An Act relative to the orange line extension.

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PETITION OF:

NAME:

*Michael F. Rush*

DISTRICT/ADDRESS:

*Norfolk and Suffolk*

**SENATE . . . . . No. 2290**

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By Mr. Rush, a petition (accompanied by bill, Senate, No. 2290) of Michael F. Rush for legislation relative to the orange line extension. Transportation.

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[SIMILAR MATTER FILED IN PREVIOUS SESSION  
SEE SENATE, NO. 2375 OF 2021-2022.]

**The Commonwealth of Massachusetts**

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**In the One Hundred and Ninety-Third General Court  
(2023-2024)**  
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An Act relative to the orange line extension.

*Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:*

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

6           SECTION 2. The study shall examine and evaluate the costs and economic opportunities  
7   related to extending Orange Line service or otherwise expanding rapid transit service from the  
8   City of Malden to the City of Boston, including but not limited to: (i) the projected capital costs;  
9   (ii) the projected operating costs and revenue estimates; (iii) the projected ridership levels; (iv)  
10   the 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 SECTION 3. The department shall file the report with the clerks of the house and senate,  
16 the chairs of the house and senate committee on ways and means and the senate and house chairs  
17 of the joint committee on transportation not later than 120 days after passage of this act.