

**OFFERED BY COUNCILORS MINIARD CULPEPPER, BRIAN WORRELL,  
BREADON, FITZGERALD, FLYNN, LOUIJEUNE, MURPHY, PEPÉN,  
SANTANA, AND WEBER**



## **CITY OF BOSTON**

**IN THE YEAR TWO THOUSAND TWENTY SIX**

### **RESOLUTION IN SUPPORT OF EVALUATING AN ORANGE LINE EXTENSION ALONG BLUE HILL AVENUE**

**WHEREAS,** Access to reliable, high-capacity public transportation is a civil rights issue that directly affects equal access to employment, education, healthcare, housing, economic opportunity, public services, and civic participation, and transportation infrastructure has historically played a significant role in either advancing or limiting opportunity for historically marginalized communities, with inequitable transportation investments producing disparate impacts on protected communities; *and*

**WHEREAS,** The Blue Hill Avenue corridor, which serves predominantly Black, immigrant, and working-class communities in Roxbury, Dorchester, and Mattapan, has long functioned as a train desert. Residents rely upon the busiest bus corridor in the Commonwealth despite lacking the permanent rapid rail infrastructure available in many other Boston neighborhoods, and for decades have experienced significantly less access to rapid transit than residents elsewhere in the City, raising important civil rights, racial equity, and disparate impact concerns regarding the fair and equal distribution of public transportation investments; *and*

**WHEREAS,** Documents dating back to at least 1979 have repeatedly recognized the need for significant transit investment along the Blue Hill Avenue corridor, including the 2012 Roxbury–Dorchester–Mattapan Transit Needs Study, which evaluated rapid transit options connecting Dudley (now Nubian Square), Grove Hall, Blue Hill Avenue, and Mattapan, as well as subsequent planning efforts that continued to identify improved rapid transit connections as an important regional priority; however, despite decades of planning, the corridor has never received a comprehensive contemporary feasibility study specifically evaluating an Orange Line extension or comparable rapid transit alternative using current demographic, engineering, ridership, environmental, and funding conditions; *and*

**WHEREAS,** In 1987, the elevated Orange Line was removed from Washington Street, eliminating the one-seat rapid transit connection that had directly linked Roxbury to downtown Boston, and residents were promised that comparable rapid transit service would replace the stations at Dudley Square, Egleston Square,

Northampton, and Dover; nearly four decades later, that promised comparable rapid transit service has yet to be realized, contributing to the continued existence of the Blue Hill Avenue train desert and leaving generations of residents in predominantly Black neighborhoods with persistent disparities in mobility and access to employment, education, healthcare, and economic opportunity; *and*

***WHEREAS,*** The failure to provide comparable replacement rapid transit service has perpetuated historic patterns of unequal public investment and contributed to ongoing rapid transit inequities that remain a significant civil rights concern; *and*

***WHEREAS,*** The Massachusetts Bay Transportation Authority has agreed to consider including the proposed Orange Line extension within the Program for Mass Transportation planning process, providing an opportunity to evaluate the proposal alongside other long-term transportation priorities using current data and planning methodologies; ***NOW, THEREFORE BE IT***

***RESOLVED:*** That the Boston City Council expresses its support for the evaluation of an Orange Line extension along Blue Hill Avenue through a comprehensive, contemporary feasibility study and other appropriate planning processes; affirms that residents of Roxbury, Dorchester, and Mattapan deserve the same meaningful consideration afforded to other communities when major rapid transit investments are evaluated.

Filed on: July 8, 2026