

**SENATE . . . . . No. 2345**

**The Commonwealth of Massachusetts**

PRESENTED BY:

*Eric P. Lesser*

*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 to establish fast, frequent, and reliable passenger rail service between Pittsfield and Boston via Springfield.

PETITION OF:

NAME:	DISTRICT/ADDRESS:	
<i>Eric P. Lesser</i>	<i>First Hampden and Hampshire</i>	
<i>Anne M. Gobi</i>	<i>Worcester, Hampden, Hampshire and Middlesex</i>	<i>3/5/2021</i>
<i>Brian M. Ashe</i>	<i>2nd Hampden</i>	<i>3/4/2021</i>
<i>Joanne M. Comerford</i>	<i>Hampshire, Franklin and Worcester</i>	<i>3/4/2021</i>
<i>Jacob R. Oliveira</i>	<i>7th Hampden</i>	<i>3/5/2021</i>
<i>Kelly W. Pease</i>	<i>4th Hampden</i>	<i>3/5/2021</i>
<i>Rebecca L. Rausch</i>	<i>Norfolk, Bristol and Middlesex</i>	<i>3/5/2021</i>
<i>Todd M. Smola</i>	<i>1st Hampden</i>	<i>3/9/2021</i>
<i>Lindsay N. Sabadosa</i>	<i>1st Hampshire</i>	<i>3/19/2021</i>
<i>Tricia Farley-Bouvier</i>	<i>3rd Berkshire</i>	<i>3/19/2021</i>
<i>Tommy Vitolo</i>	<i>15th Norfolk</i>	<i>3/29/2021</i>
<i>Adam G. Hinds</i>	<i>Berkshire, Hampshire, Franklin and Hampden</i>	<i>3/29/2021</i>
<i>Susannah M. Whipps</i>	<i>2nd Franklin</i>	<i>3/29/2021</i>
<i>Steven C. Owens</i>	<i>29th Middlesex</i>	<i>3/29/2021</i>
<i>Adam Gomez</i>	<i>Hampden</i>	<i>3/30/2021</i>

*Brandy Fluker Oakley*

*12th Suffolk*

*4/13/2021*

**SENATE . . . . . No. 2345**

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By Mr. Lesser, a petition (accompanied by bill, Senate, No. 2345) of Eric P. Lesser, Anne M. Gobi, Brian M. Ashe, Joanne M. Comerford and other members of the General Court for legislation to establish fast, frequent, and reliable passenger rail service between Pittsfield and Boston via Springfield. Transportation.

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**The Commonwealth of Massachusetts**

**In the One Hundred and Ninety-Second General Court  
(2021-2022)**

An Act to establish fast, frequent, and reliable passenger rail service between Pittsfield and Boston via Springfield.

*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 run passenger rail service between the cities  
3   of Pittsfield and Boston via Springfield at least five-times daily on the existing CSX rail line.  
4   The department may utilize the Massachusetts Bay Transit Authority or contract with outside  
5   entities in order to run said passenger rail service. The department may also utilize a portion or  
6   all of the \$50 million in capital authorization allocated for East-West passenger rail service  
7   pursuant to line item 6622-2184 in section 2E of chapter 383 of the acts of 2020.

8           SECTION 2. Notwithstanding any general or special law to the contrary, the  
9   Massachusetts Department of Transportation shall evaluate and identify potential funding  
10   sources, including capital investments and ongoing operations and maintenance funding, at both  
11   the state and federal level, to support the establishment of fast, frequent, and reliable passenger

12 rail service between the cities of Pittsfield and Boston via Springfield. The department shall also  
13 determine all necessary steps the commonwealth must take in order to best position itself for any  
14 available federal funding.

15 The department shall file a report of its findings with the clerks of the house and senate,  
16 and with the house and senate chairs of the joint committee on transportation, not later than six  
17 months after the effective date of this act.

18 SECTION 3. Notwithstanding any general or special law to the contrary, pursuant to the  
19 recommendations of the 2020 East-West Passenger Rail Study conducted by the Massachusetts  
20 Department of Transportation, the department shall conduct an economic impact analysis on the  
21 economic benefits and transformational impact that expanded passenger rail service between  
22 Pittsfield and Boston via Springfield would have in the commonwealth on a community,  
23 regional, and statewide level.

24 The analysis shall examine and evaluate the potential effects said passenger rail would  
25 have on the long-term demographic and growth patterns of Massachusetts; the ability to offer  
26 affordable housing options, relieve traffic congestion and bring down the high cost of housing;  
27 the expansion of regional workforce reach and job opportunities across the commonwealth; the  
28 ability to provide significant economic benefits to communities along the rail corridor; and any  
29 other effects deemed necessary by the department in order to ensure a complete economic impact  
30 analysis. Said analysis shall include, but not be limited to: (i) examining similarly situated  
31 projects in other states, including the economic and demographic results achieved and significant  
32 contributors to those results; (ii) evaluating the current and prospective factors affecting regional  
33 growth in Western Massachusetts; (iii) examining the availability of federal, state, local and

34 private sector funding sources and the potential impact of said investments; and (iv) evaluating  
35 how passenger rail service between the cities of Pittsfield and Boston via Springfield may change  
36 regional land use and housing policy.

37 The department shall file a copy of said analysis with the clerks of the house and senate,  
38 and with the house and senate chairs of the joint committee on transportation, not later than six  
39 months after the effective date of this act.

40 SECTION 4. Section 1 shall take effect on January 1, 2022.