

Alternative 3

What if you could catch an electrified Commuter Rail train **every 15 minutes** at any key station at any time of day?

Cost: \$17.9 billion*

*\$25.2 billion, when adjusted for 2030 inflation

Station Type

Typical Frequency¹

Key Stations

Every 15 min

All Other Stations

Every 30 min peak
Every 60 min off peak

Key stations are located in dense areas outside central Boston, and/or locations that provide regional access and transit connectivity.



¹In both directions

ALTERNATIVE 3

How do we make this happen?

- + **Invest \$4.8 billion to replace and expand our fleet.** We'll add 733 self-powered electric vehicles for more frequency and more seats.
- + **Add 7 platforms at South Station.** We'll be able to run trains more frequently to all south side lines all day.
- + **Improve stations and tracks.** We'll add 50 miles of track and add platforms to 28 stations so we can offer equal service in both directions all day.

Why is this good for riders?

With Alternative 3, more trains will come more often to gateway cities, dense communities outside the core, and stations that are convenient to highways.

This means riders will have more options, and we'll be able to accommodate the growth in ridership we expect and take additional drivers off the road. Our projections found:

North Side: A 62% ridership increase—28,500 more daily boardings vs. the “no-build” outlook

South Side: A 23% ridership increase—24,400 more daily boardings vs. the “no-build” outlook

Service Features

In addition to higher frequency, Alternative 3 imagines a more accessible, more expansive, fully electric Commuter Rail system.

Electrification ⚡

This alternative includes electrified service across our entire rail network. Electric trains reduce emissions, improve air quality, and run like subway trains—speeding up and slowing down faster so travel times between stations are shorter.

Accessibility ♿

We'll add full high-level boarding platforms at 11 stations for fewer barriers to access and quicker boarding time. All key stations will have full high-level boarding platforms.

No-Build Outlook

By 2040, even without service or infrastructure changes, we expect population and employment growth will expand ridership by 24,000.

With Rail Vision, we are looking to transform the existing system into one that better supports improved mobility and economic competitiveness in Greater Boston.

Expansion 🚆

We'll add regular service to Foxboro, and extend the Stoughton Line to connect more communities to Fall River and New Bedford through the [South Coast Rail project](#).

Shuttle service will connect North Station to a future West Station in Allston through the Kendall/MIT neighborhood.