

Alternative 1

What if you could catch a Commuter Rail train more frequently in either direction, all day?

Cost: \$1.7 billion*

*\$2.3 billion, when adjusted for 2030 inflation

Time Period	Typical Frequency ¹
Peak	Every 30 min
Off-Peak	Every 60 min



¹In both directions

ALTERNATIVE 1

How do we make this happen?

+ Invest \$600 million in fleet expansion.

We'll add more locomotives to provide more frequency and more bi-level coaches for more seats.

+ **Improve stations and tracks.** We'll add 4 miles of track and add platforms at 9 stations so we can offer equal service in both directions all day.

Why is this good for riders?

With Alternative 1, more trains will come more often to stations across the system.

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 19% ridership increase—8,600 more daily boardings vs. the “no-build” outlook

South Side: A 10% ridership increase—10,400 more daily boardings vs. the “no-build” outlook

Service Features

In addition to higher frequency, Alternative 1 imagines a more expansive Commuter Rail system.

Expansion --o

We'll extend the Middleborough Line to add service to New Bedford and Fall River through the [South Coast Rail project](#).

Accessibility ♿

Stations where there are currently plans for accessibility upgrades will get 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.