

Alternative 4

What if you could catch a **Commuter Rail train every 15 minutes** at any inner core station at any time of day?

Cost: \$8.9 billion

**\$12.6 billion, when adjusted for 2030 inflation*

Station Type

Inner Core Stations

All Other Stations

Typical Frequency¹

Every 15 min

Every 30 min peak

Every 60 min off peak

Inner Core stations are located in dense areas directly surrounding Boston, generally within Route 128.



ALTERNATIVE 4

How do we make this happen?

- + **Invest \$3 billion in fleet expansion.** We'll add 336 diesel-powered multiple units (DMUs) and additional locomotives and coaches to our fleet so we can operate more frequently.
- + **Improve stations and tracks.** We'll add 24 miles of track and add platforms to 28 stations so we can offer equal service in both directions all day.
- + **Add 7 platforms at South Station.** Trains will be able to run more frequently to all south side lines all day.

Why is this good for riders?

With Alternative 4, more trains will come more often to stations in dense urban communities in the inner core.

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 67% ridership increase—30,800 more daily boardings vs. the “no-build” outlook

South Side: A 47% ridership increase—49,600 more daily boardings vs. the “no-build” outlook

Service Features

In addition to higher frequency, Alternative 4 imagines a more accessible, expansive Commuter Rail system.

Expansion --o

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

Accessibility

We'll add full high-level boarding platforms at 19 stations for fewer barriers to access and quicker boarding time. All inner core 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.