

Alternative 5

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

Cost: \$10.6 billion*

*\$14.9 billion 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.



Map Key

- Expansion
- Inner Core (Electrified)
- Electrification
- High Frequency Service Provided by the Red Line

¹In both directions

ALTERNATIVE 5

How do we make this happen?

- + **Invest \$2.1 billion to expand our fleet.** We'll add 185 self-powered electric vehicles and more locomotives and coaches to our fleet so we can operate more frequently.
- + **Add 7 platforms at South Station.** Trains will be able to run more frequently to all south side lines all day.
- + **Improve stations and tracks.** We'll add 39 miles of track and add platforms to 34 stations so we can offer equal service in both directions all day.

Why is this good for riders?

With Alternative 5, 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—30,900 more daily boardings vs. the “no-build” outlook

South Side: A 48% ridership increase—50,700 more daily boardings vs. the “no-build” outlook

Service Features

In addition to higher frequency, Alternative 5 imagines a more accessible, more expansive, partially electric Commuter Rail system.

Electrification ⚡

This alternative includes electrified service to all inner core stations and from Boston to Providence, Fall River, and New Bedford. Electric trains reduce emissions, improve air quality, and run like subway trains—speeding up and slowing down faster.

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.

Expansion ->

We'll add regular service to Foxboro, and extend the Stoughton Line south 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 Kendal/MIT neighborhood.