ALTERNATIVE 3

About Rail Vision
Rail Vision identifies cost-effective strategies to transform the Commuter Rail into a system that better supports improved mobility and economic competitiveness in Greater Boston. The Rail Vision team is evaluating the costs and benefits of 7 possible service alternatives.

Alternative 3: Regional Rail to Key Stations (Electric)

Regional Rail is high-frequency service to **key stations**.* This alternative uses self-powered electric trains known as electric multiple units (EMUs) that operate more like our current subway trains. Service to non-key stations would be equal to or better than current levels.

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

### Benefits

- **Faster, more frequent service:** EMUs accelerate and decelerate faster than diesel locomotives, so travel times between stations are shorter, and trains can run closer together
- **Reduced vehicle commutes:** People won’t need to travel as far for access to fast, frequent, direct service to downtown Boston
- **Reduced emissions:** The current system relies on diesel locomotives, electrification reduces overall emissions

### Trade-offs

- Service will not change at stations that aren’t key stations, and those key stations may become more crowded
- Significant capital investment required for electrification
- System electrification requires removing trees alongside routes
- Electric trains may not be as reliable in inclement weather
Service Features

Frequency
● Every 15 minutes to and from key stations and downtown Boston, all day
● Every 30 minutes to and from non-key stations and downtown Boston during peak service
● Every hour to and from non-key stations during off-peak service

Connections
● On the Greenbush and Kingston lines, some trains would require a transfer at Braintree for service to downtown Boston
● More frequent connections between Fairmount and Franklin lines

Accessibility
All key stations would be fully accessible with high-level boarding platforms.*

Electrification
All Commuter Rail lines would be electrified. EMUs would be in operation throughout the system, with shorter trains in the inner core** and longer trains for long-distance trips.

Expansion
● South Station Expansion: Allow for more trains at the station during the peak periods.
● South Coast Rail Full Build: Extend Stoughton Line to Taunton, Fall River, and New Bedford
● Shuttle service every 15 minutes on the Grand Junction route (currently not in operation), connecting North Station to the future West Station through the MIT/Kendall neighborhood

*High-level platforms enable level boarding at every door, which improves accessibility and reduces overall boarding time for all customers.

**Inner core stations are located in dense urban environments up to 15 miles from downtown Boston. Kingston/Plymouth, Middleborough/Lakeville, and Greenbush lines do not receive urban rail service due to the nearby Red Line.

Other Rail Vision Alternatives
Alternative 3 is just 1 of the 7 proposed futures for the Commuter Rail. Download the other alternatives below, or learn more at mbta.com/railvision.

Alternative 1
Alternative 2
Alternative 3
Alternative 4
Alternative 5
Alternative 6
Alternative 7

Massachusetts Bay Transportation Authority