



# Massachusetts Bay Transportation Authority

## Reading to Boston 30 min Service Frequency

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Information for the Town of Reading Select Board regarding turnback track and increased service frequency

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# Rail Modernization

From extensive stakeholder outreach key outcomes were identified for the transformation of the legacy Commuter Rail into a “Regional Rail” service



Midday and weekend frequency will increase across all lines—including all day service at least every 30 minutes in the inner core



The fleet will continue to modernize and electrify, offering faster, more frequent service, improved reliability, with reduced emissions and noise



Improved access to regional rail stations, including parking, bike storage, and improvements to passenger pick-up and drop-off points



Riders will benefit from integrated fare payment and trip planning, enhancing the experience, reducing uncertainty, and improving communication transparency



The system will be made more user friendly for all riders including improving level boarding

The Regional Rail Modernization Program is about delivering on these promises



# Progress with Rail Modernization

Development of turn tracks and other infrastructure necessary part of modernization

Started with Visioning exercise in 2019 called Rail Vision. Now updated for

- Battery technology changes
- changes in travel since COVID

First action was to introduce all day every day service, in 2021 using existing Diesel trains

Modernization early actions include turn tracks needed for more frequent service that can be started before electrification

Selected approach Battery-Electric trains using sections of wire for charging while moving is being implemented on the Fairmount line using existing Amtrak power supply

Intention to deliver new trains and infrastructure on the North side starting with the Newburyport Rockport line which already has a turn track. Haverhill line is connected and could follow soon thereafter.

1

2

3

4

5



## Rail Modernization



# Benefits of Rail Modernization

## Future high-frequency decarbonized “Regional” rail service



### Regular Service

- Every 15-20 minutes inside of Route 128
- Every 30-60 minutes outside of Route 128
- Same time between trains throughout the day



### Serving all types of riders

- Office workers
- Students
- Lab workers
- Sports fans
- Concert Goers
- Shoppers



### Updated trains

- Cleaner
- Quieter
- Better amenities
- Electric
- Faster

Counts soon after Fairmount line increased frequency in the same way already saw 18% increase in total riders





# Inner Core Rail concept

- Originates from MBTA's 2019 visioning exercise for the future of Commuter Rail
- Service level
  - High frequency bi-directional service
  - 15-20 minute intervals
  - All day service
- Inside route 128 with turns at:
  - Reading
  - Beverly
  - Anderson/Woburn
  - New Kendal Green
  - Framingham (lower frequency)
  - Readville (all of Fairmount line)



# Turn track Operational concept

- Reading turn every 30 minutes during day
  - Fewer in evening and weekends
  - No storage overnight
- Alternates with Haverhill train
  - Total of 16-20 trains turn on a weekday
- Procedure in 30 minutes or less:
  - Pull into Station & unload
  - Move to Turnback track
  - Crew changes ends
  - Haverhill train passes
  - Brake tests
  - Move to station 5mins before time to load
- Current service 45 min frequency
- Waits at station when making turn
  - Total of 8 per day



# Construction concept

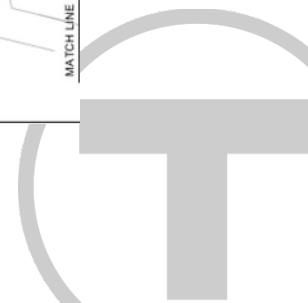
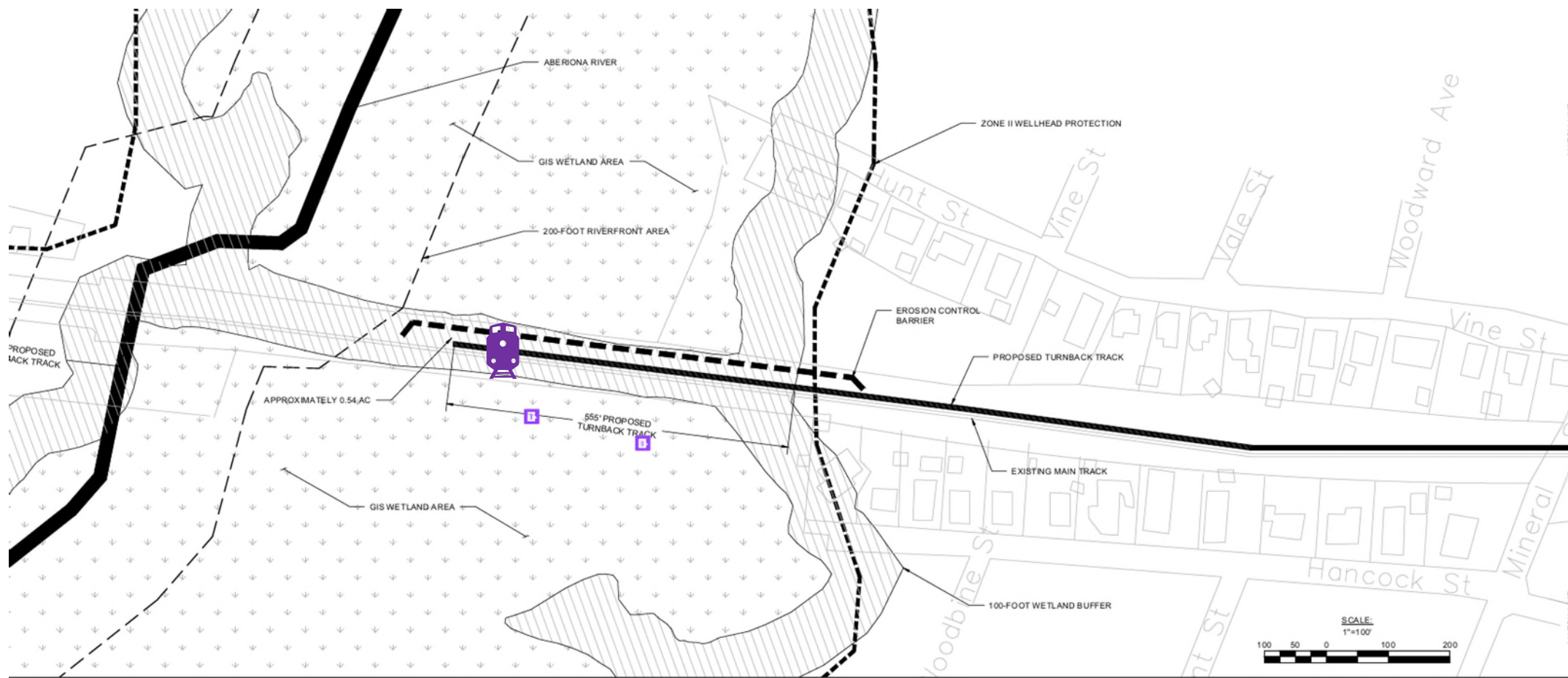


- The line north of Reading Depot station used to be double track until the former freight railroad owner removed one track
- Turnback Track is a planned to utilize that historic second track bed next to the current main line, inside existing MBTA property
- Extends 4,500 ft between Woburn St and a point just before the Aberjona River near Willow St.
- Project planned to take 12 months to complete





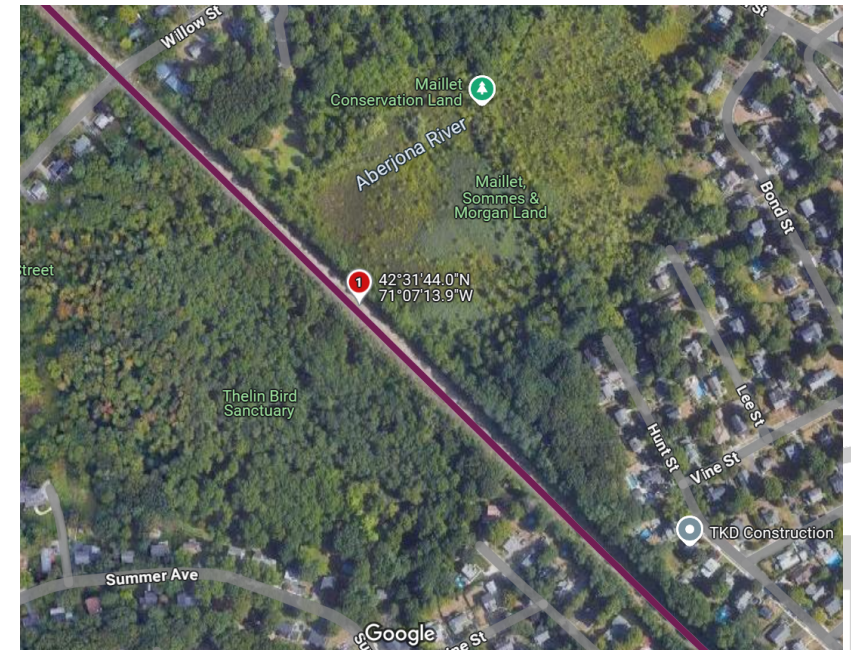
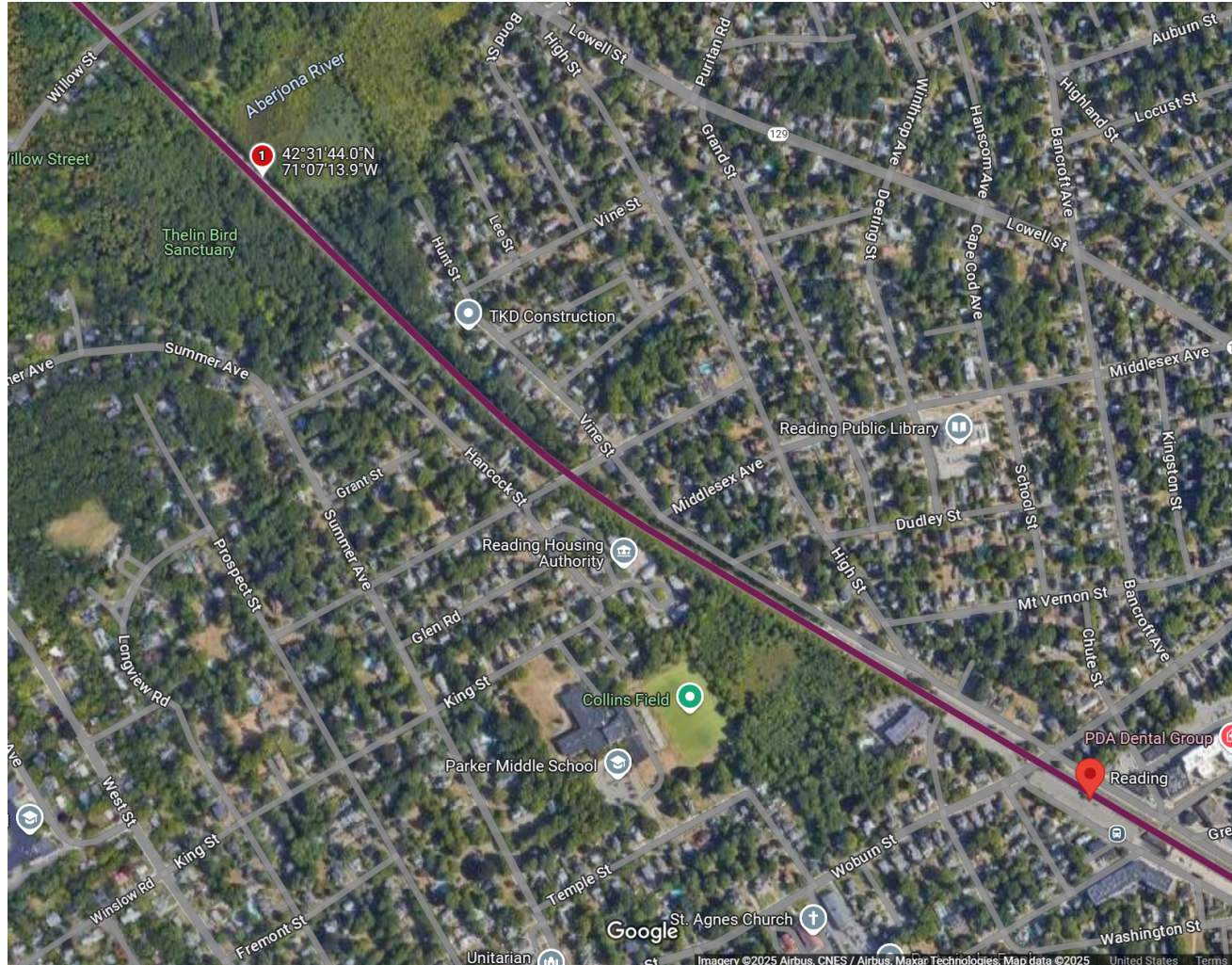
# Approximate Locomotive location





# Satellite view

- Approximate end of turn track marked “1”
- Reading Station shown by red marker





# Appendix



# Historic Highlands depot and double track

