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Boston's busy Boylston Tunnel, through which more than 175 subway cars run hourly during the rush hours causing the inevitable delays will be a principal target of the study financed by a Department of Transportation's Urban Mass Transportation Administration grant of \$442,767.

The UMTA grant announced today will be supplemented by \$221,384 in local funds for a study of the Massachusetts Bay Transportation Authority's subway system.

The Boylston Tunnel between Copley Junction and Boylston station in downtown Boston serves five surface lines of the MBTA's rapid transit Green Line.

The technical study will examine possible reroutings of two of the rapid transit lines using the tunnel. Also to be considered are replacements for the obsolete cars now in use on the Green Line; possible connections of the Green Line, which serves the west and southwest sectors of the Boston area, and the Blue Line which runs northeast to Logan International Airport and beyond. Four lines now intersect in downtown Boston, with no track connections between lines because of tunnel and platform differences.

MBTA is working closely on the study with other governmental units in the Boston area, particularly with the Boston Redevelopment Authority, to insure coordinated transit and renewal efforts.

The project has the endorsement of the Metropolitan Area Council which is responsible for the comprehensive Greater Boston area planning and the Massachusetts Department of Public Works, responsible for overall transportation planning.

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Much of the local contribution to the grant will be in the form of staff salaries and services.

This is the first project to study improvements to existing rapid transit, as opposed to new systems, such as Los Angeles, Seattle, Baltimore and Atlanta and line extension in Boston.

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