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URBAN MASS TRANSPORTATION ADMINISTRATION

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Secretary of Transportation John A. Volpe today announced a \$50,862,000 grant to the Massachusetts Bay Transportation Authority for an extension of the rapid transit system in Boston's northern suburbs.

This is the largest grant ever made by the Department of Transportation's Urban Mass Transportation Administration.

Secretary Volpe said the grant "is the third step in a Federal program of financial assistance to the Authority's comprehensive efforts to extend vitally-needed rapid transit service to Boston's northern suburbs."

The first step was a \$12 million UMTA grant for a tunnel under the Charles River between Haymarket Square in Boston and Charlestown. Construction of the tunnel began in September, 1966.

The second step, financed partly through Federal urban renewal funds, is due to get underway shortly, when track will be laid between the tunnel portal and the Authority's Sullivan Square in Charlestown.

The latest extension takes the line to the Malden-Melrose city line and serves those two cities as well as Medford. The three cities have a combined population of about 150,000.

The total cost of the project, from Haymarket Square to a proposed terminal at Oak Grove on the Malden-Melrose boundary, is estimated at \$166.5 million.

The Federal government's share of the total cost will be \$62.8 million, while MBTA is spending \$91.7 million and the Boston Redevelopment Authority has budgeted \$12 million.

Secretary Volpe said the new transit link is expected initially to attract about 76,000 two-way riders daily.

"In addition to getting suburban workers to city jobs," Secretary Volpe said, "the new line will open up job opportunities in the northern suburbs for low income, center city families."

This has long been a need in the Boston area, he noted. The MBTA, in cooperation with Boston civic groups, already is running an "employment express" bus service from Boston's Roxbury area to the industrialized area along Route 128, where employment opportunities abound.

The area to be served by the extension also has a substantial industrial concentration, while Malden serves as a major regional shopping center for the communities north of Boston.

The Department of Transportation will finance its latest grant to MBTA over a two-year period -- \$27,078,667 in the first year and \$23,783,333 in the second.

The latest Federal grant represents two-thirds of the cost of the extension, 44 new transit cars, modernization of 50 existing cars, plus related facilities.

MBTA will provide \$25,431,000 in local funds.

Boston civic leaders first began thinking of an extension of the rapid transit lines to the northern suburbs at the end of World War II.

The proposal was included in the comprehensive plan for rapid transit extension issued in 1947 by the Massachusetts Legislature.

It has held a high priority in the local, State, and Federal Government since 1964.

Secretary Volpe also announced two other Urban Mass Transportation grants to the Massachusetts Bay Authority.

A \$113,253 grant will be used by MBTA to study other possible extensions of its transit system, while a \$12,785 grant will help the Authority to train top and middle-level managers.

Project Nos. MASS-UTG-5
MASS-T9-4
MTTR-3

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