

Draft: Federal Fiscal Year (FFY) 2027 Unified Planning Work Program (UPWP) Discrete Studies for Discussion

The following draft study descriptions are for discussion at the January 29, 2026, UPWP Committee Meeting.

M-18: Roadway Pricing Technical Evaluation Phase Two

Cost Estimate	Year of Proposal
\$75,000–\$150,000	2026

Anticipated Outcome:

Evaluation of trade-offs among roadway pricing strategies, with comparative equity and revenue findings to inform future policy discussions.

Draft Description:

This study builds on the analysis methods developed in the FFY 2025 roadway-pricing study to conduct an iterative evaluation of alternative roadway pricing strategies. Phase two will test different cordon boundaries and price levels to examine trade-offs across pricing scenarios. The analysis will compare outcomes related to equity and revenue generation relative to the gas tax status quo.

L-2: Impact of Parking Supply on Property Values

Cost Estimate	Year of Proposal
\$40,000–\$50,000	2025

Anticipated Outcome:

Evidence-based findings on how parking supply relates to residential and commercial property values to inform parking policy decisions.

Draft Description:

Developers report that lenders are wary of investing in projects with limited parking. This study will use historical records of real estate sales and parking supply to explore the relationship between parking provision and property sales prices. Staff would use data from CoStar to analyze the interaction between parking spaces per square foot and sale price for particular properties. If possible, the study will establish separate conclusions for commercial and residential properties.

Q-4: Representing the Experience of Limited Mobility Individuals Phase Two

Cost Estimate	Year of Proposal
\$30,000–\$50,000	2026

Anticipated Outcome:

A library of variables and recommended metrics to better characterize travel impacts and system performance for people with limited mobility.

Draft Description:

This study advances recommendations from phase one of Representing the Experience of Limited Mobility Individuals by focusing on identifying data gaps and developing improved metrics to reflect the travel experiences of people with limited mobility. Building on the phase one work, MPO staff will identify data gaps, create appropriate datasets, and develop a case study to incorporate these metrics into the MPO's transportation planning analysis.

M-2: Transportation Network Company (TNC) Trip Patterns and Mobility Impacts in the Boston Region

Cost Estimate	Year of Proposal
\$40,000–\$50,000	2025

Anticipated Outcome:

Findings on whether TNC trips complement or compete with transit at specific locations, informing future regional mobility planning.

Draft Description:

As TNCs such as Uber and Lyft continue to grow, this study will assess their role in regional mobility. The analysis will examine the relationship between TNC trips and public transit at specific locations, evaluating whether TNCs complement transit through first- and last-mile connections or compete with it by diverting riders. The study will also explore TNC activity in transit deserts where traditional transit service is limited.

L-5: Opportunities for the Boston Region Metropolitan Planning Organization (MPO) to Support Transit Oriented Development

Cost Estimate	Year of Proposal
\$40,000–\$50,000	2023

Anticipated Outcome:

Recommendations for how the MPO’s work can support transit-oriented development and implementation of the MBTA Communities Act.

Draft Description:

This study will use peer research, including a literature review and interviews with peer MPOs and agencies, to identify effective strategies for supporting transit-oriented development. The work will focus on clarifying the roles that MPOs can play through planning, programming, and policy to advance the objectives of transit-oriented development.

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