

Study Concept	TRIC	MassDOT	Arlington	Framingham	Medway	RTAC	Somerville	MAPC	Newton	Average
A-1, Infrastructure Bank and Tactical Outreach	13	3	15	9	5	9	10	25	21	12.22
A-2, Healthy Streets Lookback	9	7	10	12	11	2	22	4	1	8.67
A-3, Vision Zero Phase 2	24	11	3	3	1	20	15	24	8	12.11
L-1, Trip Generation Follow-Up	26	1	4	5	10	10	1	11	6	8.22
L-2, TDM Follow-Up	21	12	16	4	9	3	4	12	26	11.89
L-3, COVID Recovery	22	2	11	6	25	1	6	20	2	10.56
L-4, Freight, Mode Shift, and Land Use	5	6	9	13	2	22	11	21	5	10.44
M-4, SWAP Warehousing, Logistics, and Mitigation Study	2	5	14	16	3	4	25	3	24	10.67
M-5, Congestion Pricing	14	26	6	15	8	23	7	5	25	14.33
M-6, Future of the Curb Phase 3	12	4	7	18	16	19	2	10	4	10.22
M-7, Route 28 Blue Hills Study	4	18	23	19	17	24	24	18	17	18.22
M-8, Work Zone Impacts	16	14	19	20	12	17	16	22	23	17.67
T-1, Opportunities for BRT in the Boston Region	6	20	8	2	19	16	5	8	19	11.44
T-2, Addressing Equity and Access in the Blue Hills	1	8	2	22	20	18	23	2	9	11.67
T-3, Microtransit Tracking and Integration	7	23	17	7	22	6	21	6	7	12.89
T-4, Bus Electrification	8	25	1	23	14	11	3	26	11	13.56
T-5, Advanced Parking Management Systems Study for MBTA Parking Lots	10	17	25	11	21	21	17	13	16	16.78
T-6, Fare Policy Post-COVID to Address Flexible Telecommuting	11	19	26	8	23	12	9	14	3	13.89
T-7, Paratransit Operations in the Boston MPO Region	17	24	18	21	24	7	14	17	20	18.00
T-8, MBTA Construction Costs	15	21	24	10	18	25	18	23	12	18.44
T-9, Capacity Constraints in the Boston-South Shore Corridor	18	16	22	24	15	26	26	16	13	19.56
T-10, Innovative Transit Financing	3	22	5	14	4	14	19	9	18	12.00
E-1, Transportation User Costs Over Time	19	15	13	25	13	15	20	15	10	16.11
E-2, Measuring Inequities in Transportation Impacts in the Boston Region	23	9	12	1	6	5	8	1	22	9.67
R-1, CTPS Resilience Program	25	13	20	26	26	8	12	7	14	16.78
R-2, Network Resilience, Importance, and Sustainability	20	10	21	17	7	13	13	19	15	15.00

**Open-Ended Responses**

**MassDOT**

Generally prioritized projects that align well with ongoing efforts and provide "bang for the buck." Generally deprioritized projects that duplicate efforts, require more buy-in from implementing agencies, or seem to have less impact for the cost. Includes feedback from across OTP. Additional MBTA input is expected by the May 6 meeting, though several transit-related studies in the Universe may be more impactful if applied primarily to MWRTA and CATA instead of the MBTA, to build on existing MBTA and statewide efforts.

**RTAC**

L-1 (Trip Gen) - suggestion to focus on biotech/lab space including jobs/sq ft, if so could rank higher, otherwise postpone to post-COVID conditions

**Somerville**

The Inner Core supports Watertown's comment that a focus of the Trip Gen study should be employee density of lab developments. This will help many cities and towns have more information to successfully negotiate for lower parking ratios at these developments.

**MAPC**

For the studies related to MBTA, I'd like to hear more from T staff. For example, I totally support efforts to advance bus electrification, but my sense is that it's not for a lack of research at the T, but issues related to battery life, charging time, maintenance facilities, and other detailed logistical issues. If MBTA staff felt research into some of the proposed areas--construction costs, paratransit, parking payment, bus electrification, COVID fare policy--was helpful, I would rank them higher.

BRT = Bus Rapid Transit. CATA = Cape Ann Transportation Authority. CTPS = Central Transportation Planning Staff. MAPC = Metropolitan Area Planning Council. MassDOT = Massachusetts Department of Transportation. MBTA = Massachusetts Bay Transportation Authority. MPO = Metropolitan Planning Organization. MWRTA = MetroWest Regional Transit Authority. OTP = Office of Transportation Planning. RTAC = Regional Transportation Advisory Council. SWAP = South West Area Planning Council. TDM = Travel Demand Management. TRIC = Three Rivers Interlocal Council. UPWP = Unified Planning Work Program.

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**Staff-Recommended List of Discrete Studies**

**For UPWP Committee Discussion, May 6, 2021**

<b>Universe ID</b>	<b>Study Concept</b>	<b>Cost Estimate</b>	<b>Notes</b>
A-3	Vision Zero Phase 2	\$35,000	
L-1	Trip Generation Follow-Up	\$40,000	
L-2	TDM Follow-Up	\$20,000	
L-3	COVID Recovery	\$25,000	
M-1	Addressing Safety, Mobility, and Access on Subregional Priority Roadways	\$125,000	
M-2	Addressing Priority Corridors from the LRTP Needs Assessment	\$125,000	
M-3	Safety and Operations at Selected Intersections	\$80,000	
M-5	Congestion Pricing	\$60,000	
M-6	Future of the Curb Phase 3	\$80,000	
T-2	Addressing Equity and Access in the Blue Hills	\$40,000	
E-2	Measuring Inequities in Transportation Impacts in the Boston Region	\$70,000	Includes elements of E-1, <i>Transportation User Costs Over Time</i>
O-1	Staff-Generated Research and Technical Assistance	\$20,000	
<b>Total</b>		<b>\$720,000</b>	
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