

Federal Fiscal Year 2027 Unified Planning Work Program Discrete Study Scenarios

Scenario 1

Study ID	Study Name	Cost Estimate
M-18	Roadway Pricing Technical Evaluation Phase II	\$100,000
L-2	Impact of Parking Supply on Property Values	\$50,000

Scenario 2

Study ID	Study Name	Cost Estimate
M-18	Roadway Pricing Technical Evaluation Phase II	\$75,000
L-2	Impact of Parking Supply on Property Values	\$50,000
Q-4	Representing the Experience of Limited Mobility Individuals Phase II	\$25,000

Scenario 3

Study ID	Study Name	Cost Estimate
M-18	Roadway Pricing Technical Evaluation Phase II	\$75,000
L-2	Impact of Parking Supply on Property Values	\$40,000
L-5	Opportunities for the Boston Region MPO to Support Transit-Oriented Development	\$35,000

MPO = Metropolitan Planning Organization

Scenario 4

Study ID	Study Name	Cost Estimate
M-18	Roadway Pricing Technical Evaluation Phase II	\$150,000

Civil Rights, nondiscrimination, and accessibility information is on the last page.

M-18: Roadway Pricing Technical Evaluation Phase II: Iterative Scenario Modeling

The following options describe the anticipated work to be completed for this project with different funding allocation assumptions.

Option 1: Iterative pricing analysis

\$75,000 budget

- Use the findings from the Federal Fiscal Year (FFY) 2026 discrete study “Roadway Pricing: Stakeholder Analysis” to engage relevant stakeholders on the desired outcomes and priority metrics to compare across different roadway pricing schemes
- Build on the hypothetical cordon analysis completed in FFY 2025 to explore other pricing levels
- Elaborate on where and in which populations impacts would be greatest
- Evaluate equity impacts of the status quo (free road access)

Option 2: Option 1 + iterative cordon analysis

\$100,000 budget

- All elements of option 1
- One to two alternate cordon zones evaluated
- Increased rail frequency included in modeling efforts

Option 3: Option 2 + comparative analysis of roadway pricing systems + transit analysis

\$150,000 budget

- All elements of option 2
- One to two corridor-level tolling scenarios evaluated
- Transit capacity analysis

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