ID	Proposed Study Name	Project Category	Tentative Project Cost	Project Description	Committee Member Top Priority Votes	Committee Member Bottom Non-Priority Votes	Tentative Staff Priority	Notes
Projects with Top Priority Votes Only (No Bottom Non-Priority Votes)								
C-2	Safety and Operations at Selected Intersections: FFY 2017	Roadway Network Performance	$65,000	**Purpose:** The purpose of this project is to examine mobility and safety issues at major intersections on the region's arterial highways, where, according to the MPO's crash database, many crashes occur. These locations are also congested during peak traffic periods. The resulting bottlenecks can occur only at single large intersections, but usually spill over to a few adjacent intersections along an arterial. These intersections may also accommodate multiple transportation modes, including buses, bicyclists, and pedestrians. **Anticipated Outcome:** This study would build directly on the results of the monitoring of delays and safety along arterial roadways that the Congestion Management Process (CMP) produces, and the resulting recommendations would be "management and operations" improvements. Municipalities in the region are very receptive to this type of study, as these studies give them an opportunity to begin looking at the needs of these locations, starting at the conceptual level, before they commit funds for design. Eventually, if a project qualifies for federal funds, the study's documentation is also useful to Massachusetts Department of Transportation (MassDOT).	5	0	no	It was discussed that CTPS could take a break from this roadway project in FFY 2017 and pursue C-1, C-3, or C-4 instead.
C-6	Planning for Connected and Autonomous Vehicles	Roadway Network Performance	$50,000	**Purpose:** This project would involve research into the overarching issues that the Boston MPO region needs to understand and plan for around Automated and Connected Vehicle technologies. Some of the questions that could form the body of research include: • What research exists already? • How are other states, regions, municipalities approaching being prepared for these technologies? • How might these technologies affect transportation planning (i.e. the need for off-street parking) and modeling in the future? • What is the current thinking around the potential penetration level of these new technologies? • Could scenario planning provide a useful approach to understand how best to plan for these technologies? • What are the best next steps for the region in terms of being prepared for these technological changes? **Anticipated Outcome:** This project would be an important first step to understanding the transportation planning consequences of AV/CV technologies and how the MPO and region can be prepared.	4	0	yes	
C-3	Low Cost Improvements to Express-Highway Bottleneck Locations: FFY 2017	Roadway Network Performance	$50,000	**Purpose:** Build on previously conducted analysis of several express-highway bottleneck locations (Low-Cost Improvements to Bottlenecks Phase I and Phase II). These studies were very well received by the Massachusetts Department of Transportation (MassDOT) and the FHWA. Some of the recommendations from those studies already have been executed, and the FHWA has interviewed MPO staff about the successful implementation. **Anticipated Outcome:** Identification of low-cost methods to reduce congestion, increase safety, and improve traffic operations in the Boston Region.	4	0	yes	This is a popular study that has been conducted at different locations in the past. The results of previous studies have been implemented by MassDOT.
C-4	Addressing Priority Corridors from the Long Range Transportation Needs Assessment: FFY 2017	Roadway Network Performance	$110,000	**Purpose:** These planning studies develop conceptual plans recommending improvements for specific arterial segments. **Anticipated Outcome:** Cities and towns are able to review the requirements of a specific arterial segment, starting at the conceptual level, before committing design and engineering funds to a project. If the project qualifies for federal funds, the study's documentation also may be useful to the Massachusetts Department of Transportation (MassDOT), and the municipalities.	4	0	yes	

ID	Proposed Study Name	Project Category	Tentative Project Cost	Project Description	Committee Member Top Priority Votes	Committee Member Bottom Non-Priority Votes	Tentative Staff Priority	Notes
C-5	The Effects of Induced Demand on Transportation System Efficiency	Roadway Network Performance	$55,000	**Purpose:** In this UPWP project, CTPS can explore the concept of induced demand and its ramifications upon transportation projects such as intersection improvements and capacity expansion. The effect of induced demand upon other types of transportation projects could be considered as well. Specifically, the project would include the following: • Definition of induced travel and induced demand • Context of induced travel/demand in different planning contexts • Determination of when induced travel/demand be included in transportation analyses • Determination of the magnitude of induced travel/demand for different types of transportation projects and land uses • Determination of how induced demand can be incorporated into the travel demand model **Anticipated Outcome:** Better understanding of the ability of system efficiency improvements, such as capacity expansion and intersection improvements to achieve long-term GHG emission reduction and congestion relief.	3	0	no	One committee member noted having a hard time leaving this out.
B-2	Transportation Mitigation of Major Developments: Review of Existing Strategies	Land Use, Environment, and Economy	$60,000	**Purpose:** This project would build off of the MPO's Core Capacity Constraints study (included in the FFY2015 UPWP) that focused on examining strategies to mitigate the impacts new developments may have on the region's transportation system. **Anticipated Outcome:** Through this particular study, inspired by the discussion of transportation mitigation strategies at the January 8, 2015 MPO meeting, MPO staff would explore major land use developments that have occurred in the recent past (perhaps 15 years), along with transportation mitigation measures that were incorporated into the development process. These would include measures to address the impacts that that the new development would have on the transportation system, such as the increased travel demand on nearby rapid transit or bus routes. MPO staff would then track the implementation of these measures and try to assess results. Through this process, MPO staff may be able to make recommendations for improvements to transportation mitigation-related processes and regulations and to the types of mitigation measures required by permitting agencies.	3	0	no	Might be good to wait until Core Capacity Constraints Project is done. One committee member noted having a hard time leaving this out.
B-7	Study of Promising GHG-Reduction Strategies	Safety and Security	$55,000	**Purpose:** Based on recommendations from the 2016 study completed by staff that provided information about cost-effective greenhouse gas reduction strategies, staff is proposing to study a subset of the fourteen promising strategies that the MPO can fund, study or advocate for in order to understand implementation at the regional level and determine their GHG reduction and cost-effectiveness potential. **Anticipated Outcome:** Examples of potential strategies that the MPO can fund and which could be studied in more detail include transit expansion or service improvement, teleworking, and parking management. The study could also look at the equity, safety, and mobility impacts of these strategies.	2	0	yes	
E-8	Low Cost Improvements to Transit Service	Transit	$35,000	**Purpose:** This study would examine the transit system in the Boston Region MPO and identify several locations where inadequate service occurs as a result of inefficient passenger queueing, passenger loading, or wayfinding. Three to five locations where this "friction" occurs would be chosen for more in-depth study to identify low-cost solutions that could be implemented. **Anticipated Outcome:** The first part of the study would involve a literature review to determine the range of low-cost solutions that exist and which ones would be most appropriate and efficacious to address identified service issues at the three to five chosen locations. The resulting report would also describe the suggested processes for implementation of the solutions and could recommend an approach to study the after-condition at each location to determine how well the interventions are working. This study could include MBTA commuter rail as well as locations within regional transit agency service areas that are in need of improvement.	2	0	yes	

ID	Proposed Study Name	Project Category	Tentative Project Cost	Project Description	Committee Member Top Priority Votes	Committee Member Bottom Non-Priority Votes	Tentative Staff Priority	Notes
F-1	MPO-Generated Research Topics	Other Technical Support	$30,000	**Purpose:** This program would support staff work on a topic that relates to metropolitan transportation planning and something the MPO produces, and that is of great interest to the staff member. The topic may not be covered by a UPWP ongoing program or discrete project, and so would need this more-open avenue for advancement. MPO staff members would complete an application, which would be reviewed by MPO managers and directors, for some MPO funding to do independent research on a topic of professional interest and potential use in the metropolitan transportation- planning program. **Anticipated Outcome:** This program could bring forth valuable information for the MPO's consideration and would support staff's professional development. The opportunities afforded to staff through this program could yield highly creative solutions to transportation-planning problems.	2	0	yes	Noted by UPWP Committee: would support more funding for this work. $30,000 seems limited.
A-1	Closing Gaps in the Boston Region Bicycle Network	Active Transportation	$55,000	**Purpose:** This study would build off of the work of the Bicycle Network Gaps: Feasibility Evaluation study, which began by identifying the status of the eleven highest priority gaps that were highlighted in the 2014 Bicycle Network Evaluation. This project would follow-up on that study by conducting more detailed feasibility evaluations of up to three identified high-priority gaps. The first phase of this project was conducted during FFY 2015. **Anticipated Outcome:** One or more memoranda documenting the results of the study and recommendations for selected locations. The identified recommendations could ultimately becomes projects that are funded by federal, state, local, or other sources.	2	0	no	One committee member noted having a hard time leaving this out. Staff discussed that this could be done under the ongoing bicycle and pedestrian support activities program.
F-2	Future of Transportation Data Collection	Other Technical Support	$55,000	**Purpose:** This study would review the transportation data sources traditionally gathered using human capital and would explore whether there are cost-effective ways to automate those processes. To complement this review, the study would also identify areas in the transportation field where human-based data collection is more beneficial than machine-based data collection, and where. where automated data collection methods cannot be used. **Anticipated Outcome:** Enhanced understanding of the most cost-effective and efficient ways to collect transportation data. Ability to adjust our approaches to data collection based on the findings.	1	0	yes	

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C-7	Safety Improvements at Express-Highway Interchanges: FFY 2017	Roadway Network Performance	$55,000	**Purpose:** Continue to address the 2013 MassDOT Top-200 High-Crash Locations and Highway Safety Improvement Program (HSIP) crash clusters in the Boston Region MPO. Many of these are express-highway interchanges and some of them do not need complete rebuild which are costly, but rather low-cost improvements that address safety and operations. **Anticipated Outcome:** The study would review the Top 200 Intersection Clusters and HSIP crash clusters to identify candidate locations. MPO staff would develop low-cost safety and operational improvements.	1	0	no	It was discussed that CTPS could take a break from this roadway project in FFY 2017 and pursue C-1, C-3, or C-4 instead.
A-3	Bicycle and Pedestrian Crash Clusters Analyses	Active Transportation	$40,000	**Purpose:** This study would focus specifically on the bicycle and pedestrian crash clusters developed by MassDOT Highway Division and the Boston Region MPO. Safety projects often focus on car crash locations, so the specific focus on high-crash bicycle and pedestrian locations would make this project unique. Three locations that have not been addressed up to this point in time would be selected for study and development of recommendations for safety and mobility improvements to benefit bicycle and pedestrian travel. **Anticipated Outcome:** MPO staff would work with the municipalities and other stakeholders to propose cost-effective and low-cost improvements to increase safety for bicyclists and pedestrians at those locations.	1	0	no	Staff discussed that this could be done under the ongoing bicycle and pedestrain support activities program.
Projects with Top and Bottom Priority Votes								
C-1	Addressing Safety, Mobility, and Access on Subregional Priority Roadways: FFY 2017	Roadway Network Performance	$110,000	**Purpose:** Identify priority arterial and bottleneck locations and recommend low-cost improvements. **Anticipated Outcome:** An enhanced understanding of approaches to improve safety and mobility for all modes. Communities can contact CTPS for roadways to be considered for study.	4	1	yes	Noted by UPWP Committee: Too much for a single local project.
A-7	Safety Effectiveness of Safe Routes to School Programs	Active Transportation	$80,000	**Purpose:** This study will investigate the safety effectiveness of the Safe Routes to School (SRTS) program and the primary factors contributing to a program's effectiveness. Such factors could include such things as the presence of reduced speed school zones or infrastructure improvements as well as the grade levels of students and the presence of school crossing guards. **Anticipated Outcome:** Through this study, a task force will be formed to guide the direction of the research. A literature review will be conducted on SRTS programs throughout the Boston Region as well as in other states to determine the factors that contribute to various SRTS improvements either being encouraged, requiring further study, or being discouraged in specific locations. Schools will be selected for detailed study that have been participating in the SRTS program and represent a board range of communities throughout the Boston Region (factors considered to choose schools will include representing a range of grade levels, high and low density communities, varied traffic characteristics on surrounding roads, and environmental justice zones, among others). Once the schools are selected, MPO staff will gather data on traffic volumes, pedestrian and bicycle volumes, crashes, roadway setting and characteristics, traffic control devices, modes of commute to school, school hours and after school activities, and school policies.The outcome will be an understanding of the traffic and safety characteristics before and after implementation of the SRTS program in both the immediate vicinity of the selected schools and within a 2-mile radius. In cases where there is good before and after data, these findings will be quantitative.	3	2	yes	

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B-4	Shopping Behavior by Mode of Arrival	Land Use, Environment, and Economy	$55,000	**Purpose:** This study aims to create a local understanding of the concept and previous research conducted in other states about shopping behavior by mode of arrival. The supply and availability of parking is an issue in planning and implementing priority bus lanes and bicycle/pedestrian facilities as well as when new development comes to an area. This study would select 2 - 3 specific locations in the Boston Region to understand local shopping behavior by individuals arriving by various modes. One approach to choosing the locations of study would be to build off a study that the MPO is currently conducting on priority bus lanes and choose several locations highlighted in that study. This could be an important step in gaining support for implementing the findings from that study. **Anticipated Outcome:** The findings from this study would be useful to transit agencies and advocates as well as municipalities. Previous research points to the fact that pedestrians, bicyclists, and transit riders spend just as much at commercial locations as drivers. The local knowledge gained from this study could help municipalities adjust parking requirements for new developments and could be an important tool in gaining support for additional bicycle, pedestrian, and transit infrastructure.	2	3	yes	
A-5	Low Cost Tactical Urbanism Projects for Rapid Implmentation	Active Transportation	$55,000	**Purpose:** This project would assist communities with the planning/design work as well as before and after data collection and analysis for low cost, temporary/interim complete streets pilot projects. This project would offer communities additional and new tools related to Complete Streets that are distinct from the state's Complete Streets Program. Specifically, this project would focus on implementing extremely low cost (in the range of several hundred to one thousand dollars) projects that would be meant to be temporary. These low-cost, temporary projects can showcase improvements such as protected bicycle lanes, green bike lane paint through intersections, and curb extensions created with paint, spray chalk or paint, duct tape, planters, traffic cones, flexible posts, and signs. These pilots can also be integrated with events such as neighborhood festivals to maximize community engagement in addition to traditional community meetings for public outreach.The temporary nature of these projects is an important factor to allow communities to test out/pilot Complete Streets approaches in different areas and learn from their implementation. The relatively fast timeline for implementation could allow for increased public involvement and public education of Complete Streets solutions as well as the ability for communities to conduct before and after studies to enhance understanding of how different Complete Streets approaches function and what could be improved for longer-term implementation. This project also has the potential to reach smaller communities without budgets to spend on Complete Streets and without the staff available to plan, design, and implement the projects. **Anticipated Outcome:** Increased implementation of low cost complete streets pilot projects; increased understanding of the potential benefits of complete streets improvements; community engagement opportunities facilitated by CTPS. Planning and design reports to accomplish low cost complete streets projects.	2	1	yes	One committee member noted having a hard time leaving this out.
E-7	Using GTFS to Find Shared Segments with Excessively	Transit	$25,000	**Purpose:** The goals of this study would be to use existing data to provide schedule improvements for MBTA buses and to document reasons behind irregularities in the existing schedule. **Anticipated Outcome:** By mining the MBTA's GTFS data, we can discover the distribution of headways at a stop over time, discovering segments that have excessively irregular headways or segments where multiple bus routes are scheduled to overlap. In many of cases, there may be a reason for the irregular combined headways. This project would document these reasons.	2	1	yes	

ID	Proposed Study Name	Project Category	Tentative Project Cost	Project Description	Committee Member Top Priority Votes	Committee Member Bottom Non-Priority Votes	Tentative Staff Priority	Notes
B-3	Energy and Electric Vehicle Use in the MPO Region	Land Use, Environment, and Economy	$35,000	**Purpose:** Through this project, MPO staff would gather information and develop a profile of energy use for transportation in the MPO region. MPO staff would focus in particular on energy use trends that pertain to electric vehicles. **Anticipated Outcome:** This project would inventory the distribution and location characteristics of charging stations, the characteristics of the electric vehicle fleet in the Boston region (such as the proportions of electric vehicles that are owned by households as compared to institutions institutions), and analyze trends in the availability and use of these vehicles. Other activities may include an analysis of levels of consumption for different fuel types. This information may be useful to the MPO in future plan development and performance-based planning activities.	2	1	no	
E-1	MBTA Bicycle Parking/Park and Ride Lot Monitoring	Transit	$80,000	**Purpose:** Two hundred and seventy-nine (279) MBTA stations would need to be surveyed for bicycle parking data. Additionally, the MBTA parking lots, which have not been surveyed since 2013, also would need to be updated. The parking lots for this iteration of the park and ride lot survey will include any parking near stations that commuters use, including MBTA lots, private lots, and on street parking. Because it is less costly to make a single visit to stations that offer parking for both modes, this collection effort will combine the data for both bicycle and automobile parking. This task will also include talking to communities to see what the parking trends for each station are and to see if the communities have recommendations of their own. This study would also look at the pricing and management structure of all of the publicly- and privately-owned parking lots at and near MBTA stations. **Anticipated Outcome:** Update the demand and supply of parking at MBTA stations and catalogue the institutional structure that shapes pricing for parking in the lots.	2	1	no	Noted by UPWP Committee: Big effort, not sure how much value. Discussed by staff: this can be done as part of CMP.
A-4	Municipal Pedestrian Network Studies	Active Transportation	$40,000	**Purpose:** Through this project, MPO staff would provide support to several municipalities in the MPO region that are interested in exploring opportunities to improve their communitywide pedestrian network. **Anticipated Outcome:** Using municipal inventories of sidewalks and other data resources, MPO staff will work with communities to conduct an assessment of existing pedestrian transportation connections, including sidewalks, paths, and crosswalks, and will identify opportunities to improve these connections. These analyses will be coordinated with work done by the Metropolitan Area Planning Council (MAPC), MassRIDES (through the Massachusetts Safe Routes to School Program), and other stakeholders, when appropriate. The results of these assessments and recommendations could be used to support community-level Complete Streets improvement programs and projects, which could be funded with federal, state, local, or other funding.	2	1	no	

ID	Proposed Study Name	Project Category	Tentative Project Cost	Project Description	Committee Member Top Priority Votes	Committee Member Bottom Non-Priority Votes	Tentative Staff Priority	Notes
A-9	Study of Possible Places and Times for Car-Free Days	Active Transportation	$35,000	**Purpose:** This study would aim to understand and analyze the appropriateness of instituting car-free days or locations. CTPS staff would work with selected municipalities (up to three) to analyze streets, days, and times (including different times of year) that car-free days would benefit the community and multi-modal transportation or recreation throughout the community. Aspects that could be analyzed to understand the possible costs and benefits of establishing a car-free street/day include: traffic and commuting patterns, air quality improvements, economic impact to businesses, and community support among others. **Anticipated Outcome:** Memorandum(s) describing the recommended approach to implementing car-free days/streets and an analysis of the costs and benefits that could be realized.	1	4	yes	Noted by UPWP Committee: Seems more appropriate for this to come from local initiative.
A-6	Before and After Studies of Protected and Conventional Bicycle Lanes	Active Transportation	$55,000	**Purpose:** This study would conduct detailed counts, analyze crash data, and survey people using the street and businesses to compare "before" and "after" conditions and public perceptions of new bicycle lanes. The effect of different types of bicycle lanes upon greenhouse gas emissions can be analyzed as well. **Anticipated Outcome:** Identify effects of the newly constructed bicycle lanes on bike counts, crashes, and mode split compared to existing conditions and relative to conditions on similar nearby streets that did not receive newly constructed bicycle facilities. Add to our understanding of to what degree the new bicycle facility attracts people who were not previously biking in the area and to what degree it attracts people who were already biking away from their former route to the new facility.	1	1	no	Discussed by staff to come back to this as a before and after Complete Streets study in a few years. More data needs to be available.
A-8	Bicycle Level of Service Metric	Active Transportation	$55,000	**Purpose:** This project would help to understand the travel behaviors and comfort levels of cyclists within diverse environments and to be better able to accurately plan for transportation in the Boston region. **Anticipated Outcome:** Enhanced ability to calculate expected bicycle trips and to prioritize projects. This study would begin with a literature review of existing bicycle Level-of-Service (LOS) criteria to identify the data that CTPS staff should use when modeling cyclist trips within the Boston region. This process would be informed by communication with CTPS staff and entities at the local and state level in order to identify what data is currently available for calculating bicycle LOS in the Boston region. Depending on data availability, criteria for the LOS metric would be selected and used to evaluate Boston region bicycle LOS.	1	2	no	Noted by UPWP Committee: LOS may not be the right metric. Noted by committee and staff: May be better to wait until Pedestrian LOS project is completed.
B-1	Methodologies and Tools for Understanding Transportation, Population, Housing, and Economic Discplacement	Land Use, Environment, and Economy	$85,000	**Purpose:** Through this project, staff would work on developing methodologies or approaches that the MPO could use to better project economic displacement as a result of transportation projects. **Anticipated Outcome:** Through this project, staff would identify, through a literature review and other methods, techniques for accounting for displacement through the regional travel demand model, the land use model, or other approaches. These techniques could be tested on a project programmed in the Long Range Transportation Plan (which would serve a hypothetical example). MPO staff could also attempt to do some before-and after comparisons on a past large-scale transportation project to better understand displacement. Deliverables may include a memorandum documenting techniques and the results of sample analyses. Ultimately, these results could inform MPO project selection and performance-based planning.	1	1	no	
E-2	Potential Uses for Unused and Underused ROWs	Transit	$55,000	**Purpose:** Through this study, MPO staff would inventory and map the un- or underused rail right-of-way (ROW) in the region, then suggest possible transportation uses for the ROW. Options for alternative uses could include the creation of bicycle and/or pedestrian routes, or routes for new transit service. **Anticipated Outcome:** The deliverable could be a memorandum describing the study process, recommendations for a few specific locations, and maps of the region describing the used and underused ROW.	1	1	no	

ID	Proposed Study Name	Project Category	Tentative Project Cost	Project Description	Committee Member Top Priority Votes	Committee Member Bottom Non-Priority Votes	Tentative Staff Priority	Notes
E-3	Non-Fixed Route Transportation Services: Lessons for Transit Agencies	Transit	$90,000	**Purpose:** In a past study, CTPS used taxi origin-destination data, along with other data sources, to determine where transit dollars might be best spent to improve the MBTA's early-morning service. This proposed study will go beyond the scope of the previous study and will include all-day taxi data and other non-fixed-route service origin-destination data to determine where the fixed-route transit system is inadequately serving potential riders and where improvements could be made. This study will focus on areas with concentrated taxi or other point-to-point service origins and destinations, as these are the areas with the most potential for supporting fixed- route transit service. The study area for this project will include Boston and Cambridge. **Anticipated Outcome:** Understanding of improvements that could be made to the fixed-route transit service.	1	1	no	Noted by UPWP Committee and staff: Taxi data not readily available.
Projects with Bottom Priority Votes Only (No Top Priority Votes)								
A-2	The Impact of a Connected, High-Quality Bicycle Network on GHG Emissions and Mode Shift	Active Transportation	$40,000	**Purpose:** This study comes out of the GHG Reduction Strategies Study completed in 2015. This project would estimate the impact of a connected, high quality bicycle network on GHG emissions and mode shift, also looking at the safety, equity, mobility, and health benefits. **Anticipated Outcome:** Currently the MPO funds bicycle improvements as part of individual projects and shorter segments of off-road bicycle paths. This study would look at a bicycle network in high-density areas at various levels of deployment ranging from quarter-mile intervals to one-mile intervals in a grid system, which was initially defined in the bicycle improvements strategy from the GHG Reduction Strategies Study. Other variations of a comprehensive bicycle network strategy could be considered in this study as well.	0	2	no	One committee member noted having a hard time leaving this out. Staff discussed that this could be done under the ongoing bicycle and pedestrian support activities program.
E-6	A Review of Interlining at the MBTA	Transit	$55,000	**Purpose:** This study's goal would be to review some of the issues with interlining and discover the conditions where interlining may and may not be operationally beneficial. It would include a review of the MBTA's practices for scheduling running time and using interlining/automatic run cutting compared with use of these practices at peer agencies. **Anticipated Outcome:** The results of this study would provide the MBTA with parameters they could use to fine-tune how they schedule their services--reaping the benefits of interlining when it makes sense yet providing reliable and resilient service.	0	2	no	One committee member noted having a hard time leaving this out.
E-5	Strategies to Reduce Paratransit Trips in the MPO Region: Reducing Barriers to Entry to Fixed-Route Transit Service	Transit	$55,000	**Purpose:** Throughout the MPO region, people use paratransit services such as THE RIDE. Some of their travel patterns may overlap with the existing fixed-route network, and other travel patterns might be accommodated through minor adjustments to existing transit service. In the past, the MBTA offered free CharlieCards to THE RIDE users to lower the barrier of entry to the fixed-route system for the trips they can make using the fixed-route system. Depending on the available data, knowing where the users of these special CharlieCards make trips on the fixed-route system and where they use THE RIDE may provide valuable insights to system improvements. **Anticipated Outcome:** Identify the travel patterns of THE RIDE users, quantify some service issues that prohibit people from fully using fixed-route services, and make recommendations to existing service that may improve access to the fixed route system.	0	1	no	

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Projects with No Votes								
B-5	Electric Vehicle Technologies for Transit	Land Use, Environment, and Economy	$55,000	**Purpose:** This study would investigate the electric vehicle technologies available for transit vehicles. It could look at what technologies are being used successfully in other areas/states as well as the economic and environmental costs and benefits of implementing these technologies in the Boston region. **Anticipated Outcome:** A white paper documenting the findings of research from around the country and an analysis of applicability to the Boston region.	0	0	no	One committee member noted having a hard time leaving this out.
B-6	Impacts of SIP Commitments on Air Quality	Land Use, Environment, and Economy	$75,000	**Purpose:** This study would investigate the air quality impacts of transit projects included in the State Implementation Plan as transportation control measures during the environmental review process for the Central Artery/Third Harbor Tunnel project. **Anticipated Outcome:** An understanding and approach to analysis of the impact of SIP commitments on regional air quality. The study would also shed light on the effectiveness of using legal commitments as a strategy for ensuring implementation of transportation projects and priorities for attaining and/or maintaining compliance with the National Ambient Air Quality Standards.	0	0	no	
E-4	Collecting Better MBTA Survey Data	Transit	$55,000	**Purpose:** As technology advances, opportunities improve for gathering data of a better quality and in a greater quantity. The MBTA strives to serve the needs of its users and often relies on surveys to determine how the MBTA might improve its service. Current MBTA survey formats provide a great deal of information, but there may be additional avenues that the MBTA could pursue in order to compile robust user data. The MBTA application that allows users to purchase tickets on their smart phones could provide a quick and easy means by which the MBTA could gather data on a constant basis. After a user purchases a ticket, the application could prompt the user to provide the mode or modes by which he or she reached the station, the distance traveled to the station using each travel mode, and his or her demographic information. Additionally, as use of the ticket purchase application expands to other modes besides the commuter rail, this survey approach could be useful in reaching many more riders. This study could explore this approach to gathering better user data as well as others. Other options would be determined in coordination with the MBTA's new data chief. **Anticipated Outcome:** The project would begin with a literature review of existing data collection methods. This would be followed by an assessment of the feasibility of using each approach for MBTA surveys. Finally, this project would recommend approaches that the MBTA should take when conducting surveys in the future.	0	0	no	Noted that this project is ahead of its time. The MBTA just hired a data manager to tackle these issues.

* 6 Committee members voted in the survey.