

APPENDIX A**SCOPE OF SERVICES****MARICOPA ASSOCIATION OF GOVERNMENTS (MAG)
SOUTHEAST VALLEY TRANSIT SYSTEM STUDY (SEVTSS)**

The purpose of the study is to analyze transit services and ridership demand in transit-established and transit-aspiring communities within the Southeast Valley. The study will identify efficiencies in current and planned transit services in the study area. The study will also identify an integrated, demand driven transit system that effectively and efficiently connects areas within the Southeast Valley as well as to existing and planned regional transit improvements such as high-capacity transit. MAG will be the lead agency on this project; the Regional Public Transportation Authority (RPTA) will co-manage the study. MAG and RPTA comprise the Project Management Team (PMT). MAG, RPTA, and the CONSULTANT comprise the Project Team (PT).

I. WORK PLAN AND TASKS

The purpose of this Section is to outline the major tasks required to be performed by the CONSULTANT in order to produce the needed analyses and deliverables to MAG. All work will be performed under the general direction of the MAG project manager. Any staff modifications to the project need to be approved by the MAG project manager.

Task 1 Study Refinement

The primary purpose of this task is to confirm study goals, objectives, and approach. For this task the CONSULTANT will produce a detailed work plan, project management plan, and, in coordination with the PMT, establish the Project Advisory Committee (PAC). The CONSULTANT will regularly meet with, support, and receive study feedback from the PAC. A kickoff meeting will be held with the PAC to refine the Scope of Services.

The detailed work plan will include, but not be limited to, items such as:

- A. A project statement clearly identifying the study goals and objectives and the accompanying work tasks necessary to achieve them;
- B. Project staff tasks and duties;
- C. Transit optimization approach;
- D. Public Involvement Approach (to be refined in conjunction with RPTA Community Relations Staff);
- E. A detailed description of work tasks and workflow relationships; and
- F. Refined study schedule, project deliverable timeline and meeting schedules.

This task also includes refining the different planning horizons and study area. The planning horizons and study area may change based on feedback throughout the project.

The project management plan will include elements such as the project organization, quality assurance/quality control, document preparation and standards, budget and cost control, and process for review and adoption/acceptance of study recommendation and findings, including the final transit plan, etc.

Throughout the course of this project, inquiry and discussion may result in some revisions to the Scope of Services and Project Schedule. As necessary, the CONSULTANT will refine the Scope of Services for this project based upon professional experience and input from MAG and RPTA. The CONSULTANT will prepare documentation of any such revision, including a revised labor/dollar allocation and project task cost breakdown, and submit the revision to MAG for approval.

Task 2 Data Collection and Documenting Existing Conditions

The primary purpose of this task is to perform a comprehensive data collection effort that will support all other study tasks and to summarize the subareas existing conditions. This task will include Geographic Information System (GIS) data collection and preparation of base and projection maps of the study area. Activities under this task will include, but are not limited to, reviewing the following:

- A. Findings of transportation, transit, and land used studies, plans, policies and reports across the local, subarea, region, and the state level that relate to the tasks for this study area (e.g., Building a Quality Arizona, the RPTA Transit Life Cycle Program, etc.). Summarize the effects of such studies and identify elements applicable to this study;
- B. Past, current and projected funding for transit in the study area;
- C. Individual bus route profiles summarizing service characteristics, ridership information, and statistics that relate to performance measures such as riders per hour or riders per mile;
- D. Current transit service system and performance assessment;
- E. Demographic and socioeconomic conditions;
- F. Inventory of current transit assets in the built environment of the study area; and
- G. Document community objectives, opportunities, and constraints.

Task 3 Public Involvement Plan Support

The primary purpose of this task is regular and timely communication with the public and opportunities for input at key milestones to help build final study recommendations. Under this task, the CONSULTANT will, in coordination with RPTA Community relations Staff, engage staff from the various agencies, stakeholders, and general public in the planning process. The RPTA will lead and complete the assignments associated with the Public Involvement Plan; the CONSULTANT will support agency staff in the planning and implementation process.

The RPTA will prepare and implement a robust and proactive public involvement program for the length of the study, taking into account ongoing public involvement in related planning studies and other activities. The CONSULTANT will recommend additions and modifications to the Public Involvement Plan (PIP) throughout the study, for example, recommending tools and interactive opportunities based on past experience to encourage effective public and agency involvement in the study. Elements of the public involvement program will include the following:

- A. Stakeholder interviews, including engaging communities of concern;
- B. A survey to gauge public perceptions and needs about transit service;
- C. Participation in existing public forums and social media;
- D. Project fact sheets or newsletters;
- E. Outreach presentation materials; and
- F. A final project brochure for distribution.

The CONSULTANT will provide support and input through the public outreach effort. The CONSULTANT will coordinate with RPTA Community Relations Staff to record public and stakeholder input through summary packages, which will include a written summary of the input generated at each public/stakeholder meeting or interview along with copies of the materials presented and provided, and copies of sign-in sheets or feedback forms (if collected). The CONSULTANT will document all public involvement efforts through digital media such as photographs; the CONSULTANT will incorporate such media in the various work products as deemed feasible.

The CONSULTANT team Project Manager or a senior-level consultant will attend all public outreach meetings. The CONSULTANT, interfacing with RPTA Community Relations Staff, will prepare supporting materials for such meetings. Materials may include graphics, maps, boards, exhibits, handout materials and PowerPoint presentations. At the public outreach meetings the CONSULTANT will observe and assist RPTA Community Relations in delivering presentations and answering questions related to the project. At the request of RPTA Community Relations Staff and the PAC the CONSULTANT will review draft meeting and presentation materials as well as outreach summary deliverables.

Task 4 Transit Service Optimization

The primary purpose of this task is to identify and maximize transit operating efficiencies. The CONSULTANT team will familiarize itself with the transit makeup within the study area (e.g., bus routes, bus stops, transit facilities, etc.). Study area familiarization will help in determining if current service is operating efficiently and effectively or if minor and/or cost neutral modifications can help increase ridership, improve the transit customer experience and lower operating costs. The specifics of this task will be collaboratively developed with the PMT and others as appropriate as part of Task 1, to identify clear parameters for what is to be completed based on the data required and available for such analysis.

Working in coordination with RPTA and their Regional Transit Standards and Performance Measures, the CONSULTANT will prepare and deliver a robust Transit Optimization Analysis (TOA) review program. The TOA will be used to evaluate the study area's transit service (current and near-term) and deliver service optimization recommendations. The optimization recommendations will be reviewed by the PAC. The recommendations should be ready for roll-out (if applicable) during the regularly scheduled service changes of spring 2015 (keeping in mind the various approval processes).

The City of Phoenix owns the HASTUS scheduling software; the cities of Phoenix and Tempe have HASTUS experts. The CONSULTANT will work closely with transit planning staff from RPTA and the cities of Phoenix and Tempe to execute this task, especially those tasks that require HASTUS work.

For this task, and based on the parameters identified in Task 1, the CONSULTANT will analyze items that may include but are not limited to transit vehicle running times, dwell times, blocking, corridor or segment productivity, span of service, service roll-out (in/outbound to/from the central core), deadhead miles, interlining, transit vehicle yard assignment, transit vehicle route assignment, advantages/disadvantages for transit route deviation to transit centers and park-and-rides, high level recommendations on future route efficiency and effectiveness (e.g., commensurate route length and frequency for efficient operation), etc. It is important to note that in the Phoenix region runcutting is performed by the transit operator, the CONSULTANT will address runcutting based on direction from the PMT.

The CONSULTANT will consider transit productivity for the services currently running between long distance communities, particularly between rural communities as these do not meet the typical transit model. The transit service operating costs for these communities is higher than those in urban/suburban areas due to the long distances traveled and sparse population and employment densities between them. The CONSULTANT will make efficiency recommendations on how to improve productivity.

The TOA will involve:

- A systematic review of service design and scheduling practices (including blocking and running time analysis) and related performance indicators. The review will include a discussion of the current service design approach and application of key HASTUS optimization modules utilizing the staff experts at the

cities of Phoenix and Tempe, the current allocation of vehicle resources between operating divisions, as well as key scheduling rules and parameters. Current scheduling practices will be discussed, including running time/system speed calibration, build points, network hierarchy for transfer priorities, approach to interlining, as well as development of cycle times and layover parameters.

- The PT will ensure that: a) remote access to the current HASTUS system software will be provided via HASTEST and b) project scheduling files will be created for analysis purposes.
- A prioritization of segment analysis activities will be applied to selected routes based on the data in the HASTUS Rider Module with a focus on routes identified as either "network spine routes" or routes having serious performance problems. A segment analysis criteria will be agreed upon with the PMT.
- A review of individual routes and the service network (ridership, productivity, key route performance indicators). The review will consider both current and potential performance based on its service market and role in the network, its relationship to future trends and planned transportation improvements (bus/ rail), and opportunities for improvement using industry best practices in service design and scheduling.
- Developing recommendations (short- and long-term) for service design and scheduling improvements. The recommendations will address optimization in the context of service planning and route performance as well as the schedule development and implementation.
- A scheduling review questionnaire to identify key scheduling process attributes, performance indicators (pay to platform and revenue hours, deadhead versus revenue hours/miles, layover percentages, etc.) and trends for all service scheduled in the study area.

The consultant will perform fieldwork to review key route and HASTUS network attributes and market characteristics. The CONSULTANT will hold at a minimum a series of three workshops with Phoenix and Tempe HASTUS planning staff at key points in the evaluation process:

- The first service performance workshop will be held to review the current route/network performance and the scheduling approaches and processes currently applied. Service and network findings will be shared and discussed at this workshop. Based on the results of the workshop, network and scheduling review priorities will be established, including the priority and sequence of HASTUS module to be employed in the next phase of the analysis. One result may be the development of two to three alternative scenarios to test changes in key scheduling/blocking parameters to test "optimization paths." This approach merges a number of key processes in a collaborative manner and provides a framework for the development and evaluation of optimization alternatives.
- A second workshop will be scheduled to discuss initial service concepts, network configurations, and scheduling approaches.
- The third workshop will review the optimization findings and recommendations. The schedule for the workshops will be developed in concert with other project tasks and at the direction of the PMT, will be modified as needed.

Task 5 Existing and Future Conditions

The CONSULTANT will evaluate, and summarize existing and future socioeconomic and demographic data, travel patterns, as well as transportation and land use information necessary to optimize service and determine the demand and market need for the subarea's short-, mid-, and long-range transit options. The analysis will yield a transit service planning screening criteria such as a Transit Dependency/Propensity Index, Ridership Detractor/Attractor Factors, Study Area Rider Trip Characteristics, Transit Mode-Specific Minimum/Optimum Thresholds, Transit Mode and Land Use Index, etc.

General activities under this task include a review and summary of the following:

- A. Subarea socioeconomic and demographic data;
- B. Existing and planned activity centers, employment centers, land use data (including planned communities), development codes and plans;
- C. Transit ridership and market demand data (e.g., bus stop boardings, park and ride utilization, bicycle to bus connections);
- D. Regional travel demand forecasts from the MAG TransCAD model (available forecast years include the base year (2011) and future years 2015, 2020, 2025, 2030 and 2035);
- E. Regional Activity Based Model as appropriate and available;
- F. Inventory and documentation of current transit infrastructure including bus stops, transit centers, park and rides, pedestrian accessibility, etc.;
- G. Document best practices and strategies of transit systems; and
- H. National, regional and local trends impacting transit ridership and how these have and/or can impact the study area, particularly the area's aging population.

Travel patterns in the study area will be analyzed in order to characterize travel markets and identify service gaps under both current and future conditions. The travel patterns analysis will be based on trip data from the MAG travel demand model. This analysis would be correlated to transportation, transit, and land use plans that are adopted or under revision in the local jurisdictions. Identifying travel patterns will be done by analyzing factors such as:

- A. Concentrations of transit dependent populations, including households with one or zero cars and lower income households;
- B. Areas with higher population densities;
- C. Areas with higher employment densities;
- D. Areas with high concentrations of seniors;
- E. Regional or special trip generators in the study area;
- F. Calculations of service miles per capita in different land use settings; and
- G. Goals, objectives, and issues areas identified in local transportation, transit, or land use plans.

Working with the PAC, the study team will identify a set of criteria that are related to these factors and that correlate service improvements or the expansion of the coverage area to these attributes of the travel markets. These criteria will integrate the upcoming Transit Standards and Performance Measures, findings from the Sustainable Transportation and Land Use Integration Study, indices from peer regions, or published research.

Task 6 Southeast Valley Transit Service Needs: Short-, Mid-, and Long-Range

Using the information assembled in the previous tasks, the CONSULTANT will perform a subarea analysis and determine the phased transit needs for the short-, mid-, and long-range time frames. This analysis will identify potential transit expansion opportunities (e.g., circulators, local fixed route service, demand response, etc.) and their application within the subarea. The evaluation of needs will also consider both local circulation and opportunities to connect with the existing and planned regional transit system. Activities will include the following components:

- A. Building on all previous studies, tasks and by gauging public feedback, the CONSULTANT, in coordination with the PAC, will generate goals and objectives that will guide the development of the Transit System Plan Recommendations;
- B. Potential transit supportive policies and guidelines to improve and encourage transit ridership and access to transit;
- C. Proposed level of service for each corridor, routing alignments, infrastructure improvements and service modes that are consistent with RPTA's Transit Standards and Performance Measures Study and industry performance measures and service

- standards for rural areas;
- D. Proposed baseline level of transit service for each phase that maintains internal and regional connectivity for subarea residents, particularly transit dependent populations;
- E. Opportunities to connect to neighboring and regional transit services;
- F. Identify early action transit implementation areas for transit aspiring communities;
- G. Development of a draft short-, mid-, and long-range Southeast Valley transit service plan based on performance, market demand, options for seniors and youth and people with disabilities, services to provide for local circulation and connections to activity centers and existing and planned regional transit system, federal compliance (e.g., Environmental and Title VI populations), etc.;
- H. Developing innovative and cost effective solutions to meet the needs of changing demographic trends such as the region's aging population; and
- I. Utilize the transit service analysis process and develop an evaluation methodology to help project members assess future implementation of circulators, flex routes, or similar type of service and alignments proposed in the study.

The CONSULTANT, in collaboration with the PAC, will characterize travel markets and trip types within the study area to reflect the individual needs of the communities. Due to the study area's size, the following three zones are intended to effectively organize proposed recommendations in a way that serves each community included as part of this study:

Transit Optimization/Core Zone: This service zone will focus on optimizing existing transit services to meet and/or exceed the proposed RPTA Service Standards. Critical short-term recommendations will be identified as part of Task 4. Long-term improvements may be focused on projected changes in growth patterns, aging populations, enhancing productive transit service, and laying the foundation to support future high capacity transit (HCT) service.

Transit Emerging/Aspiring Zone: This service zone encompasses growing communities on the fringe of existing and planned transit services. These areas may have some connections to regional services, and may be interested in improving or building on those services or expanding the service coverage area to encompass current or emerging activity centers. A variety of modes may be suitable in these communities to serve needs, from local circulators to multi-jurisdictional local bus. Similar to other areas, these communities may also be considered for future HCT services and need to build the backbone of local service for "first/last mile" connections to these regional systems.

Regional Connection Zone: This service zone includes the communities in northern Pinal County that are located in the southern-most portion of the study area. These communities have little to no existing transit service but have experienced residential growth. These residents may be commuting to the other parts of the study area for employment, school, or special events and may benefit from a reliable connection to regional services at peak periods. These areas may be interested in commuter-oriented connections or lifeline services to meet the needs in their communities.

In coordination with the PAC, this task will identify short-, mid- and long-term transit recommendations.

Short-Term: The short-term recommendations will be developed based on the outcomes of Task 4, the TOA; priorities identified in current local plans; and the observations on unmet needs made in Task 5. The TOA findings will be included in the recommendations consistent with stakeholder input on priorities and important connections to maintain or enhance.

In areas where the transit systems are less developed or are still emerging, the team will assess the travel markets analyzed in Task 5 and updated local transit plans to determine the priority areas for service based on unmet needs. The CONSULTANT will characterize key activity centers and trip types and identify service types and routing appropriate for the demographics and spatial arrangement of the activity centers within the service/focus areas. The CONSULTANT

will estimate transit ridership using peer routes in similar demographics elsewhere in the Valley. The plan recommendations will be refined until the combination of coverage, connectivity, route density and intensity, affordability, and productivity are achieved within the financial constraints for the short-term planning horizon. The team will identify "low-hanging fruit" and critical service needs as part of the short-term plan.

Mid-Term: The mid-term recommendations will be developed based on the agreement on deferred short-term items and to lay the foundation for the longer-term vision. It is anticipated that the mid-term needs and associated plan of action will be completed last and will generally be an interpolation between the short- and long-term plans with a cross check "build up" from the short-term. The mid-term plan will also acknowledge the opening of the light rail transit (LRT) extensions currently in final implementation. A service area suitable for the mid-term horizon will be developed based on demographics and activity center information.

Long-Term: The starting points for the development of a long-range plan of action will be the travel patterns analysis developed in Task 5, the future transit system that is presently identified in the RTP including LRT extensions, local transit plans and other pertinent studies (such as the Commuter Rail System Study). Based on projected demographics, land use, and intra-study area travel patterns, concepts for the following long-term recommendations will be explored:

- A. Service areas that may be productive or suitable for different modes (such as circulators, arterial bus, or flexible/deviated bus service);
- B. Key illustrative routes that respond to the forecasted travel markets;
- C. Key commuter/rural connections to be made; and
- D. Areas of "first/last mile" connections to support potential development of commuter or passenger rail consistent with current planning.

Coverage, connectivity, route density, and intensity will be adjusted until coverage, affordability, and productivity are at acceptable levels.

Task 7 Briefings, Presentations and Meetings

The CONSULTANT will be available for engagement requests for each PAC member agency, not to exceed a total of 35 meetings for the entire project, to participate in briefings, presentations and meetings before elected officials, residents, non- and for-profit entities, etc., throughout the study. The consultant will attend the MAG and RPTA committee meetings as required by the MAG Project Manager. The CONSULTANT will attend all PAC project meetings as well as Public Involvement events and activities, as appropriate, highlighted in Task 3 and in RPTA's Public Involvement Plan. The CONSULTANT will maintain a log of presentations and meetings and will document them each month in progress reports to the MAG Project Manager.

Task 8 Financial Analysis

Based on the goals and objectives that will guide the development of the Transit System Plan Recommendations and the needs identified in Task 6, the CONSULTANT will perform a financial analysis that includes the various costs and funding strategies and options for all of the services being considered and recommended in this study. The analysis will include the following components:

- A. Funding requirements, including annual capital and operating costs;
- B. System life cycle costs, maintenance, replacement and expansion schedules; and
- C. Funding strategies and opportunities, including potential local funding options for the Southeast Valley.

The CONSULTANT will prepare a comprehensive list of potential funding sources to meet the funding requirements of each option, and engage the PAC in a discussion of their viability. Potential sources of funding to be considered include:

- A. Federal transit assistance programs
- B. Future regional or subregional funding
- C. Local tax options and special districts
- D. Farebox revenues
- E. Private contract revenues

Using these potential funding sources the CONSULTANT will develop a series of alternative funding strategies to implement the service plan recommendations. Potential sources may include a local tax package, and federal transit and community development assistance. Local tax options, including sales tax, must be analyzed in terms of the funding required for the service plan recommendations, and maintaining equity between the revenues and service benefits for each participating community. The timeframes for these options will be linked to the variety of lead times for improvements identified in the service plan recommendations.

Task 9 Southeast Valley Transit System Plan Recommendations

The CONSULTANT will prepare the comprehensive, phased, demand- and market-based Southeast Valley Transit System Plan Recommendations. The recommendations should balance the service requirements for the short-, mid- and long-term needs from Task 6 with the financial analysis of Task 8. The financial analysis completed as part of Task 8 will guide the assessment of affordability and provide a framework for financing strategies for plan implementation. The transit plan recommendations will include efficiencies for the short- and mid-term. The recommendations will also include the following components for each phase:

- A. Routing alignments, service levels (including a baseline level of service), and required built environment supportive infrastructure (including at the bus stop level for both bicycle and pedestrian interface improvements);
- B. Detailed financial plan per implementation phase including capital and operating cost requirements;
- C. A service evaluation plan for meeting, outperforming, or addressing underperforming service that is based on the upcoming RPTA Transit Standards and Performance Measures;
- D. Outlines the strategies or tasks needed to be performed by the individual jurisdictions, the subarea, and the region, as necessary, in implementing the transit plan recommendations identified in this study;
- E. Efficiencies and Optimization Efforts on Existing Network, including:
 - Management and governance
 - Coordination with connecting services
 - Maintenance Plan
 - Marketing Plan for increased ridership in growing areas; and
- F. A final project report as well as a brochure and/or executive summary for distribution.

The CONSULTANT will prepare a final report that summarizes all working papers, technical memorandums, and final recommendations. A summary of the public involvement process and how it affected the planning process will also be included in the final report.

Task 10 Study Record

Assemble all final products from the study tasks into a complete study record.

II. DELIVERABLES

The products of this project are listed below. Each working paper and any accompanying technical memorandums should present information in a succinct manner with extensive use of tables, matrices, dashboards and drawings. The working papers and any accompanying technical memorandums ultimately will be consolidated into a final report. The CONSULTANT will submit an administrative draft of each working paper and technical memorandum. The draft documents will be submitted in electronic format to the MAG project manager for review. Comments from the MAG project manager will be incorporated into the working paper and technical memorandum by the CONSULTANT before it is distributed for external review. Comments received during the external review process will be incorporated into the working paper and technical memorandum by the CONSULTANT, which will then become a chapter in the draft final report. Review versions of deliverables will be submitted in electronic format, and hard copies will be prepared for final versions only.

Task 1. Study Refinement

1. Working Paper 1 - Produce a detailed work plan, project management plan, refine the various study planning horizons, and support the PAC throughout the entire study (15 (fifteen) bound color copies).

Task 2. Existing Conditions

1. Working Paper 2 – Collect data and produce an overview of existing conditions within the study area including transit infrastructure inventory (15 (fifteen) bound color copies).

Task 3. Public Involvement Plan Support

1. Public outreach effort summary packages (developed in coordination with RPTA Community Relations).
2. Submittal of digital media files (e.g., photographs) of all public involvement efforts.
3. Public outreach meeting support materials (e.g., maps, PowerPoint, etc.).
4. Proof of attendance at the public outreach meetings and providing assistance at such meeting in delivering presentations and answering study questions.

Task 4. Transit Service Optimization

1. Technical Memorandum: Transit optimization review.
2. Working Paper 4 - Service Optimization Recommendations for all routes in the study area (15 (fifteen) bound color copies).

Task 5. Existing and Future Conditions

1. Technical Memorandum: Transit service planning screening criteria, data summary, and best practices for building a local transit system.
2. Working Paper 5 - Existing and future population & employment, transportation, travel demand, land use conditions, alternatives development process and market needs evaluation process (15 (fifteen) bound color copies).

Task 6. Transit Service Needs: Short-, Mid-, and Long-Range

1. Technical memorandum: Goals and objectives for the various planning horizons and additional refinement of timeframes/planning horizons as needed.
2. Working Paper 6 - Southeast Valley Transit Service Needs: Assessment of existing transit service, market needs and operations by market type, defined timeframes/planning horizons, performance indicators, and service evaluation plan (15 (fifteen) bound color copies).

Task 7. Summary of Briefings, Presentations and Meetings

1. Working Paper 7 – Summary of briefings, presentations and meetings (15 (fifteen) bound color copies).

Task 8. Financial Analysis

1. Technical memorandum: Preliminary cost estimates.
2. Working Paper 8 - Financial Analysis (15 (fifteen) bound color copies).

Task 9. Transit System Plan Recommendations & Study Record

1. Working Paper 9 - Southeast Valley transit system plan recommendations (15 (fifteen) bound color copies).
2. Southeast Valley Transit System Service Plan final brochure or Executive Summary (400 (four hundred) copies, in color).
3. Electronic presentation (PowerPoint) of plan, development process, timeline, key findings/recommendations, and summary of recommendations.

Task 10. Study Record

1. Study record and meeting summaries. Copies of deliverables to be provided on CD (both PDF and original electronic formats) and accompanied by a summary memorandum.

III. SCHEDULE

It is anticipated that the project will commence on or about December 1st, 2013, and be completed by April 30th, 2015. Technical memorandums are due before submittal of Working Papers. Final brochures are due after the submittal of the Working Papers and review by the PMT and PAC.

TASK NO.	TASK	SCHEDULE FOR COMPLETION
1	Working Paper 1 - Study Refinement.	January 17, 2014
2	Working Paper 2 - Data Collection and Document Existing Conditions.	March 14, 2014
3	Working Paper 3 - Public Involvement Support and Materials.	Throughout study.
4	Working Paper 4 - Transit Service Optimization.	October 31, 2014
5	Working Paper 5 - Existing and Future Conditions.	June 13, 2014
6	Working Paper 6 - Southeast Valley Transit Service Needs: Short-, Mid- and Long-Range.	December 12, 2014
7	Working Paper 7 - Summary of briefing, presentations and meetings.	April 30, 2015
8	Working Paper 8 - Financial Analysis.	February 20, 2015
9	Working Paper 9 - Southeast Valley Transit System Plan recommendations.	April 10, 2015
10	Study Record.	April 30, 2015