



Central City Line

Steering Committee Meeting #21

May 2, 2023 | 11:00 AM
Video Conference (Zoom)



Meeting Link: <https://us02web.zoom.us/j/82527360613?pwd=NnYxTVRCaGdtMzBtTTU5N0xGdEl2dz09>

Join by phone: +1-253-215-8782

Meeting ID: 825 2736 0613

Phone Passcode: 726019

Meeting Purpose: Provide an update on project status and upcoming launch activities

Meeting Agenda:

Item	Lead
Welcome, Introductions, and Agenda Review (5 min.)	Colleen Gardner, Chair
Public Expressions (5 min.)	Chair
Administrative Tasks (5 min.) <ul style="list-style-type: none"> Approval of October 20, 2021 Meeting Minutes Approval of April 20, 2022 Meeting Minutes Approval of November 29, 2022 Meeting Minutes 	Chair
Project Status (10 Minutes)	STA Staff
Launch Celebration Planning (25 min.)	Carly Cortright
Final Meeting (5 min.)	Karl Otterstrom, STA
Closing Remarks (5 min.)	E. Susan Meyer, STA

Documents/Files Distributed

Date	Method	File/Document Name
4/26/23	Posted	Meeting packet and legal notice posted to STA website
4/26/23	E-Mail	Meeting packet

CENTRAL CITY LINE STEERING COMMITTEE
MEETING

DRAFT Minutes of October 20, 2021
Zoom Meeting

MEMBERS/ALTERNATES PRESENT

Kevin Brockbank, Spokane Community College
Marlene Feist, City of Spokane
Jackie Fulton, Visit Spokane
Colleen Gardner, Chief Garry Park Neighborhood
John Lemus, People First
E. Susan Meyer, Spokane Transit Authority
Jon Schad, Washington State University
Harlan Shellabarger, West Representative
Juliet Sinisterra, University District Dev. Assoc.
John Sklut, Gonzaga University
Frank Tombari, East/Valley Representative
Amber Waldref, Logan Neighborhood Council

MEMBERS ABSENT

Vacant, Greater Spokane Inc.
Stephanie Curran, Spokane Public Facilities Dist.
Kathy Fritchie, Browne's Addn. Neighborhood
Gordon Hester, Downtown Business Rep.
Lori Kinnear, City of Spokane
Mark Richard, Downtown Spokane Partnership
Jim Kolva, Riverside Neighborhood Council
Steve Trabun, Avista Corporation

STAFF PRESENT

Karl Otterstrom, Director of Planning & Development
(Secretary)
Brandon Rapez-Betty, Director of Communications &
Customer Service
Dan Wells, Deputy Director of Capital Development
Don Skillingstad, Capital Projects Manager
Jeff Logan, Construction Manager
Nick Hanson, Capital Projects Manager
Denise Thorson, Project Control

CONSULTANTS/GUESTS

John Lien, SRTC
Rich Proszek, City of Spokane
Tirrell Black, City of Spokane
Colin Quin-Hurst, City of Spokane
Giacobbe Byrd, City of Spokane
John Gillette, Community Colleges of Spokane

1. WELCOME, INTRODUCTIONS, AND AGENDA REVIEW

Chair Colleen Gardner called the meeting to order at 2:06 PM. Roll was called.

2. ELECTION OF A COMMITTEE CHAIR / VICE CHAIR

Chair Gardner opened up the floor to nominations for the Committee Chair and Vice Chair. Ms. Amber Waldref moved to recommend Ms. Colleen Gardner be elected Chair of the Central City Line Steering Committee. Ms. E. Susan Meyer seconded the motion and it passed unanimously.

Chair Gardner opened up the floor to nominations for the Committee Vice Chair. Ms. Waldref moved to recommend Mr. Harlan Shellabarger to be elected Vice Chair. Ms. Meyer seconded the motion and it passed unanimously.

3. PUBLIC EXPRESSIONS

None.

4. ADMINISTRATIVE TASKS

Chair Gardner presented the February 17, 2021, meeting minutes for approval. Mr. John Lemus moved to approve the February 17, 2021, committee meeting minutes. Mr. Shellabarger seconded the motion and it passed unanimously.

5. PROJECT SCHEDULE DISCUSSION

Ms. Meyer shared the City Line project presentation she made to the Board Committees on October 6, 2021. The City Line is a 6-mile, corridor based, bus rapid transit (BRT) route that begins to the west in Browne's Addition and goes through the central business district, the U-District (including Gonzaga), through multiple neighborhoods, and East to Spokane Community College. A 60', five door, battery electric bus serves this route with stations on both the right side and the left side. Ms. Meyer reviewed Stations 19A & B and their amenities. On Spokane Falls Blvd., the shelter (the main amenity) on the station is part of the permanent infrastructure that is intended to make it more rail-like. The service will be frequent and will run from early in the morning until late night/early in the morning. The project budget is \$92.2M, and STA has recently received additional federal funds totaling about \$61M that will offset some of the local commitment, and a total of \$17.2M in state of Washington funds (including \$15M from the 2015 Connecting Washington package), and \$14.5M in local STA funds. The City Line opening was scheduled for May 2022, until a Covid related, supply chain shortage impacted the shelters. As a result, STA is proposing to FTA and sharing with this Committee, that July 2023 is the new revenue service date launch. This new launch date does not change the budget. STA has \$11.2M that staff projects as being under budget. Some of the delay related costs have reduced the original \$14M to \$11M. This date change will allow time for the City of Spokane to complete Riverside Avenue, and to conduct additional end-to-end system testing. The supply chain shortage relates to the rolled tube steel on the City Line shelters which have been delayed by about 10 months. The manufacturer in Wisconsin (Future Systems) is assembling a prototype which will be approved in November, and then the rest of the materials will be ordered. The tube steel (2,000 linear feet), however, has been early ordered for the 29 stations. The shelters will be installed by another company (from Spokane) and that contract has been awarded. City Line civil construction is just about done, the buses have arrived, and the project is going well.

Ms. Waldref asked about the impact that the new City Line launch date will have on the updating of the routes that intersect with the City Line and the timing of those changes. Mr. Karl Otterstrom responded that he will present this information later in the meeting.

Mr. Frank Tombari asked about construction details as pertains to a manufacturer located in Wisconsin and an installer located in Spokane. Is there insurance, bonding in place in case the measurements are wrong because cement has already been poured with the connecting pieces in the base. That would mean refabrication, that's delay, so who pays for that. Ms. Meyer responded that

the manufacturer in Wisconsin will create a prototype, ship it to Spokane and the installer will assemble the Prototype in Spokane. Mr. Wells responded that staff has built in design tolerances for the conduit stub out locations and the footings for the shelters. The shelters will be anchored sub-grade so the shelter legs will actually be bolted to footings that are six (6) inches below the sidewalk, and there is a little bit of play there. Once everything is installed, the shelter legs will be covered up with concrete so there is nothing to trip over. The prototype will arrive first, be assembled in Spokane, all details will be confirmed before placing any final orders. Necessary steps have been taken to accommodate the individual tolerances at each station – slopes, horizontal and running slopes, etc. Only long lead items have been ordered in bulk. The contract with the fabricator and the contract with the installer have including bonding. A third-party quality control consultant has been hired in Wisconsin to oversee the fabrication of the prototype there before it is shipped to Spokane. There will be additional consultants here in Spokane as well.

Ms. Meyer added that various schedules regarding the timing of the service and building the shelters was discussed. It was decided that starting the service and shelters at the same time was the best solution in order to limit detours and traffic distractions. The City Line is a combination of great service at substantial stations.

6. OTHER PROJECT UPDATES

Neighborhood Art - Mr. Wells presented a brief update. STA has been working with Spokane Arts since 2018 to help identify and design station identification art at each City Line station. Stations have been grouped by geography or neighborhood. Spokane Arts has worked to bring local artists on to create artwork for each of those stations. At this point, STA has received almost all of the drafts for the artwork, and are preparing an internal review process; confirming the art before the procurement and fabrication phase in 2022. STA and Spokane Arts is working on a presentation that introduces the artwork, the artists, and the inspiration behind the artwork. Details forthcoming in the future. Chair Gardner requested a time frame for the presentations as many of the neighborhood councils schedule the content for their meetings in advance. Mr. Brandon Rapez-Betty will provide that to Chair Gardner.

Browne's Addition Shelter – Mr. Otterstrom reminded the Committee that when the neighborhood art concept for City Line stations was being developed, the Board introduced the opportunity to neighborhoods to choose a different design. The Board approved Browne's Addition's request, with some conditions including participating in the costs of the new design. Browne's Addition is very interested in having a roof structure and type that mimics the shelters that were built in the 1980s. STA is working with Browne's Addition to create a design they will approve. STA is excited to integrate with the Browne's Addition historic neighborhood.

Public Outreach – Mr. Rapez-Betty reported that STA is implementing and planning continued outreach. This year's focus is construction awareness, vehicle testing and training awareness (i.e., internal STA staff – maintenance teams, training team, etc.), and raising awareness that the service will now launch in 2023. Staff maintains the City Line construction website and project website which includes graphic descriptions of pedestrian pathways through the construction, as well as traffic detours. Post cards have been mailed to addresses within a quarter mile of any of the construction sites. There have been billboard advertisements around the construction route which began in April and will continue to be up until November 2022. In 2022, the same awareness will continue via letters, post cards. Testing and training on the vehicles will continue. In addition, there a lot of effort into

the Fare Collection System and the policy around it. STA will also promote transit investments in other corridors. As people begin to understand about City Line and the benefits it is going to bring, STA will begin advertising about the Division Line Corridor; another project which is gaining momentum throughout the region. There will be other corridors that will need awareness. In 2023, there will be a significant ridership campaign and education; explaining how to ride the system successfully as this “is a whole new level of transit service.” Social media videos, and a very large and very exciting City Line ribbon cutting celebration “extravaganza” through each area that the route goes through acknowledging their contribution. STA had to forego many groundbreaking because they took place during the “shut down”.

7. CITY LINE ADJACENT PROJECTS

Fixed Route Service Planning – Mr. Otterstrom reminded the Committee that there was an extensive public outreach to identify, design and plan for improvements to a variety of routes in the region, especially Northeast Spokane and the Spokane Valley, which connect to the City Line. With the change in the timeline, STA will now implement the approved changes in two packages:

- Package 1 – Implement May 2022
- Package 2 – Implement with City Line (July 2023)

Fare Collection System Project – Mr. Rapez-Betty reported that the Fare Collection System is on track. This new account-based system launches October 2022 and features: new contactless smart card (“Connect” card), new mobile payment options, expanded retail locations for purchasing Connect cards, and open payments onboard with contactless credit cards. Cost-effective ticket vending machines will be at selected stations and locations, and handheld fare inspection devices will support proof-of-payment operations while maintaining existing fareboxes for cash collection. Customers using this system will experience faster boarding times. This program allows institutions to manage fares for their own clients which puts the power in their hands to make decisions more quickly, and it is set up in a way that maximizes that organization’s value. A paper proximity card (“Limited Use” card) will still be available for organization’s that do not have the capacity to manager online systems. Additional creative solutions can be designed for unique situations as they arise. Fare Policy outreach will probably start next month.

Riverside Avenue Rebuild (City of Spokane) – Mr. Rich Proszek reported that the City of Spokane is in the design stage of a long plan to upgrade Riverside to include a bicycle improvements and two (2) bus stops. The scope of work for this project includes asphalt grind and overlay from Division to Wall Street, pavement striping, ADA ramp upgrades, a signal upgrade and utility work (i.e., the aging water lines and communication system upgrades). Construction is expected to last from Spring 2022 – Fall 2022.

Transit Oriented Development (TOD) Project (City of Spokane) – Mr. Colin Quin-Hurst reported that there is a zoning and land use accessibility study under way, currently in Phase III, and expect to complete this project by the end of this year. The purpose of the study is to identify an approach for transit supportive regulatory changes and priority infrastructure investments that can be applied along high-frequency transit corridors. There were three stations that stood out for TOD: the Athletic Center at McCarthy, Napa and Mission, and Regal and Mission. Mr. Quin-Hurst reviewed development concepts. Currently, assessment of zoning and land use policy need to happen to support this level of development. Through this process, the City of Spokane has been keeping in touch with the neighborhood councils, through a steering committee, and with the assistance of a consultant. A focus

of the project is to improve corridors for walking and biking. Mr. Otterstrom added that the Division process is an integrated study and partnership championed by SRTC to create a partnership with the City, Spokane County, WSDOT, and STA to develop a multi-modal plan that takes into account transit and the act of transportation and how that can support future land use. DivisionConnects.org provides additional information. Meanwhile, STA partnered with the City and Spokane County to submit a grant for TOD planning; a special grant program FTA has for corridors that are expected to be fixed guideway projects such as the Division Corridor project.

8. 2022 COMMITTEE ENGAGEMENT

Mr. Otterstrom reminded the Committee that there was discussion regarding having a meeting every 6 months, having email updates in the intervening months, and this upcoming meeting would be the last before the launch of the City Line, and one final meeting afterward to celebrate and gather feedback. The Charter of this group continues to implementation so the Committee will plan on additional meetings until that time. Email updates will continue as well. Within the next few weeks, the City Line shelter prototype will arrive; Committee members can take an electric bus to visit at Moran Station to watch the first shelter be erected. One of the meetings could be scheduled with a tour on a bus together. Feedback was requested.

9. CLOSING REMARKS

Mr. Otterstrom thanked the Committee for today's discussion, and reviewed the City Line map at City Line Construction.

10. ADJOURN

Chair Gardner adjourned the meeting at 3:24 p.m.

Respectfully Submitted,

Karl Otterstrom, Director of Planning and Development
Steering Committee Secretary

CENTRAL CITY LINE STEERING COMMITTEE

MEETING

DRAFT Minutes of April 20, 2022

City Line Workshop Bus Tour

MEMBERS/ALTERNATES PRESENT

Kevin Campbell, Downtown Spokane Partnership
Kevin Brockbank, Spokane Community College
Marlene Feist, City of Spokane
Colleen Gardner, Chief Garry Park Neighborhood
Jim Kolva, Riverside Neighborhood Council
John Lemus, People First
Jake Mayson, Greater Spokane Inc.
E. Susan Meyer, Spokane Transit Authority
Jon Schad, Washington State University
John Sklut, Gonzaga University
Amber Waldref, Logan Neighborhood Council

STAFF PRESENT

Karl Otterstrom, Director of Planning & Development
(Secretary)
Dan Wells, Deputy Director of Capital Development
Don Skillingstad, Senior Project Manager
Nick Hanson, Capital Projects Manager

CONSULTANTS/GUESTS

Katherine Miller, City of Spokane
Steve MacDonald, City of Spokane
Spencer Gardner, City of Spokane

MEMBERS ABSENT

Stephanie Curran, Spokane Public Facilities Dist.
Kathy Fritchie, Browne's Addn. Neighborhood
Vacant, Visit Spokane
Gordon Hester, Downtown Business Rep.
Lori Kinnear, City of Spokane
Harlan Shellabarger, West Representative
Juliet Sinisterra, University District Dev. Assoc
Frank Tombari, East/Valley Representative
Steve Trabun, Avista Corporation

1. MEETING PURPOSE

The purpose of the meeting was to tour the City Line route and observe the construction progress to date.

2. CITY LINE TOUR

The Committee members met at the STA Administration building at 2:00 PM and promptly boarded the bus and conducted a tour of the City Line. Staff provided information about the various station locations.

There were no actions or decisions taken during the tour.

Respectfully Submitted,

Karl Otterstrom, Director of Planning and Development
Steering Committee Secretary

CENTRAL CITY LINE STEERING COMMITTEE
MEETING

DRAFT Minutes of November 29, 2022
Zoom Meeting

MEMBERS/ALTERNATES PRESENT

Emilie Cameron, Downtown Spokane Partnership
Colleen Gardner, Chief Garry Park Neighborhood
Lori Kinnear, City of Spokane
E. Susan Meyer, Spokane Transit Authority
Katherine Miller, City of Spokane
Harlan Shellabarger, West Representative
Juliet Sinisterra, University District Dev. Assoc.
John Sklut, Gonzaga University

MEMBERS ABSENT

Kevin Brockbank, Spokane Community College
Jake Mason, Greater Spokane Inc.
Stephanie Curran, Spokane Public Facilities Dist.
Kathy Fritchie, Browne's Addn. Neighborhood
Gordon Hester, Downtown Business Rep.
Jim Kolva, Riverside Neighborhood Council
John Lemus, People First
Jon Schad, Washington State University
Frank Tombari, East/Valley Representative
Steve Trabun, Avista Corporation
Vacant, Visit Spokane
Amber Waldref, Logan Neighborhood Council

STAFF PRESENT

Karl Otterstrom, Director of Planning & Development
(Secretary)
Brandon Rapez-Betty, Chief Operations Officer
Carly Cortright, Chief Communications & Customer
Service Officer
Dan Wells, Deputy Director of Capital Development
Don Skillingstad, Senior Project Manager
Nick Hanson, Capital Projects Manager
Denise Thorson, Project Control Specialist

CONSULTANTS/GUESTS

John Lien, SRTC
Tirrell Black, City of Spokane

1. WELCOME, INTRODUCTIONS, AND AGENDA REVIEW

Chair Colleen Gardner called the meeting to order at 2:03 PM. Roll was called. No quorum. Chair Gardner suspended the approval of minutes.

2. PUBLIC EXPRESSIONS

None

3. ADMINISTRATIVE TASKS

None; due to the lack of a quorum.

4. PROJECT SCHEDULE DISCUSSION

Mr. Karl Otterstrom reviewed the City Line project schedule from November 2022 – July 2023. STA is still tracking to July 2023 and has remained unchanged since the fall of 2021 when STA delayed a year due to a delay in the delivery of rolled tube steel. All of the rolled tube steel has now been delivered and installed, and this is the schedule of the rest of the elements established at that time. Mr. Dan Wells, Deputy Director of Capital Development and the City Line Implementation Lead, presented the project milestones to take place during the next 8.5 months prior to the launch of the revenue service.

Project Milestones (November 2022 – December 2022):

Amenities installations complete – (except for Browne’s Addition). This includes the all of the flatwork, electrical, installation of the shelters, markers, light poles, benches, leaning rails, etc. By the end of this year, everything should be installed.

Technology installations complete – CCTV cameras installed and tested, marker and arrival/departure signs installed and tested at stations, displays programmed, display templates complete, media players and displays installed in all vehicles. By the end of this year, everything should be installed.

Operator markup - STA is in the middle of mark-up with 10 positions open for operators to fill which are assigned to the City Line for testing; this would be a core group of operators to get STA through the testing phase next year and through revenue service launch. Names should be announced next week.

Chair Gardner asked about the nature of the Browne’s Addition delay. Mr. Wells responded that it is due to the Browne’s Addition Neighborhood Council request for a customized shelter roof. This request required some additional internal and external approvals, and coordination with the fabricator and architect. All materials have been received. Fabrication begins next week.

Project Milestones (January 2023 – March 2023):

Browne’s Addition shelters delivered

Systems testing – end-to-end pilot testing phase begins in January. Testing integration and functionality across all stations, vehicles, backend systems, and communications systems. Currently, STA has a trainer that has been creating all of the trainer plans.

Station signage fabrication complete

Rider pilot testing program complete

Service schedule complete

Project Milestones (April 2023 – May 2023):

Browne’s Addition shelters - installed and tested

Station signage installations

Fare equipment installed – 13 ticket vending machines; all the remaining fare validators

Systems Testing – route dry run testing phase; 10 operators will start simulating phases of the revenue service schedule – customer boarding and alighting, etc.

Transit signal priority testing complete – working with the City of Spokane; will operationalize in January.

Main Avenue center parking reconfiguration complete – awaiting good weather to begin; Mr. Otterstrom added that STA has been working closely with the businesses and property owners on

this block and keeping City Council members apprised of this collaboration. It is a betterment for buses and other traffic.

Project Milestones (June, 2023 – July, 2023):

Final systems testing as needed

Service launch preparations – station cleaning and vehicle cleaning

Celebrations

Ribbon cutting

Revenue service launch

5. LAUNCH CELEBRATION PLANNING

Ms. Carly Cortright reviewed the initial City Line launch celebration plans. Communications envisions multiple events over several days, each with a different focus: Grand Ceremony – including all of the dignitaries, a big splash; Community Celebration – localized fun, several block parties in multiple locations (highlighting all of the neighborhoods involved), possibly different themes, passport to ride the City Line to the different parties; Employee Picnic – to recognize the employees who have gone above and beyond; Partner Appreciation Event – including the Steering Committee members, consultants, Spokane Arts and our artists. One possibility could be a parade, to be as inclusive, visible and celebratory as possible. Details be will finalized and shared in 2023. Ms. Cortright reviewed a draft listing of those who have helped on the City Line.

Ms. Katherine Miller asked if other neighborhoods would participate if they didn't live in a neighborhood associated with the City Line. Ms. Cortright responded that all neighborhoods would be invited.

Chair Gardner suggested that there be a single contact person for each neighborhood represented. Ms. Cortright agreed.

Ms. Juliet Sinisterra suggested a City Line Bus Tour with the Artists while driving the route. Ms. Tirrell agreed with the suggestion.

6. CLOSING REMARKS

Chair Gardner is stepping back from many of her neighborhood responsibilities/involvement. She resigned from the Community Assembly after 10 years of service, in 2021. She chose not to run for Chair of Chief Gary Park after 10 years of service; she will still be involved with the neighborhood, and she fully intends to see the City Line project through until the end.

E. Susan Meyer thanked Chair Gardner for her leadership and participation these past 10 years. She saluted the STA Team – lead by Karl Otterstrom, Dan Wells (project master), Don Skillingstad, Nick Hanson – that has been diligently working hard to bring us to the July 15 launch of the first bus rapid transit (BRT) project in Eastern Washington with 5-door, serving both sides of the street, battery electric, 60', purple beautiful buses. Lori Kinnear will be the Chair presiding over the launch of the City Line. It is the largest grant (\$53.4 million) STA has received from the Federal Transit Administration; \$15 million from the State for this \$92.2 million project. The project is expected to come in significantly under budget. Ms. Meyer shared that there is already a \$52 million commitment

for the next bus rapid transit line which is the Division BRT. STA worked diligently to bring this next project to fruition. Ms. Meyer thanked the Committee for their support along the way.

Chair Gardner thanked STA staff for all of the work, communication, effort, willingness to attend the neighborhood council meetings, etc. She is looking forward to celebrating the launch.

Mr. Otterstrom shared that there will be one more meeting prior to the launch in spring of 2023; and perhaps one meeting after the launch for “lessons learned.” Mr. Otterstrom will send out a monthly update.

Ms. Meyer added that STA is hiring; there are many open positions. STA is paying \$3,000 to new hires – the first half after 30 days, and the second half after probation. STA is paying a \$2,000 retention bonus for those who stay working at STA (Dec, before City Line, after City Line). Send people to SpokaneTransit.com to apply. Please let STA know if a recommendation is made.

7. ADJOURN

Chair Gardner adjourned the meeting at 2:52 PM.

Respectfully Submitted,

Karl Otterstrom, Chief Planning and Development Officer
Steering Committee Secretary

City Line Project Update

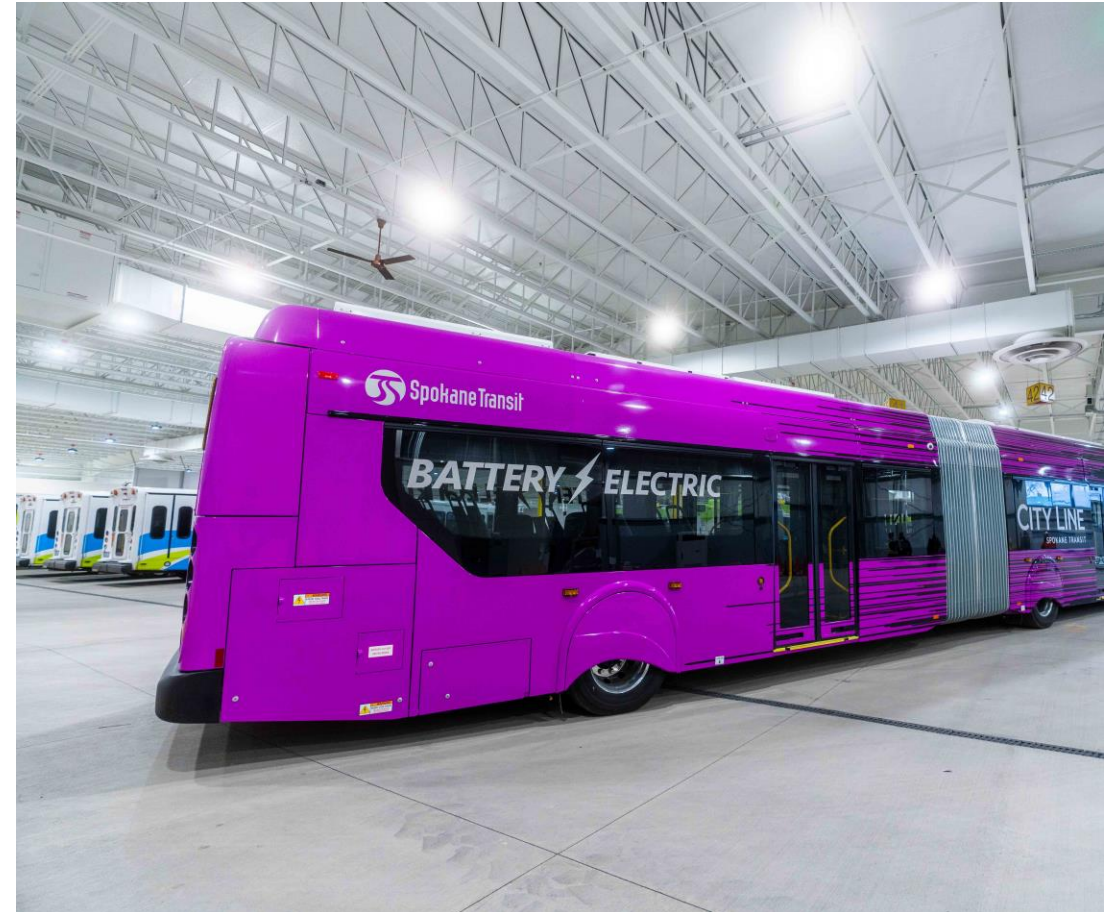
City Line Steering Committee Meeting #21

May 2, 2023

11:00 AM

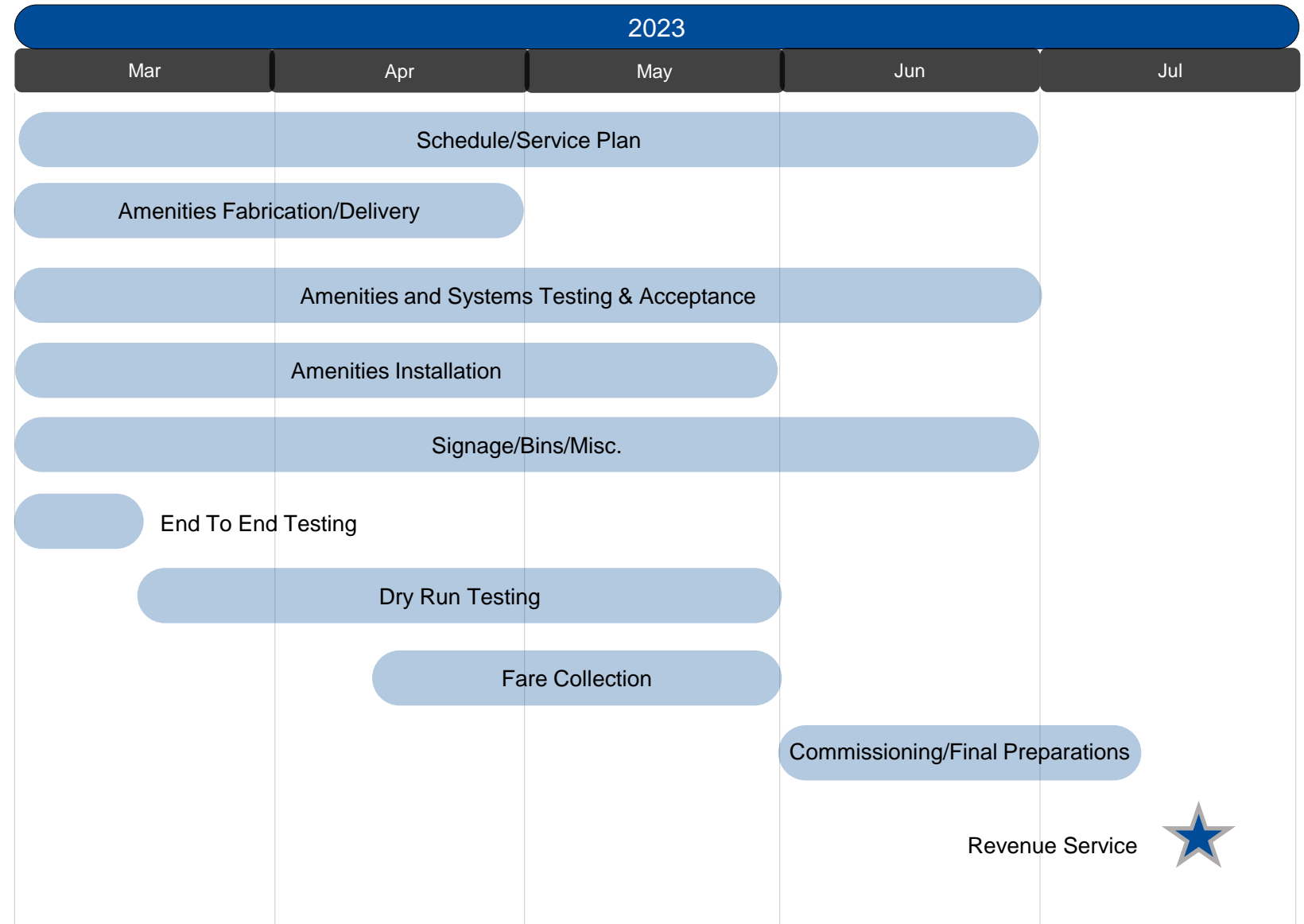
The City Line Overview

- The City Line is a six-mile, corridor-based Bus Rapid Transit route
- It will feature a **5-door battery electric bus** with doors for boarding on both sides
- It will feature **unique stations** with expanded passenger amenities
- It will provide more **frequent, longer hours** of service
- It will **support growth** in the University District
- It will **enable new crosstown connections**
- Service launches July 15, 2023



Schedule

- Project is currently 95% complete

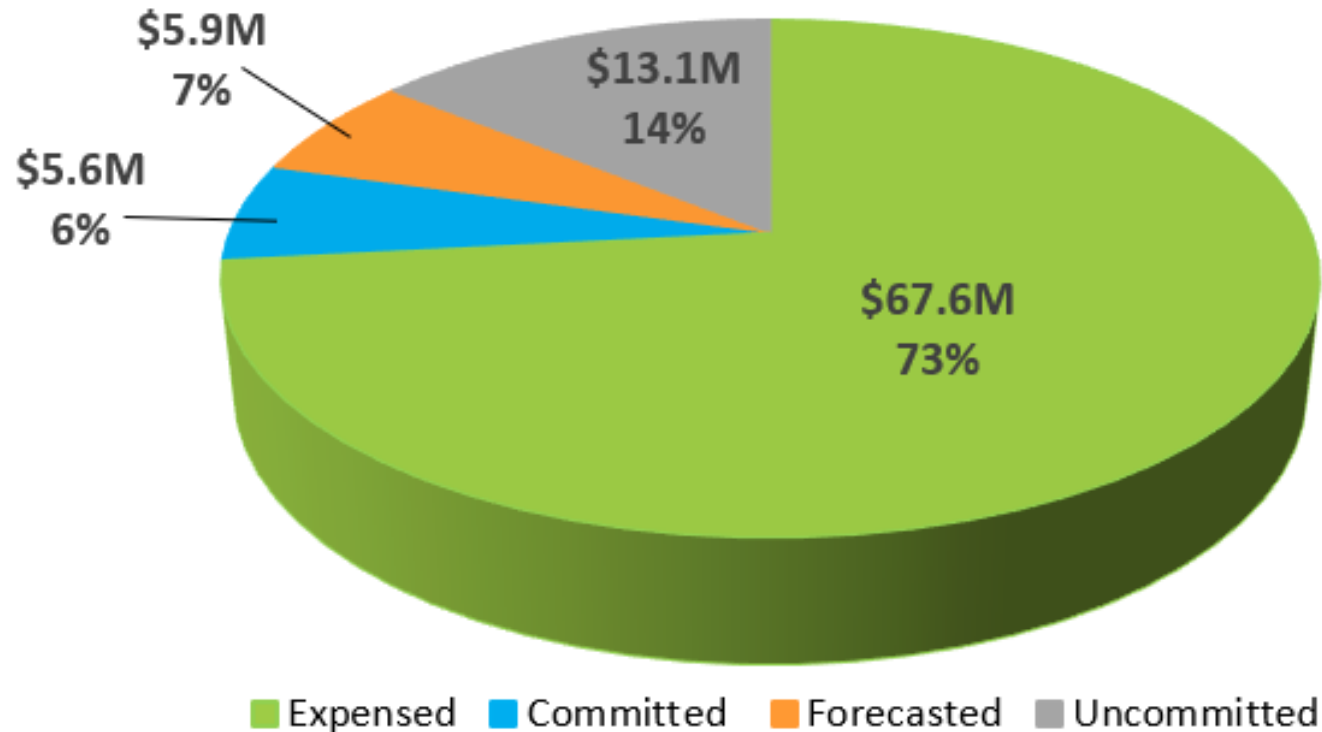


City Line – Finance Update

City Line Budget: \$92.2 Million

City Line Financial Outlook

4/13/2023



Progress Update

Construction Activities

- Stations are complete except for the five Browne's Addition stations
- Browne's Addition stations will be completed in May
- Railing panels installed



Main Ave. Construction

- Curb island installed
- Center parking stalls restriped
- New signage installed
- South lane widened to minimize possibilities of lane blockage due to center parking and/or delivery vehicles



Signage

- Vehicle signage is installed on all vehicles
- Most station signs have been fabricated, installation is ongoing
- Neighborhood identification in shelter glass



Technology

- Digital displays installed at all stations
 - Marker display
 - Two (2) real time information signs
- Three (3) displays installed in each vehicle
- Security cameras installed
- Marker cameras being installed now
- Fare validators installed in each vehicle and at select stations
- Ticket vending machines installed at select stations



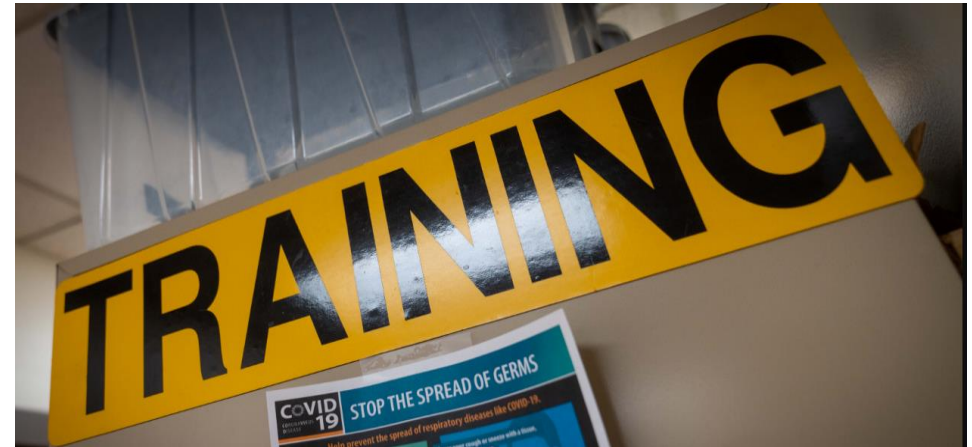
Bin and Cabinet Wraps

- Trash and recycle bins will be vinyl wrapped with neighborhood identification artwork
- All power and communications cabinets will be wrapped
- Installation of bins is underway



Driver Training

- Ten (10) drivers have been training on the route since winter
- Will support development of all training materials and operating procedures
- Will train the next thirty (30) drivers to support the City Line beginning in May



Systems Testing

- Testing team developed testing scripts and scenarios to test all systems under realistic conditions
- Ensure all systems are working together and correctly and accurately
- Testing will continue up to launch

