



**Central Area Loop Study (CALs)  
Decision – Project Flow  
Sky Loop Committee Recommendation**

**Recommended Decision:**

- Choose the Southbank Shuttle as the short-term choice for the Locally Preferred Alternative to serve the CAL, with the TSM changes recommended by PB.
- Support the Sky Loop as the long term choice for the Locally Preferred Alternative for the CAL, with the following conditions:
  - Taxi 2000 must build and successfully test its PRT prototype. If it does not, and another PRT company does build such a prototype, then such an alternative system can be considered in its place.
  - The capital cost for the Sky Loop will cost no more than \$20 million per mile in 2001 dollars.
  - The operating costs for the Sky Loop, including annual debt service, are covered by fare income.
  - Taxi 2000 is able to demonstrate, during the prototype and testing phase, that it will meet the performance specifications set forth in its design, including all capacity, safety and reliability issues raised in this study.
- OKI is to establish a successor to the Central Area Loop Study Committee whose task will be to follow the development of Taxi 2000 PRT and other possible PRT systems and to recommend to OKI when prototype development has progressed to the point justifying the initiation of Phase 2 of this study.
- Initiate Sky Loop Phase 2 – Preliminary Engineering, Detailed Ridership Study and Business Plan Development, if and when the Taxi 2000 prototype is funded and at a stage where the conditions set forth above appear reasonably likely to be met.
- Initiate Sky Loop Phase 3 – Construction, only when prototype is complete, testing successful, and Phase 2 of the MIS demonstrates the Sky Loop would meet all the conditions set forth above.

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