

LIST OF ATTACHMENTS^{*}

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- 01-1. People Involved with Taxi 2000 Corporation
- 01-2. The Institutions and Engineering Companies who have assisted Taxi 2000 Corporation in the Development of the Taxi 2000 System
- 01-3. Some History of the Taxi 2000 Development and Its Present Value
- 01-4. "Have I Built Anything", J. Edward Anderson, 8/15/01

Attachments 2

- 02-1. Cost Comparisons for Sky Loop
- 02-2. Notes to Cost Comparisons for Sky Loop
- 02-3. Sky Loop Financial Plan
- 02-4. Taxi 2000 Station Costs
- 02-5. Estimate of Costs from Otis Elevator Company

Attachments 3

- 03-1. DFR Table F-1-1: PRT Vehicle Chassis Weight Analysis
- 03-2. DFR Table F-1-2: PRT Vehicle Body Weight Analysis
- 03-3. Specifications for Pneumatic Wheels
- 03-4. PRT Vehicle HVAC Components Weight Estimates
- 03-5. Taxi 2000 Vehicle Weight Estimates, Rechecked – 8/23/01
- 03-6. A Review of the Weight of Components of the Taxi 2000 Vehicle as a Response to Section F.1 "Subsystems Weight Review" of the Draft Final Report developed by Parsons Brinckerhoff and its Subcontractors
- 03-7. The Optimum Size of an Automated Transit Vehicle, JEA. See:
<http://www.taxi2000.com/pubspdf/Optimum1.pdf>

Attachments 4

- 04-1. U.S. D.O.T. Accessibility Handbook for Transit Facilities, July 1992 (See 5.1.3.1 Seating Area (p.5-3) at
http://www.itsdocs.fhwa.dot.gov//JPODOCS/REPTS_TE/6SJ01!.PDF

* Attachment numbers refer to sections containing documents relevant to statements made in the text of this report.

- 04-2. Code of Federal Regulations. Title 49–Transportation, Part 38–Americans with Disabilities Act (ADA) Accessibility Specifications for Transportation Vehicles. See 49 CFR §38.2 Equivalent Facilitation [p. 501], 49 CFR §38.57(b) [p. 508], 49 CFR §38.77(c) [p. 511], 49 CFR §38.83(a)(1) [p. 511], 49 CFR §38.125(d)(2) [p. 525], and 49 CFR §38.171, Subpart H–Other and Systems(c) [p. 527] at <http://www.fta.dot.gov/library/legal/fr9691a.htm>.

Also see: Americans With Disabilities Act (ADA) Accessibility Guidelines for Transportation Vehicles, §1192.2 Equivalent facilitation, §1192.57 Interior circulation, handrails and stanchions (b), §1192.83 Mobility aid accessibility (a)(1), §1192.125 Mobility aid accessibility (d)(2) at <http://www.access-board.gov/transit/html/vguide.htm#AE>

Attachments 5

- 05-1. U.S. Patent No. 4665829: Guideway Construction and Method of Installation. http://www.delphion.com/cgi-bin/viewpat.cmd/US04665829?MODE=fstv&OUT_FORMAT=pdf
- 05-2. U.S. Patent No. 4665830. Guideway Construction and Method of Installation. http://www.delphion.com/cgi-bin/viewpat.cmd/US04665830?MODE=fstv&OUT_FORMAT=pdf
- 05-3. The Design of Guideways for PRT Systems, J. Edward Anderson, 7/1997. See: <http://www.taxi2000.com/pubs/guideway.htm>
- 05-4. Chapter 10. Guideway Structures. *Transit Systems Theory*. JEA.

Attachments 6

- 06-1. “On the Road to the Future: global Consortium Test-Drives Automated Highway Cars”, The Washington Post, 8/9/97.
- 06-2. “Hands-free driving debuts; Computer steers on highway, Cincinnati Enquirer, 7/23/97.
- 06-3. Stone & Webster Subsystem Design Report, Vol. 1, 1991, 5.3.4 Service Levels [Headway]
- 06-4. Automated People Mover Standards – Chapter 5; 5.1.2 Separation assurance; 1 page.
- 6-5. Readiness of the Taxi 2000 System, 7/16/01.
- 6-6. “Failure Modes and Minimum Safe Headway in the Taxi 2000 System”, JEA.
- 06-7. “Failure Modes and Effects Analysis and Minimum Headway in Taxi 2000”, JEA.
- 06-8. “Calculation of Minimum Headway”, JEA

- 06-9. Taxi 2000 Corporation Phase I Scope of Services, 2/13/91 (Chicago RTA Rosemont Project)
- 06-10. 3.1.2.2 Emergency Stop Control. (Page 24 of Report No. UMTA-WA-06-0011-84-3, "Advanced Group Rapid Transit Vehicle Control Unit Design Summary." Boeing Aerospace Company, Automated Transportation System, Seattle, WA 98124. May 1985. NOTE REFERENCE TO 20 MSEC RESPONSE TIME)
- 06-11. 1.0 Summary Conclusions (Taken from Report No. UMTA-WA-06-0011-84-3, "Advanced Group Rapid Transit Vehicle Control Unit Design Summary." Final Report May 1985. Boeing Aerospace Company, Automated Transportation System, Seattle, WA 98124.)
- 06-12. UMTA1973. Current Optimal Headways on PRT Systems
- 06-13. Safe Design of Personal Rapid Transit Systems, J. Edward Anderson, Ph.D., P.E. See: <http://www.taxi2000.com/pubs/safedesign1.htm>
- 06-14. Dependability As A Measure Of On-Time Performance Of Personal Rapid Transit Systems, J. Edward Anderson. See: <http://www.taxi2000.com/pubs/dependability.htm>
- 06-15. Additional Headway Citations, JEA, 6/27/2001

Attachments 7

- 07-1. JKH Mobility. Simulations of PRT. <http://faculty.washington.edu/itrans/prtmodl.htm>
- 07-2. "Personal transit passes reality test", *Chicago Tribune*, 6/3/98.

Attachments 8

- 08-1. Stone & Webster Subsystem Design Report, Vol., 5.3.4 Service Levels [Noise]
- 08-2. UMTA – Development/Deployment of CabinTaxi/Cabin, December 1997. 6.3 Noise Assessment

Attachments 9

- 09-1. Comparison of O & M Cost for Sky Loop – Taxi 2000 vs. PB
- 09-2. Sky Loop Projected Operating & Maintenance Costs – Variable & Payroll
- 09-3. Sky Loop Projected Operating & Maintenance Costs – Vehicles
- 09-4. Sky Loop Projected Operating & Maintenance Costs – Stations
- 09-5. Sky Loop Projected Operating & Maintenance Costs – Guideways
- 09-6. Sky Loop Projected Operating & Maintenance Costs – MCF & Grand Totals

09-7. Parson Brinckerhoff CALS PRT Operation Manpower Projections

Attachments 10

- 10-1. C.A.L. Alternatives System Descriptions & Capacities
- 10-2. Personal Rapid Transit: Matching Capacity to Demand, J. Edward Anderson, Ph.D., P.E., February 1998. See: <http://www.taxi2000.com/pubs/capacity.htm>
- 10-3. Sky Loop 8/21/01 Simulation Summary
- 10-4. Sky Loop 8/21/01 Simulation Results

Attachments 11

- 11-1. Email: D. Ory to R. Brodbeck, 8/22/01, Subject: Ridership Demand Matrices
- 11-2. Email: R. Brodbeck to E. Peterson, 8/31/01, Subject Headway Sensitivity Analysis
- 11-3. Email: E. Peterson to R. Brodbeck, 8/31/01, Subject: Response to PRT Question
- 11-4. Cincinnati Central Loop Study; Summary of PRT Model Results – Year 2020, \$2.00 Fare, Peak Demand
- 11-5. Cincinnati Central Area Loop Study, PRT Station Trip Beginning and Endings – Year 2020, \$.200 Fare, OKI Peak Period (6:00 to 8:30 am, 3:00 to 6:30)
- 11-6. Cincinnati Central Loop Study; Summary of PRT Model Results – Year 2020, \$2.00 Fare, off Peak Demand
- 11-7. Cincinnati Central Area Loop Study, PRT Station Trip Beginning and Endings – Year 2020, \$.200 Fare, off Peak Period (6:30 pm to 6:00 am, 8:30 am to 3:00 pm)
- 11-8. Questions (from SLC on 5/29/01) for OKI Demand Modeling Meeting on 5/31/01; Answers received from PB on 7/24/01