

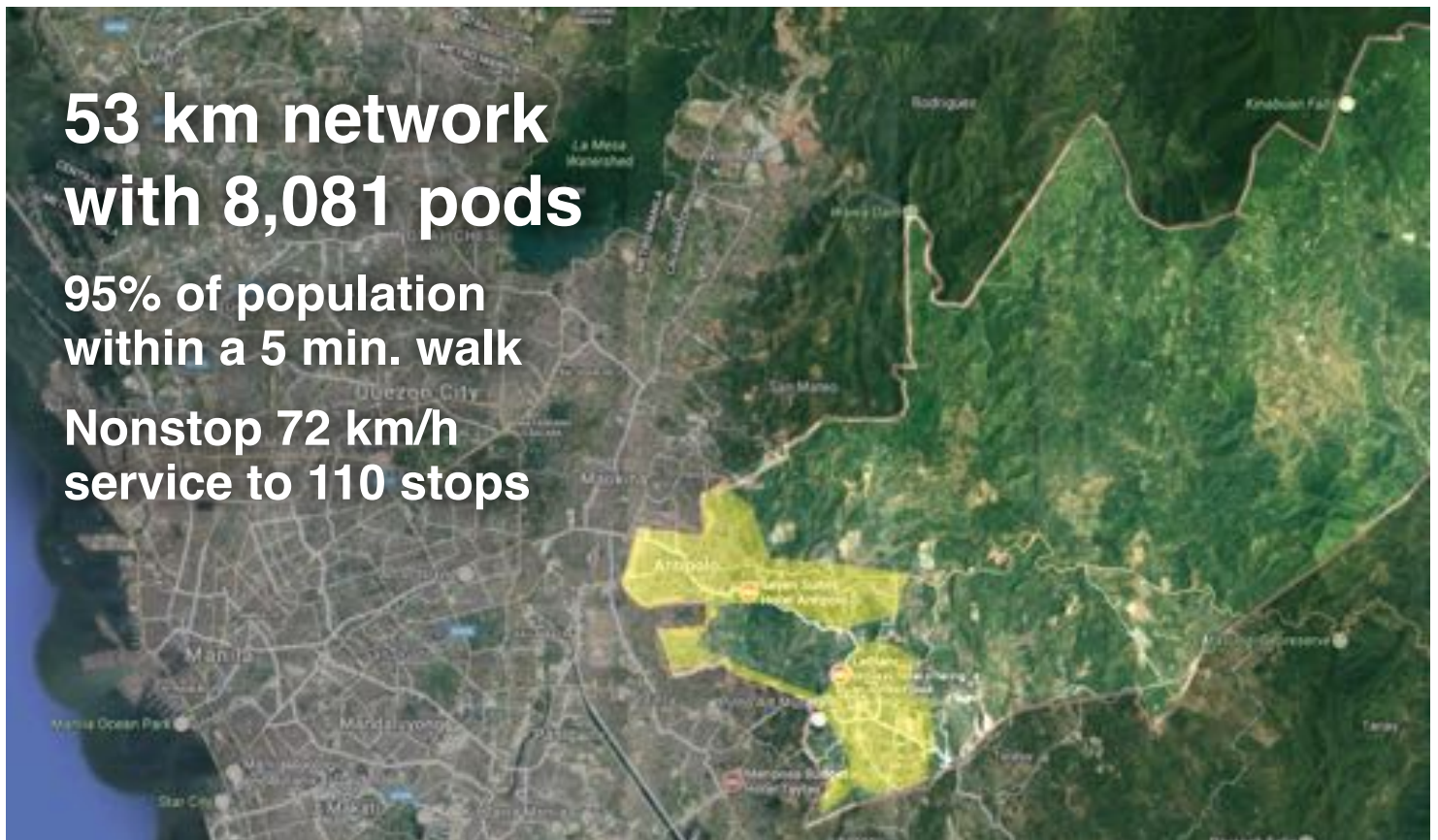


Transit X, LLC presents a preliminary proposal for a privately-funded fleet of fully-autonomous shared electric vehicle network for

Antipolo, Philippines

**High capacity • High speed • Nonstop • 24/7
Solar powered • Wait-free • Door-to-door • Resilient**

26-page companion Transit X Handbook is available at transitx.com/transitxhandbook.pdf



Transit X proposes to build and operate a privately-financed pod network to carry passengers and freight for Antipolo, Philippines that makes the Transit X service convenient to 95% of the population.

Transit X efficiently services both suburbs and cities and provides for a higher quality of life. See transitx.com for more details. This 3-minute video (transitx.com/video) describes our innovative solution.

Major benefits

- Reduce congestion
- Provide parking relief
- Reduce pollution
- Improve safety



The Transit X Handbook (transitx.com/transitxhandbook.pdf) answers many questions about our service, the company, our technology, and the way we address:

congestion, parking, road safety, pedestrian safety, ADA compliance, sustainability, fares, solar+storage, construction, aesthetics, operations, economic development, quality of service, security, station footprint, equitability, carbon footprint, transit integration, resiliency, reliability, rights-of-way, and open space.

Congestion, parking, pollution, and safety

Most regions suffer from traffic congestion, limited parking, air pollution, and unsafe roads. Potential solutions are costly, but Transit X can solve these challenges without public funding. Transit X can integrate into the built environment, providing both short term relief and a long term solution.

No public funding

Transit X does not require public funding because our business model appeals to investment banks and private equity firms that provide our project financing. Most of our infrastructure is factory-built, so that installation is fast and not disruptive. We have reduced or eliminated many costs of transportation infrastructure including materials, land, construction, fuel, debt service, and driver costs. By significantly reducing our costs, it makes private financing possible.

Proven technology

Our team and partners have built fully automated systems that are now in operation around the world. Transit X may look unique, but the underlying design is very similar to systems that have been operating for 40 years with an exemplary safety record. An in-depth (1000+ hours) technical assessment and feasibility analysis has been completed by Altran, a global engineering firm with

extensive expertise in automated transit systems. The first pilots of Transit X will be deployed by the end of 2018.

Before any groundbreaking, the system will be safety-certified and fully insured.

Service Quality

Transit X provides on-demand, last-mile service that is superior to cars or buses. An operating agreement will guarantee high levels of availability and reliability. Our use of small vehicles (pods) makes this possible. By reducing car use, Transit X creates walkable and bike-friendly neighborhoods.

Less pollution: Air, Sound, Light, Visual, Water

Transit X offers a much higher quality of life by eliminating many forms of pollution. Pods are quiet and have no emissions. Pods offer less visual impact than the existing roads and vehicles, and utility lines can be hidden within the track. At night, there is no light pollution from headlights or taillights. Water pollution from road runoff is significantly reduced.

Sustainable

Transit X runs on 100% sustainable energy. The energy generated from solar panels on the track and stored within the poles is sufficient in most cases, but sustainable power contracts may be used to buy and sell power to the grid. Transit X makes it possible to reduce the amount of impervious surfaces and increase green space by reducing the need for parking and roads. By replacing cars, Transit X has a negative carbon footprint.

More Transit & Fewer Cars

Transit X provides the convenience and privacy that people value in cars, yet without the negative impacts of personal cars. Transit X combines the best of mass transit and personal transportation modes which will lead to higher use of mass transit and less use of personal vehicles.

De-risking Projects

Transit X is working with large, established firms to provide fixed-price contracts for the engineering, certification, construction, and operations of a Transit X system. These partnerships enable Transit X to de-risk all of the major elements of the project, and provide performance guarantees.

We would work with regional urban planning and construction firms who are familiar with permitting and applicable codes.

Jobs and Workforce Development

Many jobs will be created to build a new transportation infrastructure and transition away from roads. Municipalities that first embrace Transit X will be offered the opportunity to have Transit X manufacturing and assembly jobs in their area. The vast majority of the construction jobs will be locally sourced. Preferential hiring would be given to those workers potentially displaced by the transition to automated vehicles.

Revenue Generator

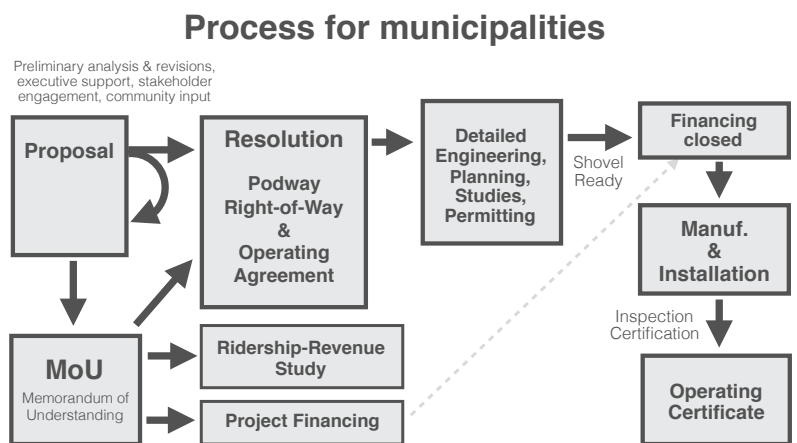
Not only does Transit X not require public financing, but the local municipality and right-of-ways owners receive 5% of gross revenue, which would be US\$33 million per year average over the first 10 years. For specifics, please see the "Taxes and Fees" section of this proposal.

Short and Long Term Solution

A project could be operational within 24 months from the start of a project. Transit X offers a rapidly-deployable solution that provides long term benefits. We would form a local company to build, operate, and maintain the network. At least 75% of the profits would be invested back into the region.

Moving Forward

The diagram shows our general process for working with a municipality or rights-of-way owner. We would refine a proposal to meet your needs, then ask for a letter stating that you would like to move forward with a proposal that includes air rights and an operating agreement. Example documents and a sample project schedule can be viewed at transitx.com/process



Evaluation

Please review our preliminary proposal, and then ask us any questions. We would be happy to provide further information, address specific concerns, or meet with specific people or groups. Any routes or coverage areas shown on the map are only preliminary suggestions and actual routes would be determined based on needs, rights-of-ways, utility corridors, location of trees, and many other factors.

We expect this proposal to be reviewed by one or more committees or working groups. Familiar transportation options, such as buses, light rail, subways, and ride-sharing services (including autonomous vehicles) may have already been considered. Very few options offer the convenience of cars with at least the capacity of buses, and most, if not all, require public funding and subsidies.

Private cars have a dominant mode share because people like the privacy and convenience of a car — despite the significant risks and negative impact associated with them. People won't give up their cars unless the alternative is both better and cheaper. That is what Transit X can provide.

We hope you agree that this proposal offers a way to address your challenges in both the short and long term, providing an option that is better and lower risk than any alternative — including continuing with the status quo.

Whatever process you use to evaluate this proposal, Transit X is open to working with you on refining this proposal to meet your needs. We hope you will conclude that moving forward with Transit X is an excellent opportunity to meet your current and future challenges.

Once we agree to move forward, we need a memorandum of understanding (example at transitx.com/process/mou.html) stating that you intend to pass an ordinance that enables our use of air rights along with an operating agreement.

The buildout of the network would be rolled out in phases, where a first phase could be a 15 to 30 km pilot.

Other Resources

The links below provide general information about Transit X:

- 2 minute video overview (transitx.com/video)
- Transit X Handbook (transitx.com/transitxhandbook.pdf)
- Letters of Project Financing, Due Diligence, Contracts (transitx.com/letters.pdf)
- Example Resolution (transitx.com/process/resolution.html)
- Operating Agreement (transitx.com/process/operating_agreement.html)
- General Q & A (transitx.com/QandA.html)

Addendum

The remaining pages of this proposal provide project-specific details:

- Financial Project Summary with Pro Forma, pages 6-7
- Project Overview, Impact, and Model inputs, pages 8-9
- Taxes and Fees, pages 10-11
- Fares, page 12

We look forward to working with you to improve the quality of life for Antipolo through better transportation.

Sincerely,



Mike Stanley
CEO, Transit X

Telephone: +1 508-596-7024 (also via WhatsApp)

Email: mike@transitx.com

Zoom eRoom: <https://zoom.us/j/8229009123>

Website: transitx.com

LinkedIn: <http://linkedin.com/in/mikestanleymit/>

Skype: [mikestanley49](https://www.skype.com/people/mikestanley49)

WeChat: MikeTransitX


Facebook Messenger: [m.me/MikeStanleyMIT](https://www.facebook.com/mikestanleymit/)

Twitter: <https://twitter.com/MikeTransitX>

Mail: 1127 Commonwealth Ave #30, Boston, MA 02134 USA

Project Summary

Project Description	Solar-powered automated transportation network infrastructure
Project type	Project financing of Green Infrastructure
Project cost	\$416 million
Structure	Equity and Debt
Debt term	10 years @ 5%
Equity terms	51% average IRR through 12 yrs Using a waterfall profit distribution of: 1. 90/10 split until Return of Capital, 2. then 50/50 until Target IRR met 3. then 10/90 onwards
Benefits to society and environment	Extremely high

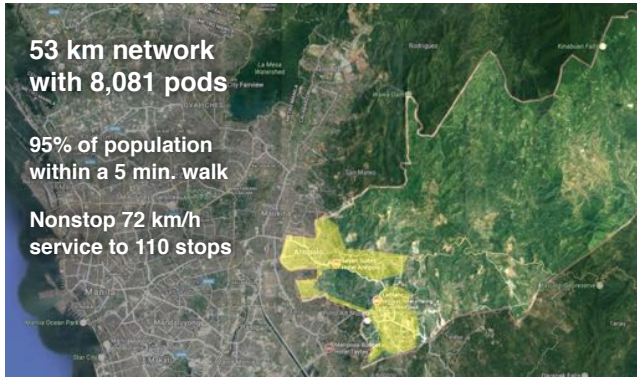


Transit X, LLC presents a preliminary proposal for a privately-funded fleet of fully-autonomous shared electric vehicle network for

Antipolo, Philippines

**High capacity • High speed • Nonstop • 24/7
Solar powered • Wait-free • Door-to-door • Resilient**

26-page companion Transit X Handbook is available at transitx.com/transitxhandbook.pdf



53 km network with 8,081 pods
95% of population within a 5 min. walk
Nonstop 72 km/h service to 110 stops

Financials

(US\$ in millions)

	Year 1	Total Years 1-12
Gross Revenues	328	7,987
Taxes and fees	16	399
Debt service	\$38	\$377

About Transit X

Transit X designs, builds, and operates solar-electric shared mobility infrastructure to supplant buses, trains, cars, and trucks. Transit X offers its service to municipalities and commercial developers. First pilots will begin operations by 2019. Transit X is a privately held company founded in 2015, based in Boston, Mass, and intends to be certified as a public benefit company.

Status

	Now	Prior to close
Project financing	Letter of Interest	Yes
Demonstration system	In development	Yes
Rider-Revenue study	Proposals	Yes
Environmental study		Yes
Air rights	Resolution	Ordinance
Permits	Known process	Yes
Safety certification	Guar. fixed price	Yes
Installation	Letter of intent	Guar. fixed price
Operations & Maint	Letter of intent	Guar. fixed price
Project Management	Appointed	Yes
EPC	Appointed	Yes

ESG (Environmental, Social, Governance) Benefits

Clean energy	yes	Resiliency	yes
Energy security	yes	Sustainable	yes
Emissions-free	yes	Equitable	yes
GHG-free	yes	Recyclable mat.	yes
Lowers pollution	yes	Affordable housing	yes
Clean water	yes	Improved Health	yes
Improved Safety	yes	Economic Devel.	yes
Fixe Infrastructure	yes	Food security	yes

General information available at transitx.com. Detailed information and references can be provided under appropriate non-disclosure/non-compete/non-circumvent agreements. Contact: Mike Stanley, CEO, Transit X, mike@transitx.com, 508-596-7024



Model Inputs and Assumptions

Route length (km)	53	Travel per year per pod (km)	168,185
Starting number of pods	2,694	Revenue per vehicle-km (US\$)	0.72
Projected revenue growth	15%	OPEX as % of project cost	5%
Project Cost	\$416,276,204	Debt Interest rate	5%
% Debt financed	70%	Debt term (yrs)	10
Debt	\$291,393,342	Years to return equity capital	5
Equity	\$124,882,861	Profit share when below capital return	90%
Capital return per year	\$24,976,572	Profit share when below Target IRR	50%
Target IRR	15%	Profit share when above Target IRR	10%
Target return per year	\$18,732,429		
Debt payment (per year)	\$37,736,771		

The revenue estimates are conservative because they only show revenue from passenger fares, freight, and advertising, which may be less than 60% of total revenue. A substantial revenue stream can be expected from developer fees, private leasing, private branch & stops, subsidies, municipal contracts, carbon credits, water delivery, conduit leasing, 3rd-party services, mail & package delivery, para-transit, private shuttles, sale of surplus power to grid, and naming rights.

Pro Forma

Years	0	1	2	3	4	5	6	7	8	9	10	11	12
Revenue	0	328,024,853	377,228,581	433,812,868	498,884,798	573,717,518	659,775,145	758,741,417	872,552,630	1,003,435,524	1,153,950,853	1,327,043,481	1,526,100,003
5% RoW=tax+fee	0%	16,401,243	18,861,429	21,690,643	24,944,240	28,685,876	32,988,757	37,937,071	43,627,631	50,171,776	57,697,543	66,352,174	76,305,000
Debt service	0	\$37,736,771	\$37,736,771	\$37,736,771	\$37,736,771	\$37,736,771	\$37,736,771	\$37,736,771	\$37,736,771	\$37,736,771	\$37,736,771	0	0
Investor IRR	0%	24%	27%	32%	36%	42%	48%	60%	68%	78%	90%	106%	120%
Investor balance		-\$70,461,204	-\$11,431,382	\$52,897,830	\$123,321,342	\$200,753,298	\$286,244,964	\$361,024,040	\$446,462,082	\$544,157,937	\$655,950,276	\$787,727,249	\$938,146,822
Avg. return to date		-56%	-6%	19%	33%	40%	45%	47%	48%	49%	50%	51%	51%

Important Notices

The information contained in this document is not an offer to sell or a solicitation to buy any security. These materials and documents and information from which they are derived or which are referred to by or accessible from them may contain forward looking statements within the meaning of Section 27A of the Securities Act of 1933, Section 2E of the Securities Exchange Act of 1934 and the Private Securities Litigation Reform Act of 1995. All statements other than statements of historical fact are forward looking statements and are subject to risks and uncertainties. Forward looking statements generally can be identified by the use of forward looking terminology such as "may," "will," "expect," "intend," "estimate," "project," "anticipate," "believe" or "plan" or the negative thereof or variations thereon or similar terminology. Although Transit X believes that the expectations reflected in such forward looking statements are reasonable, it can give no assurance that such expectations will prove to be correct. All forward looking statements speak only as of the date made. Except as required by law, Transit X undertakes no obligation to update any forward looking statement to reflect events or circumstances after the date on which it is made or to reflect the occurrence of anticipated or unanticipated events or circumstances. These materials and documents and information from which they are derived or which are referred to by or accessible from them represent Transit X's best estimate as to the allocation of the funding proceeds based upon its present business plan and financial condition. The costs and expenses to be incurred in pursuing the Company's business plan cannot be predicted with certainty. There can be no assurance that unforeseen events will not occur or that the Company's business plan will be achieved or that it will not be changed, and it is possible that the funding proceeds may be applied in a manner other than that described herein.



1	Transit X network length	53 km	
2	Route density ratio (route length to service area)	1.16	
3	Number of stops	110	
4	Triple-speed route length	0 km	
5	Water crossing route length	0 km	
6	Cost of fixed infrastructure	\$193,659,594	
7	...per person	\$249	
8	Mode share of travel on Transit X	85%	
9	Distance traveled on Transit X, per year	3,299,640,500 km	
10	...per day	9,040,111 km	
11	Daily potential energy generation with standard panels on tracks	410 MWh	
12	Sustainable energy use per day	103 MWh	25% of max capacity
13	Energy storage capital cost for 1 day(s) of supply at \$800 per kWh	\$82,745,828	
14	Size (rated power) of solar installation	24,046 KW	
15	Cost to generate sustainable energy (at \$2,000 per kWh)	\$48,092,718	
16	Cost of buying sustainable energy at \$0.15 per kWh	\$15,515 per day	27% of OPEX
17	Daily passengers riding Transit X	659,928 customers	85% of the pop.
18	Distance per passenger per day	14 km	
19	Average distance per trip (assuming 3 trips per day)	5 km	
20	Single passenger fare for shared 5 km trip	\$0.32 for average trip	PHP
21	Passenger distance traveled during peak hour	1,808,022 km	
22	Breakeven	235,965 customers per day	
23			(32% of people convenient to Transit X)
24	Number of pods for peak demand	8,081 pods	
25	Number of people per pod	96.1	and 82 customers per pod
26	Distance per pod per year	168,185 km	
27	Pod garage volume (in units of cubic shipping containers)	7 sc ³	
28	Cost of pods	\$52,526,500	is \$52 per person
29	Capital cost of energy generation and storage	\$170,090,110	is \$219 per person
30	Project Finances		
31	Total Project Cost	\$416,276,204	21,230,086,382 PHP
32	Equity	\$124,882,861	6,369,025,915 PHP
33	Financed	\$291,393,342	14,861,060,467 PHP
34			
35		\$20,813,810	1,061,504,319 PHP
36			
37	Debt service	\$43,709,001	2,229,159,070 PHP
38	Fees and taxes	\$38,070,678	1,941,604,590 PHP
39	OPEX + Debt service + Tax + Fees	\$102,593,490	5,232,267,979 PHP
40			
41	Operating Margin	97%	
42	Project costs — per person	\$536	27,345 PHP
43	Number of motor vehicles displaced	329,964 motor vehicles	
44	Yearly cost of cars displaced — per person	\$3,825	195,075 PHP
45	Operating costs per passenger-km	\$0.03	
46	Breakeven revenue distance per day	3,232,398 km	
47	Number of tracks in one direction needed to satisfy peak demand	0.03	



Impact of proposed network

1	Reduction in GHG emissions (in metric tons of CO2-eq)	325,839 MTCO2-eq
2	Est. cost to maintain 185 km roadway	\$9,459,147
3	Reduced waste products per year	52,877 metric tons
4	Travel time saved per year	243 hrs/person
5	Cost savings per capita per year from reduced car ownership	\$2,665
6	Increase in household income from time saving and car costs	82%
7	Reported injuries avoided per year	2,046
8	Lives saved per year	20
9	Land freed from parking (1,875 acres)	7,589,173 m ²
10	...and its commercial value	\$531,242 per year
11	Health care savings	High
12	Heat island mitigation from replacing asphalt with green space	1 to 3 °C
13	Change in global temperature	TBD °C
14	Decrease in sea level	TBD mm

Model Inputs

15	Ratio of road length to track length	4	
16	Walking speed	4.9 km/h	
17	Width of convenient swath along track	0.82 km	
18	Fixed cost per km. Solar+storage not included.	\$2,790,000	142,290,000 PHP
19	Water crossing: additional cost per km	\$8,370,000	
20	Triple-speed: additional cost per km	\$5,580,000	
21	Average distance traveled per person per year (for trips under 1600 km)	10,000 km	
22	Average distance per day per person	27 km	
23	Mode share % of people convenient to Transit X	85%	at 5 min walk.
24	Percentage of daily demand during peak hour	20%	
25	Maximum capacity per track	41,953 pph	
26	Average dwell time during peak hour	10 seconds	
27	% of pods traveling on route with highest demand	18%	
28	Average speed of pod	72 km/h	45 mph
29	Average # of trips for people riding Transit X	3 per day	
30	Average occupancy per pod during peak hours	3.9 people	
31	Average occupancy per pod	2.4 people	
32	Maximum occupancy per pod	5 people	
33	Empty pods: Percentage non-revenue	25%	
34	Ex-Factory cost per pod	\$5,000	255,000 PHP
35	Worldwide Median Income per Household (US\$)	10,000	510,000 PHP
36	People per Household	2.3	PHP
37	Base fare per km	\$0.09	4.4 PHP
38	(per mile)	\$0.14	7.1 PHP
39	O&M as % of project cost	5%	
40	Percentage debt financed	70%	
41	Length of loan/debt	10 years	
42	Interest rate for debt	5%	
43	kg CO2 emissions per liter of gasoline	2.37	
44	Monetary value of 1 hour personal time (USD)	0.875	45 PHP
45	Eat. roadway maintenance per year per km	\$51,000	2,601,000 PHP
46	Area of one parking lot space	23 m ²	
47	Commercial income of land	\$0 per m ²	PHP
48	Distance from roadway that is convenient	0.25 km	
49	Stops per km	2.0	
50	Solar panel area per meter of track	2.0	
51	Cost of sustainable energy and storage	\$0.15 per kWh	
52	Global Horizontal Irradiance (GHI)	3.8 kWh/m ² /day	
53	Cost to generate sustainable energy	\$2,000 per kW	
54	Energy storage cost	\$800 per kWh	
55	Energy storage capacity	1 days	

Pod & Car

	Pod	Car
Service life (years)	20	12
Full cost of vehicle per year	\$200	\$9,000
Public cost to maintain infrastructure (per km)	\$0	\$100,000
Energy Efficiency in MPGe	1188	24
Energy Efficiency in liters/100km	0.20	9.8
Energy used (Watt-hours/km)	28	1375
mass of CO2 per vehicle per km (kg)	0	0.09875
Vehicle mass (kg)	45	1950
Average speed o urban travel (km/h)	72	16
Typical travel time (in minutes) for 5 km trip	4	17
Fare/cost per km	\$0.09	\$0.62
Number of deaths per 100M passenger-km	0.00001	1
Number of injuries per 100M passenger-km	0.0006	62
Volume to park (cubic meters)	5.7	70.9

Model Inputs (cont)

56	Name of region or project	Antipolo, Philippines
57	Currency name	PHP
58	Equal to US\$1	51
59	Sustainable energy/electricity generation & storage as	CAPEX
60	Land area of region (sq. km)	306
61	Number of people in region	776,386
62	% travel within region	50%
63	Road coverage (% served by roads)	15%
64	Coverage: % of pop. convenient (5 min walk) to Transit X	95%
65	Median household income (US\$)	3,500
66	Convenient walk time to stop	5
67	Triple-speed route length	0
68	Water crossing route length	0
69	Solar production ratio	1.57
70	EPC costs & contingency	30%



4% of gross revenue proportioned to air rights owners and a municipal fee/tax of 1% of gross revenue. Both air rights and fee/tax have a minimum payment based on the Footprint and the Transit X Commercial Rate (TXCR).

1 Municipal rates

2	Total commercial land (estimated)	4,590,000 m ²	
3	Total commercial muni revenue (US\$)	\$321,300	16,386,300 PHP
4	TXCR (Transit X Commercial Rate)	\$0.07 per m ²	3.6 PHP

*TXCR is the yearly tax rate per land area.
Calculation: total land area of commercial properties in the municipality, divided by all the municipal income generated by those properties.
The TXCR is used to calculate the minimum tax/fee.*

6 Project Revenue

7	Length of Transit X route	53 km	
8	Estimated gross revenue per unit length	\$14,260,316 per km	727,276,114 PHP

10 Municipal Tax

% of gross revenue with minimum.

11	1% gross revenue	\$142,603 per route-km	7,272,761 PHP
12	Minimum per year	\$116 per route-km	

13 Air Rights Leasing Fee

% of gross revenue with minimum. Proportioned based on length.

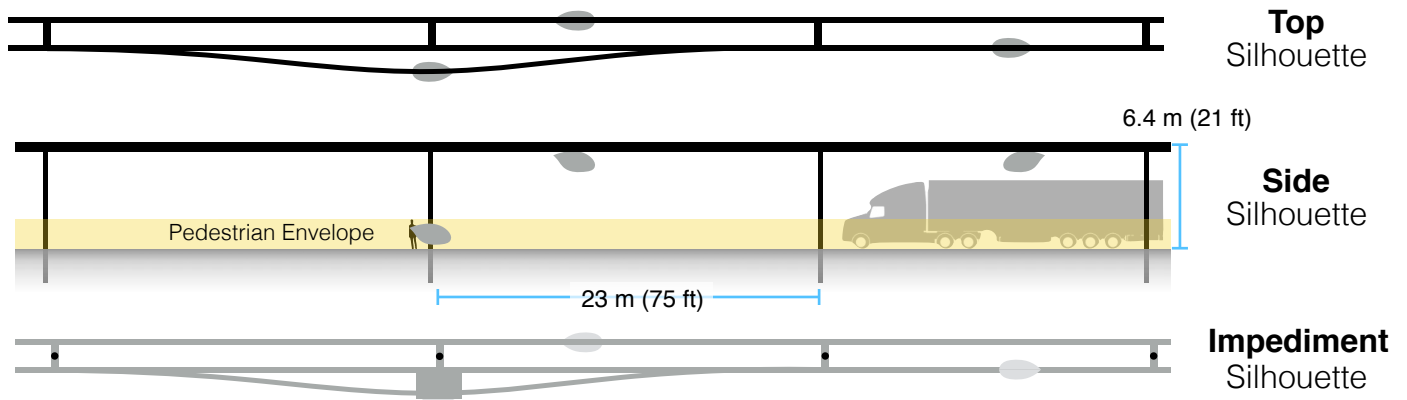
14	% of route on municipal land	90%	
15	4% gross revenue	\$570,413 per route-km	29,091,045 PHP
16	Minimum per year	\$116 per route-km	

17 Taxes, Fees, Programs

18	Paid to Municipality	\$35,025,024 per year	1,786,276,223 PHP
19	...with minimum	\$11,734	
20	Paid to Private land owners	\$3,045,654 if 10% of RoW is over private property	
21	...with minimum	\$618	
22	For livelihood programs	\$139,876,065 is US\$180.16 per capita	

Footprint calculations for minimum fee

Yearly fees and taxes



1	Footprint Calculations	Metric	Imperial
2	Track width	0.41 m	
3	Track height	0.61 m	
4	Pole diameter	0.3 m	
5	Pole cross section	0.07 m ²	
6	Stop landing area	2 m ²	
7	...width	2 m	
8	...length	1 m	
9	Ramp length	21 m	
10	Pole span	23 m	
11	Number of poles per unit length	43.5 poles per km	
12	Pole height	6 m	
13			
14	Single track	1126.7 m ²	
15	...Area of Side Silhouette	688.3 m ²	
16	...Area of Top Silhouette	423.1 m ²	
17	...Impediment Area (adjusted)	15.4 m ²	
18			
19	Dual track	1536.7 m ²	
20	...Area of Side Silhouette	688.3 m ²	
21	...Area of Top Silhouette	833.1 m ²	
22	...Impediment Area (adjusted)	15.4 m ²	
23			
24	Stop	57.8 m ²	
25	...Area of Side Silhouette	25.6 m ²	
26	...Area of Top Silhouette	22.2 m ²	
27	...Impediment Area (adjusted)	10.0 m ²	
28			
29	Stops	2 stops per km	
30	% of dual track	100%	
31			
32	Average area per unit length	1,652 m ² per route-km	
33			
34	Contract values		
35	% gross revenue for muni tax/fee	1%	
36	% gross revenue for air rights (RoW)	4%	
37	% gross revenue for RoW+tax+fee	5%	
38	Impediment Factor	5	



Fair Fares

Fares will be similar to existing mass transit, and several times less than taxis or ride-sharing services. Transit X Fair Fare is a universal passenger fare model that applies to all regions and all times. Fares are proportional to the median income of the area and inversely proportional to per capita use, so the more people that use Transit X, the lower the base fare. Market-rate fares are offset by Half-price fares. There are no pre-set escalations.

		0% of use	50% of use	+25% Income	0 of use	50% market fares
1	Median household income	US\$ 3,500	\$3,500	\$4,375	\$3,500	\$3,500
2	Nominal fare	US\$ 0.03	\$0.03	\$0.04	\$0.03	\$0.03
3	Minimum nominal fare	US\$ 0.09	0.09	0.09	0.09	0.09
4	Fare incr. for livelihood programs	US\$ 0.06	0.06	0.05	0.06	0.06
5	Adjusted nominal fare	US\$ 0.09	0.09	0.09	0.09	0.09
6	% of total travel on Transit X	0%	50%	50%	43%	90%
7	Discount for usage	US\$ 0.00	0.00	0.00	0.00	0.00
8	Base Fare (US\$)	per km 0.09	0.09	0.09	0.09	0.09
9		in local currency 4.43 PHP	4.43 PHP	4.43 PHP	4.43 PHP	4.43 PHP
10		for shared pod (20% discount) 3.55 PHP	3.55 PHP	3.55 PHP	3.55 PHP	3.55 PHP
11		for shared seating (30% discount) 3.10 PHP	3.10 PHP	3.10 PHP	3.10 PHP	3.10 PHP
12	% Fares at Market rate	50%	30%	30%	30%	50%
13	% Fares at Base rate	20%	60%	60%	60%	20%
14	% Fares at Half Base rate	30%	10%	10%	10%	30%
15	Average revenue US\$	per km 0.30	0.23	0.23	0.23	0.30
16	Livelihood program	per km 0.04	0.04	0.04	0.04	0.04

Price comparison with common travel modes (in Boston, USA)

Mode »	Bus	Commuter Rail	Subway	Personal Car	Taxi / TNC's
Average distance (km)	5	18	8	8	5
Price per trip	US\$ 1.85	\$8.00	\$2.50	\$6.00	\$12.00
Typical price per km	US\$ 0.37	\$0.44	\$0.31	\$0.75	\$2.40

Base Inputs

17	Travel distance per household per year (trips under 1600 km)	23,000 km
18	% of median household income for 23,000 km transportation	20%
19	Fare Discount when Transit X travel per household is 23,000 km per year	50%
20	Minimum median household income. Fares are based on this minimum.	10,000 USD
21	Discount for shared pod	20%
22	Discount for shared bench seat	30%
23	Discount for Half Base rate	50%
24	Projected multiple of Market rate vs. Base rate	4
25	% increase in median income for scenario	25%
26	Percent of Total Travel Per Capita on Transit X	0
27	Percent of fare for under-income programs	75%
28	Average expected fare discount for sharing	18%
29	Percentage of revenue from freight and advertising	40%

