



Transit X presents a preliminary proposal for a sustainable micro-rail network a fleet of automated electric vehicles (pods) for passengers and freight on a local and regional podway providing equitable public transportation for

Brisbane to Gold Coast, Australia

This proposal is downloadable at transitx.com/proposals/Transit X for Brisbane to Gold Coast,Australia.pdf

High capacity · High speed · Nonstop · 24/7 Solar powered · Zero Wait · Door-to-door · Resilient

A companion Transit X Handbook is available at transitx.com/transitxhandbook.pdf

81 km network with 731 pods

95% of population within 15 min. of a stop

Nonstop service to 30 stops

81 km @ 242 km/h

Gold Coast

Brisbane



Transit X proposes to finance, build and operate a sustainable microrail podway to carry passengers and freight for Brisbane to Gold Coast 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 (<u>transitx.com/</u> <u>transitxhandbook.pdf</u>) 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.

High Capacity & High Speed

A single track carries 12,000 pods per hour (20,000 to 50,000 passengers per hour). Two boarding areas fit in a single car space and provide 2,000 boardings per hour. For urban commutes, pods trips are 3 times faster than car trips and the high-speed podway provides faster door-to-door trips than air travel for distances of 1,000 miles or less.

Zero Footprint and Minimal Disruption

Transit X features stops that don't interfere with pedestrians or other forms of transportation. We use easements alongside highway and roads and integrate utility lines and poles Non-stop interchanges fit above existing intersections. Factory-built tracks and posts enable fast installation with minimal disruption. There are options for long crossings using bridges or underground tunnels. Posts are typically spaced at 23 m (25 yds).

Low-cost Infrastructure & equitable fares

Transit X does not require government funding because our revenue from fares, freight, and advertising is greater than our costs. We have reduced or eliminated many costs of transportation including the cost of materials, land, construction, fuel, debt service, and labor. Our projects are typically financed by investment banks, private equity firms, banks, and governments.

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. The rollout and maiden flight occurred on Oct 29, 2018 in Leominster, Massachusetts. The first Transit X system will be demonstrated by the end of 2019.

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, efficient and have zero 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. Parking lots and roadways can be converted into green space and community paths as they become unnecessary.

Sustainable and Efficient

Pods weigh only 55 kg (121 lbs) and achieve over 20 times the efficiency of electric cars. Solar, wind, and storage installed on our tracks and posts can provide 100% of the clean energy needed to power the system.

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 greater use of public transit and fewer cars.

De-risking Projects

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

Jobs and Workforce Development

Many regional jobs will be created to build a new transportation infrastructure, as well many new types of jobs will be created from economic growth. The majority of

the construction jobs will be locally sourced and preferential hiring is given to those displaced by the transition.

Revenue Generator for Government

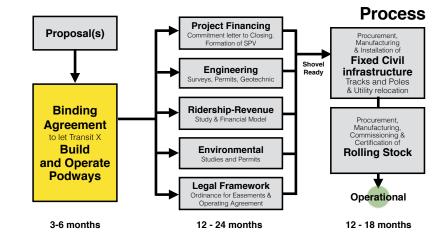
Not only does Transit X not require public financing, but the government and private easement owners receive 4-5% of gross revenue, which would be US\$17 million per year average over the first 10 years.

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 process for a project. We submit a project proposal, then ask for a commitment for Transit X to build and operate a podway along rights-of-way easements. 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 ridesharing 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.

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 look to receive a commitment for Transit X to build and operate a podway along rights-of-way easements.

A podway network is rolled out in phases that each take less than 24 months.

Other Resources

The links below provide general information about Transit X:

- · One minute video overview (transitx.com/video)
- <u>Transit X Handbook</u> (transitx.com/transitxhandbook.pdf)
- · Letters of Project Financing, Due Diligence, Contracts (transitx.com/letters.pdf)
- Memorandum of Understanding template (transitx.com/process/mou.html)
- Example Right-of-Way agreement (<u>transitx.com/process/resolution.html</u>)
- · Operating Agreement (transitx.com/process/operating_agreement.html)
- · General Q & A (transitx.com/QandA.html)
- Other proposals (transitx.com/proposals)

Addendum

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

- Project Overview and Impact pages 6 and 7
- Taxes and Fees pages 8 and 9
- Fares page 10 and 11
- Financial Project Summary with Pro Forma pages 12 and 13

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

Sincerely,



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Telephone: +1 508-596-7024 (WhatsApp connected)

Zoom e-room: https://zoom.us/j/8229009123

Website: transitx.com

Twitter: http://twitter.com/TransitXCorp

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



Project Overview



1	Transit X network length	81	km	
2	People (resident-equivalent) in region	1,920,192	resident-equivalent po	opulation
3	Route density ratio (route length to service area)	0.10		
4	Number of stops	30		
5	Triple-speed route length	81	km	
6	Water crossing route length	0	km	
7	Cost of fixed infrastructure	\$886,024,286		
8	per person	\$461		
9	Mode share of travel on Transit X (5% after first year)	14%	after 10 years	
10	Distance traveled by passengers on Transit X, per year	547,309,383	km	
11	per day	1,499,478	km	
12	Daily potential energy generation with standard panels on tracks	625.4	MWh	
13	Sustainable energy use per day	10.5	MWh	2.0% of max capacity
14	Energy storage capital cost for 1 day(s) of supply at \$250 per kWh	\$2,620,869		
15	Size (rated power) of solar installation	2,437	KW	
16	Cost to generate sustainable energy (at \$1,000 per kW)	\$2,437,241		
17	Cost of buying sustainable energy at \$0.15 per kWh		per day	1% of OPEX
18	Daily passengers riding Transit X			14% of the pop.
19	Distance per passenger per day	,	km	
20	Average distance per trip (assuming 3 trips per day)	2	km	
21	Single passenger fare for shared 2 km trip	\$0.54	0.79	
22	Passenger distance traveled during peak hour	299,896		100
23	Breakeven			4% of expected and 10% to Transit X)
24	Boarding capacity		passengers per hour	
25	Number of pods for peak demand	731	pods at 14% mo	ode share
~~			•	
	Number of customers per pod	374.4	and 2,627 people p	
27	Distance per pod per year	374.4 565,333	and 2,627 people p km	per pod
27 28		374.4 565,333 804	and 2,627 people p km m ²	
27 28 29	Distance per pod per year Two-layer pod garage area (2% of route with side-parking) Cost of pods	374.4 565,333 804 \$4,751,500	and 2,627 people p km m ² is \$2 per person	per pod
27 28 29	Distance per pod per year Two-layer pod garage area (2% of route with side-parking)	374.4 565,333 804 \$4,751,500	and 2,627 people p km m ²	per pod
27 28 29 30	Distance per pod per year Two-layer pod garage area (2% of route with side-parking) Cost of pods Capital cost of energy generation and storage	374.4 565,333 804 \$4,751,500	and 2,627 people p km m ² is \$2 per person	per pod
27 28 29 30 31 Pr	Distance per pod per year Two-layer pod garage area (2% of route with side–parking) Cost of pods Capital cost of energy generation and storage	374.4 565,333 804 \$4,751,500 \$6,575,543	and 2,627 people p km m ² is \$2 per person is \$3 per person	per pod 0.1% of car parking
27 28 29 30 31 Pr 32	Distance per pod per year Two-layer pod garage area (2% of route with side–parking) Cost of pods Capital cost of energy generation and storage roject Finances Total Project Cost	374.4 565,333 804 \$4,751,500 \$6,575,543 \$897,351,329	and 2,627 people p km m ² is \$2 per person is \$3 per person 1,319,106,454	per pod 0.1% of car parking
27 28 29 30 31 Pr 32 33	Distance per pod per year Two-layer pod garage area (2% of route with side–parking) Cost of pods Capital cost of energy generation and storage roject Finances Total Project Cost Project cost per km	374.4 565,333 804 \$4,751,500 \$6,575,543 \$897,351,329 \$11,020,104	and 2,627 people p km m ² is \$2 per person is \$3 per person 1,319,106,454 per km	0.1% of car parking AUD
27 28 29 30 31 Pr 32 33 34	Distance per pod per year Two-layer pod garage area (2% of route with side–parking) Cost of pods Capital cost of energy generation and storage roject Finances Total Project Cost Project cost per km Equity financing	374.4 565,333 804 \$4,751,500 \$6,575,543 \$897,351,329 \$11,020,104 \$269,205,399	and 2,627 people r km m ² is \$2 per person is \$3 per person 1,319,106,454 per km 395,731,936	0.1% of car parking AUD
27 28 29 30 31 Pr 33 33 34 35	Distance per pod per year Two-layer pod garage area (2% of route with side–parking) Cost of pods Capital cost of energy generation and storage roject Finances Total Project Cost Project cost per km	374.4 565,333 804 \$4,751,500 \$6,575,543 \$897,351,329 \$11,020,104	and 2,627 people r km m ² is \$2 per person is \$3 per person 1,319,106,454 per km 395,731,936	0.1% of car parking AUD
27 28 29 30 31 31 32 33 34 35 36	Distance per pod per year Two-layer pod garage area (2% of route with side–parking) Cost of pods Capital cost of energy generation and storage roject Finances Total Project Cost Project cost per km Equity financing	374.4 565,333 804 \$4,751,500 \$6,575,543 \$897,351,329 \$11,020,104 \$269,205,399	and 2,627 people r km m ² is \$2 per person is \$3 per person 1,319,106,454 per km 395,731,936	0.1% of car parking AUD
27 28 29 30 31 Pr 32 33 34 35 36 37	Distance per pod per year Two-layer pod garage area (2% of route with side–parking) Cost of pods Capital cost of energy generation and storage roject Finances Total Project Cost Project cost per km Equity financing	374.4 565,333 804 \$4,751,500 \$6,575,543 \$897,351,329 \$11,020,104 \$269,205,399	and 2,627 people r km m ² is \$2 per person is \$3 per person 1,319,106,454 per km 395,731,936	0.1% of car parking AUD
27 28 29 30 31 32 33 33 34 35 36 37 38	Distance per pod per year Two-layer pod garage area (2% of route with side-parking) Cost of pods Capital cost of energy generation and storage Toject Finances Total Project Cost Project cost per km Equity financing Debt financing	374.4 565,333 804 \$4,751,500 \$6,575,543 \$897,351,329 \$11,020,104 \$269,205,399	and 2,627 people p km m ² is \$2 per person is \$3 per person 1,319,106,454 per km 395,731,936 923,374,517	oper pod 0.1% of car parking AUD AUD AUD
27 28 29 30 31 32 33 34 35 36 37 38 39 40	Distance per pod per year Two-layer pod garage area (2% of route with side-parking) Cost of pods Capital cost of energy generation and storage roject Finances Total Project Cost Project cost per km Equity financing Debt financing	374.4 565,333 804 \$4,751,500 \$6,575,543 \$897,351,329 \$11,020,104 \$269,205,399 \$628,145,930	and 2,627 people p km m ² is \$2 per person is \$3 per person 1,319,106,454 per km 395,731,936 923,374,517	AUD AUD AUD AUD
27 28 29 30 31 31 32 33 34 35 36 37 38 39 40 41	Distance per pod per year Two-layer pod garage area (2% of route with side-parking) Cost of pods Capital cost of energy generation and storage Toject Finances Total Project Cost Project cost per km Equity financing Debt financing	374.4 565,333 804 \$4,751,500 \$6,575,543 \$897,351,329 \$11,020,104 \$269,205,399 \$628,145,930 \$106,784,808	and 2,627 people p km m ² is \$2 per person is \$3 per person is \$3 per person f,319,106,454 per km 395,731,936 923,374,517	AUD AUD AUD AUD
27 28 29 30 31 Pr 32 33 34 35 36 37 38 39 40 41 42	Distance per pod per year Two-layer pod garage area (2% of route with side-parking) Cost of pods Capital cost of energy generation and storage Toject Finances Total Project Cost Project cost per km Equity financing Debt financing	374.4 565,333 804 \$4,751,500 \$6,575,543 \$897,351,329 \$11,020,104 \$269,205,399 \$628,145,930 \$106,784,808	and 2,627 people p km m ² is \$2 per person is \$3 per person is \$3 per person f,319,106,454 per km 395,731,936 923,374,517	AUD AUD AUD AUD
27 28 29 30 31 P 1 33 33 34 35 36 37 38 39 40 41 42 43	Distance per pod per year Two-layer pod garage area (2% of route with side-parking) Cost of pods Capital cost of energy generation and storage Total Project Cost Project cost per km Equity financing Debt financing Debt financing Debt service (per year) Yearly fees and taxes (US\$11 per capita) OPEX 4 Debt service 4 TeX 4 Pees	374.4 565,333 804 \$4,751,500 \$6,575,543 \$897,351,329 \$11,020,104 \$269,205,399 \$628,145,930 \$106,784,808 \$21,146,231	and 2,627 people p km m ² is \$2 per person is \$3 per person 1,319,106,454 per km 395,731,936 923,374,517 156,973,668 31,084,959 264 013 020	AUD AUD AUD AUD AUD AUD AUD AUD
27 28 29 30 31 32 33 34 35 33 34 35 36 37 38 39 40 41 42 43 44	Distance per pod per year Two-layer pod garage area (2% of route with side-parking) Cost of pods Capital cost of energy generation and storage Coject Finances Total Project Cost Project cost per km Equity financing Debt financing Debt financing Debt service (per year) Yearly fees and taxes (US\$11 per capita) OPEX + Debt service + Tex + Pees	374.4 565,333 804 \$4,751,500 \$6,575,543 \$11,020,104 \$269,205,399 \$628,145,930 \$106,784,808 \$21,146,231 \$172,798,605 \$467	and 2,627 people p km m ² is \$2 per person is \$3 per person 1,319,106,454 per km 395,731,936 923,374,517 156,973,668 31,084,959 254,013,950	AUD AUD AUD AUD
27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45	Distance per pod per year Two-layer pod garage area (2% of route with side–parking) Cost of pods Capital cost of energy generation and storage roject Finances Total Project Cost Project cost per km Equity financing Debt financing Debt financing New Yearly fees and taxes (US\$11 per capita) OPEX 1 Debt service (per year) Yearly fees and taxes (US\$11 per capita) OPEX 1 Debt service 1 Tex 1 Peos	374.4 565,333 804 \$4,751,500 \$6,575,543 \$897,351,329 \$11,020,104 \$269,205,399 \$628,145,930 \$628,145,930 \$106,784,808 \$21,146,231 \$106,784,808 \$21,146,231	and 2,627 people g m ² is \$2 per person is \$3 per person 1,319,106,454 per km 395,731,936 923,374,517 156,973,668 31,084,959 687 687	AUD AUD AUD AUD AUD AUD AUD AUD AUD AUD
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32 33 34 35 36 37 38 39 40 41 42 43 44 45 46	Distance per pod per year Two-layer pod garage area (2% of route with side–parking) Cost of pods Capital cost of energy generation and storage roject Finances Total Project Cost Project cost per km Equity financing Debt financing Debt financing Vearly fees and taxes (US\$11 per capita) OPEX + Debt Service + Tex + Pees Project costs — per person Number of motor vehicles displaced Yearly cost of cars displaced — per person Operating costs per passenger-km	374.4 565,333 804 \$4,751,500 \$6,575,543 \$897,351,329 \$11,020,104 \$269,205,399 \$628,145,930 \$106,784,808 \$21,146,231 \$172,798,605 \$467 \$467 \$447 \$447 \$447 \$454,731 \$257 \$0.08	and 2,627 people g m ² is \$2 per person is \$3 per person 1,319,106,454 per km 395,731,936 923,374,517 156,973,668 31,084,959 254,013,050 687 motor vehicles	AUD AUD AUD AUD AUD AUD AUD AUD AUD AUD
 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 	Distance per pod per year Two-layer pod garage area (2% of route with side–parking) Cost of pods Capital cost of energy generation and storage Total Project Cost Project cost per km Equity financing Debt financing Debt financing Net service (per year) Yearly fees and taxes (US\$11 per capita) OPEX + Debt service 1 per x + roop Project costs – per person Number of motor vehicles displaced Yearly cost of cars displaced – per person Operating costs per passenger-km Full costs per passenger-km	374.4 565,333 804 \$4,751,500 \$6,575,543 \$11,020,104 \$269,205,399 \$628,145,930 \$106,784,808 \$21,146,231 \$172,798,605 \$467 54,731 \$257 \$0.08 \$0.32	and 2,627 people g m ² is \$2 per person is \$3 per person 1,319,106,454 per km 395,731,936 923,374,517 156,973,668 31,084,959 254,013,930 687 motor vehicles 377	AUD AUD AUD AUD AUD AUD AUD AUD AUD AUD
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Project Overview p. 2



Impact of proposed network

1	Reduction in GHG emissions (metric tons CO2-eq)
2	Estimated cost to maintain public roadways
3	Reduced waste products
4	Travel time saved (non-stop travel and congestion)
5	Cost savings from reduced car ownership
6	Increase in household income (from time savings and car costs)
7	Reported injuries avoided
8	Lives saved (from safety)
9	Land freed from parking (311 acres)
12	Temperature reduction (from heat island effect & GHG reductions)
11	Health care savings (from pollution, injuries)

Model Inputs

	-	
15	Ratio of road length to track length	
16	Walking speed	
17	Width of convenient swath along track	
18	Fixed cost per km (track & posts)	\$2,7
19	Water crossing: additional cost per km	\$8,3
20	Triple-speed: additional cost per km	\$5,5
21	Rate factor for water crossings or high-speed links.	
22	Average distance traveled per person per year (for trips under 1600 km)	
23	Average distance per day per person	
24	Mode share % of people convenient to Transit X	
25	Percentage of daily demand during peak hour	
26	Maximum capacity per track	
27	Average dwell time during peak hour	
28	% of pods traveling on route with highest demand	
29	Average speed of pod Average # of trips for a daily customer	
30 31	Average passengers per pod during peak hours	
32	Average passengers per pod during peak nours Average passengers per pod	
32	Average discount per passenger	
33	Maximum passengers per pod	
34	Empty pods: Percentage non-revenue	
35	Ex-Factory cost per pod	
36	Worldwide Median Income per Household (US\$)	
37	Average number of residents per household	
38	Base fare per km	
39	(per mile)	
40	O&M as % of project cost	
41	Percentage debt financed	
42	Length of loan/debt	
43	Interest rate for debt	
44	kg CO2 emissions per liter of gasoline	
45	Monetary value of 1 hour personal time (USD)	
46	Eat. roadway maintenance per year per km	5
47	Area of one parking lot space	
48	Commercial income of land (annual)	
49	Distance from roadway that is convenient	
50	Stops per km	
51	Boarding capacity per stop	
52	Solar panel area per meter of track	
53	Cost of sustainable energy and storage	
54	Global Horizontal Irradiance (GHI)	
55	Cost to generate sustainable energy	
56	Storage per column	
57	Typical span	
58	Energy storage cost	
59	Energy storage capacity	
60	Area of parked pod Distance discount at max distance	
61	Distance discount at max distance Max distance discount	
62	Max usage discount at 10,000 km per capita	
63	Shared Pod Discount	
64	Shared Pod Compartment Discount	
65 66	Mode share starting discount	
66	mode share starting discount	

4		
-	km/h	
9.80	km	
\$2,790,000	4,101,300	
\$8,370,000	4,101,300	AUD
\$5,580,000		
2.2		
10,000	km	
27	km	
	at 5 min walk.	
20%		
22,885	••	
	seconds	
18%		
242	km/h	150 mph
3	per day	
2.1	passengers	
1.3	passengers	
18%		
5	passengers	
25%	1	
\$5,000	7,350	
10,000	14,700	
2.3	14,700	AUD
\$0.49	0.7	AUD
\$0.49		AUD
\$0.79 5%	1.2	AUD
70%		
10	years	
7%		
2.37		
\$14.25		AUD
\$51,000	74,970	AUD
	m ²	
\$1.14	per m ²	AUD
2.97	km	
0.3		
360	pph	
2.0		
\$0.15	per kWh	
3.8	kWh/m²/day	
\$1,000	per kW	
40	kWh	
23	m cols/km:	44
\$250	per kWh	
1		
	m ²	
40%		
500	km	
50%		
20%		
20% 40%		
40% 67%		
01%		

54,047	MTCO2-eq annually
\$14,425,714	annually
8,771	metric tons annually
97	hrs/person annually
\$255	per person annually
3%	
339	annually
3	annually
1,258,812	m²
0.5 to 2	°C
High	

Model Inputs (continued)

68	Name of region or project	Brisbane to Gold Coa
69	Currency name	AUD
70	Equal to US\$1	1.47
71	Sustainable energy/electricity generation & storage as	CAPEX
72	Land area of region (sq. km)	1,200
73	Number of residents in region	1,838,000
74	% travel within region	20%
75	% of land area served by roads	70%
76	Coverage: % of pop. convenient (60 min walk) to Transit X	95%
77	Annual median household income (US\$)	\$57,000
78	Convenient walk time to stop (min)	60
79	Triple-speed route length (km)	81
80	Water crossing route length (km)	0.0
81	Visitors per year	10,000,000
82	Average length of visit (days)	3
83	Solar production ratio	1.57
84	Regional Fare Factor	1.0
85	EPC costs & contingency	30%
86	Triple-speed (km/h)	242
87	Daily Passengers Adjustment	100%
88	Number of Stops Adjustment	100%
89	Mode Share Adjustment	100%

Pod & Car

		Pod	Car
87	Service life (years)	20	12
88	Full cost of vehicle per year	\$200	\$9,000
89	Public cost to maintain infrastructure (per km)	\$0	\$100,000
90	Energy consumption (MPGe)	3564	24
91	Energy consumption (liters/100km)	0.07	9.8
92	Energy consumption (Watt-hours/km)	9	1375
93	mass of CO2 per vehicle per km (kg)	0	0.09875
94	Vehicle mass (kg)	45	1950
95	Average speed of urban travel (km/h)	72	16
96	Typical travel time (in minutes) for 2 km trip	2	7
97	Fare/cost per km	\$0.49	\$0.62
98	Number of deaths per 100M passenger-km	0.00001	1
99	Number of injuries per 100M passenger-km	0.0006	62
100	Volume to park (cubic meters)	5.7	70.9



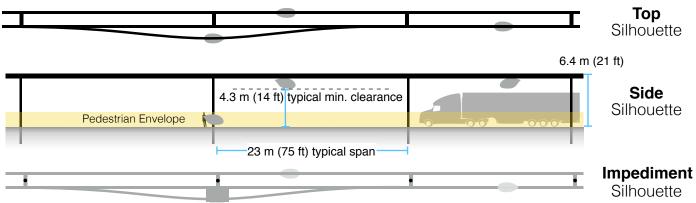
Taxes and Fees

5% of gross revenue is paid for air rights and local taxes.

A minimum payment is based on the Footprint and the Transit X Commercial Rate (TXCR).

1	Air-rights and Local Taxes		(for calculating m	inimums)	
2	Total commercial land (estimated)	84,000,000	m ²	acr	es
3	Total commercial gov't revenue (US\$)	\$95,760,000		140,767,200 AU	D
4	TXCR (Transit X Commercial Rate)	\$1.14	per m ² (estimated)	1.7 AU	D
5	TXCR is the yearly tax rate per land area. Calculation: total land area of commercial properties in the governmental region, divided by all the governmental income generated by those properties. The TXCR is used to calculate the minimum tax/fee.		(
7	Private Easement Fees	For examp	ble		
8	4% of gross revenue	\$51.94	per route-meter		
9	Minimum per year	\$1.69	per route-meter		
9 10	Minimum per year Transit X payment to Gover		per route-meter		
		nment	per route-meter estimated		
10	Transit X payment to Gover	nment	estimated	30,587,600 AU	D
10 11	Transit X payment to Gover % of route on government easements	nment 98%	estimated	30,587,600 AU 17 AU	
10 11 12	Transit X payment to Govern% of route on government easements Total air-rights and local taxes	nment 98% \$20,807,891	estimated per year		D
10 11 12 13	Transit X payment to Gover % of route on government easements Total air-rights and local taxes per resident	nment 98% \$20,807,891 \$11	estimated per year	17 AU	D
 10 11 12 13 14 	Transit X payment to Gover % of route on government easements Total air-rights and local taxes per resident	mment 98% \$20,807,891 \$11 \$137,963	estimated per year per year	17 AU 202,805 AU	
 10 11 12 13 14 15 	Transit X payment to Gover % of route on government easements Total air-rights and local taxes per resident with a minimum of	mment 98% \$20,807,891 \$11 \$137,963	estimated per year per year	17 AU 202,805 AU 0 AU	
 10 11 12 13 14 15 16 	Transit X payment to Gover % of route on government easements Total air-rights and local taxes per resident with a minimum of	mment 98% \$20,807,891 \$11 \$137,963 Government	estimated per year per year	17 AU 202,805 AU 0 AU AU	
 10 11 12 13 14 15 16 17 	Transit X payment to Gover % of route on government easements Total air-rights and local taxes per resident with a minimum of Other financial benefits to C Less road maintenance from lower VMT	mment 98% \$20,807,891 \$11 \$137,963 Government g and lanes	estimated per year per year	17 AU 202,805 AU 0 AU AU AU	

Footprint calculations for minimum fee



Pod landing area: 1.5m x 2.5m with 3m minimum spacing

1	Footprint Calculations	Metric	: Imperial
2	Track width	0.30	<u>)</u> m
3	Track height	<u>0.60</u>) m
4	Post diameter	<u>0.3</u>	<u>k</u> m
5	Post cross section	<u>0.07</u>	2 m ²
6	Stop landing area	<u>3.75</u>	2 m ²
7	width	<u>1.5</u>	
8	length	<u>2.5</u>	i m
9	Ramp length		_ m
10	Typical Span	<u>23</u>	
11	Number of posts per unit length	<u>43.5</u>	poles per km
12	Post height	<u>6</u>	<u>i</u> m
13			
14	Single track	1022.1	m ²
15	Area of Side Silhouette	678.3	8 m ²
16	Area of Top Silhouette	313.1	m ²
17	Impediment Area (adjusted)	30.7	' m ²
18			
19	Dual track	1322.1	m ²
20	Area of Side Silhouette	678.3	8 m ²
21	Area of Top Silhouette	613.1	
22	Impediment Area (adjusted)	30.7	' m ²
23			
24	Stop	82.1	m ²
25	Area of Side Silhouette	25.2	2 m ²
26	Area of Top Silhouette	19.4	
07	•	07.5	
27	Impediment Area (adjusted)	37.5	o m²
28			
29	Stops with dedicated landing areas	2	stops per km
30	% of dual track	100%	
31			
32	Average area per unit length	1,486	m² per route-km
33			
34	Contract values		
35	% gross revenue for government on private prop.	1%	
36	% gross revenue for private easement	4%	
37	% gross revenue for government easement	5%	
38	Impediment Factor	10	



Summary

The average commute would be 3.5 times faster saving each commuter 295 hours per year.*

At 0.43 AUD per km, a typical commute on Transit X is 17% less than public transit and 74% less than a Taxi.*

			_	Trip Length							th		
All prices in AUD)	2 km					10 km				40 km
Transit X				0.87 to 1.45 2 min., 3.6x faster				4.29 to 7.18 8 min., 3.6x faster			ster	16.45 to 28.03 33 min., 3.4x faster	
P	ublic tr averaç		:		4.8	86			7	7.7	7 2		11.32
lodes	Та	xi		2	6. to 6 n	73 ninute:	s			29.3 30 m		es	114.01 30 to 120 minutes
ublic n	Uber/Lyft		5.13 2 to 6 minutes				21.11 8 to 30 minutes			es	81.05 30 to 120 minutes		
Common public modes	Public	: Bus		31	3. to 12 i	91 minute	es		15 to	3.9 60 r		tes	5.99 60 to 240 minutes
Comr	Tra	in		2	5.8 to 12 i	B6 minute	es		8 to	6.9		es	10.81 30 to 240 minutes
Personal car			2 t	5.4	45 ninute	es		1 8 to 3	6. 30 m	_		59.48 30 to 120 minutes	
	Avg Spee	. Low d Speed	High speed		Includ	Over	Min Dist	Max Dist.	Time cost	Mode 6%	e shar 70%	-	* All numbers on mode shares, speeds, and costs are rough estimates
Travel mo			km/h	Base		Over per-km	КШ	km	per min		10	40	are rough estimates
Taxi Uber/Lyf	30 ft 30	20 20	80 80	3.91 3.13	1		0.5 0.5		1.74 0.87	5% 10%		1% 2%	
Public B		10	40	3.91	20		0.5		0.07		50%		

Base fares are set for first 5 years, then adjusted by formula. A 20% discount on a shared pod and a 40% discount on a shared compartment. Trips are discounted proportional to their length reaching a maximum of a 40% discount on a 500 km trip. No congestion–based pricing. Fares are proportional to the median income of the area and inversely proportional to per capita use, so the more use of Transit X, the lower the base fare up a to 50% discount. The amount of market–rate fares must be less than the amount of discounted fares. Transit X Fair Fare Formula and Fair Freight Formula is universal and applies to all regions and all times.

50

0

0

0.24

35% 36% 57%

0.13 2 100

1.30 0.1 400

0.43 0.1

30

72

30

10

72

20

5.86

2.61

0

2

0

0

80

72

80

Train

Transit X

Personal car



Fair Fare Formula

Fare rates are updated annually using this formula

Globalinoom 14,700 AUD Global median household income. Updated annually based on most recent standard published 10,000 PenentioumFree 23,000 km Travel distance per household per year on any mode for trips under 1600 km. A global constant. 1 Global Free 5 of median household income for all transportation under 1600 km. A global constant. 5 5 Global Free 6145 AUDM Global Fraites Global from Person per day. External input. Based on reliable public data under transfer annually. 656 IncommDest \$125,685 AUD Median household income at destination per trip. External input. Based on reliable public data under data source update annually. 650 IncommDest \$125,685 AUD Median household income data source update annually. 650 IncommDest \$126,685 AUDM Median fraite Source update annually based on traite source update annually. 650 IncommDest \$128,883 AUDM Regional Fare Factor. Negotiated upfort to make network financially viable. 650 IncommDest \$138,983 Km Total passenger trap. Audited annually. 750 UsageMacDiscourt \$57,900 Non- Total passenger trap. A		11 01 13107				
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SharedCompartment Rate 0.21 AUD/km BaseRate x (1 - SeniorDiscountAmount) x (1 - SharedCompartmentDiscount) x (1 - MaxDistanceDiscount) 0.14 50PctIncomeAtDest 25% % Higher fare rate if Destination has 50% higher median income than First (IncomeDest / IncomeFirst - 1) / 2 0 2 DistanceBase 405,008,943 km Passenger distance under base fare. Audited value from operational data. 4 3 PercentBase 74% Percent of passenger distance under base fare: DistanceBase / PassengerTravel 5 4 BaseRevenue 241,280,407 AUD Annual revenue from all travel under base rate. Audited value from operational data. 4 5 AverageDiscount 18% Average fare discount from Base Rate: 1 - (BaseRevenue / (DistanceDase x BaseRate)) 1 6 MarketFactor 1.0 Market rate factor. Negotiated value for setting ratio of AverageDiscount Cap on passenger travel distance at market rate: AverageDiscount x MarketFactor Cap on passenger travel distance at market rate: AverageDiscount x MarketFactor Cap on passenger travel distance at market rate:	9		0.49	AUD/km		
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MarketTravelCap 71<699 662 km AverageDiscount x MarketFactor Cap on passenger travel distance at market rate: Cap on passenger travel distance at market rate:	6	MarketFactor	1.0			
	7	MarketRateCap	18%		AverageDiscount x MarketFactor	
	3	MarketTravelCap	71,699,062	km		

Project Summary

Project A fully-automated, solar-powered, micro-rail **Description** network. A transportation utility.

Project type Sustainable Transportation Infrastructure Design, Build, Finance, Own, Operate, Maintain (DBFOOM)

Project equity US\$269 million (30% of total)

Cost to Gov't \$0

Structure Privately financed equity and debt

Debt term 10 years @ 7%

Equity terms A waterfall profit distribution per year with:

- 1. 90% until capital payback,
- 2. then 50% until Target% is reached
- 3. then 10%

Taxes & Fees \$20,807,891 per year

Benefits to society and Extremely high environment

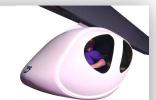
Estimated return 3% average IRR at 5 yrs 15% average IRR at 10 yrs

Financials (US\$ in millions)	Year 1	Total Years 1-12
Gross Revenues	139	4,044
Taxes and fees	7	202
Debt service	\$44	\$484

ESG (Environmental, Social, Governance) Benefits

Clean Energy	yes	Improve Resiliency	yes
Energy security	yes	Sustainable	yes
Zero Emissions	yes	Equitable	yes
Zero GHG	yes	Recyclable Materials	yes
Lowers Pollution	yes	Affordable Housing	yes
Clean Water	yes	Improved Health	yes
Improved Safety	yes	Economic Development	yes
Add Green Space	yes	Access to Food	yes
Accessible	yes	Add Quality Jobs	yes





Transit X presents a preliminary proposal for a sustainable micro-rail network – a fleet of automated electric vehicles (pods) for passengers and freight on a local and regional podway providing equitable public transportation for

Brisbane to Gold Coast, Australia

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



About Transit X

Transit X finances, designs, builds, and operates solar-electric micro-rail public transit podways to supplant buses, trains, cars, and trucks. Transit X offers its service to governments and commercial developers. Maiden Flight was on Oct 29, 2018 and pilot projects started in 2018. First pilots will break ground in 2019 and begin operations in 2020. Transit X is a privately held company founded in 2015, based in Boston, Massachusetts.

Status

	Now	Prior to close
Project financing	Available	Yes
Outdoor Test Track	Nov 2019	Yes
Rider-Revenue study	Preliminary	Yes
Environmental study	Per region	Yes
Air rights	Per project	Yes
Permitting	Per project	Yes
Safety certification	Per country	Yes
Construction firm	Per project	Yes
Design and major subs	Per project	Yes
Operations & Maint	Partners	Yes
Utility relocation	Per project	Agreements

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

12-year Pro Forma



Model Inputs and Assumptions

Route length (km)	81
Starting number of pods	241
Projected revenue growth	15%
Project Cost (Privately funded)	\$897,351,329
% Debt financed	70%
Debt	\$628,145,930
Equity	\$269,205,399
Debt payment (per year)	\$43,970,215

Travel per year per pod (km) 565,333

- Revenue per vehicle-km (US\$) 1.02
 - OPEX as % of project cost 5%
 - Debt Interest rate 7%
 - Debt term (yrs) 10
- Profit share when below capital return 90%
 - Profit share when below Target IRR 50%
 - Profit share when above Target IRR 10%

Pro Forma

١	/ears 0	1	2	3	4	5	6	7	8	9	10	11	12
Revenue	0	139,432,055	160,346,863	184,398,892	212,058,726	243,867,535	280,447,665	322,514,815	370,892,037	426,525,843	490,504,719	564,080,427	648,692,491
5% RoW÷tax÷fee	0%	6,971,603	8,017,343	9,219,945	10,602,936	12,193,377	14,022,383	16,125,741	18,544,602	21,326,292	24,525,236	28,204,021	32,434,625
Debt service	0	\$43,970,215	\$43,970,215	\$43,970,215	\$43,970,215	\$43,970,215	\$43,970,215	\$43,970,215	\$43,970,215	\$43,970,215	\$43,970,215	\$43,970,215	\$43,970,215

Investor share	0	35,334,363	45,976,899	58,215,814	72,290,568	88,476,534	44,203,581	46,582,018	49,317,222	52,462,706	56,080,013	60,239,915	65,023,803
Investor share (%)		90%	90%	90%	90%	90%	37%	33%	29%	26%	24%	22%	20%
Share / Orig Capital	0%	13%	17%	22%	27%	33%	16%	17%	18%	19%	21%	22%	24%
IRR to date	loss	loss	(52%)	(25%)	(8%)	3%	7%	10%	12%	14%	15%	16%	17%

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 or circumstances after the date made. Except as required by law, Transit X undertakes no obligation to update any forward looking statements 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.

Jobs Report

15	Operations and Maintenance jobs	205
14	% of OPEX as salary	30%
13	Average gross OPEX salary	\$65,550
12	Average gross OPEX salary (% of median HH)	115%
11	OPEX	
10	Construction jobs	236
9	Manufacturing jobs	708
8	% of jobs that are manufacturing vs. construction	75%
7	# of CAPEX jobs	945
6	Years of CAPEX	2
5	% of CAPEX as salary	15%
4	Average gross CAPEX salary	\$71,250
3	Average gross CAPEX salary (% of median HH)	125%
2	CAPEX	
1	Annual median household income (US\$)	\$57,000