



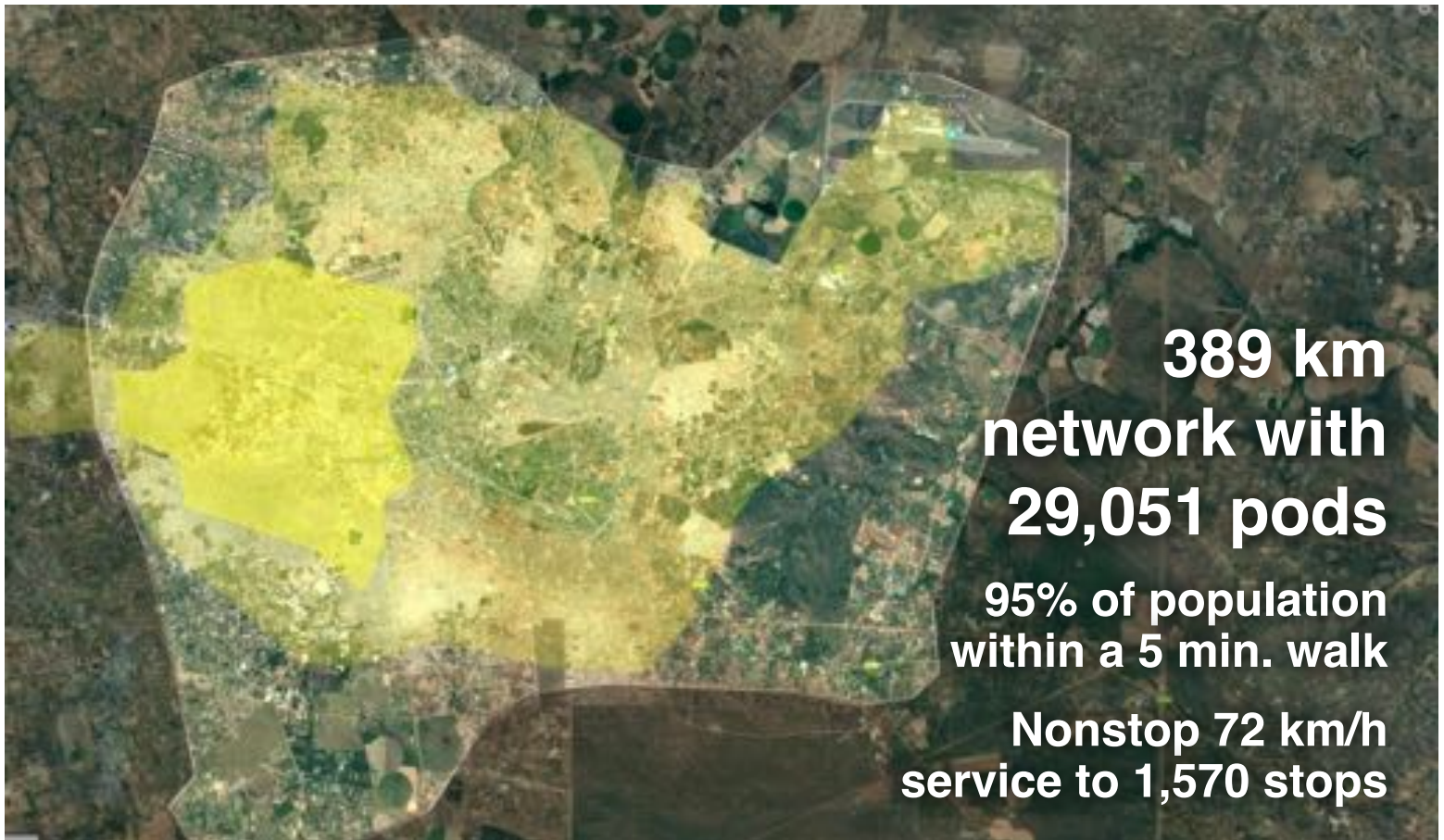
Transit X, LLC presents a preliminary proposal for a privately-funded fleet of fully-autonomous shared electric vehicles on local and regional podway network for

Lusaka, Zambia

This proposal is downloadable at [transitx.com/proposals/Transit X for Lusaka,Zambia.pdf](https://transitx.com/proposals/Transit_X_for_Lusaka,Zambia.pdf)

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

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



**389 km
network with
29,051 pods**

**95% of population
within a 5 min. walk**

**Nonstop 72 km/h
service to 1,570 stops**

Transit X proposes to build and operate a privately-financed pod network to carry passengers and freight for Lusaka, Zambia 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

We have reduced or eliminated many costs of transportation including the cost of materials, land, construction, fuel, debt service, and labor. Transit X does not require public funding because revenue from fares more than covers our costs. Our business model appeals to investment banks and private equity firms that finance green infrastructure projects.

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, as well many new types of job will be created as transportation becomes more efficient. Transit X intends to build manufacturing and assembly plants around the world and locate them where Transit X is first deployed in a region. The vast majority of the construction jobs will be locally sourced. Preferential hiring would be given to those workers displaced by the transition to automated podways.

Revenue Generator

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\$41 million

per year average over the first 10 years. For specifics, please see the "Taxes and Fees" section of this proposal. These fees and taxes paid by Transit X enables lower taxes or more spending on public services.

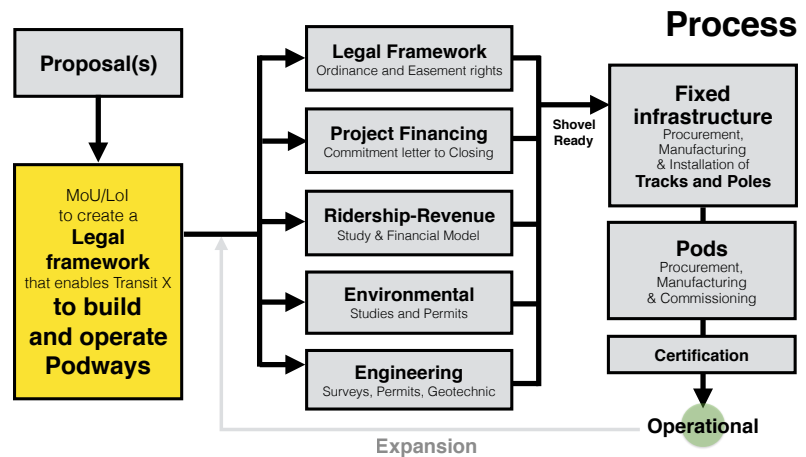
Short and Long Term Solution

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 government or commercial entity. We would refine a proposal that meets your needs, then ask for a letter stating you will create a legal framework for Transit X to build and operate a podway in your region. 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)
- Memorandum of Understanding template (transitx.com/process/mou.html)
- Example Resolution (transitx.com/process/resolution.html)
- 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 Lusaka through better transportation.

Sincerely,



Mike Stanley
CEO, Transit X



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1	Transit X network length	389 km	
2	People (resident-equivalent) in region	1,742,979	resident-equivalent population
3	Route density ratio (route length to service area)	1.16	
4	Number of stops	1,570	
5	Triple-speed route length	0 km	
6	Water crossing route length	0 km	
7	Cost of fixed infrastructure	\$1,410,888,196	
8	...per person	\$809	
9	Mode share of travel on Transit X (27% after first year)	81% after 10 years	
10	Distance traveled on Transit X, per year	11,963,372,111 km	
11	...per day	32,776,362 km	
12	Daily potential energy generation with standard panels on tracks	2,987 MWh	
13	Sustainable energy use per day	124 MWh	4% of max capacity
14	Energy storage capital cost for 1 day(s) of supply at \$100 per kWh	\$12,395,041	
15	Size (rated power) of solar installation	28,816 KW	
16	Cost to generate sustainable energy (at \$1,000 per kW)	\$28,816,497	
17	Cost of buying sustainable energy at \$0.15 per kWh	\$18,593 per day	8% of OPEX
18	Daily passengers riding Transit X	1,407,456 customers	81% of the pop.
19	Distance per passenger per day	23 km	
20	Average distance per trip (assuming 3 trips per day)	8 km	
21	Single passenger fare for shared 8 km trip	\$0.34	4 ZMW
22	Passenger distance traveled during peak hour	6,555,272 km	
23	Breakeven	505,370	customers per day
24			(31% of people convenient to Transit X)
25	Number of pods for peak demand	29,051	pods at 81% mode share
26	Number of customers per pod	48.4	and 60 people per pod
27	Distance per pod per year	168,191 km	
28	Two-layer pod garage area (8% of route with side-parking)	31,956 m ²	0.1% of car parking
29	Cost of pods	\$188,831,500	is \$83 per person
30	Capital cost of energy generation and storage	\$53,574,999	is \$31 per person
31	Project Finances		
32	Total Project Cost (privately financed)	\$1,653,294,695	17,028,935,358 ZMW
33	Project cost	\$4,250,159	per km
34	Equity	\$495,988,408	5,108,680,607 ZMW
35	Private debt financing	\$1,157,306,286	11,920,254,751 ZMW
36			
37			
38			
39	Debt service (per year)	\$173,595,943	1,788,038,213 ZMW
40	Yearly fees and taxes (US\$35 per capita)	\$61,537,798	633,839,315 ZMW
41	OPEX + Debt service + Tax + Fees	\$317,798,475	3,276,324,235 ZMW
42			
43			
44	Project costs — per person	\$949	9,770 ZMW
45	Number of motor vehicles displaced	1,196,337	motor vehicles
46	Yearly cost of cars displaced — per person	\$6,177	63,627 ZMW
47	Operating costs per passenger-km	\$0.01	
47	Full costs per passenger-km	\$0.03	
48	Breakeven revenue distance per day	11,768,887 km	
49	Number of tracks in one direction needed to satisfy peak demand	0.12	



Impact of proposed network

1	Reduction in GHG emissions (metric tons CO2-eq)	1,181,383 MTCO2-eq annually
2	Estimated cost to maintain public roadways	\$68,913,698 annually
3	Reduced waste products	191,713 metric tons annually
4	Travel time saved	413 hrs/person annually
5	Cost savings from reduced car ownership	\$4,641 per person annually
6	Increase in household income from time savings and car costs	196%
7	Reported injuries avoided	7,417 annually
8	Lives saved	74 annually
9	Land freed from parking (6,799 acres)	27,515,756 m ²
11	Health care savings	High

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	28,737,000 ZMW
19	Water crossing: additional cost per km	\$8,370,000	
20	Triple-speed: additional cost per km	\$5,580,000	
21	Rate factor for water crossings or high-speed links.	2.2	
22	Average distance traveled per person per year (for trips under 1600 km)	10,000	km
23	Average distance per day per person	27	km
24	Mode share % of people convenient to Transit X	85%	at 5 min walk.
25	Percentage of daily demand during peak hour	20%	
26	Maximum capacity per track	42,309	p/h
27	Average dwell time during peak hour	10	seconds
28	% of pods traveling on route with highest demand	18%	
29	Average speed of pod	72	km/h 45 mph
30	Average # of trips for a daily customer	3	per day
31	Average passengers per pod during peak hours	3.9	passengers
32	Average passengers per pod	2.4	passengers
	Average discount per passenger	27%	
33	Maximum passengers per pod	5	passengers
34	Empty pods: Percentage non-revenue	25%	
35	Ex-Factory cost per pod	\$5,000	51,500 ZMW
36	Worldwide Median Income per Household (US\$)	10,000	103,000 ZMW
37	Average number of residents per household	2.3	ZMW
38	Base fare per km	\$0.07	0.8 ZMW
39	(per mile)	\$0.12	1.2 ZMW
40	O&M as % of project cost	5%	
41	Percentage debt financed	70%	
42	Length of loan/debt	10	years
43	Interest rate for debt	5%	
44	kg CO2 emissions per liter of gasoline	2.37	
45	Monetary value of 1 hour personal time (USD)	\$1	6 ZMW
46	Eat. roadway maintenance per year per km	\$51,000	525,300 ZMW
47	Area of one parking lot space	23	m ²
48	Commercial income of land (annual)	\$0	per m ² ZMW
49	Distance from roadway that is convenient	0.25	km
50	Stops per km	4.0	
51	Solar panel area per meter of track	2.0	
52	Cost of sustainable energy and storage	\$0.15	per kWh
53	Global Horizontal Irradiance (GHI)	3.8	kWh/m ² /day
54	Cost to generate sustainable energy	\$1,000	per kW
55	Storage per column	40	kWh
56	Typical span	23	m cols/km: 44
57	Energy storage cost	\$100	per kWh
58	Energy storage capacity	1	days
59	Area of parked pod	2.20	m ²
60	Distance discount at max distance	40%	
61	Max distance discount	500	km
62	Max usage discount at 10,000 km per capita	50%	
63	Shared Pod Discount	20%	
64	Shared Pod Compartment Discount	40%	
65	Mode share starting discount	67%	

URL a,Zambia.pdf

Model Inputs (continued)

66	Name of region or project	Lusaka, Zambia
67	Currency name	ZMW
68	Equal to US\$1	10.3
69	Sustainable energy/electricity generation & storage as	CAPEX
70	Land area of region (sq. km)	418
71	Number of residents in region	1,742,979
72	% travel within region	85%
73	% of land area served by roads	80%
74	Coverage: % of pop. convenient (5 min walk) to Transit X	95%
75	Annual median household income (US\$)	\$2,500
76	Convenient walk time to stop (min)	5
77	Triple-speed route length (km)	0
78	Water crossing route length (km)	0.0
79	Visitors per year	0
80	Average length of visit (days)	2
81	Solar production ratio	1.57
82	Regional Fare Factor	1
83	EPC costs & contingency	30%
84	Triple-speed (km/h)	242

Pod & Car

	Pod	Car
85	Service life (years)	20 12
86	Full cost of vehicle per year	\$200 \$9,000
87	Public cost to maintain infrastructure (per km)	\$0 \$100,000
88	Energy Efficiency in MPGe	3564 24
89	Energy Efficiency in liters/100km	0.07 9.8
90	Energy used (Watt-hours/km)	9 1375
91	mass of CO2 per vehicle per km (kg)	0 0.09875
92	Vehicle mass (kg)	45 1950
93	Average speed of urban travel (km/h)	72 16
94	Typical travel time (in minutes) for 8 km trip	6 29
95	Fare/cost per km	\$0.07 \$0.62
96	Number of deaths per 100M passenger-km	0.00001 1
97	Number of injuries per 100M passenger-km	0.0006 62
98	Volume to park (cubic meters)	5.7 70.9

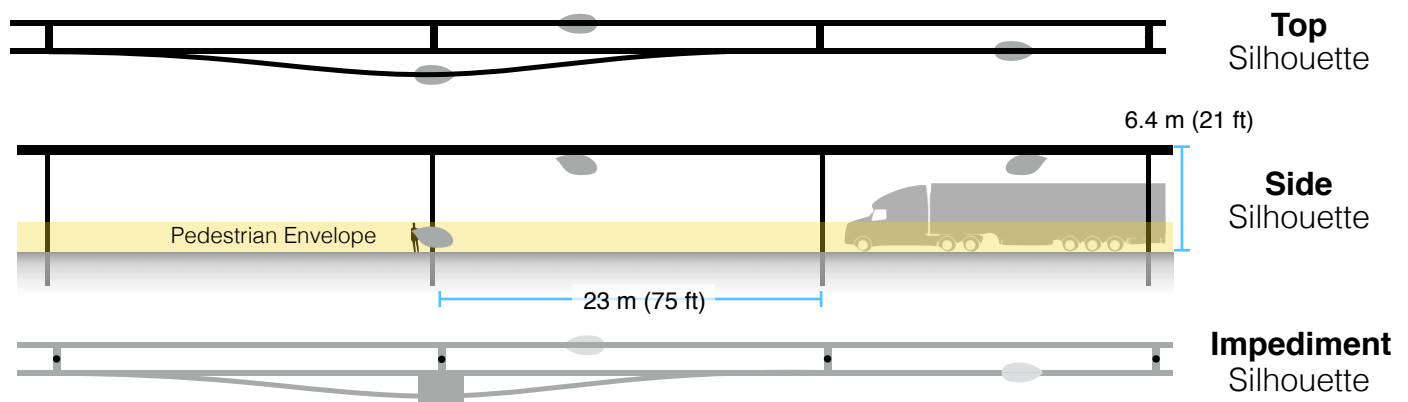


5% of gross revenue is paid to government easement owners for all fees and taxes. When on a private easement, 4% is paid to the private owner and 1% to the government. A minimum payment is based on the Footprint and the Transit X Commercial Rate (TXCR).

1	Government Fees and Tax rate	(for calculating minimums)	
2	Total commercial land (estimated)	33,440,000 m ²	acres
3	Total commercial gov't revenue (US\$)	\$1,672,000	17,221,600 ZMW
4	TXCR (Transit X Commercial Rate)	\$0.05 per m ²	0.5 ZMW
5	<i>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.</i>		
6			
7	Private Easement Fees		
8	4% of gross revenue	\$31.64 per route-meter	
9	Minimum per year	\$0.08 per route-meter	
10	Government Fees and Taxes		
11	% of route on government easements	98%	
12	5% on government easements	\$60,307,042	621,162,529 ZMW
13	1% on private easements	\$246,151	
14	Total gov't fees and taxes	\$60,553,193 per year	623,697,886 ZMW
16	per resident	\$35	358 ZMW
15	with a minimum of	\$32,827 per year	338,119 ZMW

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	1142.1 m ²	
15	...Area of Side Silhouette	688.3 m ²	
16	...Area of Top Silhouette	423.1 m ²	
17	...Impediment Area (adjusted)	30.7 m ²	
18			
19	Dual track	1552.1 m ²	
20	...Area of Side Silhouette	688.3 m ²	
21	...Area of Top Silhouette	833.1 m ²	
22	...Impediment Area (adjusted)	30.7 m ²	
23			
24	Stop	67.8 m ²	
25	...Area of Side Silhouette	25.6 m ²	
26	...Area of Top Silhouette	22.2 m ²	
27	...Impediment Area (adjusted)	20.0 m ²	
28			
29	Stops with dedicated landing areas	2 stops per km	
30	% of dual track	100%	
31			
32	Average area per unit length	1,688 m ² 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	



Fair Fare Formula

Summary

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

At 0.46 ZMW per km, a typical commute on Transit X is 17% less than public transit and 74% less than a Taxi.*

All prices in ZMW		Trip Length		
		2 km	10 km	40 km
Common public modes	Transit X	0.91 to 1.52 2 min., 3.6x faster	4.51 to 7.56 8 min., 3.6x faster	17.31 to 29.51 33 min., 3.4x faster
	Public transit average	5.11	8.13	11.92
	Taxi	7.09 2 to 6 minutes	30.86 8 to 30 minutes	120.02 30 to 120 minutes
	Uber/Lyft	5.40 2 to 6 minutes	22.22 8 to 30 minutes	85.31 30 to 120 minutes
	Public Bus	4.11 3 to 12 minutes	4.11 15 to 60 minutes	6.31 60 to 240 minutes
	Train	6.17 2 to 12 minutes	7.27 8 to 60 minutes	11.38 30 to 240 minutes
	Personal car	5.50 2 to 6 minutes	16.51 8 to 30 minutes	57.82 30 to 120 minutes

Travel mode	Avg. Speed	Low Speed	High speed	Base	Includ es km	Over per-km	Min Dist.	Max Dist.	Time cost	Mode share		
	km/h	km/h	km/h				km	km	per min	2	10	40
Taxi	30	20	80	4.11	1	2.06	0.5	100	1.83	5%	4%	1%
Uber/Lyft	30	20	80	3.29	1	1.65	0.5	100	0.91	10%	10%	2%
Public Bus	15	10	40	4.11	20	0.11	0.5	50	0	50%	50%	40%
Train	30	10	80	6.17	2	0.14	2	100	0	35%	36%	57%
Transit X	72	72	72	0	0	0.46	0.1	50	0	-	-	-
Personal car	30	20	80	2.74	0	1.37	0.1	400	0.01	-	-	-

* All numbers on mode shares, speeds, and costs are rough estimates..

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 equal or less than the amount of discounted fares. Transit X Fair Fare is a universal passenger fare formula that applies to all regions and all times.



Fair Fare Formula

Fare rates are updated annually using this formula

	Formula Name	Value	Units	Description of the value or model input
1	GlobalIncome	103,000	ZMW	Global median household income. Updated annually based on most recent standard published data.
2	AllTravel	23,000	km	Travel distance per household per year on any mode for trips under 1600 km. A global constant
3	PercentIncomeForTransport	20%		% of median household income for all transportation under 1600 km trips. A global constant.
4	GlobalRate	0.90	ZMW/km	Global rate: GlobalIncome * PercentIncomeForTransport / AllTravel
5	MedianIncomeOrigin	\$25,750	ZMW	Median household income at origin. External input. Based on reliable public data source updated annually.
6	MedianIncomeDest	\$25,750	ZMW	Median household income at destination. External input. Based on reliable public data updated annually.
7	RegionalRate	0.22	ZMW/km	Regional rate based on median income: MedianIncomeOrigin * PercentIncomeForTransport / AllTravel
8	UnderIncomeRate	0.67	ZMW/km	Under global income adjustment: if (RegionalRate < GlobalRate, GlobalRate - RegionalRate, 0)
9	NominalRate	0.90	ZMW/km	Nominal rate: RegionalRate + UnderIncomeRate
10	RegionalFactor	1.00		Regional Fare Factor. Negotiated upfront to make network financially viable.
11	AdjustedRate	0.90	ZMW/km	Regional adjusted rate: NominalRate * RegionalFactor
13	Population	1,742,979		Population in region. Updated annually based on trusted public data source.
12	UsageMaxDiscount	50%		Fare Discount when Transit X travel per household equals AllTravel. Global constant.
14	PassengerTravel	11,963,372,111	km	Total passenger distance traveled previous calendar year. Based on expected mode share for first 3 years. Based on actual passenger trips. Audited.
15	ModeShare	30%		Percent of Total Travel Per Capita on Transit X: PassengerTravel / (Population x AllTravel)
16	BaseRate	0.76	ZMW/km	Base rate for single-passenger pod (without discounts) (1 - UsageMaxDiscount x min(1,ModeShare)) x AdjustedRate
17	SpecialRateFactor	2.20		Rate factor for water crossings or high-speed links. Global constant.
18	SpecialBaseRate	1.68	ZMW/km	Base rate for high-speed travel or water crossings: BaseRate * SpecialRateFactor
19	DistanceDiscount	40%		Distance discount at max distance. Global constant.
20	MaxDistanceDiscount	500	km	Max distance discount. Global constant.
21	DistanceDiscountPerKm	0.000610	ZMW/km	Discount amount per km: BaseRate x DistanceDiscount / MaxDistanceDiscount
22	SeniorDiscount	20%		Senior discount set according to local regulations
23	StudentDiscount	20%		Student discount set according to local regulations
	DisabilityDiscount	20%		Disability discount set according to local regulations
24	DiscountBaseRate	0.61	ZMW/km	Discounted base rate: BaseRate x (1 - SeniorDiscount)
25	SharedPodDiscount	20%		Discount for a shared pod. Set by Transit X per year. 15% minimum and 30% maximum. Maximum yearly change is one percentage point.
26	SharedPodRate	0.61	ZMW/km	Rate for a shared pod: BaseRate x (1 - SharedPodDiscount)
27	SharedCompartmentDiscount	40%		Discount for shared compartment. Set by Transit X per year. 25% minimum and 40% maximum. Maximum yearly change is one percentage point.
28	SharedCompartmentRate	0.46	ZMW/km	Rate for shared compartment BaseRate x (1 - SharedCompartmentDiscount)
29		0.52	ZMW/km	Rate for 500 km in single-passenger pod.
30	Senior + SharedCompartmentRate	0.22	ZMW/km	Rate for a Senior taking a 500 km trip in a shared compartment. BaseRate x (1 - SeniorDiscountAmount) x (1 - SharedCompartmentDiscount) x (1 - MaxDistanceDiscount)
31	DistanceBase	8,852,895,362	km	Passenger distance under base fare. Audited value from operational data.
32	PercentBase	74%		Percent of passenger distance under base fare: DistanceBase / PassengerTravel
33	BaseRevenue	4,919,839,443	ZMW	Annual revenue from all travel under base rate. Audited value from operational data.
34	AverageDiscount	27%		Average fare discount from Base Rate: 1 - (BaseRevenue / (DistanceBase x BaseRate))
35	MarketFactor	1.0		Market rate factor. Negotiated value for setting ratio of AverageDiscount
36	MarketRateCap	27%		Cap on passenger travel distance at market rate: AverageDiscount x MarketFactor
37	MarketTravelCap	2,396,499,244	km	Cap on passenger travel distance at market rate: DistanceBase x MarketRateCap

Project Summary

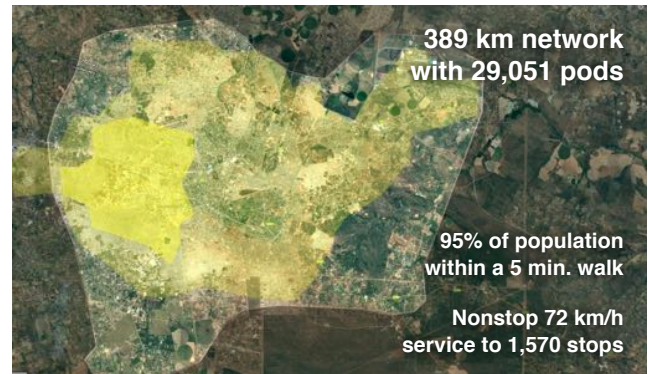
Project Description	Solar-powered automated transportation network infrastructure
Project type	Privately-funded Green Infrastructure
Project cost	\$1.65 billion
Cost to Gov't	\$0
Structure	Privately financed equity and debt
Debt term	10 years @ 5%
Equity terms	A waterfall profit distribution with: <ol style="list-style-type: none"> 1. 90/10 split until Return of Capital, 2. then 50/50 until Target IRR met 3. then 10/90 onwards
Taxes & Fees	\$60,553,193 per year
Benefits to society and environment	Extremely high



Transit X, LLC presents a preliminary proposal for a privately-funded fleet of fully-autonomous shared electric vehicles on local and regional podway network for

Lusaka, Zambia

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



Financials

(US\$ in millions)

	Year 1	Total Years 1-12
Gross Revenues	406	9,890
Taxes and fees	20	495
Debt service	\$150	\$1499

About Transit X

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

ESG (Environmental, Social, Governance) Benefits

Clean energy yes	Resiliency yes
Energy security yes	Sustainable yes
Emissions-free yes	Equitable yes
GHG-free yes	Recyclable materials yes
Lowers pollution yes	Affordable housing yes
Clean water yes	Improved Health yes
Improved Safety yes	Econ. Development yes
New infrastructure yes	Access to Food yes
Equitable transport yes	New job creation yes

Status

	Now	Prior to close
Project financing	Letter of Interest	Yes
Demonstration system	In development	Yes
Rider-Revenue study	Proposals	Yes
Environmental study	Expedited request	Yes
Air rights	Proposal	Ordinance
Permits	Known process	Yes
Safety certification	Expedited request	Yes
Installation	High interest	Contracted
Operations & Maint	High interest	Contracted
Utility relocation	Identified	Agreements
EPC	Identified	Contracted

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)	389	Travel per year per pod (km)	168,191
Starting number of pods	9,587	Revenue per vehicle-km (US\$)	0.25
Projected revenue growth	15%	OPEX as % of project cost	5%
Project Cost (Privately funded)	\$1,653,294,695	Debt Interest rate	5%
% Debt financed	70%	Debt term (yrs)	10
Debt	\$1,157,306,286	Years to return equity capital	5
Equity	\$495,988,408	Profit share when below capital return	90%
Capital return per year	\$99,197,682	Profit share when below Target IRR	50%
Debt payment (per year)	\$149,876,459	Profit share when above Target IRR	10%

Pro Forma

Years	0	1	2	3	4	5	6	7	8	9	10	11	12
Revenue	0	406,156,666	467,080,166	537,142,191	617,713,520	710,370,547	816,926,130	939,465,049	1,080,384,806	1,242,442,527	1,428,808,906	1,643,130,242	1,889,599,779
5% RoW-tax+fee	0%	20,307,833	23,354,008	26,857,110	30,885,676	35,518,527	40,846,306	46,973,252	54,019,240	62,122,126	71,440,445	82,156,512	94,479,989
Debt service	0	\$149,876,459	\$149,876,459	\$149,876,459	\$149,876,459	\$149,876,459	\$149,876,459	\$149,876,459	\$149,876,459	\$149,876,459	\$149,876,459	0	0
Investor balance		-\$369,509,411	-\$238,178,035	-\$101,266,423	\$42,062,460	\$192,771,205	\$351,966,791	\$441,564,099	\$542,385,254	\$656,113,834	\$784,685,953	\$945,315,786	\$1,125,576,198

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.