



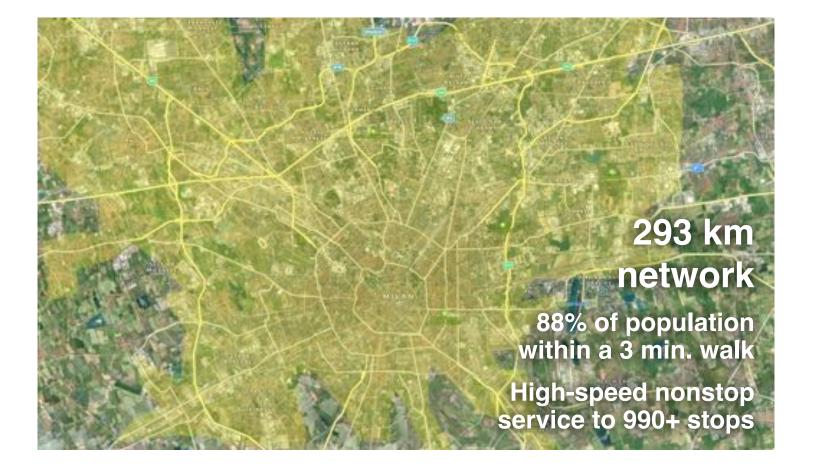
Transit X, LLC presents a preliminary proposal for

Milan, Italy

For a privately-funded shared mobility service that is

High capacity · High speed · 24/7 · Nonstop Solar powered · Last mile · Wait-free · Resilient

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





Transit X proposes to build and operate a privately-financed automated pod network in Milan, Italy that makes the Transit X service convenient to 88% 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.

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. Our approach to significantly reducing costs makes private financing possible.

Proven technology

Our team and partners have built fully automated transit systems that are now in operation — Morgantown, WV, BART, and several others in Europe. 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. Altran is 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.

Quality Service

Transit X provides on-demand, last-mile service that is superior to cars or buses. A service level 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 and has a zero carbon footprint. The energy generated from solar panels on the track and stored within the poles is sufficient in most cases, but sustainable power contracts would provide backup power. Transit X makes it possible to reduce the amount of impervious surfaces and increase green space by reducing the need for parking and roads.

More transit & less cars

Transit X provides the convenience and privacy that people value in cars, yet without the negative impacts from personal car use. 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. Theses partnerships enable Transit X to de-risk all of the major elements of the project, and provide performance guarantees.

We will work with regional urban planning and construction firms who are familiar with local codes and requirements.

Jobs and workforce development

Many jobs are 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

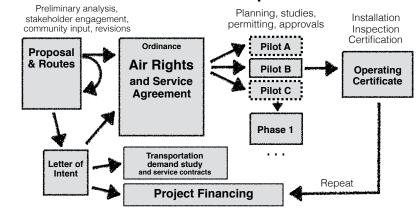
Not only does Transit X not require public financing, but the local municipality receives 5% of gross revenue. For specifics, please see the "Taxes and Fees" section of this proposal.

Short and long term

A project could be operational within 24 months from the start of a project. Transit X offers a short term 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

Process for municipalities The diagram shows our general process for working with a municipality. We would refine a proposal to meet your Proposal & Routes needs, then ask for a letter stating that you would like to move forward with a proposal that includes air rights and and a service agreement. Example documents and a sample etter of project schedule can be Intent 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 on how to move forward, we would ask for a letter (example at <u>transitx.com/process/loi.html</u>) stating that you intend to pass an ordinance for use of air rights along with a service 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 resources below provide more general information:

- Transit X Handbook (transitx.com/transitxhandbook.pdf)
- Video overview (transitx.com/video)
- Letters of Project Financing, Due Diligence, Contracts (transitx.com/letters.pdf)
- Sample Ordinance (transitx.com/process/ordinance.html)
- · Service Agreement (transitx.com/process/service_agreement.html)
- General Q & A (transitx.com/QandA.html)

Addendum

The remaining pages of this proposal provide more details specific to this project:

- · Financial Project Summary with Pro Forma, pages 6-7
- · Project Overview, Impact, and Assumptions, pages 8-9
- Taxes and Fees with Footprint, pages 10-11
- Fair Fare Policy, page 12

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

Sincerely,

Tanks

Mike Stanley CEO, Transit X

Direct: +1 508-596-7024 Email: mike@transitx.com Website: transitx.com LinkedIn: http://linkedin.com/in/mikestanleymit/ Skype: mikestanley49 WeChat: MikeTransitX WhatsApp: +1 508-596-7024 Twitter: https://twitter.com/MikeTransitX Facebook: https://twitter.com/MikeTransitX Facebook: https://www.facebook.com/mike.stanley.526875 Zoom eRoom: https://zoom.us/j/8229009123 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	\$950 million
Projected IRR	90%
Cap rate	179%
Structure	Equity and Debt
Debt term	10 years @ 5%
Equity terms	 15 years with 15% Target IRR With 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
Benefits to society and environment	Extremely high

Financials

(US Dollars in millions)	Year 1	Total Years 1-10
Gross Revenues*	1,835	30,805
Operating Expenses	139	1,968
Debt service	\$86	\$861
Net Operating Income	\$1,610	\$27,976

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
Fix Infrastructure	yes	Food security	yes

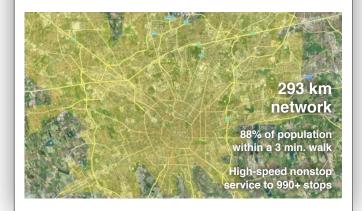


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About Transit X

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. A demonstration system will be ready in early 2018, and pilots will begin 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
Proven concept	Yes	Yes
Demonstration system	In development	Yes
Ridership study		Yes
Environmental study		Yes
Air rights	Letter of Intent	Ordinance
Permits	Known process	Yes
Safety certification	Guar. fixed price	Yes
Construction (BOP):	Letter of intent	Guar. fixed price
Operations & Maint:	Letter of intent	Guar. fixed price
Project Engineering	TBD	25% design

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

15 year Pro Forma



Model Inputs and Assumptions

Travel per year per pod (km)	210,239
Revenue per vehicle-km (US\$)	0.50
Cost per pod	\$5,000
OPEX as % of project cost	5%
OPEX as % of revenue	5%
Debt Interest rate	5%
Debt term (yrs)	10
Equity term (yrs)	15
Years to return equity capital	<u>5</u>
Profit share when below capital return	<u>90%</u>
Profit share when below Target IRR	<u>50%</u>
Profit share when above Target IRR	10%

Route le	ength (km)	293
Star	rting Pods	17,546
Projected reven	ue growth	<u>15%</u>
Revenues to include pass developer fees, private leasing, p muni contracts, carbon credits, co para-transit, pri	rivate branch & nduit leasing,	& stops, subsidies,
Pro	oject Cost	\$949,941,719
% Deb	t financed	<u>70%</u>
	Debt	\$664,959,203
	Equity	\$284,982,516
	1 2	· · · · · · · · ·
Capital return	n per year	\$56,996,503
	n per year arget IRR	,
	arget IRR	\$56,996,503

Pro Forma

Years	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Revenue	0	1,835,205,031	2,110,485,785	2,427,058,653	2,791,117,451	3,209,785,068	3,691,252,829	4,244,940,753	4,881,681,866	5,613,934,146	6,456,024,268	7,424,427,908	8,538,092,094	9,818,805,908	11,291,626,794
OPEX	0	139,257,337	153,021,375	168,850,019	187,052,958	207,986,339	232,059,727	259,744,124	291,581,179	328,193,793	370,298,299	418,718,481	474,401,691	538,437,381	612,078,426
Debt service	0	\$86,115,259	\$86,115,259	\$86,115,259	\$86,115,259	\$86,115,259	\$86,115,259	\$86,115,259	\$86,115,259	\$86,115,259	\$86,115,259	0	0	0	0
Free cash flow	0	1,609,832,434	1,871,349,151	2,172,093,375	2,517,949,233	2,915,683,470	3,373,077,842	3,899,081,370	4,503,985,428	5,199,625,094	5,999,610,709	7,005,709,426	8,063,690,403	9,280,368,527	10,679,548,369
Waterfall distribution															
1. Capital return	0	\$56,996,503	\$56,996,503	\$56,996,503	\$56,996,503	\$56,996,503	0	0	0	0	0	0	0	0	0
2. Expected return	0	\$42,747,377	\$42,747,377	\$42,747,377	\$42,747,377	\$42,747,377	\$42,747,377	\$42,747,377	\$42,747,377	\$42,747,377	\$42,747,377	\$42,747,377	\$42,747,377	\$42,747,377	\$42,747,377
3. Over Exp return	0	1,510,088,554	1,771,605,270	2,072,349,495	2,418,205,353	2,815,939,590	3,330,330,465	3,856,333,993	4,461,238,050	5,156,877,716	5,956,863,332	6,962,962,049	8,020,943,026	9,237,621,149	10,636,800,991
Investor share	0	223,679,397	249,831,069	279,905,491	314,491,077	354,264,500	354,406,735	407,007,088	467,497,494	537,061,460	617,060,022	717,669,894	823,467,991	945,135,804	1,085,053,788
Investor share %		14%	13%	13%	12%	12%	11%	10%	10%	10%	10%	10%	10%	10%	10%
Investor IRR	0%	58%	68%	78%	90%	104%	124%	143%	164%	188%	217%	252%	289%	332%	381%
Investor balance	\$(284,98	3.\$ (61,303,119)	\$ 188,527,950	\$468,433,441	\$782,924,517	\$1,137,189,018	\$1,491,595,753	\$1,898,602,841	\$2,366,100,335	\$2,903,161,795	\$3,520,221,817	\$4,237,891,711	\$5,061,359,702	\$6,006,495,505	\$7,091,549,293
Investor IRR to date	loss	-22%	41%	67%	78%	84%	87%	88%	89%	89%	90%	90%	90%	90%	90%

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.

Project Overview



Total project cost (privately financed) \$949,941,719 816,949,878 Euro OPEX (O&M) per year \$185,134,848 159,215,970 Euro Private equity \$284,982,516 245,084,963 Euro Financed \$664,959,203 571,864,915 Euro Gross Revenue from fares \$2,752,755,249 2,367,369,514 Euro EBITA (Profit) \$2,567,620,400 2,208,153,544 Euro Debt service \$99,743,880 85,779,737 Euro OPEX + Debt service + Tax + Fees \$422,516,491 363,364,183 Euro OPEX + Debt service + Tax + Fees \$422,516,491 363,364,183 Euro Operating Margin 93% Euro Euro Project costs — per person \$698 601 Euro	Number of people in region (residents - visitors) 1,380,422 Travel distance or year by all pollopole (residents and visitors) 197,25,119,000 km Percentage of all travel that occurs within the region 225 Road coverage (percent of and concombusity served by the Transit X 98% Coverage, percent of people convenient (3 mm value) to Transit X 98% Estimate #1 or network length based on deside coverage 283 km Coverage, percent of people convenient (3 mm value) to Transit X 98% Transit X network length 293 km Robute density ratio (route length to service area) 1.80 Total cests for project not including pods 5880,755,719 Coverage, consumption per day 30.318,775 km Potential energy generation (ideal) 1.011 MWh Stance traveled on Transit X, per year 11,065,852,759 km Distance traveled on Transit X, per year 11,075,850 contances Distance traveled on Transit X, per year 10,075,850 contances Distance traveled contarce per day 30 km Distance per pod per year 10,075,850 km Distance per pod per year 10,07,550 km Distance per pod per year 10,07,570 km Project finances 5104 Total project cost (privately financed) OPEX (DMM) per year 516,379 dos Cores Revene transit So </th <th></th> <th></th> <th></th> <th></th>					
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OPEX + Debt service + Tax + Fees \$422,516,491 363,364,183 Euro Net income \$2,330,238,757 2,004,005,331 Euro Operating Margin 93% 93% 601 Euro Project costs — per person \$698 601 Euro Number of cars displaced 763,197 motor vehicles	OPEX + Debt service + Tax + Fees \$422,516,491 363,364,183 Euro Net income \$2,330,238,757 2,004,005,331 Euro Operating Margin 93% 93% 601 Euro Number of cars displaced 763,197 motor vehicles Motor vehicles Yearly cost of cars displaced — per person \$5,049 4,342 Euro					
Net income \$2,330,238,757 2,004,005,331 Euro Operating Margin 93% 93% 93% 93% 93% 1000	Net income\$2,330,238,7572,004,005,331EuroOperating Margin93%Project costs — per person\$698601EuroNumber of cars displaced 763,197 motor vehiclesYearly cost of cars displaced — per person\$5,0494,342Euro					
Project costs — per person\$698601 EuroNumber of cars displaced 763,197 motor vehicles	Project costs — per person\$698601 EuroNumber of cars displaced763,197motor vehiclesYearly cost of cars displaced — per person\$5,0494,342 Euro					
Number of cars displaced 763,197 motor vehicles	Number of cars displaced763,197 motor vehiclesYearly cost of cars displaced - per person\$5,0494,342 Euro	Operating Margin	93%			
Number of cars displaced 763,197 motor vehicles	Number of cars displaced763,197 motor vehiclesYearly cost of cars displaced — per person\$5,0494,342 Euro			601	Euro	
,	Yearly cost of cars displaced — per person \$5,049 4,342 Euro	Project costs – per person		001		
			\$698			
	Operating easterner passanger km 60.04	Number of cars displaced	\$698 763,197	motor vehicles	Fune	
Operating costs per passenger-km \$0.04		Number of cars displaced Yearly cost of cars displaced — per person	\$698 763,197 \$5,049	motor vehicles	Euro	
	Broakovon rovonus distance nor dov	Number of cars displaced Yearly cost of cars displaced — per person	\$698 763,197 \$5,049	motor vehicles	Euro	
		Number of cars displaced Yearly cost of cars displaced — per person Operating costs per passenger-km Breakeven revenue distance per day	\$698 763,197 \$5,049 \$0.04 4,653,586	motor vehicles 4,342 km	Euro	
Breakeven revenue distance per day 4,653,586 km Network capacity (number of pods) 8,777 pods % of max network capacity at peak 300%	Network capacity (number of pods) 8,777 pods	Number of cars displaced Yearly cost of cars displaced — per person Operating costs per passenger-km Breakeven revenue distance per day Network capacity (number of pods)	\$698 763,197 \$5,049 \$0.04 4,653,586 8,777	motor vehicles 4,342 km	Euro	
Breakeven revenue distance per dav 4 653 586 km		Number of cars displaced Yearly cost of cars displaced — per person Operating costs per passenger-km	\$698 763,197 \$5,049 \$0.04	motor vehicles 4,342	Euro	
		Number of cars displaced Yearly cost of cars displaced — per person Operating costs per passenger-km Breakeven revenue distance per day	\$698 763,197 \$5,049 \$0.04 4,653,586	motor vehicles 4,342 km	Euro	

Project Overview p. 2



Impact of proposed network

Reduction in CO2 emissions	1,092,802 metric tons CO ₂
Est. cost to maintain 1,097 km roadway	\$55,951,163
Reduced waste products per year	122,302 metric tons
Travel time saved per year	529 hrs/person
Cost savings per capita per year from reduced car ownership	\$4,037
Increase in household income from time saving and car costs	29%
Reported injuries avoided per year	6,861
Lives saved per year	69
Land freed from parking (4,337 acres)	17,553,525 m ²
and its commercial value	\$17,553,525 per year
Health care savings	High
Heat island mitigation from replacing asphalt with green space	1 to 3 °C
Change in global temperature	TBD °C
Decrease in sea level	TBD mm

Pod & Car

Po	Pod Car
Service life (years) 2	20 12
cost of vehicle per year \$20	\$200 \$9,000
maintain infrastructure \$ (per km)	\$0 \$100,000
ergy Efficiency in MPGe 118	1188 24
fficiency in liters/100km 0.2	0.20 9.8
y used (Watt-hours/km) 24	28 1375
per vehicle per km (kg)	0 0.09875
Vehicle mass (kg) 4	45 1950
e speed of travel (km/h) 7.	72 16
e (in minutes) for 10 km trip	8 37
Fare/cost per km \$0.2	<i>\$0.25</i> \$0.62
er 100M passenger-km 0.0000	<i>0.00001</i> 1
er 100M passenger-km 0.000	0.0006 62
e to park (cubic meters) 5.	5.7 70.9

Currency conversion

	Currency name	Euro	
	Equal to US\$1	<u>0.86</u>	
		L.AR	
1	N at		
	N OVO	гкг	
2	TM		
	N ONO	FKE	E

Model Inputs

Ratio of road length to track length	4		
Convenient walk time to Transit X route	3	min.	
Walking speed		km/h	
Width of convenient swath along track	0.49		-
Fixed cost for main route per km	\$3,100,000	2,666,000	
Fixed cost per km for branch	\$1,550,000	1,333,000	Euro
Percentage of Dual Track	51%		_
Project cost per km for track	\$2,347,444	2,018,802	Euro
Water tunnel: additional cost per km	\$13,000,000	11,180,000	
High-speed X Way: additional project cost per km	\$10,000,000		
Median distance traveled per person per year (for trips under 1600 km)	<u>14,500</u>	km	
Mode share % of people convenient to Transit X	<u>85%</u>		
Percentage of daily travel during peak hour	<u>20%</u>		
Max capacity: number of pods per km of track	150	pods	
Max track capacity during peak hour as % of capacity	<u>20%</u>		
Average speed of pod	72	km/h	45 mph
Average # of trips for people riding Transit X	3	per day	
Average occupancy per pod during peak hours	2	people	
Average occupancy per pod	1.25	people	
Maximum occupancy per pod	5	people	
Empty pods: Percentage non-revenue vehicle travel	25%		
Cost per pod	\$5,000	4,300	Euro
Median income per capita (US\$)	25,000	21,500	Euro
Base fare per km	\$0.25	0.2	Euro
(per mile)	\$0.40	0.3	Euro
O&M as % of project cost	<u>5%</u>		
O&M as % of gross revenue	5%		
Percentage debt financed	70%		
Length of loan/debt	10	years	
Interest rate for debt	<u>5%</u>		
kg CO2 emissions per liter of gasoline	2.37		
Monetary value of 1 hour personal time	6.25	5	Euro
Eat. roadway maintenance per year per km	<u>\$51,000</u>	43,860	Euro
Area of one parking lot space	23	m ²	
Commercial income of land	\$1	per m ²	Euro
Distance from roadway that is convenient	0.15	km	
Stops per km	3.4		
Solar panel area per meter of track	1.5		
Global Horizontal Irradiance (GHI)	<u>3.8</u>	kWh/m²/day	

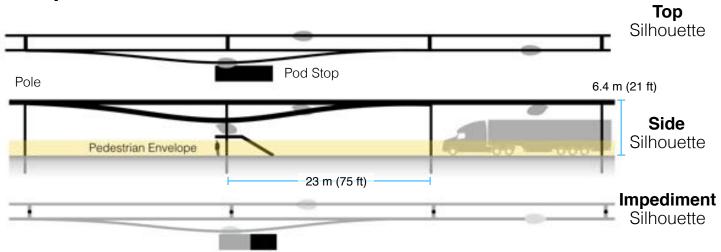


4% of gross revenue proportioned to air rights owners and a municipal fee/tax of 1% of gross revenue. Both air rights and fee/tax have a minimum payment based on the Footprint and the Transit X Commercial Rate (TXCR).

	Note: Inputs have box out	tline	
Municipal rates			
Total commercial land area	3,000,000	m²	
Total commercial income to muni	\$3,000,000		2,580,000 Euro
TXCR (Transit X Commercial Rate)	\$1.00	per m²	0.9 Euro
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.			
Project Revenue			
Length of Transit X route	293	km	
Estimated gross revenue per unit length	\$9,409,356	per km	8,092,047 Euro
Manufactor al Tana			
Municipal Tax	% of gross revenue with	th minimum.	
1% gross revenue	\$94,094	per route-km	80,920 Euro
Minimum per year	\$1,441	per route-km	
Air Rights Leasing Fee	% of gross revenue wi	th minimum.	Proportioned based on length.
% of route on municipal land	90%		
4% gross revenue	\$376,374	per route-km	323,682 Euro
Minimum per year	\$1,441	per route-km	
Taxes and Fees			
Municipal taxes paid	\$126,626,741	per year	108,898,998 Euro
with minimum	\$801,186		
Private land owner fees	\$11,011,021		9,469,478 Euro
with minimum	\$42,168		-,,====
4% gross revenue Minimum per year Taxes and Fees Municipal taxes paid with minimum	\$376,374 \$1,441 \$126,626,741 \$801,186	per route-km	108,898,998 Euro
with minimum	\$42,168		

Footprint calculations for minimum fee

Yearly fees and taxes





Footprint Calculations	Metric	Imperial
Track width	<u>0.41</u> m	
Track height	<u>0.61</u> m	
Pole diameter	<u>0.3</u> m	
Pole cross section	<u>0.07</u> m ²	
Stop landing area	<u>1</u> m ²	
width	<u>1</u> m	
length	<u>1</u> m	
Ramp length	<u>21</u> m	
Pole span	<u>23</u> m	
Number of poles per unit length	<u>43.5</u> pol	es per km
Pole height	<u>6</u> m	
Single track	1126.7 m ²	
Area of Side Silhouette	688.3 m ²	
Area of Top Silhouette	423.1 m ²	
Impediment Area (adjusted)	15.4 m ²	
Dual track	1536.7 m ²	
Area of Side Silhouette	688.3 m ²	
Area of Top Silhouette	833.1 m ²	
Impediment Area (adjusted)	15.4 m ²	
Stop	51.8 m ²	
Area of Side Silhouette	25.6 m ²	
Area of Top Silhouette	21.2 m ²	
Impediment Area (adjusted)	5.0 m ²	
Stops	2 sto	ps per km
% of dual track	51%	
% of dual track	5170	
Average area per unit length	1,441 m ²	per route-km
Contract values		
% gross revenue for muni tax/fee	1%	
% gross revenue for air rights	4%	
Impediment Factor	5	

Fair Fare Policy



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.

		Initial	50% share	+50% Income	90% Usage
Median income per capita	US\$	25,000	\$25,000	\$37,500	\$25,000
Nominal fare	US\$	0.25	\$0.25	\$0.38	\$0.25
Per Capita Usage %		1%	50%	50%	90%
Discount for usage	US\$	0.00125	\$0.06	\$0.09	\$0.11
Base Fare (US\$)	per km	0.25	\$0.19	\$0.28	\$0.14
in loca	al currency	0.2 Euro	0.2 Euro	0.2 Euro	0.1 Euro
% Fares at Market rate		<u>20%</u>	<u>30%</u>	<u>40%</u>	<u>50%</u>
% Fares at Base rate		80%	60%	40%	20%
% Fares at Half Base rate		0%	10%	20%	30%
Estimated average fare	per km	0.40	\$0.35	\$0.59	\$0.32

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

Median travel distance per capita per year (under 1000 mile trips)	<u>20,000</u>	km
% of per capita median income for 20,000 km transportation	<u>20%</u>	
Fare Discount when Transit X travel per capita is 20,000 km per year	<u>50%</u>	