



Transit X, LLC presents a preliminary proposal for

Palm Beach Gardens, Florida

For a privately-funded shared mobility service that is

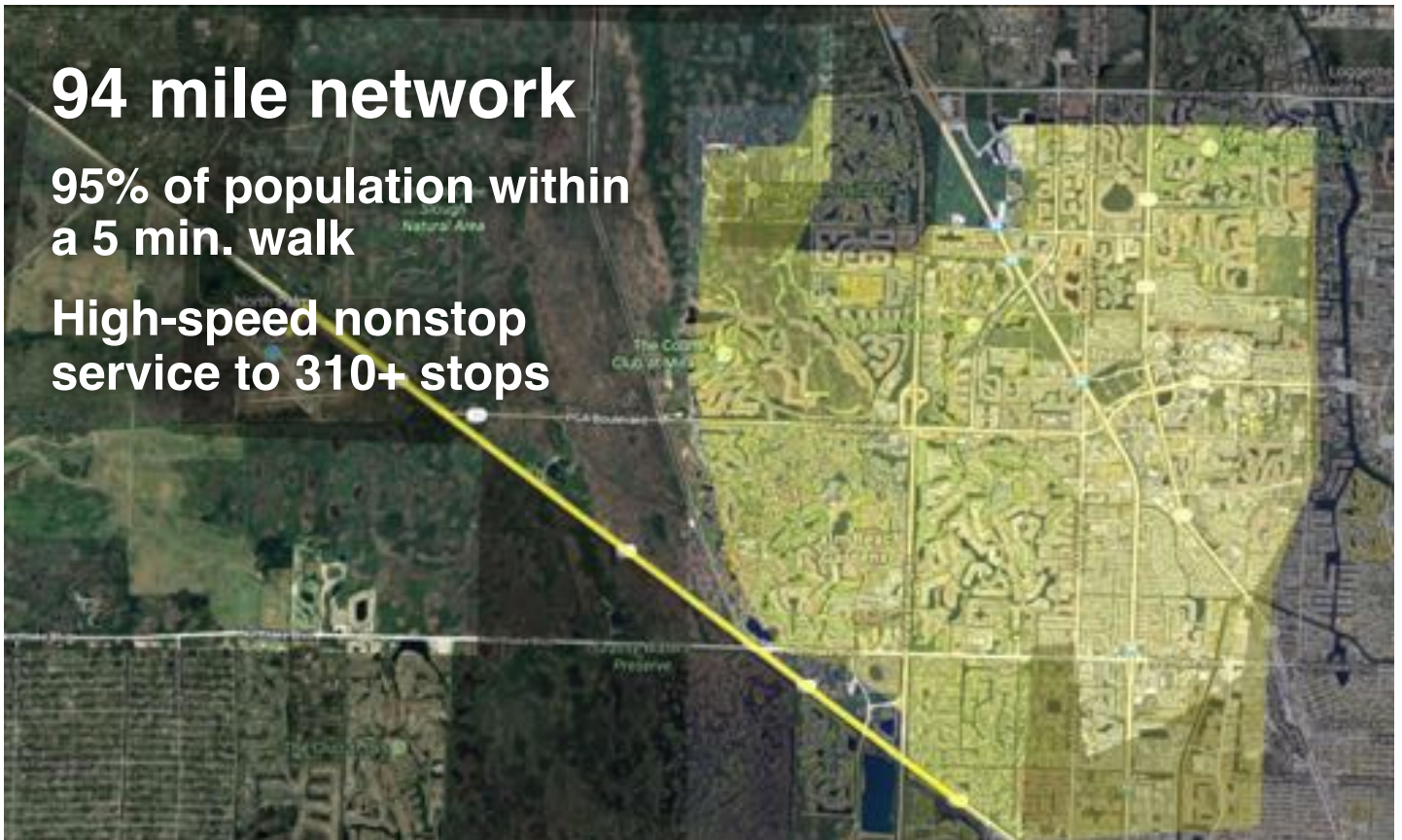
High capacity • High speed • Nonstop • 24/7
Solar powered • Wait-free • Door-to-door • Resilient

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

94 mile network

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

**High-speed nonstop
service to 310+ stops**



Transit X proposes to build and operate a privately-financed automated pod network in Palm Beach Gardens, Florida that makes the Transit X service convenient to 95% of the population.

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

Major benefits

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



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

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

Congestion, parking, pollution, and safety

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

No public funding

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

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



Evaluation

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

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

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

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

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

Once we agree on how to move forward, we would ask for a letter (example at transitx.com/process/loi.html) 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 Palm Beach Gardens through better transportation.

Sincerely,



Mike Stanley
CEO, Transit X

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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 Description | Solar-powered automated transportation network infrastructure |
| Project type | Project financing of Green Infrastructure |
| Project cost | \$354 million |
| Projected IRR | 23% |
| Cap rate | 16% |
| 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* | 79 | 1,334 |
| Operating Expenses | 22 | 226 |
| Debt service | \$32 | \$321 |
| Net Operating Income | \$25 | \$787 |

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 |



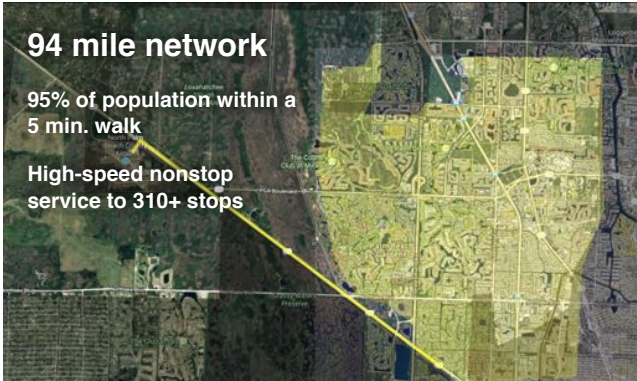
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94 mile network
95% of population within a 5 min. walk
High-speed nonstop service to 310+ stops

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 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) | 152 |
| Starting Pods | 633 |
| Projected revenue growth | 15% |
| Revenues to include passenger fares, freight, advertising, developer fees, private leasing, private branch & stops, subsidies, muni contracts, carbon credits, conduit leasing, 3rd party services, para-transit, private shuttles, and naming rights. | |
| Project Cost | \$354,091,103 |
| % Debt financed | 70% |
| Debt | \$247,863,772 |
| Equity | \$106,227,331 |
| Capital return per year | \$21,245,466 |
| Target IRR | 15% |
| Target return per year | \$15,934,100 |
| Debt payment (per year) | \$32,099,492 |

| | |
|--|------------|
| Travel per year per pod (km) | 210,284 |
| Revenue per vehicle-km (US\$) | 0.60 |
| 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 | 5 |
| Profit share when below capital return | <u>90%</u> |
| Profit share when below Target IRR | 50% |
| Profit share when above Target IRR | 10% |

Pro Forma

| Years | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|-------------------------------|-------------|-------------------|-----------------|-----------------|--------------|---------------|---------------|---------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Revenue | 0 | 79,466,670 | 91,386,671 | 105,094,671 | 120,858,872 | 138,987,702 | 159,835,858 | 183,811,237 | 211,382,922 | 243,090,360 | 279,553,914 | 321,487,002 | 369,710,052 | 425,166,560 | 488,941,543 |
| OPEX | 0 | 21,677,889 | 22,273,889 | 22,959,289 | 23,747,499 | 24,653,940 | 25,696,348 | 26,895,117 | 28,273,701 | 29,859,073 | 31,682,251 | 33,778,905 | 36,190,058 | 38,962,883 | 42,151,632 |
| Debt service | 0 | \$32,099,492 | \$32,099,492 | \$32,099,492 | \$32,099,492 | \$32,099,492 | \$32,099,492 | \$32,099,492 | \$32,099,492 | \$32,099,492 | \$32,099,492 | 0 | 0 | 0 | 0 |
| Free cash flow | 0 | 25,689,289 | 37,013,289 | 50,035,890 | 65,011,881 | 82,234,270 | 102,040,017 | 124,816,627 | 151,009,728 | 181,131,795 | 215,772,171 | 287,708,096 | 333,519,994 | 386,203,676 | 446,789,911 |
| Waterfall distribution | | | | | | | | | | | | | | | |
| 1. Capital return | 0 | \$21,245,466 | \$21,245,466 | \$21,245,466 | \$21,245,466 | \$21,245,466 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2. Expected return | 0 | \$4,443,823 | \$15,767,823 | \$15,934,100 | \$15,934,100 | \$15,934,100 | \$15,934,100 | \$15,934,100 | \$15,934,100 | \$15,934,100 | \$15,934,100 | \$15,934,100 | \$15,934,100 | \$15,934,100 | \$15,934,100 |
| 3. Over Exp return | 0 | 0 | 0 | 12,856,324 | 27,832,315 | 45,054,704 | 86,105,918 | 108,882,528 | 135,075,629 | 165,197,695 | 199,838,071 | 271,773,997 | 317,585,894 | 370,269,577 | 430,855,812 |
| Investor share | 0 | 21,342,831 | 27,004,831 | 28,373,602 | 29,871,201 | 31,593,440 | 16,577,642 | 18,855,303 | 21,474,613 | 24,486,819 | 27,950,857 | 35,144,449 | 39,725,639 | 44,994,007 | 51,052,631 |
| Investor share % | | 83% | 73% | 57% | 46% | 38% | 16% | 15% | 14% | 14% | 13% | 12% | 12% | 12% | 11% |
| Investor IRR | 0% | 0% | 5% | 7% | 8% | 10% | 16% | 18% | 20% | 23% | 26% | 33% | 37% | 42% | 48% |
| Investor balance | \$106,22,22 | \$ (84,884,500) | \$ (57,879,669) | \$ (29,506,067) | \$ 365,134 | \$ 31,958,574 | \$ 48,536,215 | \$ 67,391,518 | \$ 88,866,130 | \$ 113,352,950 | \$ 141,303,807 | \$ 176,448,256 | \$ 216,173,896 | \$ 261,167,903 | \$ 312,220,534 |
| Investor IRR to date | loss | loss | -39% | -14% | 0% | 9% | 12% | 15% | 17% | 18% | 20% | 21% | 22% | 23% | 23% |

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

| | | |
|--|-----------------------------|----------------------|
| Size of region | 145 km ² | 55.9 sq miles |
| Number of people in region (residents + visitors) | 54,000 | |
| Travel distance per year by all people (residents and visitors) | 783,000,000 km | 486,335,404 miles |
| Percentage of all travel that occurs within the region | 60% | |
| Road coverage (percent of area conveniently served by paved roads) | 90% | |
| Service area size | 130.5 km² | 50.3 sq miles |
| Coverage: percent of people convenient (5 min walk) to Transit X | 95% | |
| Estimate #1 for network length based on desired coverage | 152 km | 94.3 miles |
| Length of paved roads in region | 527 km | 327.5 miles |
| Estimate #2 for network length based on length of public roadways | 125 km | 77.8 miles |

Transit X network length **152 km** **94.3 miles**

| | | |
|--|---------------------------------|---|
| Route density ratio (route length to service area) | 1.16 | |
| Tunnel length | 0.0 km | |
| High-speed X Way length | 0.0 km | |
| Total costs for project not including pods | \$344,596,103 | |
| ...per person | \$6,381 | |
| Mode share of travel on Transit X | 85% | |
| Distance traveled on Transit X, per year | 399,330,000 km | 248,031,056 miles |
| ...per day | 1,094,055 km | 679,537 miles |
| Potential energy generation (ideal) | 854 MWh | |
| Energy consumption per day | 30 MWh | 4% of max capacity |
| Daily number of people riding Transit X | 45,900 customers | |
| Distance per Transit X customer per day | 24 km | 14.8 miles |
| Average distance per trip (with 3 trips per day) | 8 km | 4.9 miles |
| Passenger fare for 8 km trip (at \$0.30 per km) | \$2.37 | |
| Distance traveled during peak hour | 218,811 km | 135,907 miles |
| Breakeven | 25,724 customers per day | (50% of people convenient to Transit X) |

Number of pods needed to meet peak demand **1,899** pods

| | |
|---|-------------------|
| Distance per pod per year | 210,284 km |
| Pod garage volume [unit: cubic shipping containers] | 4 sc ³ |
| Cost of pods | \$9,495,000 |
| Cost of pod per person | \$176 |

Project finances

| | |
|--|---------------------------------|
| Total project cost (privately financed) | \$354,091,103 |
| OPEX (O&M) per year | \$23,664,555 |
| Private equity | \$106,227,331 |
| Financed | \$247,863,772 |
| Gross Revenue from fares | \$119,200,005 |
| EBITA (Profit) | \$95,535,450 |
| Debt service | \$37,179,566 |
| Fees and taxes | \$5,960,000 |
| OPEX + Debt service + Tax + Fees | \$66,804,121 |
| Net income | \$52,395,884 |
| Operating Margin | 80% |
| Project costs — per person | \$6,557 |
| Number of motor vehicles displaced | 27,540 motor vehicles |
| Yearly cost of cars displaced — per person | \$4,590 |
| Operating costs per passenger-mile | \$0.27 |
| Breakeven revenue distance per day | 613,149 km 380,838 miles |
| Network capacity (number of pods) | 4,554 pods |
| % of max network capacity at peak | 21% |

Impact of proposed network

| | |
|--|---|
| Reduction in CO2 emissions | 39,434 metric tons CO ₂ |
| Est. cost to maintain 527 km roadway | \$26,893,653 |
| Reduced waste products per year | 4,413 metric tons |
| Travel time saved per year | 423 hrs/person |
| Cost savings per capita per year from reduced car ownership | \$2,797 |
| Increase in household income from time saving and car costs | 20% |
| Reported injuries avoided per year | 248 |
| Lives saved per year | 2 |
| Land freed from parking (157 acres) | 633,420 m ² |
| ...and its commercial value | \$633,420 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 |

Model Inputs

| | | |
|--|------------------------------------|---------------|
| Ratio of road length to track length | 4 | |
| Convenient walk time to Transit X route | 5 min. | |
| Walking speed | 4.9 km/h | 3 mph |
| Width of convenient swath along track | 0.82 km | 1 miles |
| Fixed cost for main route per km | \$3,100,000 | |
| Fixed cost per km for branch | \$1,550,000 | |
| Percentage of Dual Track | 46% | |
| Project cost per km for track | \$2,269,975 | |
| Water tunnel: additional cost per km | \$13,000,000 | |
| High-speed X Way: additional project cost per km | \$10,000,000 | |
| Median distance traveled per person per year (for trips under 1600 km) | 14,500 km | 9,006 miles |
| Mode share % of people convenient to Transit X | 85% at 5 min walk. | |
| Percentage of daily travel during peak hour | 20% | |
| Max capacity: number of pods per km of track | 150 pods | |
| Max track capacity during peak hour as % of capacity | 20% | |
| 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 | |
| Median per capita (15 yrs+) income (US\$) | 30,000 | |
| Base fare per km (per mile) | \$0.30 | \$0.48 |
| O&M as % of project cost | 5% | |
| O&M as % of gross revenue | 5% | |
| Percentage debt financed | 70% | |
| Length of loan/debt | 10 years | |
| Interest rate for debt | 5% | |
| kg CO2 emissions per liter of gasoline | 2.37 | |
| Monetary value of 1 hour personal time | 7.5 | |
| Eat. roadway maintenance per year per km | \$51,000 | |
| Area of one parking lot space | 23 m ² | 247 sf |
| Commercial income of land | \$1 per m ² | |
| Distance from roadway that is convenient | 0.25 km | |
| Stops per km | 2.0 | |
| Solar panel area per meter of track | 1.5 | |
| Global Horizontal Irradiance (GHI) | 3.8 kWh/m ² /day | |

Pod & Car

| | Pod | Car |
|---|----------------|------------------|
| Service life (years) | 20 | 12 |
| Full cost of vehicle per year | \$200 | \$9,000 |
| Public cost to maintain infrastructure (per km) | \$0 | \$100,000 |
| Energy Efficiency in MPGe | 1188 | 24 |
| Energy Efficiency in liters/100km | 0.20 | 9.8 |
| Energy used (Watt-hours/km) | 28 | 1375 |
| mass of CO2 per vehicle per km (kg) | 0 | 0.09875 |
| Vehicle mass (kg) | 45 | 1950 |
| Average speed of travel (km/h) | 72 | 16 |
| Typical travel time (in minutes) for 8 km trip | 7 | 30 |
| Fare/cost per km | \$0.30 | \$0.62 |
| Number of deaths per 100M passenger-km | 0.00001 | 1 |
| Number of injuries per 100M passenger-km | 0.0006 | 62 |
| Volume to park (cubic meters) | 5.7 | 70.9 |

Currency conversion

| | |
|----------------|----------|
| Currency name | |
| Equal to US\$1 | 1 |





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 outline

Municipal rates

| | | | |
|---|-------------|---------------------------|--|
| Total commercial land area | 3,000,000 | m ² | 32,289,000 sq ft. (741.3 acres) |
| Total commercial income to muni | \$3,000,000 | | |
| TXCR (Transit X Commercial Rate) | | \$1.00 per m ² | |

*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 | 152 km | 94 miles |
| Estimated gross revenue per unit length | \$785,212 per km | |

Municipal Tax

% of gross revenue with minimum.

| | | |
|-------------------------|----------------------|-------------------------------|
| 1% gross revenue | \$7,852 per route-km | |
| Minimum per year | \$1,421 per route-km | \$2,292 per route-mile |

Air Rights Leasing Fee

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

| | | |
|------------------------------|-----------------------|-------------------------------|
| % of route on municipal land | 90% | |
| 4% gross revenue | \$31,408 per route-km | |
| Minimum per year | \$1,421 per route-km | \$2,292 per route-mile |

Taxes and Fees

| | |
|------------------------------------|-----------------------------|
| Paid to Municipality | \$5,483,200 per year |
| ...with minimum | \$409,823 |
| Paid to Private land owners | \$476,800 |
| ...with minimum | \$21,570 |

Footprint calculations for minimum fee

Yearly fees and taxes



Note: Diagrams for illustrative purposes.

| Footprint Calculations | Metric | Imperial |
|-------------------------------------|-----------------------------------|---------------------------------|
| Track width | 0.41 m | 16.1 inches |
| Track height | 0.61 m | 24.0 inches |
| Pole diameter | 0.3 m | 11.8 inches |
| Pole cross section | 0.07 m ² | 0.8 sf |
| Stop landing area | 1 m ² | 10.8 sf |
| ...width | 1 m | 39.4 inches |
| ...length | 1 m | 39.4 inches |
| Ramp length | 21 m | 68.9 feet |
| Pole span | 23 m | 75.5 feet |
| Number of poles per unit length | 43.5 poles per km | 70.0 poles per mile |
| Pole height | 6 m | 19.7 feet |
| Single track | 1126.7 m ² | 12124 sf |
| ...Area of Side Silhouette | 688.3 m ² | 7406 sf |
| ...Area of Top Silhouette | 423.1 m ² | 4553 sf |
| ...Impediment Area (adjusted) | 15.4 m ² | 165 sf |
| Dual track | 1536.7 m ² | 16535 sf |
| ...Area of Side Silhouette | 688.3 m ² | 7406 sf |
| ...Area of Top Silhouette | 833.1 m ² | 8964 sf |
| ...Impediment Area (adjusted) | 15.4 m ² | 165 sf |
| Stop | 51.8 m ² | 558 sf |
| ...Area of Side Silhouette | 25.6 m ² | 276 sf |
| ...Area of Top Silhouette | 21.2 m ² | 228 sf |
| ...Impediment Area (adjusted) | 5.0 m ² | 54 sf |
| Stops | 2 stops per km | 3.2 stops per mile |
| % of dual track | 46% | |
| Average area per unit length | 1,421 m ² per route-km | 24,659 sf per route-mile |
| 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\$ | 30,000 | \$30,000 | \$45,000 | \$30,000 |
| Nominal fare | US\$ | 0.3 | \$0.30 | \$0.45 | \$0.30 |
| Per Capita Usage % | | 1% | 50% | 50% | 90% |
| Discount for usage | US\$ | 0.0015 | \$0.08 | \$0.11 | \$0.14 |
| Base Fare (US\$) | per km | 0.30 | \$0.23 | \$0.34 | \$0.17 |
| | per passenger-mile | 0.48 | \$0.36 | \$0.54 | \$0.27 |
| % Fares at Market rate | | 20% | 30% | 40% | 50% |
| % Fares at Base rate | | 80% | 60% | 40% | 20% |
| % Fares at Half Base rate | | 0% | 10% | 20% | 30% |
| Estimated average fare | per km | 0.48 | \$0.42 | \$0.71 | \$0.39 |

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> |