



Transit X presents a preliminary proposal for a privately-financed public transit system — a fleet of automated electric vehicles (pods) for passengers and freight on a local and inter-city micro-guideway providing equitable transportation for

SM Mall of Asia, Philippines

This proposal is downloadable at transitx.com/proposals/Transit X for SM Mall of Asia, Philippines.pdf

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

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

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Transit X proposes to finance, build and operate a sustainable microguideway to carry passengers and freight for SM Mall of Asia that makes a podway 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, accessibility, sustainability, fares,



renewable energy & 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. The Transit X podway can integrate into the built environment, providing both short term relief and a long term solution.

High Capacity & High Speed

A single guideway carries 12,000 pods per hour (20,000 to 50,000 passengers per hour). Two landing 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 space alongside highway and roads and integrate utility lines and poles. Non-stop interchanges fit above existing intersections. Factory-built infrastructure enables fast installation with minimal disruption. Multiple options for long crossings using bridges or underground tunnels. Posts are typically spaced at 23 m (25 yds). Multiple options for pods to traverse any grade or slope.

Low-cost Infrastructure & equitable fares

Transit X projects do not require government funding because revenue from fares, freight, and advertising is much higher 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 impact investors, private wealth funds, commercial banks, sovereign wealth funds, 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 project groundbreaking will be in 2020.

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, podways create walkable and bike-friendly neighborhoods.

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

Transit X podways offer 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 guideway. 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. Renewable energy and storage installed on our guideways and posts provide 100% of the clean energy needed to power the system.

More Transit & Fewer Cars

Podways provides the convenience and privacy that people value in cars, yet without their negative impacts. Transit X combines the best of mass transit and personal transportation modes which leads 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 podway. These 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. We welcome labor unions.

Revenue Generator

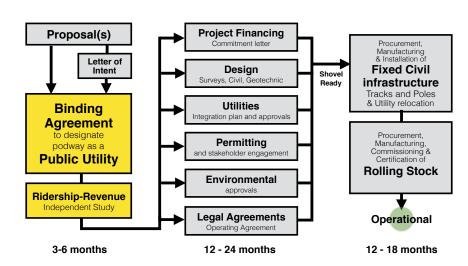
Projects do not require government funding, and owners of the rights-of-way receive a Toll Share that is 5% of gross revenue for rights-of-way, estimated to be US\$0 million per year at the revenue target.

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 are re-invested in the community and 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. 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.

We look to a commitment enabling Transit X to build and operate podways along public rights-of-way, similar to other public utilities.

Other Resources

The links below provide general information about Transit X:

- Video presentations: transitx.com/video (2 min) transitx.com/v (5 min)
- Transit X Handbook (transitx.com/transitxhandbook.pdf)
- · Company profile (transitx.com/about.pdf)
- Other proposals (transitx.com/w)
- The process and templates for agreements (transitx.com/process)

Addendum

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

- Project Overview and Impact pages 6 and 7
- Toll Share pages 8 and 9
- Fares page 10 and 11
- Jobs Report page 12

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

Sincerely,



Email: hello@transitx.com 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



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1	Podway network length	5.8	km
2	People (resident-equivalent) in region	100,000	resident-equivalent population
3	Route density ratio (route length to service area)	5.82	
4	Number of stops	58	
5	Triple-speed route length	0	km
6	Water crossing route length	0	km
7	Cost of fixed infrastructure	\$21,095,816	
8	per resident	\$211	
9	Target podway mode share	86%	
10	Distance traveled by passengers on podway, per year	171,172,520	km
11	per day	468,966	
12	Daily potential energy generation on podway		MWh
13	Sustainable energy use per day		MWh
14	Energy storage capital cost for 1 day(s) of supply at \$200 per kWh	\$378,618	
15	Nominal power of solar installation to meet self-demand	440	kW/
16	Cost to generate sustainable energy (at \$1,000 per kW)	\$440,113	
17	Cost to buy sustainable energy at \$0.08 per kWh		per day
18	Daily podway passengers		customers 86% of the pop.
19	Distance per passenger per day		km
20	Average distance per trip (assuming 3 trips per day)		km
	Single passenger fare for shared 2 km trip	\$0.00	0.00 PHP
21 22	Single passenger fare for sinared 2 kin trip Revenue from Base Fare		/vehicle-km
23	Revenue from Market Fare		/vehicle-km
24	Total Fare Revenue	\$0.08	/vehicle-km
25	Passenger distance traveled during peak hour	93,793	km
26	Boarding capacity	20,880	passengers per hour (24% of customers)
27	Number of pods for peak demand	444	pods at 86% mode share
29	Percentage of peak demand to break even	30%	
28	Number of customers per pod	192.8	and 225 residents per pod
29	Distance per pod per year	168,076	km
30	Operating costs (including Toll Share)	\$0.02	/vehicle-km
30	Pod garage area (9% of route with side-parking)	488	m ² 0.1% of car parking
31	Cost of pods	\$2,886,000	is \$22 per resident
32	Capital cost of energy generation and storage	\$1,064,351	is \$11 per resident
D .		· , ,	
33 P	roject Finances		
34	Total Project Cost	\$25,046,167	1,302,400,694 PHP
35	Project cost per km	\$4,306,183	per km
36	Project costs — per resident	\$250	13,024 PHP
37	Net Revenue	\$5,844,499	
38	Toll Share	\$292,225	
39	Operating Expenses	\$1,168,900	
40	Interest	\$876,616	
41	Taxes	\$350,676	
42	Net Operating Income (NOI)	\$3,156,082	
43	Cap Rate (NOI / Project Cost)	0.13	
44	Number of motor vehicles displaced	17,117	motor vehicles
		* • - • •	

Yearly cost of cars displaced — per resident

45

80,109 PHP

\$1,541

Project Overview p. 2

16,903 MTCO2-eq annually

2,743 metric tons annually 97 hrs/person annually \$1,097 per person annually

\$2,020,408 annually

13%

393,697 m² 0.5 to 2 °C High

106 annually 1 annually



Impact of proposed network

1	Iransit X.	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 (97 acres)	
12	г	Temperature reduction (from heat island effect & GHG reductions)	
11		Health care savings (from pollution, injuries)	

1	Name of region or project	SM Mall of Asia, Philip
2	Currency name	PHP
3	Equal to US\$1	52
4	Energy in CAPEX or OPEX	CAPEX
5	Land area of region (sq. km)	1
6	Number of residents in region	100,000
7	% travel within region	20%
8	% of land area served by roads	100%
9	Coverage: % of pop. convenient (1 min walk) to a podway	95%
10	Annual median household income (US\$)	\$10,000
11	Convenient walk time to stop (min)	1
12	Triple-speed route length (km)	0
13	Water crossing route length (km)	0.0
14	Visitors per year	0
15	Average length of visit (days)	2
16	Solar production ratio	1.57
17	Regional Fare Factor	1.0
18	Price adjust (EPC costs & contingency)	30%
19	Triple-speed (km/h)	242
20	Daily Passengers Adjustment	100%
21	Number of Stops Adjustment	100%
22	Mode Share Adjustment	100%
23	Corporate Tax Rate	10%
24	Interest Rate on Debt	5.0%

		Pod	Car
25	Service life (years)	20	12
26	Full cost of vehicle per year	\$200	\$9,000
27	Public cost to maintain infrastructure per year per km	\$0	\$100,000
28	Energy consumption (MPGe)	3564	24
29	Energy consumption (liters/100km)	0.07	9.8
30	Energy consumption (Watt-hours/km)	9	1375
31	mass of CO2 per vehicle per km (kg)	0	0.09875
32	Vehicle mass (kg)	45	1950
33	Average speed of urban travel (km/h)	72	16
34	Typical travel time (in minutes) for 2 km trip	2	7
35	Fare/cost per km	\$0.07	\$0.62
36	Number of deaths per 100M passenger-km	0.00001	0.62
37	Number of injuries per 100M passenger-km	0.0006	62
38	Volume to park (cubic meters)	5.7	70.9

Inputs and Assumptions

45 mph

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1 Ratio of road length to guideway length 4 1 Walking speed 4.9 1 Width of convenient swak along podway 5.790,000 145,080,000 1 Fixed cost per km (track a posts) \$8.370,000 155,080,000 2 Rate factor for water crossings of high-speed links. 2.2 10,000 km 2 Average distance per person per yea \$5,580,000 10,000 km 2 Mode share % of people convenient to a podway 28% at simi walk. 20% 2 Average distance per day per person 20% 20% 20% 2 Average distance per day per person 20% 20% 20% 2 Average distance per day per person 20% 20% 20% 2 Average distance per day per person 20% 20% 20% 2 Average distance per day per person 20% 20% 20% 2 Average bassengers per pod during peak hour 30,638 per day 20% 3 Average passengers per pod during peak hour				Inputs	and
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66Toll Share (% of revenue for use of rights-of-way)5%	65		\$40	/tCO2e	
	66	Toll Share (% of revenue for use of rights-of-way)	5%		



Rights-of-Way owners' Toll Share is 5% of gross revenue

with a minimum payment based on the Footprint and the Transit X Commercial Rate (TXCR).

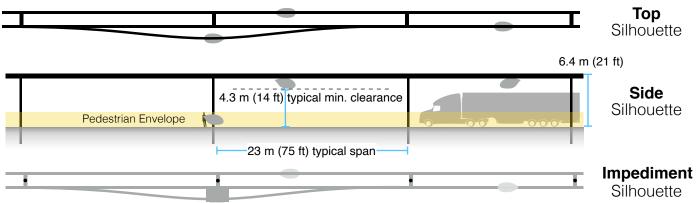
7	Toll Share Payment	inclusive of all fees and taxes)	
8	Estimated Annual Payment at target revenue	\$292,225 annually	\$3 per resident
9	with a minimum of	\$2,774 annually	144,247 PHP
10			0 PHP
11	Other financial benefits to Owners	s of Rights-of-way and/or Lo	ocal Government:
12	Less road maintenance from lower	VMT	
13	Public land made available from les	s parking and lanes	
14	Reduced emergency and police ser	vices for road-related incidents	
15	Less investment needed in road-ba (charging stations, signals, BRT, etc		

Minimum payment calculations 1

2	Total commercial land (estimated)	100,000 m ²	acres
3	Total commercial gov't revenue (US\$)	\$20,000	1,040,000 PHP
4	TXCR (Transit X Commercial Rate)	\$0.20 per m ² (estimated)	10.4 PHP

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. 5

Toll Share Minimum Calculation



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

1	Footprint Calculations	Metric	Imperial
2	Guideway width	<u>0.35</u> m	
3	Guideway height	<u>0.65</u> m	
4	Post diameter	<u>0.4</u> m	
5	Post cross section	<u>0.13</u> m ²	
6	Stop landing area	<u>3.75</u> m ²	
7	width	<u>1.5</u> m	
8	length	<u>2.5</u> m	
9	Ramp length	<u>21</u> m	
10	Typical Span	<u>23</u> m	
11	Number of posts per unit length	<u>43.5</u> poles per kn	1
12	Post height	<u>6</u> m	
13			
14	Single guideway	1172.2 m ²	
15	Area of Side Silhouette	754.3 m ²	
16	Area of Top Silhouette	363.2 m ²	
17	Impediment Area (adjusted)	54.6 m ²	
18			
19	Dual guideway	1522.2 m ²	
20	Area of Side Silhouette	754.3 m ²	
21	Area of Top Silhouette	713.2 m ²	
22	Impediment Area (adjusted)	54.6 m ²	
23			
24	Stop	86.3 m ²	
25	Area of Side Silhouette	27.3 m ²	
26	Area of Top Silhouette	21.5 m ²	
27	Impediment Area (adjusted)	37.5 m ²	
0.0			
28 29	Change with dedicated lending are a	10.0 atom	-
	Stops with dedicated landing areas	10.0 stops per kr	า
30 31	% of dual guideway	100%	
51			
32	Average area per unit length	2,385 m ² per route	-km
33			
34	Impediment Factor	10	



SummaryFaster travel saves a household 295 hours per year.*At 0.04PHP per km, a typical commute on Transit X is
17% less than public transit and 74% less than a Taxi.*

Trip Length						
	All prices in PHP	2 km	10 km	40 km		
	Transit X	0.09 to 0.14 2 min., 3.6x faster	0.42 to 0.71 8 min., 3.6x faster	1.62 to 2.77 33 min., 3.4x faster		
	Public transit average	0.48	0.76	1.12		
lodes	Taxi	0.67 2 to 6 minutes	2.90 8 to 30 minutes	11.26 30 to 120 minutes		
Common public modes	Uber/Lyft	0.51 2 to 6 minutes	2.09 8 to 30 minutes	8.01 30 to 120 minutes		
non pi	Public Bus	0.39 3 to 12 minutes	0.39 15 to 60 minutes	0.59 60 to 240 minutes		
Com	Train	0.58 2 to 12 minutes	0.68 8 to 60 minutes	1.07 30 to 240 minutes		
Personal car		0.56 2 to 6 minutes	1.75 8 to 30 minutes	6.24 30 to 120 minutes		
	Avg. Speed Low Speed	High speed	Min Dist Max Dist.	Mode share Fime cost 6% 70% 24% Distance (km)		

	Avg. Speed	Low Speed	High speed				Min Dist	Max Dist.	Time cost	6%	70%	24%
										Dis	stance (k	m)
Travel mode	km/h	km/h	km/h	Base	Includes km	Over per-km	km	km	per min	2	10	40
Taxi	30	20	80	0.39	1	0.19	0.5	100	0.17	5%	4%	1%
Uber/Lyft	30	20	80	0.31	1	0.15	0.5	100	0.09	10%	10%	2%
Public Bus	15	10	40	0.39	20	0.01	0.5	50	0	50%	50%	40%
Train	30	10	80	0.58	2	0.01	2	100	0	35%	36%	57%
Transit X	72	72	72	0	0	0.04	0.1	50	0	-	-	-
Personal car	30	20	80	0.26	0	0.13	0.1	400	0.04	-	-	-

* All numbers on mode shares, speeds, and costs are estimates based on global averages.

Base fares are set for first 3 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. Market rate fares must account for less than half of all fares.

Fair Fare Formula

Fare rates are updated annually using this formula

	Name	Value	Units	Description of the value or model input	
1	GlobalIncome	10,000	USD	Global median household income. Updated annually based on most recent standard published data.	
2	AllTravel	20,000	km	Travel distance per household per year on any mode for trips under 1600 km. A global constant	
3	PercentIncomeForTra nsport	25%		% of median household income for all transportation under 1600 km trips. A global constant.	
4	GlobalRate	0.13	USD/km	Global minimum rate: GlobalIncome * PercentIncomeForTransport / AllTravel	
5	IncomeFirst	<u>\$10,000</u>	USD	Median household income at first stop (per person per day). External input. Based on reliable public data source updated annually. Maximum is 8 times GlobalIncome	
6	IncomeDest	<u>\$15,000</u>	USD	Median household income at destination per trip. External input. Based on reliable public data updated annually. Maximum is 8 times GlobalIncome	
7	RegionalRate	0.13	USD/km	Regional rate based on median income: MedianIncomeFirst * PercentIncomeForTransport / AllTravel	
8	UnderIncomeRate	0.00	USD/km	Under global income adjustment: if (RegionalRate < GlobalRate, GlobalRate - RegionalRate, 0)	
9	NominalRate	0.13	USD/km	Nominal rate: RegionalRate + UnderIncomeRate	
10	RegionalFactor	1.00		Regional Fare Factor. Negotiated upfront to make network financially viable.	
11	AdjustedRate	0.13	USD/km	Regional adjusted rate: NominalRate * RegionalFactor	
12	Population	<u>100,000</u>		Population in region. Updated annually based on trusted public data source.	
13	UsageMaxDiscount	50%		Fare Discount when Transit X travel per household equals AllTravel. Global constant.	
14	ModeShare	<u>86%</u>		Percent of Total Travel Per Capita on Transit X podways. Based on target mode share for first 3 years, then adjusted based on actual travel. PassengerTravel / (Population x AllTravel)	<u>In PHP</u>
15	BaseRate	0.07	USD/km	Base rate for single-passenger pod (without discounts) (1 - UsageMaxDiscount x min(1,ModeShare)) x AdjustedRate	3.72
16	SpecialRateFactor	2.20		Rate factor for water crossings or high-speed links. Global constant.	
17	SpecialBaseRate	0.16	USD/km	Base rate for high-speed travel or water crossings: BaseRate * SpecialRateFactor	8.18
18	DistanceDiscount	40%		Distance discount at max distance. Global constant.	
19	MaxDistanceDiscount	500	km	Max distance discount. Global constant.	
20	DistanceDiscountPer Km	0.000057	USD/km	Discount amount per km: BaseRate x DistanceDiscount / MaxDistanceDiscount	
21	SeniorDiscount	20%		Senior discount set according to local regulations	
22	StudentDiscount	20%		Student discount set according to local regulations	
23	DisabilityDiscount	20%		Disability discount set according to local regulations	
24	DiscountBaseRate	0.06	USD/km	Discounted base rate: BaseRate x (1 - SeniorDiscount)	2.97
25	SharedPodDiscount	20%		Discount for requesting a shared pod. 15% minimum and 30% maximum.	
26	SharedPodRate	0.06	USD/km	Rate for a shared pod: BaseRate x (1 - SharedPodDiscount)	2.97
27	SharedCompartment Discount	40%	00D/kiii	Discount for requesting a shared compartment. 25% minimum and 40% maximum. At least 10 percentage points higher than SharedPodDiscount.	2.57
28	SharedCompartment Rate	0.04	USD/km	Rate for shared compartment BaseRate x (1 - SharedCompartmentDiscount)	2.23
29	SingleOccupancyMax Distance	0.05	USD/km	Rate for 500 km in single-passenger pod.	
30	Senior + SharedCompartment Rate	0.02	USD/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	50PctIncomeAtDest	25%		% Higher fare rate if Destination has 50% higher median income than First (IncomeDest / IncomeFirst - 1) / 2	
32	DistanceBase	-	km	Passenger distance under base fare.	
33	PercentBase	<u>74%</u>		Percent of passenger distance under base fare. Audited value from operational data. DistanceBase / PassengerTravel	
34	AverageDiscount	26%		Average fare discount from Base Rate. Audited value from operational data. 1 - (BaseRevenue / (DIstanceDase x BaseRate))	
35	MarketFactor	1.0		Market rate factor. Negotiated value for setting ratio of AverageDiscount	
36	MarketRateCap	26%		Cap on passenger travel distance at market rate: AverageDiscount x MarketFactor	

Jobs Report*

This project would create 600 new jobs in manufacturing, construction, and operations. About 1,200 existing transportation jobs would be impacted — of which 200 workers would need significant retraining. Improving the transportation infrastructure will boost the economy overall and lead to 1,400 new jobs. Lowering the cost of transportation and reducing travel times raises household income by 13%.

1	Annual median household income (US\$)	\$10,000	
2	CAPEX		
3	Average gross CAPEX salary (% of median HH)	125%	
4	Average gross CAPEX salary	\$12,500	
5	% of CAPEX as salary	15%	
6	Years of CAPEX	2	
7	# of CAPEX jobs	150	
8	% of jobs that are manufacturing vs. construction	75%	
9	Manufacturing jobs	110	
10	Construction jobs	40	
11	Supply chain jobs factor	3	
12	Jobs in supply chain	450	
13	Average gross OPEX salary (% of median HH)	115%	
14	Average gross OPEX salary	\$11,500	
15	% of OPEX as salary	30%	
16	Operations and Maintenance jobs	30	
17	Secondary-effect jobs factor	7%	
18	Secondary effect jobs	1,400	
19	Job transitioning and training		
20	Expected mode share at 10 years (from page 6, line 9)	86%	
21	% of population with a full-time job	60%	60,000
22	jobs in transportation	10%	6,000
23	jobs impacted with this proposed network	20%	1,200
24	jobs requiring significant retraining	20%	240
25	Jobs needing retraining with this proposed network (over 10 years)	0.4%	210
26	Training cost per person as % of salary (from line 13)	100%	\$11,500
27	Number of years that training is divided across	10	
28	Ratio (as %) of training costs vs. gov't revenue from Transit X project	83%	\$241,500

* Numbers are approximations based on a universal model. A regional study could analyze data based on local conditions.