

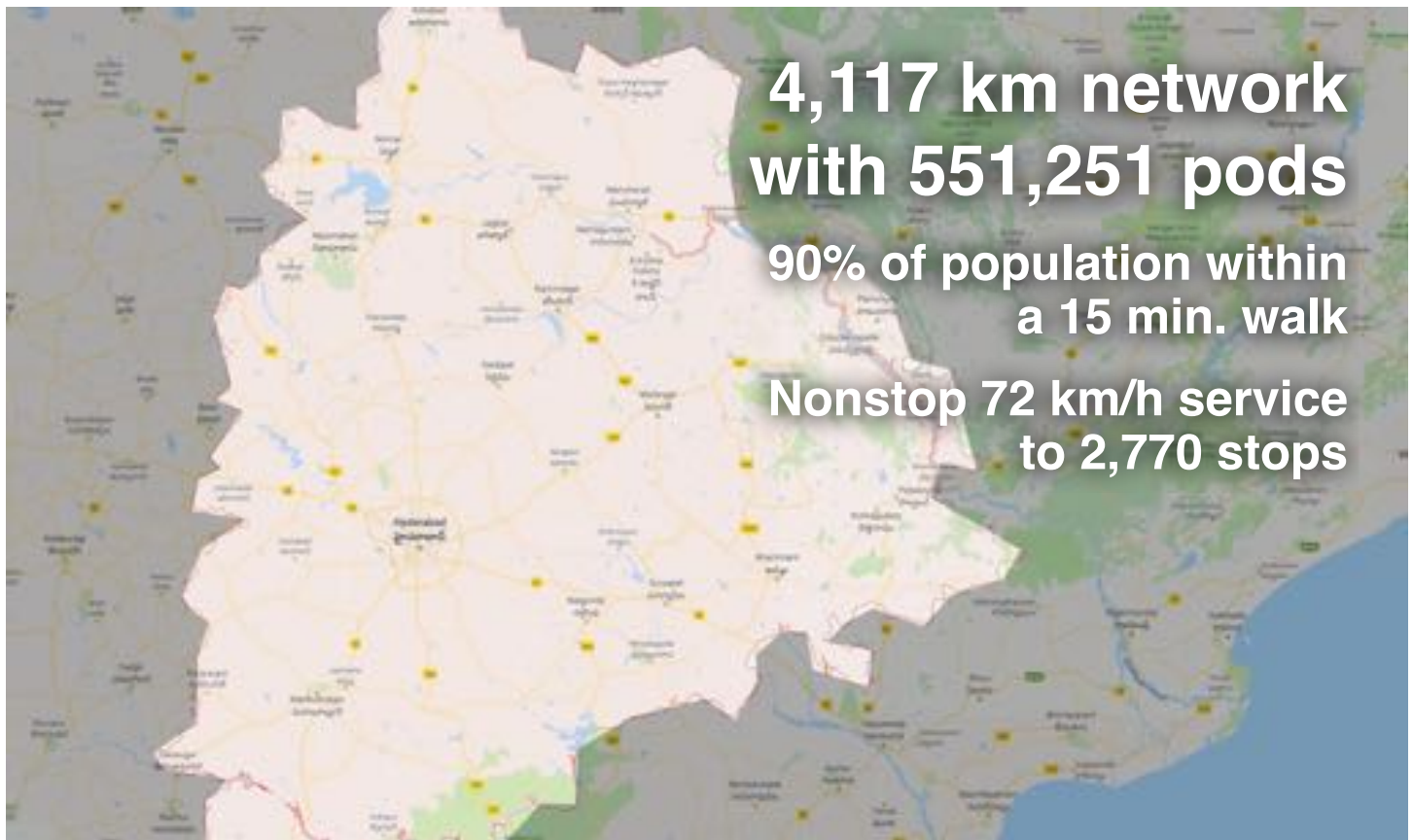


Transit X, LLC presents a preliminary proposal for a privately-funded fleet of fully-autonomous shared electric vehicle network for

Telangana, India

**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



Transit X proposes to build and operate a privately-financed pod network to carry passengers and freight for Telangana, India that makes the Transit X service convenient to 90% 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 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.

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 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

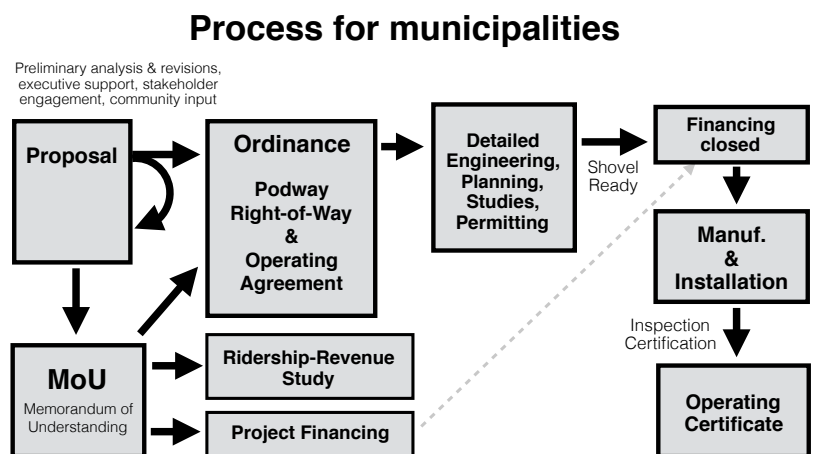
Not only does Transit X not require public financing, but the local municipality and right-of-ways owners receive 5% of gross revenue, which would be US\$654 million per year average over the first 10 years. For specifics, please see the "Taxes and Fees" section of this proposal.

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 municipality or rights-of-way owner. 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 an operating 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 Telangana through better transportation.

Sincerely,



Mike Stanley
CEO, Transit X

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Skype: [mikestanley49](https://www.skype.com/people/mikestanley49)

WeChat: MikeTransitX

Facebook Messenger: [m.me/MikeStanleyMIT](https://www.facebook.com/mikestanleymit/)

Twitter: <https://twitter.com/MikeTransitX>

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	\$15.52 billion


Structure	Equity and Debt
Debt term	10 years @ 5%
Equity terms	29% projected IRR through 7 yrs Using 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 onwards
Benefits to society and environment	Extremely high

Financials

(US Dollars in millions)	Year 1	Total Years 1-10
Gross Revenues	7,797	130,872
Taxes and fees	390	6,544

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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4,117 km network with 551,251 pods
90% of population within a 15 min. walk
Nonstop 72 km/h service to 2,770 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)	4,117
Starting number of pods	183,750
Projected revenue growth	15%
Project Cost	\$15,519,309,286
% Debt financed	70%
Debt	\$10,863,516,500
Equity	\$4,655,792,786
Capital return per year	\$931,158,557
Target IRR	15%
Target return per year	\$698,368,918
Debt payment (per year)	\$1,406,875,087

Travel per year per pod (km)	168,192
Revenue per vehicle-km (US\$)	0.25
Cost per pod	\$5,000
OPEX as % of project cost	5%
OPEX as % of revenue	5%
Debt Interest rate	5%
Debt term (yrs)	10
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%

The revenue estimates are conservative because they only show revenue from passenger fares, which may be less than 30% of total revenue. A substantial revenue stream can be expected from freight, advertising, developer fees, private leasing, private branch & stops, subsidies, municipal contracts, carbon credits, water delivery, conduit leasing, 3rd-party services, mail & package delivery, para-transit, private shuttles, sale of surplus power to grid, and naming rights.

Pro Forma

Years	1	2	3	4	5	6	7	8	9	10	11	12
Revenue	0	7,796,594,258	8,966,083,396	10,310,995,906	11,857,645,292	13,636,292,085	15,681,735,898	18,033,996,283	20,739,095,725	23,849,960,084	27,427,454,097	31,541,572,211
5% RoW-tax+fee	0%	389,829,713	448,304,170	515,549,795	592,882,265	681,814,604	784,086,795	901,699,814	1,036,954,786	1,192,498,004	1,371,372,705	1,577,078,611
Debt service	0	\$1,406,875,087	\$1,406,875,087	\$1,406,875,087	\$1,406,875,087	\$1,406,875,087	\$1,406,875,087	\$1,406,875,087	\$1,406,875,087	\$1,406,875,087	\$1,406,875,087	0
Investor share %		30%	26%	23%	21%	20%	12%	12%	12%	11%	11%	11%
Investor IRR	0%	13%	16%	18%	22%	25%	33%	38%	44%	50%	57%	69%
Investor balance	\$(4,655,792)	\$(3,109,125,974)	\$(1,451,357,693)	\$334,177,276	\$2,266,643,936	\$4,368,082,042	\$5,918,910,464	\$7,693,203,623	\$9,724,481,229	\$12,051,290,949	\$14,717,962,600	\$17,916,162,981
Investor IRR to date	loss	-67%	-21%	3%	17%	25%	29%	32%	33%	35%	36%	37%

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

1	Land area of region	112,077	km ²
2	Number of people in region (residents + visitors)	35,193,978	
3	Travel distance per year by all people (residents and visitors)	351,939,780,000	km
4	Percentage of all travel that occurs within the region	90%	
5	Road coverage (percent of area conveniently served by paved roads)	10%	
6	Service area size	11207.7	km ²
7	Coverage: percent of people convenient (15 min walk) to Transit X	90%	
8	Estimate #1 for network length based on desired coverage	4,117	km
9	Length of paved roads in region	15,096	km
10	Estimate #2 for network length based on length of public roadways	3,397	km
11	Transit X network length	4,117	km
12	Route density ratio (route length to service area)	0.37	
13	Number of stops	2,770	
14	Triple-speed route length	0	km
15	Water crossing route length	0	km
16	Total costs for project not including pods	\$12,763,054,286	
17	...per person	\$363	
18	Mode share of travel on Transit X	72%	
19	Distance traveled on Transit X, per year	228,921,693,479	km
20	...per day	627,182,722	km
21	Potential energy generation with standard panels on tracks	31,619	MWh
22	Energy consumption per day	17,422	MWh 55% of max capacity
23	Cost of sustainable energy gen&storage at \$0.15 per kWh (if purchased)	\$2,613,261	per day 73% of OPEX
24	Daily number of people riding Transit X	25,435,744	customers
25	Distance per Transit X customer per day	25	km
26	Average distance per trip (with 3 trips per day)	8	km
27	Passenger fare for shared 8 km trip (at US\$0.02 per km)	\$0.19	13 INR
28	Distance traveled during peak hour	125,436,544	km
29	Breakeven	8,893,501	customers per day
30			(28% of people convenient to Transit X)
31	Number of pods needed to meet peak demand	551,251	pods
32	Number of people per pod	63.8	and 46 customers per pod
33	Distance per pod per year	168,192	km
34	Pod garage volume [unit: cubic shipping containers]	30	sc ³
35	Cost of pods	\$2,756,255,000	
36	Cost of pods per person	\$78	
37	Project finances		
38	Total project cost (privately financed)	\$15,519,309,286	1,008,755,103,57
39			1 Assumes purchased power
40	Equity	\$4,655,792,786	302,626,531,071 INR
41	Financed	\$10,863,516,500	706,128,572,500 INR
42			
43	EBITA (Profit)	\$9,432,475,772	613,110,925,160 INR
44	Debt service	\$1,629,527.475	105,919,285.875 INR
45			
46			
47			
48	Operating Margin	88%	
49	Project costs — per person	\$441	28,663 INR
50	Number of motor vehicles displaced	22,892,169	motor vehicles
51	Yearly cost of cars displaced — per person	\$5,854	380,517 INR
52	Operating costs per passenger-km	\$0.02	
53	Breakeven revenue distance per day	219,291,811	km
54	Number of tracks in one direction needed to satisfy peak demand	2.33	



Impact of proposed network

1	Reduction in CO2 emissions (metric tons of CO2-eq)	22,606,017
2	Est. cost to maintain 15,096 km roadway	\$769,900,371
3	Reduced waste products per year	3,668,470 metric tons
4	Travel time saved per year	438 hrs/person
5	Cost savings per capita per year from reduced car ownership	\$5,189
6	Increase in household income from time saving and car costs	357%
7	Reported injuries avoided per year	141,931
8	Lives saved per year	1,419
9	Land freed from parking (130,101 acres)	526,519,895 m ²
10	...and its commercial value	\$526,519,895 per year
11	Health care savings	High
12	Heat island mitigation from replacing asphalt with green space	1 to 3 °C
13	Change in global temperature	TBD °C
14	Decrease in sea level	TBD mm

Model Inputs

1	Ratio of road length to track length	4	
2	Convenient walk time to Transit X route	15 min.	
3	Walking speed	4.9 km/h	
4	Width of convenient swath along track	2.45 km	
5	Fixed cost per km, no solar/storage	\$3,100,000	201,500,000 INR
8	Fixed cost per km	\$3,100,000	201,500,000 INR
9	Water crossing route: additional cost per km	\$9,300,000	
10	Triple-speed route: additional cost per km	\$6,200,000	
11	Average distance traveled per person per year (for trips under 1600 km)	10,000 km	
12	Average distance per day per person	27 km	
13	Mode share % of people convenient to Transit X	85%	at 5 min walk.
14	Percentage of daily demand during peak hour	20%	
15	Maximum capacity per track	42,665 pph	
16	Average dwell time during peak hour	10 seconds	
16	% of pods traveling on route with highest demand	18%	
17	Average speed of pod	72 km/h	45 mph
18	Average # of trips for people riding Transit X	3 per day	
19	Average occupancy per pod during peak hours	4.0 people	
20	Average occupancy per pod	2.5 people	
21	Maximum occupancy per pod	5 people	
22	Empty pods: Percentage non-revenue	25%	
23	Cost per pod	\$5,000	325,000 INR
	Worldwide Median Income per Household (US\$)	10,000	650,000 INR
24	Median household income (US\$)	1,500	97,500 INR
25	People per Household	2.3	INR
26	Base fare per km	\$0.04	2.8 INR
27	(per mile)	\$0.07	4.6 INR
28	O&M as % of project cost	5%	
29	O&M as % of gross revenue	5%	Includes solar energy PPA
30	Percentage debt financed	70%	
31	Length of loan/debt	10 years	
32	Interest rate for debt	5%	
33	kg CO2 emissions per liter of gasoline	2.37	
34	Monetary value of 1 hour personal time (USD)	0.375	24 INR
35	Eat. roadway maintenance per year per km	\$51,000	3,315,000 INR
36	Area of one parking lot space	23 m ²	
37	Commercial income of land	\$1 per m ²	INR
38	Distance from roadway that is convenient	0.74 km	
39	Stops per km	0.7	
40	Solar panel area per meter of track	2.0	
41	Cost of sustainable energy and storage	\$0.15 per kWh	
42	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	31
Fare/cost per km	\$0.04	\$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

Model Inputs (cont)

Currency name	<u>INR</u>
Equal to US\$1	65





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	<input type="text" value="3,000,000"/>	m ²	
Total commercial income to muni	<input type="text" value="\$3,000,000"/>		195,000,000 INR
TXCR (Transit X Commercial Rate)	\$1.00	per m ²	65.0 INR

*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	4,117	km	
Estimated gross revenue per unit length	\$2,610,014	per km	169,650,937 INR

Municipal Tax

% of gross revenue with minimum.

1% gross revenue	\$26,100	per route-km	1,696,509 INR
Minimum per year	\$1,640	per route-km	

Air Rights Leasing Fee

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

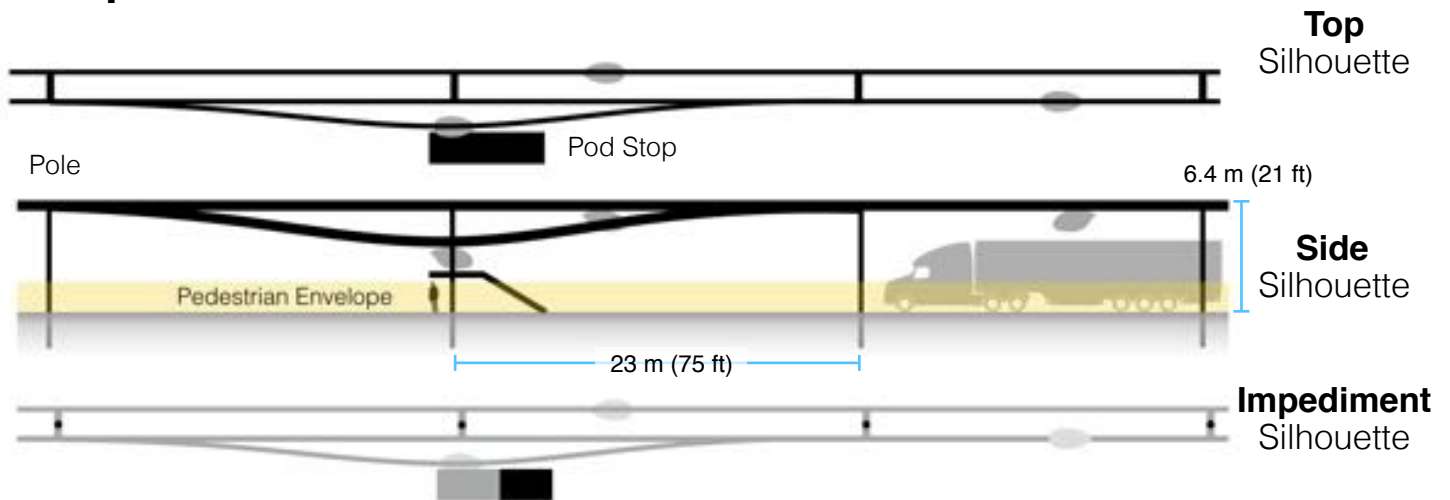
% of route on municipal land	<input type="text" value="90%"/>		
4% gross revenue	\$104,401	per route-km	6,786,037 INR
Minimum per year	\$1,640	per route-km	

Taxes and Fees

Paid to Municipality	\$494,303,470	per year	32,129,725,574 INR
...with minimum	\$12,832,225		
Paid to Private land owners	\$42,982,910		2,793,889,180 INR
...with minimum	\$675,380		

Footprint calculations for minimum fee

Yearly fees and taxes



Note: Diagrams for illustrative purposes.

Footprint Calculations	Metric	Imperial
Track width	0.41 m	
Track height	0.61 m	
Pole diameter	0.3 m	
Pole cross section	0.07 m ²	
Stop landing area	1 m ²	
...width	1 m	
...length	1 m	
Ramp length	21 m	
Pole span	23 m	
Number of poles per unit length	43.5 poles per km	
Pole height	6 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 stops per km	
% of dual track	100%	
Average area per unit length	1,640 m ² per route-km	
Contract values		
% gross revenue for muni tax/fee	1%	
% gross revenue for air rights (RoW)	4%	
% gross revenue for RoW+tax+fee	5%	
Impediment Factor	5	



Fair Fares

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.

		0% of use	50% of use	+25% Income	65% of use	50% market fares
Median household income	US\$	5,000	\$5,000	\$6,250	\$5,000	\$5,000
Nominal fare	US\$	0.04	\$0.04	\$0.05	\$0.04	\$0.04
% of total travel on Transit X		0%	50%	50%	65%	90%
Discount for usage	US\$	0.00	\$0.01	\$0.01	\$0.01	\$0.02
Base Fare (US\$)	per km	0.04	0.03	0.04	0.03	0.02
	in local currency	2.83 INR	2.12 INR	2.65 INR	1.91 INR	1.55 INR
	for shared pod (20% discount)	2.26 INR	1.70 INR	2.12 INR	1.53 INR	1.24 INR
	for shared seating (30% discount)	1.98 INR	1.48 INR	1.85 INR	1.33 INR	1.09 INR
% Fares at Market rate		50%	20%	20%	20%	50%
% Fares at Base rate		20%	80%	80%	80%	20%
% Fares at Half Base rate		30%	0%	0%	0%	30%
Estimated average fare US\$	per km	0.10	0.05	0.07	0.05	0.06

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

Travel distance per household per year (trips under 1600 km)	23,000 km
% of median household income for 23,000 km transportation	20%
Fare Discount when Transit X travel per household is 23,000 km per year	50%
Minimum median household income. Fares are based on this minimum.	\$5,000 USD
Discount for shared pod	20%
Discount for shared bench seat	30%
Discount for Half Base rate	50%
Projected multiple of Market rate vs. Base rate	4
% increase in median income for scenario	25%
Percent of Total Travel Per Capita on Transit X	65%