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Subject: Summary for BIA members

Of the 4 alternatives (No Build, TSM, Managed Lanes, Fixed Guideway), rail produces the most transportation benefit in the analysis to the year 2030. (see page 6-11 of AA)

These include reduced transit travel times, highest daily delay savings, highest reduction in daily vehicle hours of delay, highest daily ridership on transit (compared to TSM or Managed Lanes). While we have an award winning bus system, the bus has to operate in the same traffic as cars, trucks, etc. on public streets and is subject to delays by accidents, bad weather or rush hour traffic. Rail operates in its own elevated right of way and therefore is the most reliable of the transit alternatives in terms of travel times. Taking the bus from Waipahu to town may take about 50 minutes one day, and an hour and a half the next. Rail will take 32 minutes and this reliability will attract new riders.

Rail also has the highest potential for Transit Oriented Development, including affordable housing and new commercial/retail development. It also provides the greatest support of economic development of major economic centers (downtown, airport area, Kapolei) and provides best cost benefit of transit dollars invested. Some cities have gotten a 2 to 1 return on transit dollars invested when econonic development, jobs and increase in property values are calculated.

On the environmental side, it reduces the most energy (fuel) consumption compared to TSM and autos via Managed Lanes, and supports orderly growth over urban sprawl by linking the Primary Urban Center to Kapolei.

The other important thing for the BIA to consider, is without a major transit project linking Ewa to Honolulu, there are those residents who wish to see a moratorium on any new building until traffic congestion is mitigated, or alternative transportation options are realized.

There is always a cost to infrastructure, and rail is no different. But visitors contibute to about 25% of all GET collections according to DBEDT, and the objective is to maximize federal dollars contributed for the rail project.

A final thought is that we have been proposing rail off and on for the past 35 years, and it is now or never. Rail provides a mobility option and a choice to automobile transportation. The alternative is traffic gridlock that will rob our economy of productivity, and our families of valuable quality time, that instead is lost in traffic congestion.