

**Testimony of the Office of the Public Defender,
State of Hawaii to the House Committee on
Judiciary**

February 5, 2016

H.B. No. 2645: RELATING TO THEFT OF BICYCLE

Chair Rhoads and Members of the Committee:

We oppose passage of H.B. No. 2645 which would create the separate offense of theft of bicycle. We believe that the current theft statutes adequately cover all forms of theft of personal property including bicycles. The penalties for the theft offenses are dependent upon the value of the items stolen. We believe this is the appropriate and proper method for the classification of property crimes. Bicycles, similar to many other types of personal property, vary greatly in value. For instance, a child's bike may have a value of less than \$100 whereas a triathlete's specialty bike may be valued in the thousands of dollars. The current structure of the theft statutes would account for such differences.

Thank you for the opportunity to provide testimony in this matter.

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February 5, 2016

Testimony Supporting HB2645

Aloha,
Hawaii Bicycling League **supports HB2645**, which would establish bicycle theft as a criminal offense.

Hawaii Bicycling League's mission is to get more people to ride bicycles for health, recreation, and transportation through advocacy, education, and events. Limiting the incidence of bicycle theft is a crucial part of the equation to getting more people on bicycles. The motivations to deal with this issue are compelling as increasing bicycle use can help us address some of the major challenges of our time in public health, energy, the environment, and cost of living.

Bicycle theft and concern over bicycle theft serves a major deterrent for people choosing to bicycle for transportation. An online survey conducted by the Honolulu Mayor's Advisory Committee on Bicycling in 2015 found 44% respondent had a bicycle stolen at least once.

We need a robust set of tools to deter and reduce bike theft. By establishing a specific classification for bicycle theft this bill will enhance our ability to use of our criminal justice system to deter bicycle theft. While we address this one item in the toolbox, we should keep in mind other important areas where bicycle theft needs to be addressed, particularly through the adequate provision of secure bike parking, through robust police enforcement, and through better tracking of stolen bicycles in the registration and reporting systems.

Thank you very much for considering the comments of the Hawaii Bicycling League. If you have any questions or would like to discuss further, please contact Chad Taniguchi (808-735-5756, chad@hbl.org) or Daniel Alexander (808-275-6717, daniel@hbl.org).

Ride and Drive Aloha,

Chad Taniguchi, Executive Director

Daniel Alexander, Advocacy Director

bikeshare hawaii is a local 501(c)(3) nonprofit that will launch and manage a large-scale bikeshare system in hawaii. *let's move hawaii forward. try bike.*

LATE



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Feb 3, 2016

Re: Support for SB2996

Chair Inouye and Members of the Senate Committee on Transportation and Energy,

Bikeshare Hawaii strongly supports SB2996, Relating to Special Purpose Revenue Bonds (for the purpose of assisting Bikeshare Hawaii).

We believe a transportation system is a means to an end. We move around our communities to **connect to the people and places we love**. We also believe that residents of our state desire and deserve transportation options that encourage and allow us to live our values. Those include:

- Integration into our communities
- Preserving and enjoying the natural beauty our state
- Breathing clean air
- Being active
- Inclusiveness and hospitality

Bikeshare Hawaii, a 501(c)3 non-profit has been working since 2014 to bring a novel transportation idea to the state of Hawaii: bikesharing. With the support of a broad variety of stakeholders including the City and County of Honolulu, the Department of Health, the Ulupono Initiative, the Environmental Protection Agency, and the 2015 Hawaii State Legislature, we have planned the first phase of our program, a bikesharing program in Urban Honolulu.

We have worked extensively with the city and private landowners to identify sites for stations. We have done deep due diligence on equipment and technology and identified a world-class system vendor. **Project financing is the last major hurdle** standing between this project and launch. We have closely examined our financial and revenue models and evaluated every available project finance option. We believe a revenue bond is an ideal fit for financing this project as it has **strong revenue potential and expects to deliver tremendous value to the state** in transportation as well as public health, environmental protection, safety, and economic development.



WHAT IS BIKESHARE?

Bikeshare is a **low-cost, flexible** public transportation service that provides on-demand access to a network of **publically-rentable** bicycles. Public bicycles are distributed across a service area at fixed destination-based station locations. With the ability to make point-to-point trips, bikesharing systems generally accommodate shorter trips that replace less efficient auto and transit trips (trip lengths average between one and three miles).

WHY DO WE NEED IT?

Honolulu is a highly urbanized collection of neighborhoods and districts exhibiting unique urban transportation issues. Honolulu's mobility challenges are different from those found on the mainland. These challenges stem from **geographic constraints** (the core travel corridors are wedged between the ocean and the mountains, makai and mauka of the H1 freeway), high levels of transit use that create **capacity issues on the urban bus system, cultural reliance on the automobile, and rapid urbanization**. Coupling these issues with some of the nation's **worst traffic congestion** and the need to develop a more sustainable island transportation system, Honolulu understands that it cannot expand the capacity of the roadway system to meet its mobility needs.

The City and County of Honolulu and its various public sector partners have made concerted efforts to accommodate ever-increasing demand for transportation, while balancing the need to create vibrant, economically sustainable, and ecologically sound communities. **Bikeshare has been identified as one tool in the urban transportation toolbox** to meet resident, employee, and visitor mobility needs. It also supports various concurrent and **interconnected initiatives** including the implementation of the Honolulu Authority for Rapid Transportation (HART) rapid transit system, transit-oriented community development, and various state-led energy, livability, and health initiatives.



WHAT ARE THE BENEFITS TO THE COMMUNITY?

Between July and September of 2013, over 200 stakeholders from the public, private businesses, institutions, advocacy groups, health care, public safety, the bicycling industry, government, and others were provided an opportunity to talk about their vision for bikeshare in Honolulu, on Oahu, and in Hawaii. The following key themes emerged.

- Bikeshare helps **reduce traffic congestion** and improve automobile and transit travel times.
- Bikeshare **expands transportation options**, increasing walking, bicycling, and enabling more people to use transit.
- Bikeshare **aligns with state energy goals** and reduces oil consumed for transportation
- Bikeshare **fills gaps in the transit system** and reduces crowding on TheBus.
- Bikeshare seamlessly integrates **with TheBus and the future HART rail system**— aiding the City's goals for **transit-oriented community development**.
- Bikeshare stimulates **public support for expanding bicycle infrastructure**.
- Bikeshare **expands to other satellite locations and counties**, spreading the benefits of bikeshare to many Hawaii residents.
- Bikeshare **stimulates local economic development**, business enterprise, and retail sales.
- Bikeshare **provides a tourist amenity** that many visitors have come to expect in destination cities.
- Bikeshare **creates an intergenerational bicycling culture in Honolulu** that normalizes the bicycle for transportation and recreation.
- Bikeshare **elevates quality of life in Honolulu**, creating livable, clean, and quiet neighborhoods.
- Bikeshare enables residents to **live healthier, happier more social lives**.



WHAT ARE THE BENEFITS TO THE STATE?

Transportation efficiency: Bikeshare expands mobility. In some systems, up to 50% of users expressed that they make more trips. Approximately 25-45% of bikeshare trips replace a vehicle trip. Bikeshare also helps improve transit efficiency and reduce urban core crowding on transit. In neighborhoods underserved by transportation options or with inefficient public transit routing (e.g., loop routes), bikeshare can expand mobility and access options, improve connections to transit, reduce transit wait times, and even eliminate the need to transfer between routes or transit services.

Last mile connectivity: With 70% of Oahu's residents living within the HART corridor, quick and convenient access between HART stations and destinations will be required. Bikeshare systems in other cities with rapid transit service have seamlessly provided these transit connections. Likewise, TheBus' transfer rate hovers around 40% of all passengers. The heavy weight on transfer activity signals a potential service gap that can be accommodated by bikeshare.

Healthier cities: Many people throughout Hawaii are afflicted with preventable diseases related to inactivity and sedentary lifestyles. Roughly 9% of Oahu adults have diabetes, while 21% are clinically obese based on Body Mass Index (BMI).⁴ Similarly, roughly 22% of Oahu adults do not engage in regular physical activity. Bikeshare is a tool that can reverse these trends.

Cleaner and more sustainable cities: Bikeshare contributes to broader environmental goals by getting people out of cars, thereby reducing VMT, GHG emissions, air pollution and dependence on petroleum. Paris' Velib system has saved 274 million pounds of carbon emission since beginning operations in 2007.

Economically productive cities: Bikeshare has been linked to increased retail activity and contributes to more lively and active mixed use and retail districts. In the Twin Cities, bikeshare users spend a net extra \$150,000 at businesses adjacent to bikeshare stations (purchases that would not have been made without bikeshare).

Competitive cities: Of the U.S.'s top ten vacation destinations, Honolulu is the only major tourist market without a bikeshare system on the ground or in some phase of implementation.



WHAT WORK HAS ALREADY BEEN DONE?

The City and County of Honolulu (C&C), the State of Hawaii and a diverse set of public and private partners collaboratively determined to implement a bikeshare system in urban Honolulu with the potential to expand the program to other cities and counties across the state. **In May 2012**, a Hawaii Clean Energy Initiative (HCEI) Transportation Vehicle Miles Traveled (VMT) reduction working group and the State Department of Health identified bikeshare as a key strategy for reducing vehicle miles traveled (VMT) and achieving healthy outcomes.

This led to the creation of a Bikeshare Working Group (BWG) with the goal of bringing a public bikeshare program to Honolulu. The Bikeshare Working Group is a collaborative group of private and partners and individuals, including the C&C, the State of Hawaii, the U.S. Environmental Protection Agency (EPA), private foundations, non-profits, and educational institutions like the UH Manoa and HPU.

Supported by the BWG, the C&C funded the Bikeshare Organizational Study (launched in **July 2013**). This study identified the vision, goals, and objectives for bikeshare, engaged key stakeholders, proposed an organizational and governance strategy for Honolulu, and created a high-level business plan, bikeshare demand analysis, and feasibility assessment. The plan estimated farebox and user fee revenue to be \$4M - \$6M annually.

In **February 2015** the EPA contracted with Toole Design Group to implement a site selection and outreach plan for a Honolulu bikesharing system. The team has worked closely with the C&C and private landowners to identify and permit sites. These sites have been shared with neighborhood boards and state legislators.

In **May 2015**, Bikeshare Hawaii commissioned a valuation study by IMG / WME International which placed the system sponsorship value at \$900K - \$1M per year.

In **June 2015**, Bikeshare Hawaii released an RFP for system operators and equipment providers and invited four finalists to participate in a public demonstration of their equipment (in **August 2015**) where it solicited and collected feedback. Bikeshare Hawaii representatives visited each of the four finalists' headquarters and key operational systems. In **December 2015**, PBSC Urban solutions – supplier of the largest bikesharing fleet in the world, and the public's favorite selection -- was announced as the equipment provider for Honolulu.



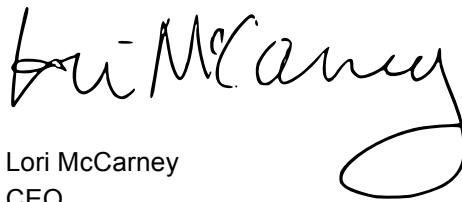
WHY A REVENUE BOND?

While bikesharing has seen explosive growth -- appearing in dozens of cities around North America in the last 5 years, and hundreds around the world in the last 10 years -- it is a relatively new industry to the US. Bikeshare Hawaii was set up as a non-profit organization in 2014 with the express purpose of launching a bikesharing system and as a new entity is viewed as a startup. This combination of factors has made the Honolulu bikesharing project ineligible for traditional bank financing, in spite of solid financials and a strong business plan.

As we have learned more from our growing network of bikeshare cities, system operators, and equipment providers about both capital and operational costs, we feel more confident than ever that our two key revenue streams, farebox / use fees and sponsorship can support bond financing.

Bikeshare Hawaii is extremely grateful to the State Legislature for its support of its program and objectives so far. We believe that this is a great way for us to work together to deliver not only a well-needed transportation option, but what we expect to be the best bikesharing system in the world.

Sincerely,



Lori McCarney
CEO



Ben Trevino
President & COO

Bikeshare Hawaii