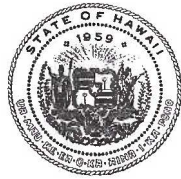


SB 2996

RELATING TO SPECIAL PURPOSE
REVENUE BONDS



STATE OF HAWAII
DEPARTMENT OF HEALTH
P. O. Box 3378
Honolulu, HI 96801-3378
doh.testimony@doh.hawaii.gov

**Testimony COMMENTING on SB2996
RELATING TO SPECIAL PURPOSE BONDS**

SENATOR LORRAINE R. INOUE, CHAIR
SENATE COMMITTEE ON TRANSPORTATION AND ENERGY

Hearing Date: February 04, 2016

Room Number: 229

1 **Fiscal Implications:** None

2 **Department Testimony:** The Department of Health offers comments on SB2996. The purpose
3 of this bill is to authorize the issuance of special purpose revenue bonds to assist Bikeshare
4 Hawaii, a not-for-profit organization pursuant to section 501 (c) (3) of the Internal Revenue
5 Code, with the development of a bikeshare system to replace short car trips and provide a
6 convenient and affordable transportation option.

7 Over the past three years, the Department of Health has worked in close partnership with
8 the City and County of Honolulu, and public and private sector organizations, to recommend and
9 support the creation of a bikeshare system in Hawaii.

10 The Department supports the implementation of the bikeshare program so residents will
11 have more options to integrate physical activity into their daily routine. Bikeshare will also
12 allow those who by choice or are unable afford a car the flexibility of using a shared bike for
13 trips to locations that are not easily accessible by walking or public transportation. This initiative
14 aligns with the State Physical Activity and Nutrition (PAN) Plan to increase by 10% the
15 percentage of people who use active transportation to commute to work or school by expanding
16 opportunities for active transportation. The State PAN Plan also has several objectives that
17 address developing infrastructure that makes active transportation easier, safer, and available.
18 The Department is also partnering with the City and County of Honolulu on the implementation
19 of “complete streets” policies to ensure that roadways support walking, bicycling, and public
20 transportation.

1 In Hawaii only 26.5% of adults and 22% of youth met recommended levels of physical
2 activity.¹ Sedentary lifestyles, poor nutrition, and unhealthy weight contribute to increased risks
3 for chronic disease. For public health, bikeshare is a transportation strategy to normalize physical
4 activity.

5 Thank you for the opportunity to provide comments.

¹ Source: Hawaii Behavioral Risk Factors Surveillance System, Hawaii Youth Risk Behavior Survey, Hawaii Health Data Warehouse.



**DEPARTMENT OF BUSINESS,
ECONOMIC DEVELOPMENT & TOURISM**

DAVID Y. IGE
GOVERNOR

LUIS P. SALAVERIA
DIRECTOR

MARY ALICE EVANS
DEPUTY DIRECTOR

No. 1 Capitol District Building, 250 South Hotel Street, 5th Floor, Honolulu, Hawaii 96813
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804
Web site: www.hawaii.gov/dbedt

Telephone: (808) 586-2355
Fax: (808) 586-2377

Statement of
LUIS P. SALAVERIA
Director
Department of Business, Economic Development, and Tourism
before the
SENATE COMMITTEE ON TRANSPORTATION AND ENERGY

Thursday, February, 4, 2016
2:45 p.m.
State Capitol, Conference Room 229
in consideration of
SB 2996

RELATING TO TRANSPORTATION

Chair Inouye, Vice Chair Gabbard, and Members of the Committee.

The Department of Business, Economic Development, and Tourism (DBEDT) supports Senate Bill 2996, which authorizes the issuance of special purpose revenue bonds to assist Bikeshare Hawaii develop a bikeshare system in the State.

DBEDT supports incorporating bicycle facilities, specifically bikeshare programs as a part of a holistic approach to clean transportation planning. Last year, DBEDT convened transportation stakeholders in a series of meetings culminating in the Hawaii Clean Energy Initiative Transportation Energy Analysis (HTEA) report. The substance of SB 2996 is a recommended strategy identified in the HTEA report to reduce the use of petroleum in Hawaii's ground transportation sector by an estimated 0.14 million gallons a year by 2030; and additional cost savings and benefits could occur if bikeshare were expanded beyond urban Honolulu to other communities in the City and County of Honolulu, Hawaii County, Kauai County and Maui County.

Thank you for the opportunity to provide these comments regarding SB 2966.

Aloha Senate Committee on Transportation and Energy:

I am submitting testimony in support of SB 2996. Passage of this bill would provide much needed funds to the bikeshare program. The financial benefit to Hawaii of bikeshare – from reduced congestion, improved health (hence reduced healthcare costs), and reduced transportation-related fatality rates – could easily exceed the cost of the bonds requested by this bill.

Because it is difficult politically to raise the barrel or gasoline tax to a level that correctly accounts for all the externalities caused by vehicle travel (e.g., congestion, air pollution, and reduced health), there is an over consumption of vehicle travel. SB 2996 offers a way to counter this over consumption by levelling the playing field for one mode of alternative transportation that eliminates or reduces many of the externalities associated with vehicle travel.

Therefore, I strongly support SB 2996 on the basis of fairness and as a way to move Hawaii toward a more environmentally friendly, healthier state.

Mahalo for your attention to my thoughts.

Kind regards,

Paul Bernstein

WRITTEN ONLY

TESTIMONY BY WESLEY K. MACHIDA
DIRECTOR, DEPARTMENT OF BUDGET AND FINANCE
STATE OF HAWAII
TO THE SENATE COMMITTEE ON TRANSPORTATION AND ENERGY
ON
SENATE BILL NO. 2996

February 4, 2016
2:45 P.M.

RELATING TO SPECIAL PURPOSE REVENUE BONDS

Senate Bill No. 2996 authorizes the issuance of Special Purpose Revenue Bonds (SPRB) up to \$8,000,000 to assist Bikeshare Hawaii develop a bikeshare system in the State pursuant to Part V, Chapter 39A, Hawaii Revised Statutes.

The Department is providing comments only to advise the Legislature and prospective SPRB parties that should the legislation be approved, approval of SPRB issuance will require further discussion and satisfactory credit underwriting review of the financing components with respect to any proposed financing.

Thank you for the opportunity to provide testimony on this measure.



**WRITTEN TESTIMONY OF
THE DEPARTMENT OF THE ATTORNEY GENERAL
TWENTY-EIGHTH LEGISLATURE, 2016**

ON THE FOLLOWING MEASURE:

S.B. NO. 2996, RELATING TO SPECIAL PURPOSE REVENUE BONDS..

BEFORE THE:

SENATE COMMITTEE ON TRANSPORTATION AND ENERGY

DATE: Thursday, February 4, 2016 **TIME:** 2:45 p.m.

LOCATION: State Capitol, Room 229

TESTIFIER(S): Douglas S. Chin, Attorney General, or
Diane Erickson, Deputy Attorney General

Chair Inouye and Members of the Committee:

The Department of the Attorney General has concerns about this bill.

The bill authorizes the issuance of \$8,000,000 in special purpose revenue bonds to assist Bikeshares Hawaii to develop a bike share system as a convenient and affordable transportation option to members of the general public, either on a membership basis or through fees. The bill provides that the special purpose revenue bonds are to be issued pursuant to part V of chapter 39A, Hawaii Revised Statutes (HRS). Part V of chapter 39A, at section 39A-151, defines an industrial enterprise project as "any combination of land, buildings, and other improvements thereon, including without limitation parking facilities, for use of, or for, or to assist an industrial enterprise, including, without limiting the generality of the foregoing, machinery, equipment, furnishings, and apparatus which shall be deemed necessary, suitable, or useful to such enterprise."

We believe that the project described in the bill may not fall within the scope of "industrial enterprise" under article VII, section 12, of the Hawai'i State Constitution, as the State has interpreted that provision. Neither the Constitution nor part V of chapter 39A, HRS, defines what fits within that category, so where words in the Hawai'i Constitution or in a Hawai'i statute are undefined, it is presumed that the words are used in their "natural sense" or in "their meaning in common language." Hanabusa v. Lingle, 105 Hawai'i 28, 32 (2004); Schmidt v. AOA of the Marco Polo Apts., 73 Haw. 526, 532 (1992); section 1-14, HRS ("The words of a law are generally to be understood in their most known and usual signification . . . their general or popular use or meaning.") The common or general meaning of an "industrial enterprise"

appears to be an organization, venture, undertaking or business activity, involving a division of productive or profit-making labor, especially one that employs a large personnel and capital, especially in manufacturing. Cf. Webster's Third New International Dictionary (1986) (definition of enterprise, industrial and industry); Black's Law Dictionary, Ninth Edition (2009) (systematic labor for some useful purpose, especially work in manufacturing or production).

Because the project does not appear to fall within the scope of an industrial enterprise, the Department respectfully requests that the bill be held. Thank you for the opportunity to present our concerns.

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813

Phone: (808) 768-8305 • Fax: (808) 768-4730 • Internet: www.honolulu.gov

KIRK CALDWELL
MAYOR



MICHAEL D. FORMBY
DIRECTOR

MARK N. GARRITY, AICP
DEPUTY DIRECTOR

February 3, 2016

The Honorable Lorraine R. Inouye, Chair
and Members of the Senate Committee on
Transportation and Energy
The Senate
State Capitol, Room 229
415 South Beretania Street
Honolulu, Hawaii 96813

Dear Senator Inouye and Members of the Committee:

SUBJECT: Testimony on Senate Bill No. 2996 Relating to
Special Purpose Revenue Bonds

The Department of Transportation Services (DTS) supports Senate Bill No.
2996.

The City and County of Honolulu, partnering with private industry and with the support of state agencies, has long encouraged and supported the development of a bike share system in the State of Hawaii as a key component of a healthy multimodal transportation system.

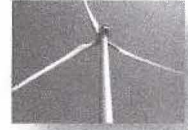
To the extent the State of Hawaii can assist Bikeshare Hawaii, a not-for-profit organization under section 501(c)(3) of the Internal Revenue Code, by authorizing the issuance of special purpose revenue bonds, DTS would be most appreciative.

I thank you for the opportunity to submit this written testimony.

Very truly yours,

A handwritten signature in black ink, appearing to read "Michael D. Formby", is written over a horizontal line.

Michael D. Formby
Director



SENATE COMMITTEE ON TRANSPORTATION AND ENERGY

February 4, 2016, 2:45 P.M., Room 229

(Testimony is 1 page long)

TESTIMONY IN SUPPORT OF SB 2996

Aloha Chair Inouye, Vice Chair Gabbard and members of the Committee:

Blue Planet Foundation supports SB 2996, which would authorize the issuance of special purpose revenue bonds to assist Bikeshare Hawaii, a not-for-profit organization, with the development of a bikeshare system to replace short car trips and provide a convenient and affordable transportation option.

Bikeshare is an innovative, highly flexible transportation alternative that provides access to a fleet of shared bicycles distributed among a network of docking stations. Bicycles are an inexpensive and healthy form of transportation that use no fossil fuels and take up less space on roadways and for parking than cars.

Bikeshare has been shown to reduce the need for short, inefficient car trips, increase the utility of the public transit system and reduce the barriers of entry to cycling by eliminating the need to purchase a bicycle. Bikeshare will be a valuable transportation option for Hawaii residents and will also serve as an important amenity for the visitor market that will help keep the state competitive with other popular visitor destinations.

Bikeshare has the potential to expand mobility, improve public health, reduce traffic congestion and provide greater access to public transit such as the Honolulu rail transit project currently under construction.

Thank you for this opportunity to testify.

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.*



999 Bishop Street, Suite 1202
Honolulu, HI 96813

BikeshareHawaii.org
@bikesharehawaii

Lori McCarney, CEO
Benjamin Trevino, President & COO

Board of Directors
Greg Gaug, Chair
Dr. Geoffrey Bannister
Bruce Coppa
Mike Formby, Board Observer

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



PATH ~ PEOPLES ADVOCACY FOR TRAILS HAWAII

Board of Directors

Jeff McDevitt, MD
Janet Higa Miller
Monica Scheel MD
Michael J. Riehm, AIA
Laura Dierenfeld
Linda Jane Kelley
Jane Bockus
Derinda Thatcher
Susan Nixon
Frank Sayre
Cindy Armer

Program Director

Kristie Roach-Holmes

Executive Director

Tina Clothier

Mission

To safely connect the people and places on Hawai'i Island with pathways and bikeways.

Serving

the Island of Hawai'i since 1986

Web-site:

www.pathhawaii.org

PO Box 62 ♦ KAILUA-KONA, HAWAII 96745 ♦ 808 -326-7284 ♦ sharetheroad@pathhawaii.org

Senator Lorraine R. Inouye
Senator Mike Gabbard
Meeting Room 308

Re: SB 2996 - AUTHORIZING THE ISSUANCE OF SPECIAL PURPOSE REVENUE BONDS TO ASSIST BIKESHARE HAWAII DEVELOP A BIKESHARE SYSTEM IN THE STATE.

Dear Chair Inouye and Vice Chair Gabbard,

Thank you for the opportunity to provide testimony regarding SB 2996.

I am the Executive Director of Peoples Advocacy for Trails Hawaii (PATH) on Hawaii Island. PATH is a grassroots bicycling and pedestrian advocacy organization with a strong interest in developing safe, connected active transportation networks that allow for walking and bicycling on Hawaii Island.

PATH supports SB2996 to authorize the issuance of Special Purpose Revenue Bonds to assist Bikeshare Hawaii to develop a Bikeshare system within the State.

PATH has been working with Bikeshare Hawaii to develop a pilot bikeshare program on Hawaii Island following the Bikeshare model, equipment choice and pricing structure. We at PATH feel that the time is right for Bikeshare on Hawaii Island for the following reasons:

- It is a key alternative in the most congested areas of the city of Honolulu and will help to mitigate similar congestion on Hawaii Island
 - More bikes can make roads safer for bicyclists and pedestrians
 - Bikeshare will be widely available and affordable to all, less than a bus pass, or a month's worth of gas
 - Bikes can increase capacity of our roads, by taking cars off the road, reducing parking need throughout the city, and fitting more vehicles into travel lanes
 - Bikes do less damage to the road than heavier vehicles
 - A bikeshare system's effects are multiplied because the presence of many bikes encourages even more bikes
 - Bikeshare increases the value of other transportation investments by integrating with other transit modes on state and county roads, reducing maintenance costs on a per trip basis
 - Other states have supported bikeshare systems and they have seen amazing results.
- Just yesterday, the County Council expressed unanimous support for a Bikeshare pilot project in Kailua-Kona.

We strongly urge you to pass SB 2996. Mahalo for the opportunity to comment.

Sincerely,

Tina Clothier

Tina Clothier
Executive Director
PATH~Peoples Advocacy for Trails Hawaii

ADDRESS

3442 Waiālae Ave., Suite 1
Honolulu, HI 96816

PHONE

808-735-5756



FAX

808-735-7969

EMAIL

bicycle@hbl.org

February 3, 2016

Testimony Supporting SB2996

Aloha,

Hawaii Bicycling League **supports SB2996**, which would provide Special Purpose Revenue State Bonds to finance the development of public bike share system in Hawaii.

Bike share systems operate by providing a network of stations where bicycles can be rented for short periods of time and returned to any other station. Bike share works in way that conventional bike rentals do not, by focusing on short trips and limiting the time necessary to get on and return a bike (a new user can normally get set-up and on a bike in a 2-3 minutes). Bikeshare Hawaii seeks to establish a system servicing Honolulu with over 1500 bikes and 150 stations and eventually to expand throughout Oahu and the state.

There are many compelling reasons to support bike share in Hawaii, including:

- **It provides a healthy, inexpensive, and environmentally friendly transportation option** – Bike share systems have been proven to get more people bicycling. Bike share gets new people bicycling, first and foremost, by making bicycles available. This means that a person that doesn't own a bike can use a bicycle without the investment of purchasing one. This also means that a person that drives or buses to work can use a bicycle for a lunchtime errand or midday meeting.
- **It strengthens our multimodal transportation system** – Our transportation system is increasingly multimodal – this reduces travel times and cost by allowing people to choose the best mode for a given trip. Adding bike share to the mix provides one more option to choose from and improves the overall transportation system.
- **It's an invaluable partner to transit** – Oahu is served by a great bus system and will soon be served by a rail system. One of the biggest challenges with transit is getting from rail station or bus stop to the final destination. A bicycle solves "the last mile" problem by providing a convenient way to get someone that last 1 to 3 miles.
- **Tourists love it** – Honolulu is the only major tourist destination city in the US that doesn't have a bike share system. Not only do tourists come to expect bike share, but getting them on bikes offers a lot of benefits including reduced traffic and pollution.
- **It's safe** – The slow and heavy bike share bikes have proven extremely safe; with 36 programs in the US having logged more than 23 million rides there hasn't been a single fatality.
- **It's cost efficient** – After set-up costs, the bike share program is projected to operate in the black. This means a new public transportation option provided with no operational cost subsidy.

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

Aloha Senate Committee on Transportation and Energy:

I am submitting testimony in support of SB 2996. Passage of this bill would provide much needed funds to the bikeshare program. The financial benefit to Hawaii of bikeshare – from reduced congestion, improved health (hence reduced healthcare costs), and reduced transportation-related fatality rates – could easily exceed the cost of the bonds requested by this bill.

Because it is difficult politically to raise the barrel or gasoline tax to a level that correctly accounts for all the externalities caused by vehicle travel (e.g., congestion, air pollution, and reduced health), there is an over consumption of vehicle travel. SB 2996 offers a way to counter this over consumption by levelling the playing field for one mode of alternative transportation that eliminates or reduces many of the externalities associated with vehicle travel.

Therefore, I strongly support SB 2996 on the basis of fairness and as a way to move Hawaii toward a more environmentally friendly, healthier state.

Mahalo for your attention to my thoughts.

Kind regards,

Paul Bernstein

Dear Committee on Transportation and Energy,

Please accept my support for SB 2996, which authorizes the issuance of special purpose revenue bonds to assist Bikeshare Hawaii to develop a bikeshare system in the State.

Bikeshare is a low-cost transportation system that is well established in cities across the nation as a useful tool to address issues of traffic congestion, equitable and affordable mobility, and public health.

Hawaii has ideal terrain and weather for biking, and biking infrastructure has grown and improved greatly over the past two years making biking in Honolulu safer and more comfortable than ever. Bikeshare will increase the accessibility and convenience of biking and serve as an easy introduction to those that have never considered biking before.

Bikeshare will serve as an additional transportation amenity and increase the value of other public transportation investments, like The Bus, because it provides a way to get to and from other transportation modes.

Overtime bikeshare memberships and user fees will cover operational costs, but the development of a bikeshare system needs support until revenue can be generated. This SPRB will allow Bikeshare Hawaii to borrow capital funds without seeking outside investors to guarantee the loan, creating less cost in the project and making more revenue available for reinvestment in the community.

Thank you for your consideration and I hope you choose to support SB 2996.

Sincerely,

Justine Espiritu

3035 Hibiscus Drive
Honolulu HI
96815

Dear Hawaii Legislators,

I agree that the State of Hawaii suffers from serious traffic congestion, limited road and parking resources, and over-reliance on imported fuel for transportation, and needs flexible and affordable transportation options. I also agree that the development of a bikeshare system in the State is in the public interest and I hope you and the State will support a bikeshare system. Other states have supported bikeshare systems and they have seen amazing results.

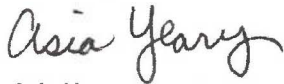
In terms of transportation projects, bikeshare is very inexpensive. Please compare the costs of other modes of transportation (rail, bus) and infrastructure (roads and bridges) to the cost of bikeshare. If you do this simple exercise you will, no doubt, agree that bikeshare is a low-cost transportation system from a state budget perspective.

Additionally, Bikeshare is in the public interest because:

- bikeshare promotes a healthy lifestyle and a healthy community
- bikeshare provides an affordable transportation option for everyone
- the more people who bike, the less dependent we are on imported fossil fuels
- bikeshare systems encourage more biking and the more people who bike, the safer biking becomes
- bikeshare increases the value of other public transportation investments, like The Bus, because it provides a way to get to and from these other transportation modes

Thank you for your consideration and I hope you choose to support such a positive program.

Sincerely,



Asia Yeary

Hawaii resident

February 3, 2016

Committee on Transportation and Energy
State Capitol
415 South Beretania Street
Honolulu, Hawaii 96813

To Whom It May Concern:

Please accept my written testimony in SUPPORT of SB 2996 that authorizes the issuance of Special Purpose Revenue Bonds for the purpose of providing important financial support for Bikeshare Hawaii.

I believe that the establishment of a bikeshare system in Honolulu will provide a much-needed alternative mode of transportation to those who live and work in Honolulu, as well as to visitors to our State. Transportation alternatives will become even more important with the continued growth in the number of vehicles on our roads and the significant condo development that is underway in our city. It will become increasingly difficult to add more vehicles to our roads and to increase available parking places for more and more cars.

Bikeshare systems currently exist in many cities with much success. Bikeshare systems are not for everyone, but they have been proven to take cars off the roads and out of parking garages, which then helps to accommodate those who continue to drive.

Bikeshare systems also contribute to safer communities for cyclists and for pedestrians. More bikes on the road results in more awareness by drivers and the community as a whole becomes safer.

There are many benefits to having a bikeshare system in Honolulu as a component of our transportation system. Adequate up-front funding is needed in order to launch such a system. I urge you to support this bill to help provide that funding.

Thank you for your consideration and support of SB 2996.

Sincerely,

Richard C Keene
1948 Alaeloa Street
Honolulu, Hawaii 96821

Support for SB 2996

Dear legislators,

In terms of transportation projects, the cost of bikeshare is just a drop in the bucket. And the public benefit per dollar is much further reaching than other transit projects. If we are talking about transit spending efficiency, bikeshare may be the number one. A bikeshare program is a minor upfront cost, and then it is set to fund itself—no operational cost subsidies needed. In some cities, bikeshare has actually been turning profits. Many cities have picked up on bikesharing as a wise investment, and bikesharing has been expanding rapidly to major cities around the world. Bikeshare systems are so prevalent, that travelers are coming to expect bikeshare as a viable means to get around the cities they visit.

Bikesharing is a healthy form of alternative transit that can help increase levels of physical activity and decrease the emissions associated with automotive travel. It also helps promote a sense of community by fostering face-to-face interactions amongst individuals, rather than vehicles. Adding more bikers (with the proper facilities) makes roads much safer for pedestrians and other cyclists. While bicycling is considered to be dangerous in many parts of Hawaii, the track record of U.S. bikeshare systems is flawless. In more than 36 bikeshare programs around the U.S., there have been zero bikeshare related fatalities—ever.

But one of the most important benefits of bikeshare is that it has the potential to increase public transit ridership by serving as the last mile transit link for public transit users (bus and rail). It solves the major problem for commuters who are planning to use alternative transit to get to the city—how to get around the city?

Thank you for your consideration and I hope you choose to support SB 2996.

-Tyler Tsubota