



Peoples Advocacy For Trails Hawai'i

PO Box 62, Kailua-Kona, Hawai'i 96745
808 -326-7284 www.pathhawaii.org

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Mission

To safely connect
the people and
places on Hawaii
Island with pathways
and bikeways.

Serving
the Island of Hawai'i
since 1986

Senate Committee on Ways and Means
State Capitol, Room 208
Honolulu, HI 96813
Attn: GIA

Dear Senate Committee on Ways and Means Members,

Mahalo for the opportunity to submit this proposal for Grant In Aid funding.

We are submitting this Grant In Aid proposal for your consideration on behalf of PATH and the Mayor's Active Living Advisory Committee,.


PATH is a 31 year old, grass roots bicycle and pedestrian advocacy organization. Our mission is to safely connect the people and places on Hawaii Island with pathways and bikeways.

Founded in 2013, the Mayor's Active Living Advisory Committee (MALAC) is a volunteer citizen-based committee that supports and advises the Mayor, and works with representatives of the County of Hawaii Departments and other partners to implement the Mayor's vision for fostering a healthy, safe and active Hawaii island community.

Our goal with this proposal is to promote the expansion of Hawaii County's Bikeshare program and encourage the continued development of alternative transportation, bike safety and bike ridership on Hawaii Island. The community impact of Bikeshare falls into four categories of benefits for the community and the riders, including: green transportation; healthier populations; financial vitality for the community; connecting people and places.

We believe that everyone should have the choice to safely take advantage of healthy and economical transportation options. Walking and biking are not just lifestyle choices. They complete our transport system and are the first and last leg of almost every trip. Expanded access to these options can improve the economic and social well being of a community and its residents.

Thank you, once again, for the opportunity to submit this proposal.


Tina Clothier
Executive Director
PATH

House District(s) 6 & 7

Senate District(s) 1 & 3

THE TWENTY-NINTH LEGISLATURE
APPLICATION FOR GRANTS
CHAPTER 42F, HAWAII REVISED STATUTES

Log No:

For Legislature's Use Only

Type of Grant Request:

GRANT REQUEST - OPERATING

GRANT REQUEST - CAPITAL

"Grant" means an award of state funds by the legislature, by an appropriation to a specified recipient, to support the activities of the recipient and permit the community to benefit from those activities.

"Recipient" means any organization or person receiving a grant.

STATE DEPARTMENT OR AGENCY RELATED TO THIS REQUEST (LEAVE BLANK IF UNKNOWN): _____

STATE PROGRAM I.D. NO. (LEAVE BLANK IF UNKNOWN): _____

1. APPLICANT INFORMATION:

Legal Name of Requesting Organization or Individual:
Peoples Advocacy for Trails Hawaii (PATH)

Dbas: Bikeshare Hawaii Island

Street Address:

Mailing Address: P.O. Box 62, Kailua-Kona, HI 96745

2. CONTACT PERSON FOR MATTERS INVOLVING THIS APPLICATION:

Name TINA CLOTHIER

Title Executive Director

Phone # 808-561-9212

Fax # 808-825-4919

E-mail tinaclothier@pathhawaii.org

3. TYPE OF BUSINESS ENTITY:

- NON PROFIT CORPORATION INCORPORATED IN HAWAII
- FOR PROFIT CORPORATION INCORPORATED IN HAWAII
- LIMITED LIABILITY COMPANY
- SOLE PROPRIETORSHIP/INDIVIDUAL
- OTHER

6. DESCRIPTIVE TITLE OF APPLICANT'S REQUEST:

EXPANSION OF BIKESHARE HAWAII ISLAND PROGRAM

4. FEDERAL TAX ID #:

5. STATE TAX ID #:

7. AMOUNT OF STATE FUNDS REQUESTED:

FISCAL YEAR 2019:
\$ 350,000

8. STATUS OF SERVICE DESCRIBED IN THIS REQUEST:

- NEW SERVICE (PRESENTLY DOES NOT EXIST)
- EXISTING SERVICE (PRESENTLY IN OPERATION)

SPECIFY THE AMOUNT BY SOURCES OF FUNDS AVAILABLE AT THE TIME OF THIS REQUEST:

STATE \$ _____

FEDERAL \$ _____

COUNTY \$ _____

PRIVATE/OTHER \$ 107,000

TYPE NAME & TITLE OF AUTHORIZED REPRESENTATIVE:



TINA CLOTHIER, EXECUTIVE DIRECTOR

JANUARY 8, 2018

NAME & TITLE

DATE SIGNED

JAN 17 2018 *[Handwritten initials]*

Application for Grants

Please check the box when item/section has been completed. If any item is not applicable to the request, the applicant should enter "not applicable".

I. Background and Summary

This section shall clearly and concisely summarize and highlight the contents of the request in such a way as to provide the State Legislature with a broad understanding of the request. Please include the following:

1. A brief description of the applicant's background;
Peoples Advocacy for Trails Hawaii (PATH) was established in June 1986 as a not-for-profit 501(c)3 organization advocating for bicycle and pedestrian infrastructure. For over 30 years, PATH has been recognized as the voice for pedestrian and bicycle safety across the island of Hawaii. PATH partners with several health agencies to promote active living and active transportation as a way to improve the health of our community. We also work with the State Department of Transportation, the County of Hawaii and their schools to promote the Safe Routes to School program, making it safer for children to walk to school and encouraging walking and biking through PATH's in-school bike and pedestrian education classes.

In 2015, the County of Hawaii Department of Research and Development asked PATH to launch and manage a bikeshare project in the County of Hawaii. We established Bikeshare Hawaii Island, a non-profit model project, as a low-cost, flexible transportation service that provides on-demand access to a network of rentable bicycles. Working with R&D and the Mayor's Active Living Advisory Committee, PATH began the planning process and bikeshare discussion examining strategies and best practices to implement bikeshare in Hawaii County. After months of consultation, we selected the same bikeshare system as the Honolulu City and County and have adopted a similar pricing structure. It is our shared belief that bikeshare users who travel between Oahu and Hawaii Island will have an immediate recognition of the product and comfort using the system.

With authorization from the Hawaii County Council, the County funded the Bikeshare Hawaii Island pilot project with \$250,000 and launched on August 29, 2016 with 3 stations and 32 bikes.

The Bikeshare Hawaii Island pilot project has been well received and is ripe for expansion. Our goal is to add an additional 5 stations in Kailua-Kona. This will establish an appropriate station density in Kailua-Kona to serve residents and visitor and generate user fees to cover operational costs. We are currently seeking support for 2 of those 5 stations from sponsors (Kona Commons and Brewer's Block) with plans to install those stations in mid 2018.

Additionally, the County wishes to install an initial 4 stations in Hilo to serve residents and visitors in East Hawaii. Ultimately, the Hilo system is envisioned to have 8-10 station and 100 bikes.

For the purpose of this proposal, we are requesting \$350,000 to continue the expansion of the Kailua-Kona System with 3 stations and 27 bikes and to install an initial 4 stations and 36 bikes in Hilo.

2. The goals and objectives related to the request;

Our over-arching goal is to provide the residents and visitors to Kailua-Kona and Hilo with an additional transportation option for their short distance, short duration transportation needs. We plan to add an additional 5 stations to the existing Kailua-Kona system thereby establishing a station density that would serve enough residents and visitor to generate user fees to cover operational costs and a higher number of trips per bike. Our request relative to this grant proposal is for funding for 3 of those 5 stations for Kailua-Kona and an initial 4 stations in Hilo to serve the residents and visitors of East Hawaii (ultimately, the Hilo system is envisioned to have 8-10 station and 100 bikes).

Nation-wide the number of bike share systems, defined as publicly-available systems with at least 10 stations and 100 bikes, has steadily increased year-over-year, from four systems in 2010 to 55 systems in 2016. In addition, 80% of systems that have been in operation for more than a year have expanded since they launched.

Our long-term goal is to demonstrate the ability of bikeshare to improve local environmental health, energy sustainability, quality of life, public health, and economic activity, among other key urban livability indicators. No other form of public transportation is able to unlock such wide-ranging benefits for the same modest level of capital and operating investment.

In addition, as part of the development of bikeshare systems in Hawaii County, we are working with the Mayor's Active Living Advisory Committee, the Planning Department and the Department of Public Works and the State Department of Transportation to increase the number of bike facilities i.e. bike lanes, widened shoulders and separated pathways throughout Hawaii County.

3. The public purpose and need to be served;

Hawaii County's transportation challenges stem from geographic constraints, reliance on the automobile and in the past, a lack of urban planning. It is because of these issues along with a high degree of traffic congestion in Kailua-Kona and Hilo, and the need to develop sustainable transportation systems, that a bikeshare system was identified as potential alternative solution to meet resident, employee and visitor short distance transportation needs.

Hawaii County is in the process of developing its first ever Mass Transit Plan and Bikeshare is seen as an integral component of this plan, as it offers a first and last mile transportation option for transit user especially when Bikeshare stations are placed adjacent to transit stops.

Hawaii County residents and visitors alike can expect the following bikeshare benefits:

- Transportation efficiency: Bikeshare expands mobility, creates new bicyclists and reduces automobile use.

- "Last mile" connectivity: Bikeshare systems in other cities with robust transit services have provided quick and convenient transportation connections between rapid transit stations and riders' final destinations.
- Job creation: The expansion in Kailua-Kona and Hilo is projected to create 1 new full-time job and 2 part-time positions. As the system expands to other communities additional jobs will be created.
- Healthier communities: bikeshare, by its very nature, will create an increase in physical activity. In its first six years, users of Paris' Velib system burned a combined 19 billion calories. PATH is currently working with the West Hawaii Community Health Center and their diabetes prevention program to encourage their clients to use the bikeshare bikes as part of their exercise program. We offer their clients bike safety classes and a reduced annual membership in the bikeshare program. We will soon begin a similar program with Island Heart Care for their clients.
- Cleaner and more sustainable communities: Bikeshare use reduces VMT (vehicle miles traveled), GHG (greenhouse gas) emissions, air pollution and dependence on petroleum.
- Economically productive cities: Bikeshare has been linked to increased retail activity and contributes to more lively and active mixed use and retail districts.
- Competitive communities: In order to attract employers, a talented workforce, and visitors; communities must offer amenities that make a place livable and easy to navigate. Creating a bike able community is increasingly attractive to people looking for places to live and people seeking vacations without renting a car. Cities like Honolulu, Chicago and Seattle are investing in bicycle infrastructure and programs as a tool to entice a young and talented workforce who is increasingly attracted to vibrant, diverse urban places.

4. Describe the target population to be served;

Three primary bikeshare markets have been identified:

1. Resident market: Includes Kailua-Kona and Hilo residents making short trips or require "last-mile" transit connections.
2. Visitor market: According to Hawaii Tourism Authority statistics, the Kona side of Hawaii Island attracted 9,347,235 visitors in 2016. Hilo visitors in 2016 totaled 2,307,979. Many of these visitor stay an average of nine days. While they are less sensitive to price, visitors value less expensive on-demand transportation. Due to their length of stay and interest in outdoor activities, the visitor market will use our bikeshare system. The large number of visitor-oriented destinations that are out of walking distance would be well-served by bikeshare.
3. Commuter market: Includes employees living and working in Kailua Village and downtown Hilo, as well as students seeking access to job and education centers particularly at UH Hilo, and the Hilo Community College.

5. Describe the geographic coverage.

The initial phase service area and future phase expansion opportunities were defined based on four main factors:

- Connectedness of demand clusters/destination density
- Network barriers (both bikeway network barriers that can be improved and street grade challenges that may be difficult to overcome)
- Geographic constraints (e.g., topography, waterways, etc.)
- Connections to Hawaii County Transit Hubs (a feature of the Hawaii County Mass Transit Plan currently being developed)

The expansion phase recommended service areas in Kailua-Kona encompasses an area spanning from Kona Commons Shopping Center to Kahalu'u Beach Park. This service area would serve Alii Drive and Kuikini Highway neighborhoods. In East Hawaii, the initial phase recommended service areas in Hilo encompasses an area spanning from Downtown Hilo, the Hawaii County Building, Hilo Harbor, Banyan Drive and the Hilo Community College.

II. Service Summary and Outcomes

The Service Summary shall include a detailed discussion of the applicant’s approach to the request. The applicant shall clearly and concisely specify the results, outcomes, and measures of effectiveness from this request. The applicant shall:

1. Describe the scope of work, tasks and responsibilities;

Bikeshare Hawaii Island’s expanded system will be expanded from the existing 3 stations and 32 bikes with the addition of 5 stations and 45 bikes for a total of 8 station and 77 bikes in Kailua-Kona. In addition there will be an initial installation of 4 stations and 36 bikes in Hilo.

The table below summarizes key tasks and events to complete implementation. A detailed work plan specific to each activity and including post-launch activities (i.e., system monitoring, growth planning, securing future funding, etc.) is being developed by PATH’s board, County Departments (Planning, DPW, R&D) and staff.

Bikeshare Hawaii Island Expansion Implementation Timeline

Interim Activities 2018	Pre-Expansion Activities 2018-19	Pre-Deployment Activities 2019
ID resources for program expansion	Operations Fundraising	Secure Operational Funding
Expand on communications and media strategy	Develop and implement a community outreach plan for station site selection	Hire Hilo staff and launch Hilo system
Secure Letters of Support	Select Station Locations (Kailua-Kona & Hilo)	
Secure funding	Obtain permits and use agreements for station sites.	
Complete detailed business plan for Hilo system management		

2. Provide a projected annual timeline for accomplishing the results or outcomes of the service;

Projected Date	Kona and Hilo Systems	Hilo System
January 2018	GIA proposal submitted	
April 2018	Secure permit for Kona Commons station location	Begin Public outreach, stakeholder workshops in Hilo
May 2018	Secure permit for Brewer's Block station location Expand on communications and media outreach	Bikeshare station site selection work begins in Hilo Complete detailed business plan for Hilo system management
June 2018	Deploy Kona Commons and Brewer's Block station	Secure letters of support for Hilo stations
September 2018	Secure permits for 3 other Ali'i Drive station locations	Secure permits for 4 Hilo station locations
2019	Kona & Hilo Equipment is delivered and stations are deployed	Staff is hired for Hilo system Equipment is delivered and stations are deployed

3. Describe its quality assurance and evaluation plans for the request. Specify how the applicant plans to monitor, evaluate, and improve their results; and

Bikeshare Hawaii Island will evaluate its work based on its ability to successfully accomplish the implementation activities within the projected timeframes. The expansion phase system is comprised of adding 9 stations (5 in Kona & 4 in Hilo) and 77 bicycles (45 in Kona & 36 in Hilo).

The staff is responsible for implementing and monitoring the activities and working with the County and the Mayor's Active Living Advisory Committee to successfully accomplish the tasks. Several reports are available on a daily basis, these include, but are not limited to:

- Trips per day, month, hour, weekend day, weekday (goal is 2.0 trips per bike per day in Kailua-Kona and .4 trips per bike per day in Hilo)
- Bicycle miles ridden
- Carbon Offset
- Calories Burned
- Top Riders by # of Trips
- Average Trip Duration

In addition, Bikeshare Hawaii Island will conduct periodic casual users and member surveys through a variety of methods (telephonic surveys, surveyors at stations, online website questionnaires, etc.) in order to identify and continually provide improvement strategies for its ridership. Membership renewals will also serve as an evaluation metric.

4. List the measure(s) of effectiveness that will be reported to the State agency through which grant funds are appropriated (the expending agency). The measure(s) will provide a standard and objective way for the State to assess the program's achievement or accomplishment. Please note that if the level of appropriation differs from the amount included in this application that the measure(s) of effectiveness will need to be updated and transmitted to the expending agency.

To validate bikeshare ridership and revenue forecast, key productivity and cost effectiveness metrics were compared with the experience of existing bikeshare system in Honolulu (large system) and a similar sized system in Aspen Colorado (small system).

Productivity:

Like other transit systems, the goal of bike-share systems is to attract and move as many people as efficiently as possible, and a system's operating expenditure should be based on the number of people, as expressed in the number of trips, using it. Most transit systems express their costs in a similar way. A measure of the financial health of a system is the percentage of operating costs that are covered by membership and user fees. This metric, known as farebox recovery, measures the degree to which a bike-share system is self-sustaining. Most systems do not meet their operating costs through membership and user fees alone, although some do come close. This metric can be used to determine the degree to which other revenue sources, such as advertising revenue, government subsidies, and system sponsorship, will be needed to cover operating costs.

An average of 2-4 daily uses per bike is a realistic goal in small well established systems. Early in 2017, with 3 stations and 32 bikes Kona's system was producing an average .4 trips per bike per day. As a result of our initial station placements we learned that stations should be placed at meaningful origin and destination locations. After moving a station to Magic Sands Beach Park in September, our usage went up to .6 per bike in the month after the move. During the last quarter daily usage had increased to .8 per bike. In December the usage was .9 per day per bike for the month, and 1.0 on select days. We anticipate that by adding 5 more stations and 40 more bikes in population areas along Ali'i Drive at Kona Commons and at Brewer's Block (meaningful origin and destination locations), the trips per bike per day will increase to a daily average of 1.5 per bike and higher during peak visitor months. We anticipated that 4 stations and 36 bikes in Hilo will likely produce .8 trips per bike initially. That number will increase as station/bike density increases (10 stations/90 bikes), as the Hawaii County Mass Transit Plan is implemented, and last mile connectivity is available in neighborhoods adjacent to the transit hubs and the resident population becomes more familiar and comfortable with using bikeshare.

At the end of FY 2019, Kailua-Kona's expanded system is forecast to produce 1.5 or more trips per bike per day. Hilo's system is forecast to produce .8 or more trips per bike per day.

Cost effectiveness:

Using the annual subscriptions per bike metric, Kailua-Kona is on the low end of its peers and is reflective of lower residential population in the initial service area compared to other systems in other cities. Kailua-Kona’s residents will more likely serve as part of the “hourly user” vs. Member subscription market until the system is expanded, the utility of the system is realized, as the Hawaii County Mass Transit Plan is implemented, and last mile connectivity is available in neighborhoods adjacent to the transit hubs.

Productivity and Cost Effectiveness Forecast FY 2019

Bicycles-Kona	Annual Trips-Kona	Trips per bike per day-Kona	Annual Subscriptions per bike-Kona
72	26,280	1.5	.5
Bicycles-Hilo	Annual Trips-Hilo	Trips per bike per day-Hilo	Annual Subscriptions per bike-Hilo
36	5,256	.8	.5

III. Financial

Budget

1. The applicant shall submit a budget utilizing the enclosed budget forms as applicable, to detail the cost of the request.
 - a. Budget request by source of funds ([Link](#))
 - b. Personnel salaries and wages ([Link](#))
 - c. Equipment and motor vehicles ([Link](#))
 - d. Capital project details ([Link](#))
 - e. Government contracts, grants, and grants in aid ([Link](#))

See Attachments

2. The applicant shall provide its anticipated quarterly funding requests for the fiscal year 2019.

Quarter 1	Quarter 2	Quarter 3	Quarter 4	Total Grant
100,000	100,000	75,000	75,000	350,000

3. The applicant shall provide a listing of all other sources of funding that they are seeking for fiscal year 2019.

Funding Sources	Funding	Status
Foundation Grants	\$6,900	Secured
State Grant in Aid	\$350,000	Pending
Corporate Sponsors	\$50,000	Pending mid 2018
Other Grants & Private Donors	\$50,000	Pending
Total	\$456,900	

4. The applicant shall provide a listing of all state and federal tax credits it has been granted within the prior three years. Additionally, the applicant shall provide a listing of all state and federal tax credits they have applied for or anticipate applying for pertaining to any capital project, if applicable.

N/A

5. The applicant shall provide a listing of all federal, state, and county government contracts, grants, and grants in aid it has been granted within the prior three years and will be receiving for fiscal year 2019 for program funding.

\$250,000 Bikeshare Hawaii Island Pilot Project
 \$10,000 Contingency Funds for Queens' Lei Shared Use Pathway (Council Member Eoff)
 \$28,882 Safe Routes to School Coordinator contract with County of Hawaii (2017)
 \$13,000 State Highway Strategic Planning funding for Bike Education (2017-18)
 \$25,000 County of Hawaii Project Assistance Grant for Bike Education (2016, 2017, 2018)

6. The applicant shall provide the balance of its unrestricted current assets as of December 31, 2017.

\$210,922.65

IV. Experience and Capability

1. Necessary Skills and Experience

The applicant shall demonstrate that it has the necessary skills, abilities, knowledge of, and experience relating to the request. State your experience and appropriateness for providing the service proposed in this application. The applicant shall also provide a listing of verifiable experience of related projects or contracts for the most recent three years that are pertinent to the request.

Tina Clothier has 27 years of experience in non-profit management and has held executive positions several nonprofits including the American Cancer Society, Hawaii Pacific Division. She has a strong background in non-profit development, advocacy for built environment facilities for active living and active transportation as well as in bicycle and pedestrian safety education.

Nick Nelson has 10 years experience in bicycle repair and maintenance to help ensure safe and efficient operation of Bikeshare Hawaii Island. For the last 16 months Nick has overseen the bikeshare operation and is responsible for the following:

- Open and close daily operations
- Supervise the check-out and return of equipment, vehicles, and supplies
- Maintain regular communication with PATH Executive Director
- Record and report on daily operations
- Monitor bike fleet distribution
- Monitor and report traffic conditions as necessary
- Monitor bike and station status
- Record information related to system function and related incidents

The Mayor's Active Living Advisory Committee is comprised of the following individuals:

Roy Takemoto	Mayor's Executive Assistant
April Suprenant	Long Range Planning Program Manager, COH Planning
Brad Kimura	Ki Concepts
Chris Seymour	Owner, Hilo Bike Hub
Paul Strauss	State Department of Health
Barett Otani	Information and Education Specialist, COH Dept. of Public Works
Carol Ignacio	Policy Lead, Blue Zones Project
Janet Higa-Miller	Owner, Bike Works & Bike Works Beach and Sport

PATH Board of Directors:

Position	Last Name	First Name	Occupation
President	Armer	Cindy	Secretary, Keauhou Canoe Club
Vice President	Kelley	Linda Jane	Owner/Manager of Travel Tour Company
Secretary	McDevitt	Jeff	Physician
Treasurer	Higa-Miller	Janet	Owner Bike Works, CPA
Director	Bockus	Jane	Race Director - Ultraman Championships
Director	Sayre	Frank	Retired Dentist
Director	Thatcher	Derinda	Realtor, Clark Realty
Director	Candelario	Alex	Owner Big Island Bike Tours
Director	Drutar	Mike	Realtor- Past President, West Hawaii Assoc. of Realtors
Director	Head	Jolene	Owner, Keauhou Veterinary Hospital
Director	Weber	Franz	League Cycle Instructor and General Manager of UNFI

Strategic decision-making is the responsibility of the PATH Executive Director, the members of the Mayor’s Active Living Advisory Committee and the PATH Board of Directors. The Executive Director is responsible for the day-to-day administrative duties of the program which includes finance, contract administration, resource development, human resources, IT systems, outreach and marketing functions.

It is projected that Bikeshare Hawaii Island will begin to recruit for additional positions in early 2019. These will include: an assistant operations manager and 2 part time bike repair/balancer positions.

Supervision of these positions will be the responsibility of the Executive Director and Operations Manager who both have extensive experience in small companies.

2. Facilities

The applicant shall provide a description of its facilities and demonstrate its adequacy in relation to the request. If facilities are not presently available, describe plans to secure facilities.

Current facilities are 3 bikeshare stations and 32 bikes, a 10x20 storage area at Great American Storage.

V. Personnel: Project Organization and Staffing

1. Proposed Staffing, Staff Qualifications, Supervision and Training

The applicant shall describe the proposed staffing pattern and proposed service capacity appropriate for the viability of the request. The applicant shall provide the qualifications and experience of personnel for the request and shall describe its ability to supervise, train and provide administrative direction relative to the request.

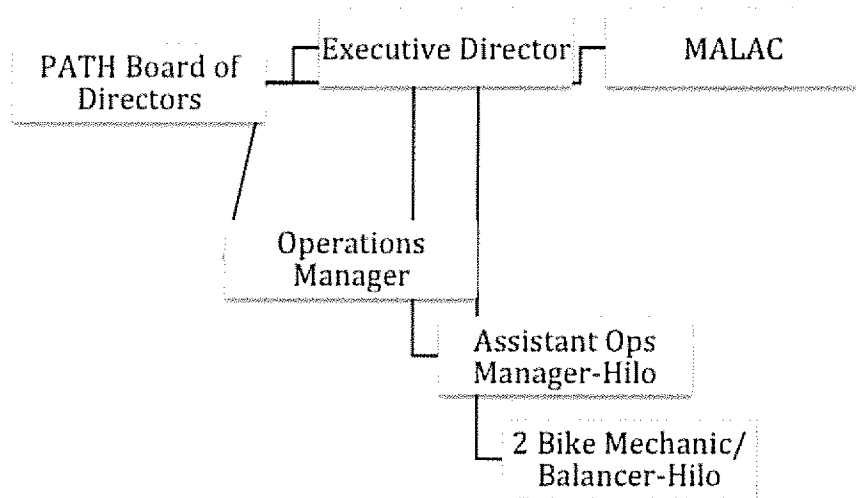
Strategic decision-making is the responsibility of the PATH Executive Director, the members of the Mayor's Active Living Advisory Committee and the PATH Board of Directors. The Executive Director is responsible for the day-to-day administrative duties of the program which includes finance, contract administration, resource development, human resources, IT systems, outreach and marketing functions.

It is projected that Bikeshare Hawaii Island will begin to recruit for additional positions in late 2019. These will include: an assistant operations manager for the Hilo system and 2 part time mechanic/bike balancers.

Supervision of these positions will be the responsibility of the PATH's Executive Director and the Operations Manager who both have extensive experience in small and large companies.

2. Organization Chart

The applicant shall illustrate the position of each staff and line of responsibility/supervision. If the request is part of a large, multi-purpose organization, include an organization chart that illustrates the placement of this request.



3. Compensation

The applicant shall provide the annual salaries paid by the applicant to the three highest paid officers, directors, or employees of the organization by position.

PATH Executive Director: \$16,000

Bikeshare Hawaii Island Operations Manager: \$47,000

VI. Other

1. Litigation

The applicant shall disclose any pending litigation to which they are a party, including the disclosure of any outstanding judgement. If applicable, please explain.

PATH and Bikeshare Hawaii Island have no pending litigation or outstanding judgment.

2. Licensure or Accreditation

The applicant shall specify any special qualifications, including but not limited to licensure or accreditation that the applicant possesses relevant to this request.

N/A

3. Private Educational Institutions

N/A

The applicant shall specify whether the grant will be used to support or benefit a sectarian or non-sectarian private educational institution. Please see Article X, Section 1, of the State Constitution for the relevance of this question.

4. Future Sustainability Plan

The applicant shall provide a plan for sustaining after fiscal year 2018-19 the activity funded by the grant if the grant of this application is:

- (a) Received by the applicant for fiscal year 2018-19, but
- (b) Not received by the applicant thereafter.

Bikeshare Hawaii Island will continue its efforts to raise funds from the private sector, particularly corporate sponsorships from Hawaii-based, and national companies

5. **Certificate of Good Standing (If the Applicant is an Organization)**

If the applicant is an organization, the applicant shall submit one (1) copy of a certificate of good standing from the Director of Commerce and Consumer Affairs that is dated no earlier than December 1, 2017.

See attached certificate of Compliance

6. **Declaration Statement**

The applicant shall submit a declaration statement affirming its compliance with Section 42F-103, Hawaii Revised Statutes. ([Link](#))

7. **Public Purpose**

The applicant shall specify whether the grant will be used for a public purpose pursuant to Section 42F-102, Hawaii Revised Statutes. ([Link](#))

The applicant specifies that the grant will be used for a public purpose pursuant to Section 42F-102, Hawaii Revised Statutes.

BUDGET REQUEST BY SOURCE OF FUNDS

Period: July 1, 2018 to June 30, 2019

Applicant: Peoples Advocacy for Trails Hawaii- Bikeshare Hawaii Island Project

BUDGET CATEGORIES	Total State Funds Requested (a)	Total Federal Funds Requested (b)	Total County Funds Requested (c)	Total Private/Other Funds Requested (d)
A. PERSONNEL COST				
1. Salaries	50,000			6,900
2. Payroll Taxes & Assessments				
3. Fringe Benefits				
TOTAL PERSONNEL COST	50,000			6,900
B. OTHER CURRENT EXPENSES				
1. Airfare, Inter-Island				
2. Insurance				
3. Lease/Rental of Equipment				
4. Lease/Rental of Space				
5. Staff Training				
6. Supplies				
7. Telecommunication				
8. Utilities				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
TOTAL OTHER CURRENT EXPENSES				
C. EQUIPMENT PURCHASES	300,000			100,000
D. MOTOR VEHICLE PURCHASES				
E. CAPITAL				
TOTAL (A+B+C+D+E)	350,000			106,900
SOURCES OF FUNDING		Budget Prepared By:		
(a) Total State Funds Requested	350,000	Tina Clothier 808-561-9212		
(b) Total Federal Funds Requested		Name (Please type or print) Phone		
(c) Total County Funds Requested		Signature of Authorized Official Date		
(d) Total Private/Other Funds Requested	106,900	Tina Clothier, Executive Director		
TOTAL BUDGET	456,900	Name and Title (Please type or print)		

BUDGET JUSTIFICATION - EQUIPMENT AND MOTOR VEHICLES

Period: July 1, 2018 to June 30, 2019

Applicant: Peoples Advocacy for Trails Hawaii- Bikeshare P

DESCRIPTION EQUIPMENT	NO. OF ITEMS	COST PER ITEM	TOTAL COST	TOTAL BUDGETED
Kiosk and solar panel	7.00	\$10,560.00	\$ 73,920.00	\$ 73,920.00
bikes	63	\$1,200.00	\$ 75,600.00	\$ 75,600.00
spare bike parts	1	\$5,013.00	\$ 5,013.00	\$ 5,013.00
technical panel	28	\$1,100.00	\$ 30,800.00	\$ 30,800.00
docking port	105	\$670.00	\$ 70,350.00	\$ 70,350.00
cables and station parts	7	\$3,721.00	\$ 26,047.00	\$ 26,047.00
system cards	20	\$3.50	\$ 70.00	\$ 70.00
signs	7	\$600.00	\$ 4,200.00	\$ 4,200.00
shipping	1	\$14,000.00	\$ 14,000.00	\$ 14,000.00

TOTAL:	239		\$ 300,000.00	\$ 300,000.00
JUSTIFICATION/COMMENTS:				

DESCRIPTION OF MOTOR VEHICLE	NO. OF VEHICLES	COST PER VEHICLE	TOTAL COST	TOTAL BUDGETED
			\$ -	
			\$ -	
			\$ -	

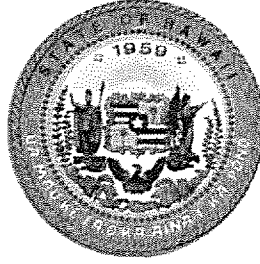
GOVERNMENT CONTRACTS, GRANTS, AND / OR GRANTS IN AID

Applicant: _Peoples Advocacy for Trails Hawaii- Bikeshare Hawaii Island project

Contracts Total:

376,882

	CONTRACT DESCRIPTION	EFFECTIVE DATES	AGENCY	GOVERNMENT ENTITY (U.S. / State / Haw / Hon / Kau / Mau)	CONTRACT VALUE
1	Safe Routes to School Coordination	July 17-June 18	Dept. Public Works	HAW	28,882
2	Project Assistance Grant Bike Ed	July 17-June 18	Parks and Recreation	HAW	25,000
3	Highway Safety Grant- Adult Bike Ed	Oct 17-Sept 18	DOT	State	13,000
4	Bikeshare Hawaii Island Pilot Project	May 16-Dec 17	Research & Develop.	HAW	250,000
5	Improvement Plan for pathway	July 16-Jan 17	Dept. Public Works	HAW	10,000
6	Project Assistance Grant Bike Ed	July 16-June 17	Parks and Recreation	HAW	25,000
7	Project Assistance Grant Bike Ed	July 15-June 16	Parks and Recreation	HAW	25,000
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**STATE OF HAWAII
STATE PROCUREMENT OFFICE**

CERTIFICATE OF VENDOR COMPLIANCE

This document presents the compliance status of the vendor identified below on the issue date with respect to certificates required from the Hawaii Department of Taxation (DOTAX), the Internal Revenue Service, the Hawaii Department of Labor and Industrial Relations (DLIR), and the Hawaii Department of Commerce and Consumer Affairs

Vendor Name: PATH PEOPLES ADVOCACY FOR TRAILS HAWAII

DBA/Trade Name: PATH PEOPLES ADVOCACY FOR TRAILS HAWAII

Issue Date: 12/29/2017

Status: Compliant

Hawaii Tax#:

New Hawaii Tax#:

FEIN/SSN#:

UI#:

DCCA FILE#:

64183

Status of Compliance for this Vendor on Issue date:

Form	Department(s)	Status
A-6	Hawaii Department of Taxation	Compliant
	Internal Revenue Service	Compliant
COGS	Hawaii Department of Commerce & Consumer Affairs	Exempt
LIR27	Hawaii Department of Labor & Industrial Relations	Pending

Status Legend:

Status	Description
Exempt	The entity is exempt from this requirement
Compliant	The entity is compliant with this requirement or the entity is in agreement with agency and actively working towards compliance
Pending	The entity is compliant with DLIR requirement
Submitted	The entity has applied for the certificate but it is awaiting approval
Not Compliant	The entity is not in compliance with the requirement and should contact the issuing agency for more information

**DECLARATION STATEMENT OF
APPLICANTS FOR GRANTS PURSUANT TO
CHAPTER 42F, HAWAII REVISIED STATUTES**

The undersigned authorized representative of the applicant certifies the following:

- 1) The applicant meets and will comply with all of the following standards for the award of grants pursuant to Section 42F-103, Hawaii Revised Statutes:
 - a) Is licensed or accredited, in accordance with federal, state, or county statutes, rules, or ordinances, to conduct the activities or provide the services for which a grant is awarded;
 - b) Complies with all applicable federal and state laws prohibiting discrimination against any person on the basis of race, color, national origin, religion, creed, sex, age, sexual orientation, or disability;
 - c) Agrees not to use state funds for entertainment or lobbying activities; and
 - d) Allows the state agency to which funds for the grant were appropriated for expenditure, legislative committees and their staff, and the auditor full access to their records, reports, files, and other related documents and information for purposes of monitoring, measuring the effectiveness, and ensuring the proper expenditure of the grant.

- 2) If the applicant is an organization, the applicant meets the following requirements pursuant to Section 42F-103, Hawaii Revised Statutes:
 - a) Is incorporated under the laws of the State; and
 - b) Has bylaws or policies that describe the manner in which the activities or services for which a grant is awarded shall be conducted or provided.

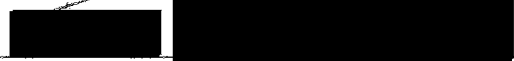
- 3) If the applicant is a non-profit organization, it meets the following requirements pursuant to Section 42F-103, Hawaii Revised Statutes:
 - a) Is determined and designated to be a non-profit organization by the Internal Revenue Service; and
 - b) Has a governing board whose members have no material conflict of interest and serve without compensation.

Pursuant to Section 42F-103, Hawaii Revised Statutes, for grants used for the acquisition of land, when the organization discontinues the activities or services on the land acquired for which the grant was awarded and disposes of the land in fee simple or by lease, the organization shall negotiate with the expending agency for a lump sum or installment repayment to the State of the amount of the grant used for the acquisition of the land.

Further, the undersigned authorized representative certifies that this statement is true and correct to the best of the applicant's knowledge.

Peoples Advocacy for Trails Hawaii

(Typed Name of Individual or Organization)



(Signature)

January 8, 2018

(Date)

Tina Clothier
(Typed Name)

Executive Director
(Title)



January 7, 2018

State Capitol
Senate Committee on Ways and Means
House Committee on Finance Honolulu,
HI 96813
Attn: GIA

Subject: PATH's Grant in Aid Application for the expansion of Bikeshare in Hawaii County

Dear Ways and Means Committee and Finance Committee:

The Hawaii Public Health Institute (HIPHI) is pleased to provide this letter of support for the Peoples Advocacy for Trails Hawaii (PATH)'s Grant in Aid (GIA) application to enhance the bikeshare system in Hawaii County. The application requests \$500,000 in project funds to expand the Kailua-Kona system and to initiate a bikeshare system for Hilo.

The proposed project will leverage the 2016 County of Hawaii Department of Research and Development award to PATH that provided funds to purchase three bikeshare stations and 32 bikeshare bikes that were included in the Hawaii County's bikeshare system's initial launch in 2016. The scope of the proposed project applies the requested project funds to the purchase and shipping of 110 additional bikeshare bikes and seven new stations. This will provide for the expansion of the Kailua-Kona system and the launch of a four-station, 40 bike, bikeshare system for Hilo. The planning funds will guide PATH and the County of Hawaii into an operational plan that will likely leverage the centralized maintenance and administrative operational resources of the Hawaii County system.

HIPHI supports the expansion of bikeshare in Hawaii as it promotes healthy, active lifestyles, and the use of alternative means of transportation. The implementation of bikeshare in communities provides residents more options to integrate physical activity into their daily routines. Bikeshare will also allow those who choose not to have, or are unable to afford, a car the flexibility of using a shared bike for trips to locations that are not easily accessible by walking or public transportation. This initiative aligns with the State Physical Activity and Nutrition (PAN) Plan objective to increase by 10% the percentage of people who use active transportation to commute to work or school by expanding opportunities for active transportation.

Hawaii Public Health Institute is in support of this program and supports this GIA application.

Sincerely,



January 7, 2018

State Capitol
Senate Committee on Ways and Means
House Committee on Finance Honolulu,
HI 96813
Attn: GIA

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Hawaii Public Health Institute is in support of this program and supports this GIA application.

Sincerely,



Ola Ke Ola Waena O Hawai'i Komohana

December 20, 2018

To Whom It May Concern,

Aloha! West Hawaii Community Health Center (WHCHC) **strongly supports this application** to fund the purchase of bikeshare equipment to enable our community, in partnership with Bikeshare Hawaii Island, to expand the initial phase of the County of Hawaii bikeshare system launched in 2016, as well as plan for expansion into additional communities on Hawaii Island.

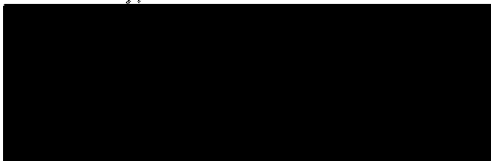
Bike share systems operate by providing a network of stations where bicycles can be rented for short periods of time and returned to any other station. Bike share works in way that conventional bike rentals do not, by focusing on short trips and limiting the time necessary to get on and return a bike (a new user can normally get set-up and on a bike in 2-3 minutes). Bikeshare Hawaii Island plans to grow the Kailua-Kona bikeshare system to a full network with 100 bikes and 10 stations by 2020. This application will help to fund the expansion of the system to that optimal density. Additionally, this application seeks to carry out the necessary planning and equipment purchase to launch a satellite bikeshare system in Hilo.

There are many compelling reasons to support bike share in the Big Island, including:

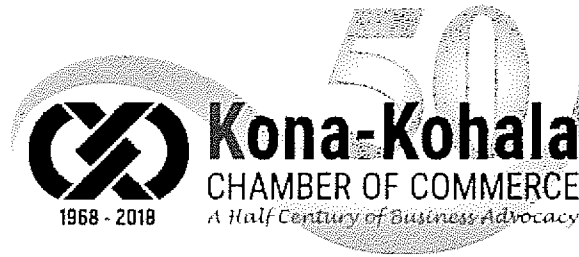
- **It provides a healthy, inexpensive, and environmentally friendly transportation option** – Bike share systems have been proven to get more people bicycling. Bike share gets new people bicycling, first and foremost, by making bicycles available. This means that a person that doesn't own a bike can 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** – Hawaii County is in the process of developing its Mass Transit Master Plan. One of the biggest challenges with transit is getting from 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 to their destination.
- **Tourists love it** – Not only have 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 achieving its goals, the bike share program is projected to operate in the black. This means a new public transportation option is provided with no operational cost subsidy.

WHCHC is actively encouraging clients and families, as well as our employees to increase their activity level as part of healthy lifestyle approaches. Recently, patients who are in the WHCHC Diabetes Prevention Program received a bike safety class through Bikeshare then were provided bikes for a morning of bike riding. Most of the participants had not been on a bike in many years and had been relatively sedentary. They were exuberant with their feedback for the opportunity to ride a bike. WHCHC is very supportive of the program and hope to engage more clients and employees to take advantage of this great program.

Sincerely,



Richard Taaffe, CEO
WHCHC
75-5751 Kuakini Hwy., Suite 203
Kailua-Kona, HI 96740



January 6, 2018

To Whom It May Concern,

The Kona-Kohala Chamber of Commerce (KKCC) supports clean energy goals to relieve our dependence on fossil fuels. One of the ways this goal can be achieved is by expanding the Bikeshare program initiated by People's Advocacy for Trails Hawai'i and County of Hawai'i as part of a holistic approach toward clean transportation on the island of Hawai'i.

Bikeshare expands transportation options, enables more people to use alternative transportation methods and fills gaps in the transit systems. Bikeshare offers a transportation option that is zero-emissions, aiding the State's energy transportation goals. Implementing a Bikeshare system is a recommended strategy identified in the *Hawaii Clean Energy Initiative Transportation Energy Analysis* to reduce the use of petroleum in Hawai'i's ground transportation sector by an estimated 0.14 million gallons a year by 2030.

The Kona-Kohala Chamber of Commerce exists to provide leadership and advocacy for a successful business environment in West Hawai'i. Our 501(c)(6) non-profit organization consists of 500 business members that represent a variety of industries and sectors including banking and financial services, construction and real estate, education and government, health and wellness, hospitality and tourism, retail and professional services, technology, tourism, transportation and more. We work to strengthen the local economy, represent business interest with government and promote our community.

We value sustainability and support energy efficient measures.

Sincerely,

Wendy J. Laros
Executive Director, Kona-Kohala Chamber of Commerce



UNIVERSITY of HAWAII
HAWAII
COMMUNITY COLLEGE

December 21, 2017

To Whom It May Concern:

I am writing to support the Bike Share Program application for Hawai'i Island. As a cyclist and a bike commuter, I believe that the Bike Share Program will have a positive impact on the health and welfare of our community while we promote good stewardship of our environment. This is particularly relevant to the students of Hawai'i Community College.

I think that this program could significantly reduce the number of cars driven by students back and forth between campuses to class. One of the main motivations for students driving between campuses is the long distance between our "upper" campus at UH Hilo and our "lower" campus at Manono and how long it takes them to walk to class. A bike-sharing program, coupled with the shuttle, would really help resolve this problem. Students could travel between campuses in just a few minutes and have plenty of time to dock or lock up the bicycle.

I believe the Bike Share Program will prove to be a high-return investment of bike/pedestrian dollars, benefitting increasing numbers of people. For these reasons, I hope you will fund this initiative to expand active transportation on our island.

Sincerely,

A redacted signature consisting of three black rectangular boxes covering the name and any handwritten notes.

Rachel Solemsaas, Ed.D
Chancellor

1175 Manono Street
Hilo, Hawai'i 96720-5096
Telephone: (808) 934-2503
Fax: (808) 934-2501
www.hawaii.hawaii.edu

An Equal Opportunity/Affirmative Action Institution



UNIVERSITY of HAWAII
HAWAII
COMMUNITY COLLEGE

January 8, 2018

To whom it may concern:

I am writing this letter on behalf of the Hawaii Community College student body. As a student government representative, I believe a bike share program in Hilo will greatly benefit our students. It will create a healthy and environmentally friendly means of transportation for our students between campuses and around town, along with providing means of transportation to students who do not have one otherwise.

Having a station at the Hawaii Community College will also be financially beneficial to the city. This is because a Hele On bus stop is located in front of the campus, allowing those who are traveling from a distance to have the means of getting around town once they arrive in Hilo.

Knowing that bike share is available in Hilo could encourage transit ridership. Hawaii CC is centrally located, allowing for easy travel to various locations around Hilo.

Having a bike share program in Hilo will motivate individuals toward a healthy lifestyle and result in a healthier community overall.

Mahalo,

A large black rectangular redaction box covering the signature of Treven Mukai.

Treven Mukai
ASUH SG President
Hawaii Community College

1175 Manono Street
Hilo, Hawaii 96720-5096
Telephone: (808) 934-2503
Fax: (808) 934-2501
www.hawaii.hawaii.edu

An Equal Opportunity/Affirmative Action Institution

Harry Kim
Mayor



Michael Yee
Director

Daryn Arai
Deputy Director

West Hawai'i Office
74-5044 Ane Keohokālole Hwy
Kailua-Kona, Hawai'i 96740
Phone (808) 323-4770
Fax (808) 327-3563

County of Hawai'i

PLANNING DEPARTMENT

East Hawai'i Office
101 Pauahi Street, Suite 3
Hilo, Hawai'i 96720
Phone (808) 961-8288
Fax (808) 961-8742

January 16, 2018

To Whom It May Concern,

The Hawai'i County Planning Department greatly supports the Grant in Aid (GIA) application from the Peoples Advocacy for Trails Hawai'i (PATH) to enhance and expand the bikeshare program on the Big Island. PATH has a long standing partnership with the County of Hawai'i and a proven record for securing funds and volunteers to improve and expand the walking and bicycling facilities for our residents and visitors. They were tantamount in securing resources for Hawai'i Island's first phase of bikeshare in Kailua-Kona with three locations along Ali'i Drive. This phase has been so successful that with the help of the GIA, we look forward to expanding the system to provide more bicycle transportation and recreational opportunities.

This grant will also provide a new bikeshare program in Hilo. The County has several plans in Hilo that outline various multiuse trails, sidewalks, bike lanes, and associated bicycle parking, which will link perfectly with a bikeshare program. The Downtown Hilo Multimodal Master Plan calls for various bicycle and pedestrian facilities around downtown, particularly a bikeshare station at the Mo'oheau Bus Terminal. The Hilo Bayfront Trails Master Plan provides for a multiuse trail system connecting downtown Hilo to the passenger cruise ship terminal at Hilo Harbor. A portion of the trail has been constructed within Bayfront County Park and a second phase is currently under design. Additionally, the County has recently installed new sidewalks and bike lanes along Kamehameha Avenue, which will be continued to and along Kalaniana'ole Avenue to Hilo Harbor later this year. Between downtown Hilo and the harbor, are several public parks, commercial business areas, and the Banyan Drive hotel and resort area, thereby providing ample origin and destination points for riders.

In addition, the County is looking to better integrate the local transit system and bicycle ridership. Already the County buses are equipped with bicycle racks, and later this month the first draft of the Islandwide Transit Master Plan will be released, which will address multimodal integration. Further, the County is identifying key bike and pedestrian facility needs between downtown Hilo and the State/County government buildings, the Hawai'i Community College and the University of Hawai'i in Hilo. This will provide even more connectivity for future bikeshare expansion.

January 17, 2018

Page 2

As you can see with the planning and implementation in place, Hawai'i Island is well positioned and ready for the next phase of bikeshare. PATH, in collaboration with the County and other local partners, is committed to providing sustainable transportation systems as well as traffic safety and education with the overarching goal to enhance healthy, vibrant, and sustainable communities for Hawai'i Island. We appreciate your consideration and encourage a favorable outcome on PATH's grant application. Should you have any questions, please contact me or April Surprenant (808-961-8131) of my office.

Sincerely,

A large black rectangular redaction box covering the signature area.

MICHAEL YEE
Planning Director