

**THE THIRTIETH LEGISLATURE
APPLICATION FOR GRANTS
CHAPTER 42F, HAWAII REVISED STATUTES**

Type of Grant Request:

Operating Capital

Legal Name of Requesting Organization or Individual: Db: BIKI
 Bikeshare Hawaii

Amount of State Funds Requested: \$ 481,497

Brief Description of Request (Please attach word document to back of page if extra space is needed):

- To provide the public with high quality, convenient, reliable and affordable bike transit services;
- To establish the hardware for the first phase of fleet electrification (77 ebikes and 5 stations);
- To strengthen our transportation system (Healthy Hawaii Strategic Plan);
- To connect people to more places where they live, work and play with e-bikes / changing stations; and
- To support the State of Hawaii's energy, resiliency (Climate Ready Hawaii) and climate (SCR44) objectives.

Amount of Other Funds Available:	Total amount of State Grants Received in the Past 5
State: \$ <u>481,497</u>	Fiscal Years:
Federal: \$ <u>0</u>	\$ <u>184,000</u>
County: \$ <u>600,000</u>	Unrestricted Assets:
Private/Other: \$ <u>0</u>	\$ <u>88,000</u>

New Service (Presently Does Not Exist): Existing Service (Presently in Operation):

Type of Business Entity:	Mailing Address:
<input checked="" type="checkbox"/> 501(C)(3) Non Profit Corporation	PO Box 2362
<input type="checkbox"/> Other Non Profit	City: State: Zip:
<input type="checkbox"/> Other	Honolulu HI 96804

Contact Person for Matters Involving this Application	
Name: Todd Boulanger	Title: Executive Director
Email: info@bikesharehawaii.org	Phone: 888-340-2454

F <u> </u> ID#:	<u> </u>
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	Todd Boulanger / Executive Director	2022.12.31
_____ Authorized Signature	_____ Name and Title	_____ Date Signed

Applicant Bikeshare Hawaii

Application Submittal Checklist

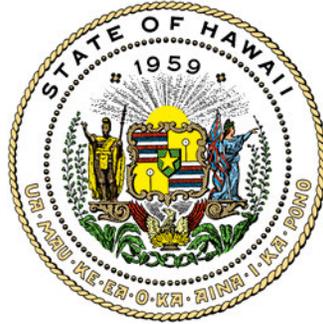
The following items are required for submittal of the grant application. Please verify and check off that the items have been included in the application packet.

- X 1) Certificate of Good Standing (If the Applicant is an Organization)
- x 2) Declaration Statement
- x 3) Verify that grant shall be used for a public purpose
- X 4) Background and Summary
- x 5) Service Summary and Outcomes
- x 6) Budget
 - 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](#))
- x 7) Experience and Capability
- X 8) Personnel: Project Organization and Staffing

	TODD BOULANGER, EXECUTIVE DIRECTOR	2022 12 30
AUTHORIZED SIGNATURE	PRINT NAME AND TITLE	DATE

Rev 10/22/2022

App cat on for Grants



Department of Commerce and Consumer Affairs

CERTIFICATE OF GOOD STANDING

I, the undersigned Director of Commerce and Consumer Affairs of the State of Hawaii, do hereby certify that

BIKESHARE HAWAII

was incorporated under the laws of Hawaii on 01/02/2014 ; that it is an existing nonprofit corporation; and that, as far as the records of this Department reveal, has complied with all of the provisions of the Hawaii Nonprofit Corporations Act, regulating domestic nonprofit corporations.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the Department of Commerce and Consumer Affairs, at Honolulu, Hawaii.

Dated: December 22, 2022

Director of Commerce and Consumer Affairs



To check the authenticity of this certificate, please visit: <http://hbe.ehawaii.gov/documents/authenticate.html>
Authentication Code: 449213-COGS_PDF-241447D2

Application for Grants

If any item is not applicable to the request, the applicant should enter "not applicable".

I. Certification – Please attach immediately after cover page

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

BSH: See attached Certificate of Good Standing.

2. Declaration Statement

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

BSH: See attached statement.

3. Public Purpose

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

BSH: This grant shall be used for a public purpose, such as:

- To provide the public with high quality, convenient, reliable and affordable bike transit services;
- To purchase the first phase of eBikes and eStations for fleet electrification;
- To enhance community livability and public health (PAN 2030 goal);
- To strengthen our transportation system (Healthy Hawaii Strategic Plan);
- To connect people to more places where they live, work and play; and
- To support the State of Hawaii's energy, resiliency (Climate Ready Hawaii) and climate emergency (SCR44) objectives.

II. Background and Summary

Bikeshare Hawaii is a local non-profit founded in 2014* to provide oversight, planning, fundraising and community communications on the existing P3 bike transit service (aka Biki) on Oahu and technical outreach on bikesharing to neighboring counties. Biki started revenue service in June of 2017 and with its 1300 bikes at over 130 stations has served more than 300,000 customers and close to 6 million trips.

*Bikeshare Hawaii was established by a community coalition (with representatives from county, state and federal agencies). In 2014 BSH received an initial \$1m grant from the Hawaii Department of Health to initiate of public outreach for station siting, service type

(docked bikeshare), hardware vendor, corporate sponsors and RFP selection for operator. See organization and relationship charts.

The goals and objectives related to the request:

These funds, if awarded, will help support Bikeshare Hawaii (BSH) in making bikeshare a more resilient and sustainable public mobility service by supporting steps necessary to prepare it for operating in a post COVID era mobility market (remote work / Zoom meetings), planning for the adoption and deployment of new fleet electrification technology (e-bikes with car vehicle charging capability at Biki stations: PBSC Multimodal Solution hub, see images below). Establishing this type of facility will also assist EV car owners who do not have a dedicated access to a car charger at work or at home (renter). And additionally, providing best practice model and coordination with local partners in other counties (Maui and Kauai) interested in adopting bikeshare and those currently with bikeshare (Hawaii County / PATH Hele-On).



Source: PBSC Urban Solutions

The planned replacement of the existing \$12,000,000 Biki system and conversion to e-bikes and e-changing has a long term planned cost of over \$24,000,000. This proposal includes five e-Biki bike stations (added to 1 privately funded station) and 77 e-Biki Bikes. A parallel proposal is currently in discussion with the City and County of Honolulu (estimated at \$600,000 minimum). Future phases will be planned to replace the existing equipment within its capital lifespan (5 years) and based on phase one lessons learned.



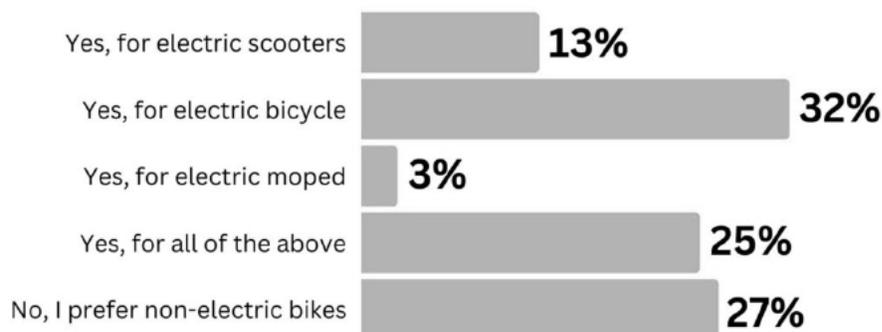
Source: Chicago DIVVY / LYFT

To be both competitive and attractive to new customers in Hawaii, plus continue to support state climate goals, Biki must plan ahead for fleet electrification. The **NABSA Shared Micromobility State of the Industry Report** (2020 and 2021) documented the following mobility trends:

- Of the 204 bikeshare systems in North America, 50% have fleets that include e-bikes (page 1)
- During 2021 e-Bike trips were almost double (~200%) their 2020 level, while pedal bike trips – like Biki - were only slightly higher than 2020 (page 10);
- In 2020 E-bikes were ridden approximately 36% more than regular pedal bikes. (page 11).

BIKI MEMBER SURVEY (Fall 2022):

Would you Biki more often if we introduced an electric option?

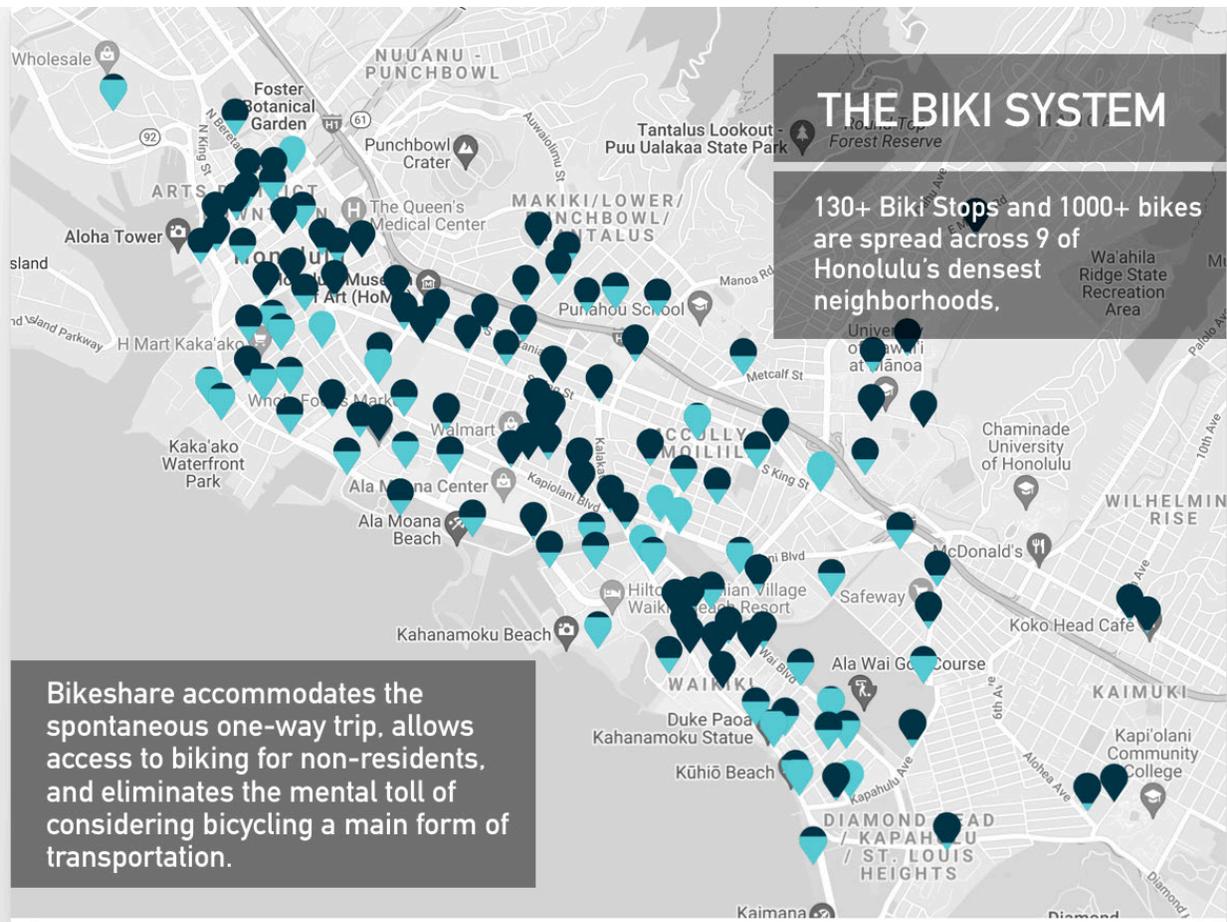


Additionally, fleet electrification (e-bikes) would allow a broader adoption of cycling as a transport mode by those needing help pedaling a bike (older or physically weaker individuals) or those living / working in elevated neighborhoods or those more distant from the urban core.

The public purpose and need to be served is to continue to be the most affordable public shared mobility service in Honolulu (\$15 membership for unlimited trips per month); a family of four could purchase a month of Biki rides for a similar cost of one adult OTS pass (TheBus). This would also support the planning and permitting for new station sites near state facilities and coordination with state agencies for enrollment (staff commuting and UH student U-Pass plan); and assist other counties in planning for the adoption of bike transit services within their communities. A future integration of Biki with e-bikes would both simplify modal choice by existing users (19% of Biki members report using transit with Biki) and expand the adoption of Biki by other transit users (35% of Oahu residents report that they live / work near a Biki station).

The majority of Biki bike trips are taken by residents of Hawaii (>65% in 2022). There are typically over 100,000 individual customers each year. The planned project's target population to be served is both diverse (adults from 16 to ~65 years in age) and focused on those most impacted by Hawaii's high cost of living, as over 60% of our members fit this ALICE definition of hardship or limited assets based on household income. Furthermore, between the 2018 and 2020, the Biki member surveys found that the use of Biki by poverty level members increased from 13% to 25% of all members.

In the Household Survival Budget for a family of four, transportation accounts for nine percent of the family budget. Yet for many ALICE households in Hawaii, nine percent (9%) of what they actually earn is not enough to afford even the running costs of a car. Biki has allowed members to exchange bike trips for almost half of their daily care trips; and with this over 10% of its member households to sell a car, thus reducing its monthly transportation fixed costs. Nonprofits provide additional programs, spending an estimated \$8.4 million. However, when income and nonprofit assistance are combined, there is still a 53 percent gap in resources for all households to meet the basic ALICE Threshold for transportation.

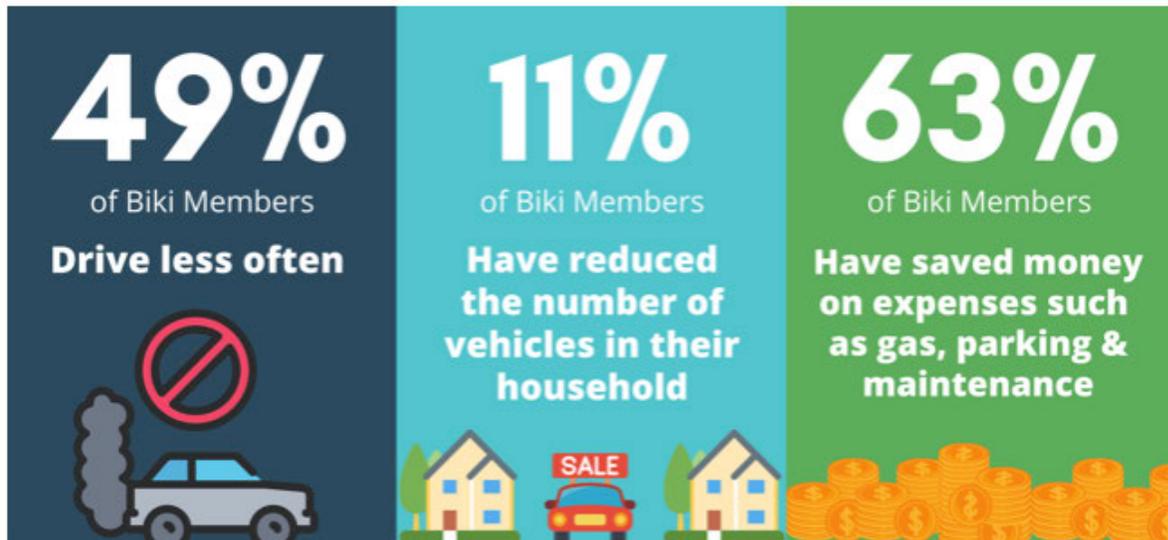


A 2011 report by the American Automobile Association (AAA) indicated that while 90% of the 30,973 zero-vehicle households in Honolulu can travel around their metro areas by transit, on average they can reach only 40 percent of jobs via transit within 90 minutes. Bikeshare access reduces this travel time by allowing transit riders to exchange the wait time for an intown bus transfer with a bike trip. This can be critical for swing shift workers when secondary bus routes do not have night owl service. Few realize that Biki is the state's second largest transit service provider.

Additionally, 69% of our zero-vehicle households were low-income. Low-income and minority populations are disproportionately dependent on public transit in Honolulu and throughout the nation. A 2015 analysis by the Hawaii State Department of Business, Economic Development and Tourism on commuting patterns in Hawaii found that 13.8 percent of workers with earnings less than \$25,000 used public transportation to get to work while the share was only 2.4 percent for workers with earnings of \$75,000 and more. The Oahu Regional Transportation Plan (ORTP) 2040 shares that according to the 2013 American Community Survey five-year estimates, members of communities protected under Title VI of the 1964 Civil Rights Act are twice as likely to use TheBus for daily commuting, compared to commuters in general. The plan, released in April of this year, also stated that over-crowding and recent reduction in services by the TheBus

have negatively impacted travel time and access for transit riders. Biki members report that 19% of them combine Biki trips with transit trips.

Biki bikeshare is an effective tool to meet the state's land use, climate and active transportation goals as a majority of such bike trip replaces a car trip, which avoids additional non-point fossil fuel emissions and importation of such resources.



Furthermore, this support will help bridge the current challenging period when local businesses are not able to continue their past sponsorship of Bikeshare Hawaii's activities and until federal legislation updates funding aid definitions to allow bikeshare to be a direct recipient of transit operations funding (e.g. *Bikeshare Transit Act*). (BSH has not been able to be a recipient of any transit CARES Act Section 5307 funding in 2020-2022 due to an outdated programmatic definition of public transit.)

III. 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;
 - A) Each of the following tasks would be conducted over the year per quarter:
 - Integration of e-bikes and e-stations into the state's bikeshare system and parallel ev charging network; and
 - B) An Oahu e-bike sharing implementation would then create local skills and resources for similar planned upgrades with the Hawaii County bikeshare system in Kona and Hilo (both systems have the same technical and operations staff).

The primary responsibility for oversight and reporting tasks will be the responsibility of the Executive Director. Our operations partner will order and install equipment as part of their counterpart.

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

Task #	Task Description	Start Date (Mo/Yr)	Expected Completion (Mo/Yr)
1	Electric vehicle and station design (Ph1)	08/23	09/24
2	Order equipment	09/23	09/23
3	Receive, assemble and install	06/24	06/24
4	Interim and final report documentation	08/23	07/24

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

BSH will evaluate its work based on its ability to successfully accomplish the implementation activities within the projected timeframes noted.

The staff is responsible for implementing and monitoring the activities and working with the City & County and the Mayor's Advisory Committee on Bicycling (which includes State representatives from DOT, DOH and Oahu MPO) and other project partners to successfully accomplish the tasks. Reports will made available per task outlined.

4. List the measure(s) of effectiveness that will be reported to the State agency through which grant funds are appropriated (the expending agency).

These project reports involve the activities necessary (and typical for a maturing bike share transit service) for updating Biki's services, technology and sustainability for the second five-year operations period. They are discretely focused and thus can be easy measured in their completeness.

BSH has a functional and ongoing working relationship with the Mayor's Advisory Committee for Bicycling (MCAB). BSH will provide quarterly project progress reports to our state representatives on the Mayor's Advisory Committee on Bicycling (or other recommended agency/ contact at time of funding). The quarterly reports will include the following:

1. Project Description (Identify specific project phase and scope of work)
2. Current Project Status
3. Project Schedule
4. Project Issues/Risks
5. Remedies to Issues/Risks
6. Budget Needs and Requests

IV. 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)

2. The applicant shall provide its anticipated funding requests for the fiscal year 2024. The equipment must be paid for in full at time of order acceptance. This request includes the purchase, shipping, customs and GET taxes for the equipment. The Biki will install and maintain through system revenue.

Quarter 1	Quarter 2	Quarter 3	Quarter 4	Total Grant
\$400,497	\$0	\$0	\$85,00	\$485,497

3. The applicant shall provide a listing of all other sources of funding that they are seeking for fiscal year 2024.

BSH: To date BSH has been awarded a Leadership Fleet Sponsor donation by Hawaii Pacific Health for 2023 operations. BSH has submitted a 2023 application for City ARPA Non-Profit Relief funds. BSH is in discussion for similar funds for a larger number of e-bikes and e-stations in parallel with this request. If both purchases can be made at the same time and delivered at the same time this will reduce shipping costs.

BSH will also submit applications for various philanthropic grants (as identified, such as HEI, HCF, Walmart), private business sponsors (as identified or may contact us) and other public sector grants (as identified).

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.

BSH: See attached contracts and grants sheet. No state or federal tax credits.

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 2024 for program funding.

BSH: See attached Government Contracts sheet.

6. The applicant shall provide the balance of its unrestricted current assets as of December 31, 2022.

BSH: Has \$88,000 in unrestricted assets (cash) and over \$450,000 in equipment assets.

V. 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.

The strategic decision-making is the responsibility of the BSH Executive Director, the Senior Marketing Manager, Secure Bikeshare Hawaii operations and technical staff, the members of the Mayor's Advisory Committee on Bicycling (MACB) and the BSH Board of Directors. The Executive Director or is responsible for the day-to-day administrative duties of the program which includes finance, contract administration, resource development, human resources, Strategic planning, and state outreach functions.

2. Facilities

The applicant shall provide a description of its facilities and demonstrate its adequacy in relation to the request.

The Biki system has over 130 docked bike stations and up to 1300 pedal bicycles (classic) in its 6 years of service. This equipment has a planned 10-year asset lifespan before it must be replaced. Biki has over 90% of all the shared bicycles and stations in the State of Hawaii. Biki is the state's second largest transit service.

The Biki has also been repeatedly been ranked as one of the top six docked bikeshare systems in the US by the National Association of City Transportation Officials (NACTO) for every year of our operations, the other ranked cities: NYC, Chicago, greater San Francisco, DC and Boston.

VI. 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

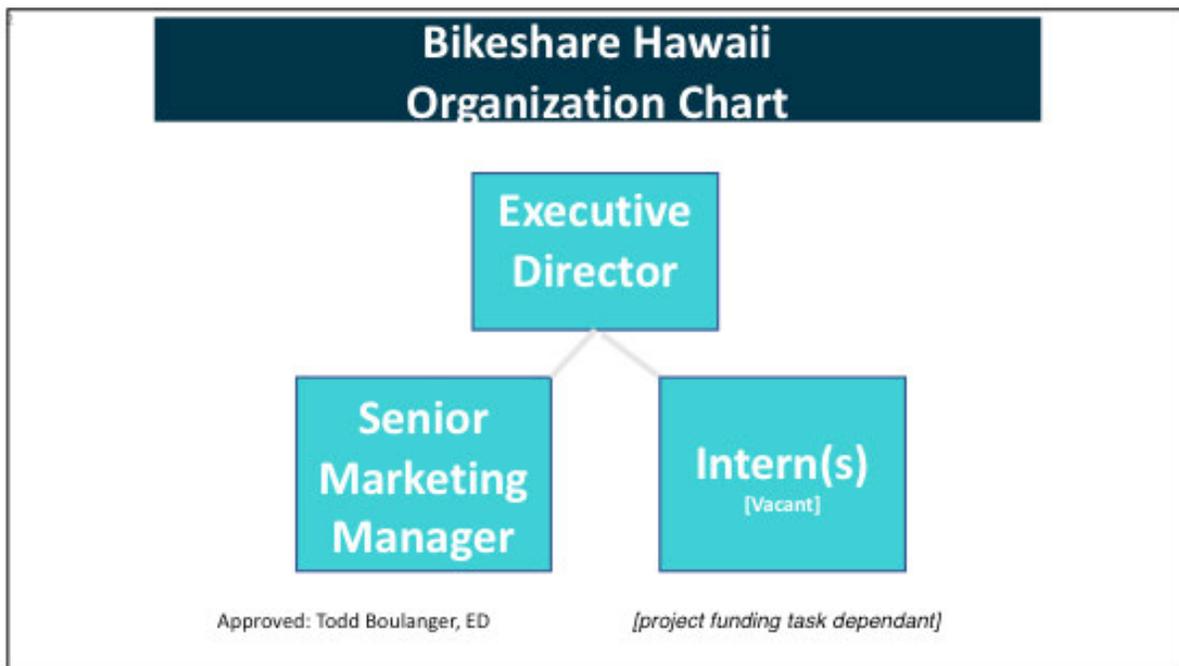
qualifications and experience of personnel for the request and shall describe its ability to supervise, train and provide administrative direction relative to the request.

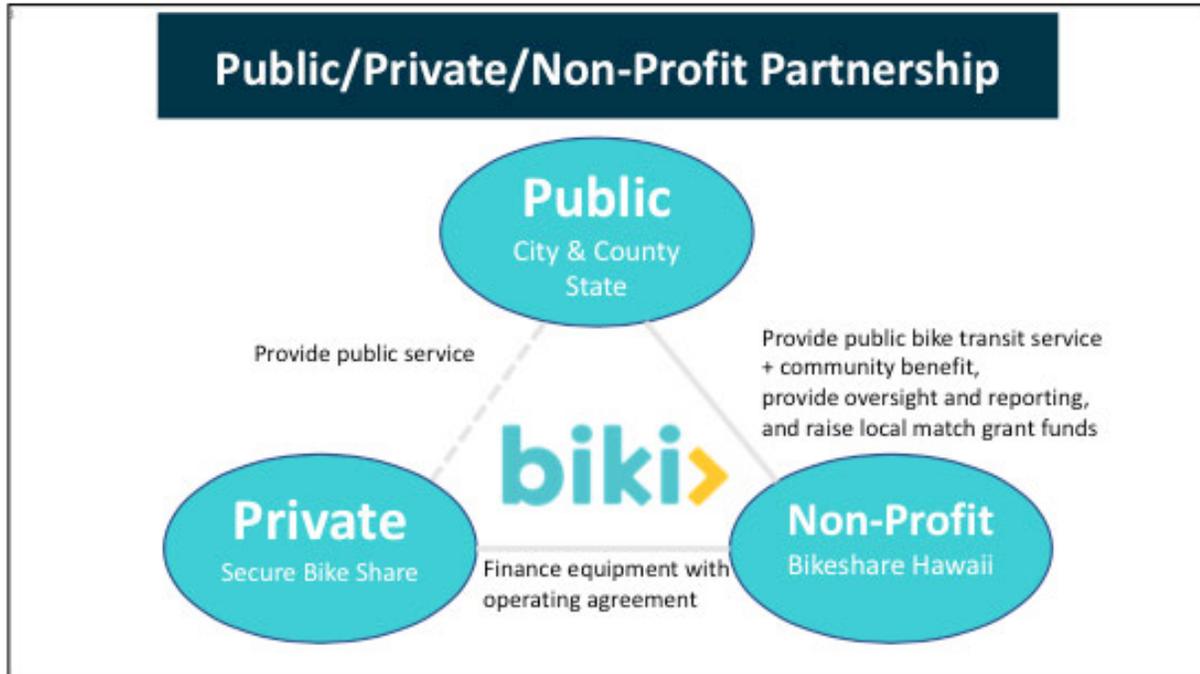
BSH has been the program oversight manager for the Biki bikeshare transit system for 6 years of community bike transit service by the time of the start of the 2024 budget year. The Executive Director will have over 4.5 years managing BSH (the non-profit) and over 25 years working professionally as a transportation planner in Hawaii and internationally. The Senior Marketing Manager will have over 6 years with BSH.

The Bikeshare Hawaii Board of Directors is a stable board with all members having been involved for over five years. They represent a broad selection of public and private organizations involved with transportation, local business services, the environment and education sectors.

Director Name:	Entity:	Role:
Greg Gaug	Ulupono Initiatives	SVP of Investments & Analytics, BSH Board Chair
Rick Egged	Waikiki Improvement Association	President
Josh Feldman	Tori Richard Ltd.	President/ CEO
Marcy Fleming	Kamehameha Schools	Director of Transactions
Randolph Moore	NA	Retired (business and education sectors)
Michael Robinson	Hawaii Pacific Health	VP Government Relations & Community Affairs

2. Organization Chart





3. Compensation

The applicant shall provide an annual salary range paid by the applicant to the three highest paid officers, directors, or employees of the organization by position title, not employee name.

BSH:

- Executive Director: \$108,000 to \$116,000
- Senior marketing Manager: \$78,000 to \$83,000
- Board of Directors: \$0 (all volunteer)

VII. 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.

BSH: There are no pending litigation which BSH is a direct party to.

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.

BSH: Bikeshare Hawaii is a member in good standing of the North American Bikeshare Scooter Association (NABSA), the shared micro mobility industry group focused on policy, standards and technology. Additionally, the Executive Director is on the following community and trade boards: Sustainable Transportation Coalition for Hawaii (STCH) - US Department of Energy Clean Cities Coalition, the Mayor's Advisory Committee for Bicycling (Oahu), Move Oahu Forward, and NABSA policy advisory committee.

3. Private Educational Institutions

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.

BSH: These funds will not be directly used to support or benefit a sectarian or non-sectarian private educational institution.

4. Future Sustainability Plan

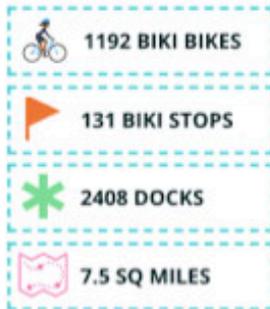
The applicant shall provide a plan for sustaining after fiscal year 2023-24 the activity funded by the grant if the grant of this application is:

- (a) Received by the applicant for fiscal year 2023-24, but
- (b) Not received by the applicant thereafter.

BSH: The identified foundational tasks and work items once funded and completed in 2023-24 can be discrete, but would be ideal to be an annual phased reinvestment to replace and upgrade the system over four to five years (within the current equipment's planned capital life span).

Bikeshare Hawaii will continue its efforts to raise funds from the City and County, private sector, particularly corporate sponsorships from Hawaii-based and national companies. Hardware will be maintained through farebox revenue collected, as it is now.

Ridership Data



1,047,000
TOTAL RIDES
↑ 31% from 2020

104,000+
TOTAL RIDERS
↑ 76% from 2020

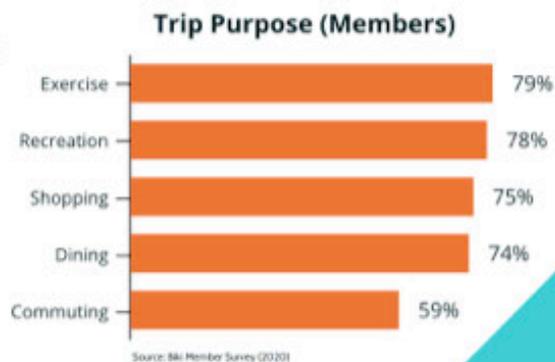
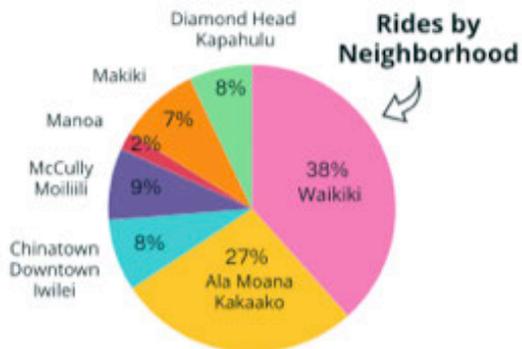
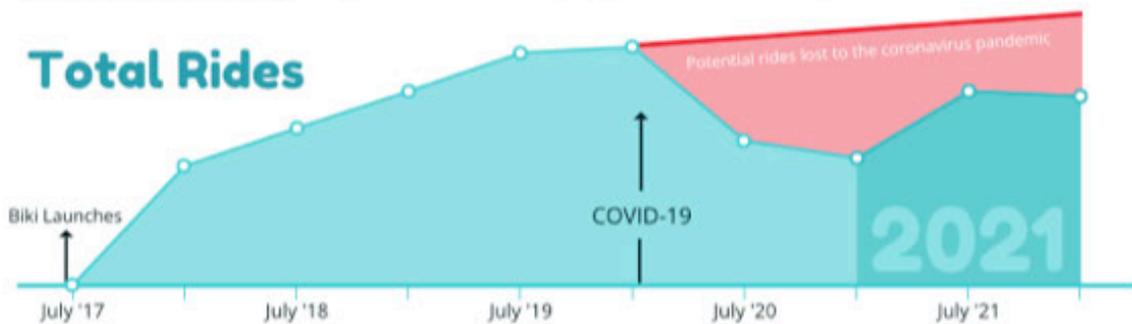
23,000+
ACTIVE MEMBERS
↑ 59% from 2020

8,400+
NEW MEMBER
SIGN-UPS

#6
MOST USED
STATION-BASED
BIKESHARE SYSTEM
IN THE NATION

NACTD Shared Micromobility Snapshot (2020-2021)

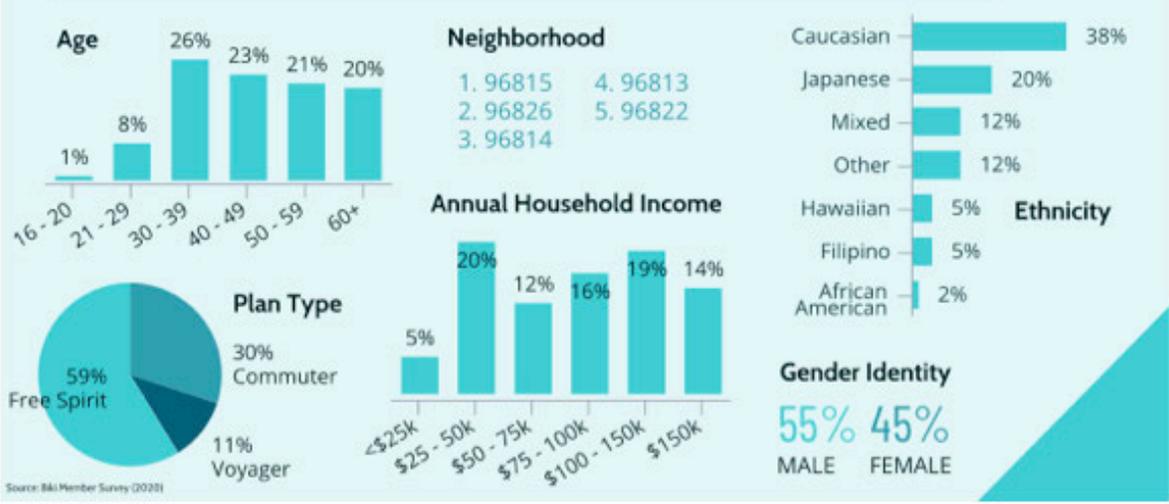
Total Rides



Benefits of Biki

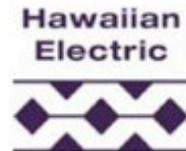


Member Demographics



Supporters & Partners

Program Supporters



Partners

- City and County of Honolulu
- State of Hawaii
- Ulupono Initiative
- Hawaii Bicycling League
- Oahu MPO

Grantors

- Better Bike Share Partnership
- State of Hawaii Pivot
- US SBA
- Elemental Exceleator
- American Savings Bank

Station Sponsors

- Alexander & Baldwin
- Castle & Cooke Hawaii
- Don Quijote (USA)
- Finance Factors
- Greystar
- Hawaii Community Development Authority
- Hawaii Convention Center
- Hawaii Pacific University
- Howard Hughes Corporation
- Kamehameha Schools
- Pacific Park Plaza
- Prince Waikiki Hotel
- Queen Kapiolani Hotel
- University of Hawaii (Manoa)

About Bikeshare Hawaii

Bikeshare Hawaii is the non-profit organization that manages the Biki program in Honolulu. As a 501(c)3, Bikeshare Hawaii relies on funding and support from public institutions and private partners.

The mission of Bikeshare Hawaii is to provide the public with high quality, convenient, reliable, and affordable bikeshare services that enhance community health and livability, strengthen our public transportation system, and connect people to more places where they live, work and play throughout Hawaii nei.

Get in Touch

Info@bikesharehawaii.org

GoBiki.org | @GoBikHI



CONTACT US:

Info@bikesharehawaii.org

Bikeshare Hawaii
PO BOX 2362, Honolulu, HI 96813

**DECLARATION STATEMENT OF
APPLICANTS FOR GRANTS PURSUANT TO
CHAPTER 42F, HAWAII REVISED 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; and
- 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.
- 4) The use of grant-in-aid funding complies with all provisions of the Constitution of the State of Hawaii (for example, pursuant to Article X, section 1, of the Constitution, the State cannot provide "... public funds ... for the support or benefit of any sectarian or nonsectarian private educational institution...").

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.

Bikeshare Hawaii (aka 'Biki')
(Typed Name of Individual or Organization)



(Signature)

2022.12.30

(Date)

Todd Boulanger
(Typed Name)

Executive Director
(Title)

BUDGET REQUEST BY SOURCE OF FUNDS

Per od: Ju y 1, 2023 to June 30, 2024

App

Bikeshare Hawaii

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 COS				
1 Salaries				
2 Payroll axes & Assessments				
3 Fringe Bene its				
O AL PERSONNEL COS				
B O HER CURREN EXPENSES				
1 Air are nter- sland				
2 nsurance				
3 Lease/Rental o Equipment				
4 Lease/Rental o Space				
5 Sta raining				
6 Supplies				
7 elecommunication				
8 Utilities				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
O AL O HER CURREN EXPENSES				
C EQUI PMEN PURCHASES	481,497		600,000	
D MO OR VEHCLE PURCHASES	0			
E CAP AL	0			
TOTAL (A+B+C+D+E)	481,497		600,000	
SOURCES OF FUNDING		Budget Prepared By		
(a) Tota State Funds Requested	481,497	Todd Boulanger 888-340-2454		
(b) Tota Federa Funds Requested	0	Name (Please type or print) Phone		
(c) Tota County Funds Requested	600,000	2022.12.31		
(d) otal Private/Other Funds Requested	0	Signature of Authorized Official Date		
TOTAL BUDGET	1,081,497	Todd Boulanger Executive Director Name and Title (Please type or print)		

GOVERNMENT CONTRACTS, GRANTS, AND / OR GRANTS IN AID

App Bikeshare Hawaii Contracts Total 183 745

	CONTRACT DESCRIPTION	EFFECTIVE DATES	AGENCY	GOVERNMENT ENTITY (U.S./State/Hawaii/ Honolulu/ Kauai/ Maui County)	CONTRACT VALUE
1	Biki Barriers Evaluation Project	10 2019 - 09 2020	Hawaii DOH	State	49 862
2	Paycheck Protection Loan Grant 1	05 2020 - 06 2020	SBA	US	52 492
3	Paycheck Protection Loan Grant 2	02 2021 - 06 2021	SBA	US	71 868
4	Hawaii Business Pivot Grant	07 2020 - 10 2020	HTA	State	9 523

BUDGET JUSTIFICATION - EQUIPMENT AND MOTOR VEHICLES

Period July 1 2023 to June 30 2024

Bikeshare Hawaii

DESCRIPTION EQUIPMENT	NO. OF ITEMS	COST PER ITEM	TOTAL COST	TOTAL BUDGETED
Bikeshare eBikes	77 00	\$3 070 00	\$ 236 390 00	236390
Bikeshare e-Biki Bikes (eFit)	5	\$37 087 00	\$ 185 435 00	185435
			\$ -	
			\$ -	
			\$ -	
TOTAL:	82		\$ 421 825 00	421 825
JUSTIFICATION/COMMENTS:				

DESCRIPTION OF MOTOR VEHICLE	NO. OF VEHICLES	COST PER VEHICLE	TOTAL COST	TOTAL BUDGETED
			\$ -	
			\$ -	
			\$ -	
			\$ -	
			\$ -	
TOTAL:				
JUSTIFICATION/COMMENTS:				

BUDGET JUSTIFICATION - CAPITAL PROJECT DETAILS
 Period July 1 2023 to June 30 2024

Bikeshare Hawaii

FUNDING AMOUNT REQUESTED						
TOTAL PROJECT COST	ALL SOURCES OF FUNDS RECEIVED IN PRIOR YEARS		STATE FUNDS REQUESTED	OTHER SOURCES OF FUNDS REQUESTED	FUNDING REQUIRED IN SUCCEEDING YEARS	
	FY: 2021-2022	FY: 2022-2023	FY: 2023-2024	FY: 2023-2024	FY: 2024-2025	FY: 2025-2026
PLANS	0	0	0	0	0	0
LAND ACQUISITION	0	0	0	0	0	0
DESIGN	0	0	0	0	0	0
CONSTRUCTION	0	0	0	0	0	0
EQUIPMENT	0	0	481497	600000	TBD	TBD
TOTAL:			481 497	600 000		
JUSTIFICATION/COMMENTS: The pace of the re-investment and fleet electrification will depend on the first phase progress						



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 (DCCA).

Vendor Name: BIKESHARE HAWAII

DBA/Trade Name: BIKESHARE HAWAII

Issue Date: 12/22/2022

Status: **Compliant**

Hawaii Tax#: W7778135201
 New Hawaii Tax#:
 FEIN/SSN#: XX-XXX1541
 UI#: No record
 DCCA FILE#: 241447

Status of Compliance for this Vendor on issue date:

Form	Department(s)	Status
A-6	Hawaii Department of Taxation	Compliant
8821	Internal Revenue Service	Compliant
COGS	Hawaii Department of Commerce & Consumer Affairs	Exempt
LIR27	Hawaii Department of Labor & Industrial Relations	Compliant

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	A status determination has not yet been made
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

Todd A. Boulanger

Shared Mobility / Transportation Planner

Todd Boulanger is an experienced manager with a career in overseeing complex urban transportation systems with a focus on: developing mobility strategies/customer service, research, mobility hub facility design, MaaS SMD and designing complete streets in retrofit conditions. Todd has experience fulfilling the project needs of a broad range of clients in both the public & private sectors via non-profit & for-profit organizations.

Professional Highlights

- ◊ **Executive Director (CEO), Bikeshare Hawaii (HI-USA) 2018-Now**
 - Oversees 'Biki', one of US's top ranked systems (NACTO) >5m trips
 - Coordinates the contract relationships for a public private partnership between for-profit operator and city (system value >\$12m)
 - Facilitates donations and in-kind resources annually for budget
 - Implements strategic planning for system expansion (all 136 stations are 'no fee' sites) and per trends in shared mobility devices / MaaS field
 - Negotiates site licenses and real estate agreements (private and public)
 - Ensures compliance with all applicable laws, regulations and contracts
 - Recruits key stakeholders, sponsors and retains positive relationships
 - Provides legislative policy and testimony for government legislation
 - Biki P3 system: ~40 FTE (staff, operator, volunteers & consultants)
- ◊ **Principal: Urbane Streets, US & International 2009-2018**
 - Provided contract staff support for small cities development review: spatial (plans), technical (TIA & cultural) and environmental (SEPA, & wetland boundaries) reports and studies for E2 Land Use Planning LLC
 - Consulted on street design, operations and policy as it affects allocation of public space for active transportation and traffic safety
 - Managed the planning, public process, and writing of self-evaluation process and ADA PROW transition plans for HDJ Design (now PBS)
 - Responsible for sales, development, operations and oversight in design of new bike parking facilities nationwide (transit hubs & mixed-use developments) for Bikestation's public and private sector clients
 - Managed traffic calming projects, parking and providing transportation engineering design (30% level) for streetscape, corridor planning, traffic calming and safe routes to school projects for Wallis Engineering
 - Co-Managed Alta Planning's in-country project team activities with a multi-agency taskforce for a pedestrian safety action plan, developed a review of best practices for adoption, evaluated over 1500 crash sites, undertook roadway safety audits (RSA) and countermeasures for 150 critical crash locations for the Abu Dhabi DOT (UAE)
 - Expert witness court testimony for vulnerable roadway users in Portland
- ◊ **Senior Transportation Planner: Neighborhood Safety & Livability, Transportation Services, City of Vancouver (WA-USA) 1999-2009**
 - Managed 97 transportation capital projects totaling \$12 million (2009\$)
 - Corridor planning with conceptual design, new code and standard details (traffic calming and complete streets) via safe systems approach
 - Early state of practice for car-sharing, smart bike lockers (eLock), and integration of alternative fuel vehicles into fleet use (SULEV, NEV)
 - Technical advisor to parking services for new mobility, policy and rates
 - Provided customer service to neighborhood associations (62) and businesses for livability-safety, TDM/ new mobility and parking
 - Briefed Council on annexation, safety, mobility and capital projects
 - Bi-state committees technical support (CRC: Bike-Ped/ LRT Stations)
 - Statewide policy coordination (WA Bikes, RTPs, DOTs etc)
 - Exercised supervision over consultant teams and technical staff
- ◊ **Planner IV, State of Hawai'i, FHSD DOH (HI-USA) 1996-1999**
 - Wrote grants for federal low-income service areas/J1-visa applications, performed KPI analysis for service deployment per area and equity
 - Managed the analysis and publication of annual Family Health Data Book

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 todd@bikesharehawaii.org / 808-275-7810
 www.linkedin.com/in/todd-boulanger-biki

Key Projects

- Institutionalization of bikeshare: Honolulu (HI)
- NACTO Top Tier Docked Bikeshare System (2017 - current) >5 million trips & >300,000 users. ~1300 bikes / 136 stations / >20mi2. ~4 rides/b/d (2021)
- Processing 200 bikeshare site permits annually (HI)
- Decommission of Seattle Pronto Bikeshare (2017)
- Bike Parking Structure Hubs Ad Sponsored Pilots for LADOT & LAX Airport (LA CA)
- Sabre Springs Parking Structure at MTS BRT Design Build, McCarthy Builders/ SANDAG (CA)
- Santa Barbara Bikestation Parking Structure at Lot 3 / El Pueblo Viejo Landmark District (CA)
- Grant Park Village & LL Hawkins TODs: Parking Design, Capstone Partners (Portland OR)
- East Liberty III TOD & Transit Hub Parking Facilities Design, Mosites (Pittsburgh PA)
- Planning NEV access: City of Ridgefield (WA)
- ADA PROW Transition Plans: The Cities of Yakima, Camas and Vancouver (WA)
- Arterial Conversion Study: Couplet to 2-Way Traffic Operations, City of Hillsboro (OR)
- 3rd Place Streetscape Plan, The Dalles (OR)
- Ped Black-Spot Study: Abu Dhabi DOT (UAE)
- BRT 4th Plain Streetscape Details-T06, CoV (WA)
- US EPA GreenFleet Pilot Mobility Project: Flexcar/BikeLink, City of Vancouver (WA)
- McLoughlin Blvd. Corridor Traffic Calming & Parking Plan: 5 Phases [back-in parking], CoV (WA)

Education / Training

- MURP: Infrastructure & Environmental Planning, UH Manoa Hawaii (w/STEM courses)
- B.A., Political Science & Asia Studies minor, Southern Methodist U., Dallas TX (Jiao Tong University, Shanghai PRC), with MBA coursework
- NACTO Urban Design Training (2015)

Professional / Community Service

- TRB research reviewer (focus area: MaaS)
- Sustainable Transportation Coalition of Hawaii (STCH) [US Clean Cities Coalition], Vice Chair
- City of Portland (OR), Bike Parking Code 2016-17
- BTA (OR) work zone policy advisor, 2013-2016
- Transportation Benefit District (2015) & LRT Funding (2010) Commissions, Vancouver (WA)
- Mobis Transportation Alternatives, cofounder, 2009
- Bikestation, director 2004-2008 & chair 2008-9
- Women's Transportation Seminar (OR) director, Fundraising Committee, 2007-2008
- Transportation Choices Coalition, director, 2001
- US Peace Corps, 1988-90 (volunteer), 1995 (trainer)

National Research Presentations

- PIPTA, Parking & Operations Conference (2015)
- Abu Dhabi Pedestrian Safety Conference (2010)
- ProBike ProWalk Conference, Madison (2006)
- Bike SAFE#4 Report, USDOT FHA / PBIC (2006)
- Railvolution Conference, Salt Lake (2005)

Other

- Car free/ car-lite since 1988
- Natural Disaster Awareness for Security Professionals, FEMA NDPTC UH
- The Streets Trust/ BTA Volunteer Award (2005)