RES25-221
Testimony

MISC. COMM. 400

COUNCIL

COUNCIL Meeting

Meeting Date: Aug 6, 2025 @ 10:00 AM

Support: 26

Oppose: 0

I wish to comment: 2

Name:	Email:	Zip:
Kiana Otsuka	Kiana.Otsuka@gmail.com	96819
Representing:	Position:	Submitted:
Self	Support	Aug 3, 2025 @ 08:47 PM

Testimony:

Aloha City Council Members,

My name is Kiana Otsuka, and I am an O'ahu resident who walks, bikes, uses transit, and drives. I am writing in support of Resolution 25-221, which authorizes a transfer of $1,000,000 in Climate Resiliency Fund monies, to the Department of Transportation Services to integrate commuter transit fares with bikeshare services.

I often use Biki to get to/from my bus stop for a number of different reasons, including: to get to/from my destination if a bus transfer takes much longer, to get to/from my destination if a transit stop is too far of a walk, and to get to/from a bus stop that is better lit and has more frequent bus routes at night so that I feel safer taking transit.

At the moment, paying my transit and Biki fare is time consuming and expensive. It's important that the City invests in fare integration to help transit trips be more competitive with vehicle trips, in terms of time and cost. The easier and more convenient we make it to use transit and Bikeshare, the greater our climate resilience and mobility returns will be.

Bikeshare is a critical public transit service, and should be treated as such by the City. Let's follow in the steps of our neighbors in Hawai'i County who already integrate their transit and Bikeshare fares.

Thank you for your consideration.

Mahalo,

Kiana Otsuka

Name:	Email:	Zip:
Bev Brody	bbrody1@hawaii.rr.com	96754
Representing:	Position:	Submitted:
Get Fit Kauai - Healthy Eating Active Living Coalition of Kauai County	Support	Aug 4, 2025 @ 09:53 AM

Name:	Email:	Zip:
Greg Young	greg.young7@gmail.com	96813
Representing:	Position:	Submitted:

Self	Support	Aug 4, 2025 @ 02:49 PM

Testimony:
I strongly support Resolution 25-221, which authorizes a transfer of Climate Resiliency Fund monies for Fiscal Year 2026, to the Department of Transportation Services.

I routinely use Biki for activities such as: grocery shopping, medical visits, travel to entertainment & dining and general errands. Biki allows me to trave to places outside of my Kaka'Ako neighborhood without the use of a car.

The Biki program helps to minimize the use of cars in already the already congested area of Kaka'Ako and Waikiki. Over the past 2 years I have noticed a considerable amount of wear and tear on Biki's bicycle fleet. Support of this program via a transfer of funds would help revitalize the Biki program's bicycle fleet.

Please pass resolution 25-221 to keep the Biki program in good working order.

Thank you for your time and consideration

Greg Young

Name:	Email:	Zip:
William Meinke	billy.meinke@gmail.com	96826
Representing:	Position:	Submitted:
Self	Support	Aug 4, 2025 @ 02:51 PM

Testimony:
Aloha- I would like to provide emphatic support for this bill which will allow the public bicycle infrastructure in Honolulu to be repaired and improved. Public infrastructure should be supported with public dollars, and the Biki bikeshare program has not been supported in this way for more than 7 years. Many locals rely on Biki for "last mile" transportation, where walking is not a good option but bicycling is fast, healthy, safe way to get home or to work.

Please consider approving this bill to provide sustaining funding for the Biki bikeshare in Honolulu.

Name:	Email:	Zip:
Eduardo Hernandez	eduardo@hbl.org	96816
Representing:	Position:	Submitted:
Hawai'i Bicycling League	Support	Aug 4, 2025 @ 02:58 PM

Name:	Email:	Zip:

JONATHAN LOTT	lottj001@gmail.com	96815
Representing: Self	Position: I wish to comment	Submitted: Aug 4, 2025 @ 03:30 PM

Testimony:

Aloha members of the City Council,

As a resident of Waikiki, I make very frequent use of Biki, and have a recurring subscription, even though I also use my own bikes and TheBus very frequently. I have not owned a car for over 20 years. The Biki network, stations, and bikes have not been kept up very well. Also, the users generally ignore the prohibition of sidewalk riding and sometimes the other rules of the road, which doesn't help Biki's public image in the non-Biki user community. Perhaps this, and the perceived taking of street parking for stations, has made it harder to get adequate funding and support to keep Biki as a robust public transportation option. I see stolen and vandalized Biki bikes often at homeless camp areas, and understand the (relatively low-paid) Biki staff may be reluctant to try to retrieve the bikes--perhaps risking a violent encounter. I believe these problems would be ameliorated if Biki was being funded as a viable and essential part of our public transportation. When Biki first rolled out, it seemed like there was some grudging acceptance by motor vehicle drivers of bikes (not just Bikis) using the road, and from my perspective, a little less hostility and road rage toward cyclists in general. But with the shrinking of the Biki network and presence, it seems (to me) that the motor drivers are "winning" the battle to intimidate cyclists from feeling safe on the road. So, please consider funding Biki as an important and viable public transportation option. MAHALO!

Name: Gwen Young	Email: gwen.young7@gmail.com	Zip: 96813
Representing: Self	Position: Support	Submitted: Aug 4, 2025 @ 04:02 PM

Testimony:

I strongly support Resolution 25-221, which authorizes a transfer of Climate Resiliency Fund monies for Fiscal Year 2026, to the Department of Transportation Services.

As a routine Biki user, I bike 3-5 times a week instead of taking a car for: visiting friends, recreation, entertainment, grocery and other shopping, medical appointments, volunteering, dining, and general errands. Biki allows me to travel safely outside of Kaka'ako without the using a car or a bus. This reduces the carbon input and congestion on the streets and in parking lots.

The Biki program helps to minimize the use of cars in the already congested area of Kaka'ako and Waikiki. Over the past 2 years I have noticed a considerable amount of wear and tear on Biki's bicycle fleet. Many of the bikes need serious overhaul with new parts and out of service bikes need to be replaced. Support of this program via a transfer of funds

would help revitalize the Biki program's bicycle fleet.

Please pass resolution 25-221 to keep the Biki program in good working order and help our community.

Thank you for your time and consideration, Gwen Young

Name:	Email:	Zip:
Melanie Islam	melanie@masonarch.com	96822
Representing:	Position:	Submitted:
Climate Change Commission	Support	Aug 4, 2025 @ 04:14 PM

Name:	Email:	Zip:
Nobu Nakamoto	nobun13@yahoo.com	96701
Representing:	Position:	Submitted:
Self	Support	Aug 4, 2025 @ 05:21 PM

Testimony:

I strongly support Resolution 25-221, which authorizes a transfer of Climate Resiliency Fund monies for Fiscal Year 2026, to the Department of Transportation Services for the Biki bikeshare program.

I commuted by bicycle for many years before retiring, and still regularly use my bike as transportation. While I have never used Biki bikes, I am supportive of the program because it facilitates more people using bikes for transportation, which increasingly normalizes biking as a transportation mode. This will facilitate more transportational cycling, whether or not using Biki bikes, and the benefits of that, which include reduction of traffic, pollution, climate change, and road wear, will be shared by everyone.

Biki can complement our other transit programs, like TheBus and Skyline, increasing their utility by combining to create a more functional transportation system and alternative to driving, with a much larger reach, at a relatively low cost.

Name:	Email:	Zip:
Annie Liu	annieliu1718@gmail.com	96813
Representing:	Position:	Submitted:
Self	Support	Aug 4, 2025 @ 06:00 PM

Testimony:

Aloha,

I write in strong support for the transfer of funds to support the Biki system. I am a frequent Biki user, and I've been

excited to see new stops added recently that improve my commute and ability to navigate around town. Biking is an easy, fast, and enjoyable way to get from place to place, and Biki is a reliable option that allows me to not worry about parking my personal bike or car. I'm able to get to and from work, grocery stores, my doctor's office, and social gatherings all by Biki. Along with recent bike lane additions, adding or improving maintenance of Biki stations would improve the quality of life of many current and future Biki users. I ask you to support this measure and support climate-friendly and reliable transportation options that improve the health and well-being of my community.

Mahalo for your consideration,

Annie

Name:	Email:	Zip:
Brian Ginty	brian.ginty3@gmail.com	96815
Representing:	Position:	Submitted:
Self	Support	Aug 4, 2025 @ 07:42 PM

Testimony:

I live and work in town which led me to become a daily Biki rider and it has been life changing. Biki has been a convenient and healthy mode of transportation for my every day use. Furthermore, Biki has allowed me to reduce my car usage which can lessen traffic/parking issues as well as emissions. I am very grateful for the ways that Biki has improved my life as well as the community and would like to see the program continue with continued expansion and investment. Therefore, I would encourage the Council to pass Resolution 25-221 to fund the program further. Thank you

Name:	Email:	Zip:
Michael Butel	mgbutel@gmail.com	96815
Representing:	Position:	Submitted:
Self	Support	Aug 4, 2025 @ 07:58 PM

Testimony:

I support the $1M transfer from the City's Climate Resiliency Fund to Biki. I live in Waikiki and see Biki used every single day by both visitors and locals. Traveling by bicycle within the downtown Honolulu and surrounding area if nearly as fast and sometimes faster than by car. Bicycling helps to reduce traffic congestion and need for parking spaces and benefits our climate.

Name:	Email:	Zip:
John Bravender	johnbravender@hotmail.com	96815
Representing:	Position:	Submitted:
Self	Support	Aug 4, 2025 @ 08:24 PM

Testimony:

I full support this bill. Biki has proven to be an indispensable part of multimodal transportation around the urban core and has directly contributed to a reduction of vehicle miles traveled in my commute. Without Biki to get me from bus stop to destination, I would more often resort to driving a single occupancy vehicle. This is a good use of the Climate Resiliency Fund.

Name:	Email:	Zip:
Alisa Takahashi	takahashhh@gmail.com	96815
Representing:	Position:	Submitted:
Self	Support	Aug 4, 2025 @ 08:39 PM

Testimony:

Hello, I am writing to support the transfer of funds to expand Biki options for transit commuters.

I am a frequent user of the Biki bike share, using it from everything including commuting to and from work, grocery shopping, and meeting up with friends. On an island where space and resources are limited, I feel Biki helps to solve some of the issues of car traffic, affordability (parking/gas prices), and environmental pollution. Despite all the accomplishments Biki has made in the community, the city has not spent any funds on Biki since 2017. Yet, I have noticed an increasing number of issues with vandalism and theft (especially since Covid), broken stations/bikes, and not properly stocked bike stations. I have seen the Biki workers working hard, but without the proper funding, they are not able to keep up with fixing bikes/stations and supplying bikes to stations, which deters people from using this amazing form of transportation. I've been seeing more and more people, especially tourists, try to use Biki to ride around town, but I've also had to help a few people figure out why a station was down (broken), or which bike station slot was broken; and I feel like this increase in funding can help eliminate some of these issues and keep encouraging people to use the bike share program.

Biki expands travel options for many people and this increase in funding will help to provide a more affordable, environmentally friendly, and healthy option for the community, for both locals and tourists.

Thank you.

Name:	Email:	Zip:
Kiana Otsuka	OahuMPO@OahuMPO.org	96813
Representing:	Position:	Submitted:
O'ahu Metropolitan Planning Organization	Support	Aug 4, 2025 @ 09:00 PM

Name:	Email:	Zip:
Sarah Falzarano	sarah.falzarano@gmail.com	96822
Representing:	Position:	Submitted:
Self	Support	Aug 4, 2025 @ 09:52 PM

Testimony:

I support this investment of the bikeshare system as an alternative to driving. We need to encourage people to get out of their cars to reduce congestion on the roads and pollution of our air. As a user of the bikeshare system, I value it as an alternative transportation method and think an investment by the city will improve its appeal and expand its influence in getting people out of their cars.

Name:	Email:	Zip:
Micah Munekata	mmunekata@ulupono.com	96813
Representing:	Position:	Submitted:
Ulupono Initiative	Support	Aug 5, 2025 @ 04:51 AM

Name:	Email:	Zip:
Dabney Gough	dabney.gough@gmail.com	96816
Representing:	Position:	Submitted:
Self	Support	Aug 5, 2025 @ 05:39 AM

Testimony:

Aloha,

I am a resident of Kaimuki and a regular bike commuter. Although I am only an occasional user of Biki (I mostly ride my own bike), I appreciate the impact that Biki has had on biking in Honolulu. Biki makes biking easier, more convenient, and more affordable, and as a result, there are many more people choosing to travel by bike. More people biking means more demand for bike lanes and other safety measures. Biki makes biking better for everyone!

The Biki system is effectively a mode of public transit, and it requires resources to maintain the network just like a fleet of buses does. Lately it seems like Biki stations are empty more often than not. I hope you will consider increasing funds to maintain and build the system.

Sincerely,

Dabney Gough

Name:	Email:	Zip:
Maile Greenhill	mgreenhill29@gmail.com	96825
Representing:	Position:	Submitted:
Self	Support	Aug 5, 2025 @ 08:52 AM

Testimony:

I support the transfer of funds to expand Biki. Biki is key to reducing emissions and enhancing quality of life within Honolulu. The system needs to be expanded and upgraded to ensure its continued use among residents and visitors.

Name:	Email:	Zip:
Abbey Seitz	abbey@hiappleseed.org	96816
Representing:	Position:	Submitted:
Hawai'i Appleseed Center for Law and Economic Justice	Support	Aug 5, 2025 @ 09:00 AM

Name:	Email:	Zip:
Melanie Islam	melanie@masonarch.com	96813
Representing:	Position:	Submitted:
Climate Change Commission	Support	Aug 5, 2025 @ 09:41 AM

Name:	Email:	Zip:
Leigh Ann Lopez	leigh25@hawaii.edu	96822
Representing:	Position:	Submitted:
Self	Support	Aug 5, 2025 @ 09:47 AM

Name:	Email:	Zip:
Joanna Zeigler	joanna@ourchildrenstrust.org	96813
Representing:	Position:	Submitted:
Our Children's Trust and Earthjustice	Support	Aug 5, 2025 @ 09:54 AM

Name:	Email:	Zip:
Susie Walter	susanmwalter@gmail.com	96712
Representing:	Position:	Submitted:
Self	Support	Aug 5, 2025 @ 11:17 AM

Testimony:

I am in support of this transfer of funds to expand the bike share program, Biki. I am an avid cyclist and would like to see Biki through the island and not just in Honolulu. We need more transportation alternatives!

Thank you.

Susie Walter

Name:	Email:	Zip:
John Rogers	jhr@hawaii.rr.com	96706
Representing:	Position:	Submitted:

Self	Support	Aug 5, 2025 @ 12:47 PM

Testimony:

Aloha City Councilmembers,

I strongly support Resolution 25-211 transferring $1,000,000 in Climate Resiliency Fund Monies to the Department of Transportation Services Mobility activity to expand Biki options for transit commuters.

I have been using Biki since its inception. Being a resident of Ewa the Free Spirit pass worked best for me because it allowed me 300 minutes of anytime riding. In the early years the minutes never expired. Now that I am retired and not coming to town as often as I used to a subscription to the Biki Free Spirit pass is to expense because the minutes do expire after one year.

I really hate driving into town. One can never really plan how long it might take. I have been so looking forward to Skyline's completion so that my wife and I can enjoy the City of Honolulu and being avid cyclists, we would definitely use Biki for that last mile or so. It would be so much more convenient than having to bring our own bicycles.

I think making Biki an integral part of the Honolulu Transit System is paramount and should be incorporated into the HOLO card system. One takes a Biki or bus to Skyline and then a bus or Biki to their destination should just be one trip without having to have a separate subscription.

Best Regards,

John Rogers Transportation Committee Co-chair Ewa NB #23

Name:	Email:	Zip:
Kristin Laitila	krlaitila@outlook.com	96822
Representing:	Position:	Submitted:
Self	Support	Aug 6, 2025 @ 07:21 AM

Testimony:

BIKI is a great eco friendly benefit for our community. Additional funds will hopefully help fill gaps in areas needing more BIKI stations — would love to see a s BIKI station next to the Hawaii State Library downtown!

Name:	Email:	Zip:
Todd Boulanger	urbane.streets@gmail.com	98666
Representing:	Position:	Submitted:
Self	Support	Aug 6, 2025 @ 08:51 AM

Testimony:

Testimony in Support of the Proposed Transfer of Climate Resiliency Funds to Support Bikeshare -Transit Integration (C&C Reso 25-221)

Chair and Councilmembers,

I am writing in strong support of the proposed transfer of Climate Resiliency Fund resources between City departments to improve multimodal access for transit riders—specifically, to facilitate more seamless first- and last-mile connections through the Biki bikeshare system.

This modest but strategic investment will directly support the City's broader climate, sustainability, and resilience goals by making it easier for residents and workers to choose low-carbon, active transportation over car travel.

According to the Honolulu Climate Action Plan (2021), approximately 35% of O'ahu residents live within walking distance of a Biki station. Improving the integration between Biki and public transit is particularly impactful for neighborhoods where bus routes are less frequent or unavailable during late-night or swing-shift hours—such as Waikīkī and the urban core. In these areas, Biki serves as Honolulu's only 24/7 public mobility option.

Biki user data also underscores the value of this mode shift:
- 11% of members report that their households have reduced car ownership by one or more vehicles since joining;
- 49% of Biki trips replaced a car trip; and
- Only 50% of members report using Biki in combination with a transit trip, thus more need to do so.

By enabling better access to bikeshare, this initiative would empower more residents to reduce their dependence on private vehicles, helping the City cut greenhouse gas emissions, reduce congestion, and support equitable transportation access. Additionally, such would expand access by C&C staff to use bikeshare with employer provided bus passes for their work commute trips.

Thank you for your consideration and leadership in advancing this important initiative.

Best regards,

Todd Boulanger,
formerly the Executive Director of Bikeshare Hawaii (aka Biki)

Name:	Email:	Zip:
Douglas Concha	dougconcha@gmail.com	96822
Representing:	Position:	Submitted:

Self	I wish to comment	Aug 6, 2025 @ 08:52 AM

Testimony:

I would like to declare my support for transferring funds to the Dept. of Transportation Services in order to expand Biki and Biki services to my fellow transit commuters here in Hawaii.

There are so many benefits to expanding and strengthening Biki for Hawaii citizens, including:

Environmental: it is well-documented that bike share programs, like Biki, reduce carbon emissions, traffic congestion, and noise pollution, and contribute to a greener Honolulu.

Health: Biki encourages physical activity, promotes cardiovascular health, and reducing the risk of chronic diseases, which will, ultimately, improve the lives of Hawaiians and create a healthy, more productive citizenry.

Economic: Biki offers a cost-effective transportation option, potentially saving users money on car ownership and the expand the economy through a healthier, more integrated community, including tourists who will visit more of Honolulu.

Convenience: Biki provides an accessible and flexible way to navigate the Honolulu for short trips. And when linked with other sustainable modes of transportation, like Hart, give citizen healthy, more sustainable option to get to work and improve the economy. Furthermore, Biki gives tourist and opportunity to navigate to other parts of the city, which grows the economy further.

Ultimately, Biki is a pragmatic solution for Honolulu. With the city's year-round great weather and relatively flat landscapes around much of the commercial area. Biki will increase the economy and create healthier citizens. For all these reasons I implore you to approve the transfer of funds to the DOT and for those funds to be applied to increasing Biki's infrastructure.

Thank you,

Douglas Concha

www.getfitkauai.com
P.O. Box 392, Kilauea, Kauai, HI, 96754
PHONE: (808) 212-4765 ● FAX: (808) 828-2027 ● E-MAIL: bbrody1@hawaii.rr.com ● WEB SITE: www.getfitkauai.com

August 4, 2025

In Strong Support of Resolution 25-221

Get Fit Kauai strongly supports Resolution 25-221, which authorizes the transfer of $1,000,000 from the Climate Resiliency Fund to the Department of Transportation Services to integrate commuter transit fares with bikeshare services. This action is a strategic investment in mobility, equity, and climate resilience.

Get Fit Kaua'i is a Healthy Eating Active Living (HEAL) coalition of Kaua'i County with over 1,000 members. As part of our work to promote physical activity and healthy transportation options, many of our members frequently travel to O'ahu and use Biki bikeshare during their visits. These real-world experiences underscore how fare integration would make it significantly easier for residents and visitors alike to use bikeshare in conjunction with bus or rail transit. Better fare integration means more efficient trips, more physical activity, and broader access to sustainable transportation options.

Bikeshare is an essential part of the public transportation network, enabling first- and last-mile connections. Integrating fares across transit and bikeshare will remove financial and logistical barriers, eliminate "double payment" issues, and make multimodal trips easier and more appealing.

Fare integration enhances system efficiency, supports low-income riders, and promotes greater use of sustainable transportation. Recommendations from Portland State University and national organizations highlight proven strategies: unified payment systems, free or seamless transfers, shared fare media, and integrated reduced-fare programs.

Other jurisdictions, such as Hawai'i County, have successfully implemented similar models. Hele-On riders can access HIBIKE at no cost, illustrating the feasibility and benefits of integrated service.

By advancing fare integration on O'ahu, this resolution supports key policy objectives: expanding transportation access, improving affordability, reducing car dependency, and helping meet the State's legally mandated carbon-negative targets and obligations under the Navahine settlement.

We urge your support for Resolution 25-221 as a meaningful step toward a more connected, equitable, and climate-ready transportation system.

Mahalo,

BBrody
Bev Brody
Get Fit Kauai – Director
H.E.A.L. (Healthy Eating Active Living)
Community Coalition of Kauai County
(808) 212-4765

HAWAIʻI BICYCLING LEAGUE
Since 1975
BikeEd Hawaii

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3442 Waiʻalae Ave., Suite 1
Honolulu, HI 96816

PHONE
808-735-5756

EMAIL
bicycle@hbl.org

HONOLULU CITY COUNCIL

Wednesday, August 6, 2025 - 10:00am

HBL strongly supports Resolution 25-221, Transfer of Funds (CCSR).

Aloha Chair Waters and Members of the Council:

My name is Eduardo Hernandez, and I am the Advocacy Director for the Hawaiʻi Bicycling League (HBL). We are a non-profit organization founded in 1975 with the mission of enabling more people to ride bicycles for health, recreation, and transportation. We strive to create communities across our islands that have safe, accessible, and inclusive environments for people to bike, walk, and roll.

HBL strongly supports Resolution 25-221, which authorizes a transfer of Climate Resiliency Fund monies for Fiscal Year 2026, to the Department of Transportation Services to "to encourage transit commuters who possess monthly transit passes to utilize BIKI as their 'last-mile' commute option."

Transportation accounts for a significant portion of Honolulu's carbon emissions, and expanding our public bicycle sharing system directly reduces vehicle miles traveled and associated greenhouse gas emissions while providing affordable transportation options for residents who may not have access to private vehicles. Moreover, Biki has proven to be a multimodal connector for the public since 2017. It deserves ongoing investment and subsidy just as any other element of our public transportation network.

We look forward to collaborating with DTS to hone more detailed plans and establish prioritization of needs within the bikeshare system. These priorities include: investment in the fleet, new and refreshed docking stations, and more public engagement. Together, we can respond to the greatest needs, serve users most equitably, and realize the goal for commuters to utilize Biki as their last-mile commute option.

Thank you for the opportunity to testify.

Ride aloha,

Eduardo Hernandez
Advocacy Director

CLIMATE CHANGE COMMISSION
KOMIKINA LOLI ANIAU
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 11TH FLOOR • HONOLULU, HAWAIʻI 96813
PHONE: (808) 768-2277 • EMAIL: ccc@honolulu.gov • WEBSITE: www.resilientoahu.org

RICK BLANGIARDI
MAYOR
MEIA

MELANIE ISLAM, AIA, NCARB, LEED AP
BD+C, LFA, CHAIR
KIANA OTSUKA, MSc, VICE-CHAIR
BRADLEY ROMINE, PH.D.
KIRSTEN OLESON, PH.D.
SANDY MA, ESQ.

,

August 5, 2025

The Honorable Rick Blangiardi, Mayor
530 South King Street, Room 300
Honolulu, Hawaiʻi 96813

AND

The Honorable Tommy Waters
Chair and Presiding Officer
and Members
Honolulu City Council
530 South King Street, Room 202
Honolulu, Hawaiʻi 96813

Dear Mayor Blangiardi, Chair Waters and Councilmembers:

SUBJECT: Resolution 25-204 – Climate Resiliency Fund Projects Proposed for FY'26 and Resolution 25-221 - Relating to Transfer of Funds

The Climate Change Commission ("Commission") is charged, under the Revised Ordinances of Honolulu § 2-10.16(1) (2020), with gathering "the latest science and information on climate change effects in the city and provide advice as is deemed appropriate to the executive, the mayor, the council, and city departments and agencies."

The Commission is testifying in strong support of Resolution 25-204 and Resolution 25-221. Resolution 25-204, authorizes the transfer of funds from the Climate Resiliency Fund to be used for specified climate-related activities in Fiscal Year 2026. The City and County of Honolulu ("City") Office of Climate Change, Sustainability and Resiliency ("OCCSR") requested the transfer of $6,985,000.00 in Climate Resiliency

funds to be allocated to certain departments for enumerated activities to promote community resilience, environmental planning, green infrastructure, and energy efficiency.

Resolution 25-221, authorizes a transfer of $1,000,000 in Climate Resiliency Fund monies, to the Department of Transportation Services to integrate commuter transit fares with bikeshare services, under project: Biki service integration with TheBus.

The Commission, again, strongly supports the enumerated activities set forth in Resolution 25-204 and Resolution 25-221, and offers the following comments.

Project: Comprehensive Stormwater Master Plan Study
Lead Agency: Department of Facility Maintenance.
Request: $2,400,000.

The Commission commends the allocation of funds to develop a comprehensive stormwater management plan for the City and supports ongoing efforts to build a resilient stormwater system. Incorporating the Climate Change Design Guidelines, One Water Honolulu approaches, best available science, and local place-based knowledge into the study is critical for prioritizing infrastructure improvements in areas most at risk from climate-related impacts.

The Commission further encourages the City to consider including green infrastructure opportunities within the scope of the stormwater planning effort, if not already incorporated. Green infrastructure offers a practical, cost-effective strategy for managing stormwater in dense urban environments where off-site mitigation may not be feasible. Integrating features such as bioretention planters, permeable pavements, and vegetated swales into streets, parking lots, parks, and other public spaces can improve water quality, reduce runoff and erosion, and restore stream health. Capturing stormwater can offset potable water use and has co-benefits to expanding green spaces in urban settings. When coordinated with larger transportation or community improvement projects, green infrastructure reduces marginal costs by aligning stormwater management with broader capital investments, delivering both environmental and economic benefits.

Additionally, in the initial Resolution 25-204, two stormwater planning studies were scoped at a total cost of $3,150,000.00. The Commission wonders if two stormwater planning studies at a cost of $2,400,000.00, may be feasible and preferable to only one.

Project: Climate Change Design Guidelines Implementation
Lead Agency: Department of Design and Construction
Request: $1,500,000

The Commission commends the City's efforts to support the implementation of the Climate Change Design Guidelines across all City Capital Improvement Projects. It is critical that the City lead by example in adopting climate-resilient practices. U.S. cities such as New York and Boston have established similar climate design standards, which have helped integrate climate science into the planning and execution of buildings and infrastructure. These models demonstrate the importance of embedding resilience into public investments.

The Commission recommends that the Climate Change Design Guidelines be treated as a living document, with regular updates to reflect the latest science, best practices, and innovations in climate mitigation and adaptation. To strengthen implementation, we also recommend establishing a formal review body to assess compliance and ensure consistent application of the guidelines across all City Capital Improvement Projects.

Project: The Global Mayors Challenge – Food Access to TOD
Lead Agency: Office of Economic Revitalization
Request: $500,000

The Commission is encouraged by the City's inclusion as a Mayor's challenge city. The focus on transport-oriented development, affordable housing, and local food is an important contribution to resilience.

Project: Energy Audits for City Owner Affordable Housing
Lead Agency: Office of Climate Change, Sustainability and Resiliency
Request: $400,000

Energy audits are especially beneficial for aging buildings because they offer a structured, systematic assessment of how energy is used and where it is being wasted. Many older buildings rely on outdated systems—such as inefficient water heating systems, poor insulation or lack of, and legacy lighting—that significantly drive-up energy consumption and utility costs. These buildings also often face deferred maintenance challenges that compromise both energy performance and occupant comfort. Energy audits help uncover these inefficiencies and provide targeted recommendations for upgrades that not only reduce energy bills but also improve indoor air quality, temperature regulation, and overall building performance.

The Commission commends the implementation of energy audits in City affordable housing properties, recognizing that energy efficiency is a critical first step in reducing energy cost burdens, particularly for low to moderate income residents. By identifying integrated, holistic solutions, energy audits can help the City achieve outcomes that extend beyond energy savings, such as improving housing quality and resilience. To maximize impact, the Commission recommends aligning energy audit efforts with the City's Better Building Benchmark and Multifamily Retrofit programs, supporting long-term energy and cost savings while advancing equity and climate action goals.

Project: Climate Champions Program
Lead Agency: Office of Climate Change, Sustainability and Resiliency
Request: $350,000

The Commission commends efforts to extend the Climate Champions Program by replacing money rescinded by the federal government. Continue to invest a significant portion of the Climate Resiliency Fund in grants to community-based organizations to support implementation of locally informed priorities and place-based solutions for sustainability and resiliency. Working at this community level and supporting grass roots organizations also presents the best opportunities for

weaving in place-based knowledge, particularly Native Hawaiian stewardship and cultural practices, in improving community sustainability and resilience.

Project: 2026 Summer Recreational Programming
Lead Agency: Department of Parks & Recreations
Request: $60,000

The Commission commends climate change-related programming for the 2026 Summer Fun Program. It is critical to expand understanding of climate change impacts, particularly to enhance adaptability. Suggest partnering with KUPU's Natural Resources Sector Partnership, who is developing educational standards related to the environment.

The Commission recommends significantly increasing financial support in FY2027 for the Department of Parks and Recreation to address coastal hazards and climate change impacts affecting shorefront parklands and facilities. Beach parks offer some of the most effective opportunities to maintain natural beach environments and ensure continued public access to the shoreline. However, many of these parks are already experiencing severe coastal erosion and the loss of beaches and dunes. Adapting these vulnerable shorelines—through measures such as dune and beach restoration—will require substantially greater funding to protect critical public assets and preserve the environmental and recreational value of these spaces.

Project: Water refill stations pilot
Lead Agency: Department of Parks & Recreations
Request: $25,000

The Commission commends efforts to encourage sustainable behavior through piloting Water refill stations. Commission suggests strategic placement of pilot projects where heat stress is likely to be worst, and/or where access to water is constrained.

Project: Biki service integration with TheBus (Also Resolution 25-221)
Lead Agency: Department of Transportation Services
Request: $1,000.000

The Commission commends ongoing efforts to encourage the use of public transportation, including the expansion of Biki and the strengthening of connections between transportation modes. Getting cars off the road is essential to reducing the state's transportation-driven carbon emissions and enhancing overall resiliency by increasing the efficiency and availability of mobility options.

The Commission is particularly supportive of the recent funding allocation to integrate commuter transit fares with bikeshare services. Bikeshare provides a critical public transport service, facilitating many bus-bike trips and offering the potential to support Skyline-bike trips once the Skyline operates in the bikeshare service area.

Developing a single fare policy that integrates O'ahu's public transit and bikeshare systems is essential to improving mobility, supporting climate resilience, and making sustainable transportation more competitive with private vehicles. A simplified fare structure, including fare capping, clear transfer policies, and a unified fare medium would create a more seamless travel experience, reducing barriers to using both transit and bikeshare. Fare integration improves connectivity across modes, simplifies bike-to-transit transfers, and eliminates the need for "double payments" on single trips. It also expands the reach of the transportation system by making first- and last-mile connections more convenient and accessible, especially for low-income riders.

Easier and increased transportation choices via fare integration are especially important to help the State and County address cost of living and equity concerns, as well as meet the State's codified carbon net-negative goal and requirements outlined in the Navahine Settlement. A unified fare policy and simplified structure can support more seamless multimodal trips, making sustainable transportation more accessible, affordable, and competitive with car travel.

In Hawai'i County, commuter transit fares are already integrated with their bikeshare service, called HIBIKE, and is funded by Hawai'i County's Mass

Transit Agency. In addition, when someone uses their transit service, called Hele-On, they can ask the transit operator for a code to use at a HIBIKE station at no cost to the consumer. It would be ideal to see the City follow the great example set by Hawai‘i County.

The Commission also recommends the City provide a transparent public input process on how to best allocate resources for improving bikeshare.

In conclusion, the Commission applauds the Mayor, Chair Waters, and its members of the City Council for proposing Resolution 25-204 and Resolution 25-221 and stands with you to advance Honolulu's goal to become a more climate resilient and equitable place. The Commission hopes the City Council will consider hearing Resolution 25-204, as these items are critical to O‘ahu's climate resilience. The Commission remains available to advise on the latest science to inform this work. Thank you for the opportunity to submit comments in **Strong Support** of Resolution 25-204 and 25-221.

Should you have any questions, please contact us at ccc@honolulu.gov.

Sincerely,

Melanie Islam, AIA, NCARB,
LEED AP BD+C, LFA
Chair

Kiana Otsuka, MSc
Vice-Chair

Enclosure

cc: All Executive Agencies
Honolulu Authority for Rapid Transportation
Honolulu Board of Water Supply

Testimony of the Oahu Metropolitan Planning Organization

Honolulu City Council

August 6, 2025 at 10:00AM
City Council Chamber & Videoconference

Resolution 25-221
Relating to the Transfer of Funds

Dear Chair Waters, Vice Chair Tupola, and Councilmembers,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports Resolution 25-221**, which authorizes a transfer of $1,000,000 in Climate Resiliency Fund monies, to the Department of Transportation Services to integrate commuter transit fares with bikeshare services. Bikeshare provides a critical public transport service and facilitates many bus-bike trips, and has the potential to support Skyline-bike trips as well, once the Skyline is operating in the bikeshare service area. Integrating commuter transit fares with bikeshare services will result in improved connections to/from and with existing public transportation, easier bike to transit trips, and reduced barriers to using transit and bikeshare systems.[1]

Transferring Climate Resiliency Funds to implement fare integration will expedite transit and bikeshare transfers and expand the reach of service without a "double payment" for a single trip. In addition, fare integration facilitates equitable access by consolidating payment methods, easing first and last mile journeys, and facilitating greater overall connectivity among modes.

Key fare integration strategies recommended by Portland State University's Transportation Research and Education Center[2] include:

1. Integrated payment system[3];
2. Free transfers between bikeshare and transit[4];
3. Utilizing the same transit passes across systems[5]; and

[1] https://trec.pdx.edu/sites/default/files/PSU_BikeShareEquity_TransitIntegration_8of10.pdf
[2] IBID.
[3] RideKC in Kansas City has an unlimited bus and bikeshare pass.
[4] In Pittsburgh, transit riders using a linked Connect Card get a free 15 minute bike ride when they unlock a bike using their transit card. Tugo Bike Share (Tuscon) partners with transit agency Sun Tran to integrate eligibility requirements – anyone who already has a Sun Tran Economy Pass is automatically eligible for a $5 "Tugo for All" annual bike share membership.
[5] Bublr in Milwaukee, Wisconsin enables their transit cards to also serve as bikeshare access cards.

4. Integrating reduced-fare programs and eligibility.

The Institute for Transportation and Development, a global organization at the forefront of transportation innovation, identifies making bikeshare a genuine part of the transit system as a key strategy to help bikeshare thrive in cities.[6] Transit agencies and bikeshare systems benefit from closer partnerships and shared governance. In addition to physical integration and information/digital integration, fare intergration plays an important role in increasing bikeshare use and therefore climate benefits and returns.

The American Public Transportation Association (APTA) has identified several benefits of the integration of bikeshare and transit, including increased transit ridership, greater transit reach, more equitable mobility for low-income riders, and a reduction in the number of car trips.[7] APTA states that fare integration is a key strategy to incentivize bikeshare use to transit hubs.

In Hawai'i County, commuter transit fares are already integrated with their bikeshare service, called HIBIKE, and is funded by Hawai'i County's Mass Transit Agency.[8] In addition, when someone uses their transit service, called Hele-On, they can ask the transit operator for a code to use at a HIBIKE station at no cost to the consumer.[9]

Developing a single fare policy encompassing Oahu's public transit and bikeshare system is vital to improving mobility and climate resilience. A simplified fare structure, that could include fare capping, clear transfer policies between modes, and a single fare medium, will make transit and bikeshare trips more seamless, and competitive with vehicle travel time.

This resolution is consistent with several goals of the Oahu Regional Transportation Plan including support for active and public transportation, promoting an equitable transportation system, and improving air quality and protecting environmental and cultural assets. Integrating commuter transit service fares with bikeshare service will increase convenience and expand transportation choices for residents. Easier and increased transportation choices is particularly important to help the State and County address cost of living and equity concerns as well as meet the State's codified carbon net-negative goal and requirements in the Navahine Settlement.

The OahuMPO is the federally designated Metropolitan Planning Organization (MPO) on the island of Oahu responsible for carrying out a multimodal transportation planning process, including the development of a long-range (25-year horizon) metropolitan

[6] https://itdp.org/2023/11/20/the-path-ahead-for-bikesharing/
[7] https://www.apta.com/wp-content/uploads/Standards_Documents/APTA-SUDS-UD-RP-009-18.pdf
[8] https://www.heleonbus.hawaiicounty.gov/programs/hibike-bike-sharing
[9] IBID.

transportation plan, referred to as the Oahu Regional Transportation Plan (ORTP), which encourages and promotes a safe, efficient, and resilient transportation system that serves the mobility needs of all people and freight (including walkways, bicycles, and transit), fosters economic growth and development, while minimizing fuel consumption and air pollution (23 CFR 450.300).

Thank you for the opportunity to provide testimony.

Oahu Metropolitan Planning Organization
707 Richards Street, Suite 200 Honolulu, Hawaii 96813
Telephone: (808) 587-2015 | Fax: (808) 587-2018
www.oahumpo.org

Email: communications@ulupono.com

HONOLULU CITY COUNCIL REGULAR MEETING
Wednesday, August 6, 2025 — 10:00 A.M.

Ulupono Initiative supports Resolution 25-221, Relating to the Transfer of Funds.

Dear Chair Waters and Members of the Council:

My name is Micah Munekata, and I am the Director of Government Affairs at Ulupono Initiative. We are a Hawai'i-focused impact investment firm that strives to improve the quality of life throughout the islands by helping our communities become more resilient and self-sufficient through locally produced food, renewable energy and clean transportation choices, and better management of freshwater resources.

Ulupono supports Resolution 25-221, which authorizes a transfer of $1,000,000 in Climate Resiliency Fund monies from the Office of Climate Change, Sustainability, and Resiliency's Provision for Climate Resiliency Activities to the Department of Transportation Services' Transportation Mobility activity for Fiscal Year 2026.

Ulupono supports dedicated resources for the City's climate change mitigation and adaptation efforts. We believe these monies are key to ensuring Honolulu remains resilient despite the many climate change challenges we face today and into the future, particularly in providing robust and accessible transportation choices. The $1,000,000 allocation can expand Biki options for Skyline riders, allowing and encouraging them to utilize Biki as their last-mile commute solution.

Transportation accounts for a significant portion of Honolulu's carbon emissions, and expanding our public bicycle sharing system directly reduces vehicle miles traveled and associated greenhouse gas emissions while providing affordable transportation options for residents who may not have access to private vehicles. Biki expansion also promotes public health while addressing climate change, offers economic resilience as fuel costs fluctuate, and prepares our county for a lower-carbon future. This transfer will help advance the City's goals to prevent, ameliorate, and educate on the impacts of climate change through expanded access to climate-adaptive transportation and services. We look forward to seeing this expansion come to fruition.

Thank you for the opportunity to testify.

Respectfully,
Micah Munekata
Director of Government Affairs

HAWAIʻI APPLESEED
CENTER FOR LAW & ECONOMIC JUSTICE

Testimony for Hawaiʻi Appleseed Center for Law and Economic Justice
Support for Resolution 25-221
Honolulu City Council
Wednesday, August 6th at 10AM

Aloha Chair Waters and Members of the Council:

Mahalo for the opportunity to express **SUPPORT for Resolution 25-221.** This testimony is being submitted on behalf of the Hawaiʻi Appleseed Center for Law and Economic Justice. Our organization works to build a Hawaiʻi where everyone has genuine opportunities to achieve economic security and fulfill their potential. Affordable, accessible, and safe transportation is crucial for fostering economic equality as it enables individuals of all backgrounds to access employment opportunities, education, and essential services.

Hawaiʻi Appleseed supports Resolution 25-221, which authorizes a transfer of Climate Resiliency Fund monies for Fiscal Year 2026, to the Department of Transportation Services to "to encourage transit commuters who possess monthly transit passes to utilize BIKI as their 'last-mile' commute option."

Transportation accounts for a significant portion of Honolulu's carbon emissions, and expanding our public bicycle sharing system directly reduces vehicle miles traveled and associated greenhouse gas emissions while providing affordable transportation options for residents who may not have access to private vehicles. Moreover, Biki has proven to be a multimodal connector for the public since 2017. It deserves ongoing investment, just as any other element of our public transportation network.

We look forward to seeing more detailed plans that will prioritize needs within the bikeshare system. These priorities include: investment in the fleet, new and refreshed docking stations, and more public engagement. Together, we can respond to the greatest needs, serve users most equitably, and realize the goal for commuters to utilize Biki as their last-mile commute option.

Mahalo for the opportunity to testify.

Abbey Seitz

Abbey Seitz
Hawaiʻi Appleseed Center for Law and Economic Justice
Director of Transportation Equity

CLIMATE CHANGE COMMISSION
KOMIKINA LOLI ANIAU
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 11TH FLOOR • HONOLULU, HAWAIʻI 96813
PHONE: (808) 768-2277 • EMAIL: ccc@honolulu.gov • WEBSITE: www.resilientoahu.org

RICK BLANGIARDI
MAYOR
MEIA

MELANIE ISLAM, AIA, NCARB, LEED AP
BD+C, LFA, CHAIR
KIANA OTSUKA, MSc, VICE-CHAIR
BRADLEY ROMINE, PH.D.
KIRSTEN OLESON, PH.D.
SANDY MA, ESQ.

,

August 5, 2025

The Honorable Rick Blangiardi, Mayor
530 South King Street, Room 300
Honolulu, Hawaiʻi 96813

AND

The Honorable Tommy Waters
Chair and Presiding Officer
and Members
Honolulu City Council
530 South King Street, Room 202
Honolulu, Hawaiʻi 96813

Dear Mayor Blangiardi, Chair Waters and Councilmembers:

SUBJECT: Resolution 25-204 – Climate Resiliency Fund Projects Proposed for FY'26 and Resolution 25-221 - Relating to Transfer of Funds

The Climate Change Commission ("Commission") is charged, under the Revised Ordinances of Honolulu § 2-10.16(1) (2020), with gathering "the latest science and information on climate change effects in the city and provide advice as is deemed appropriate to the executive, the mayor, the council, and city departments and agencies."

The Commission is testifying in strong support of Resolution 25-204 and Resolution 25-221. Resolution 25-204, authorizes the transfer of funds from the Climate Resiliency Fund to be used for specified climate-related activities in Fiscal Year 2026. The City and County of Honolulu ("City") Office of Climate Change, Sustainability and Resiliency ("OCCSR") requested the transfer of $6,985,000.00 in Climate Resiliency

funds to be allocated to certain departments for enumerated activities to promote community resilience, environmental planning, green infrastructure, and energy efficiency.

Resolution 25-221, authorizes a transfer of $1,000,000 in Climate Resiliency Fund monies, to the Department of Transportation Services to integrate commuter transit fares with bikeshare services, under project: Biki service integration with TheBus.

The Commission, again, strongly supports the enumerated activities set forth in Resolution 25-204 and Resolution 25-221, and offers the following comments.

Project: Comprehensive Stormwater Master Plan Study
Lead Agency: Department of Facility Maintenance.
Request: $2,400,000.

The Commission commends the allocation of funds to develop a comprehensive stormwater management plan for the City and supports ongoing efforts to build a resilient stormwater system. Incorporating the Climate Change Design Guidelines, One Water Honolulu approaches, best available science, and local place-based knowledge into the study is critical for prioritizing infrastructure improvements in areas most at risk from climate-related impacts.

The Commission further encourages the City to consider including green infrastructure opportunities within the scope of the stormwater planning effort, if not already incorporated. Green infrastructure offers a practical, cost-effective strategy for managing stormwater in dense urban environments where off-site mitigation may not be feasible. Integrating features such as bioretention planters, permeable pavements, and vegetated swales into streets, parking lots, parks, and other public spaces can improve water quality, reduce runoff and erosion, and restore stream health. Capturing stormwater can offset potable water use and has co-benefits to expanding green spaces in urban settings. When coordinated with larger transportation or community improvement projects, green infrastructure reduces marginal costs by aligning stormwater management with broader capital investments, delivering both environmental and economic benefits.

Additionally, in the initial Resolution 25-204, two stormwater planning studies were scoped at a total cost of $3,150,000.00. The Commission wonders if two stormwater planning studies at a cost of $2,400,000.00, may be feasible and preferable to only one.

Project: Climate Change Design Guidelines Implementation
Lead Agency: Department of Design and Construction
Request: $1,500,000

The Commission commends the City's efforts to support the implementation of the Climate Change Design Guidelines across all City Capital Improvement Projects. It is critical that the City lead by example in adopting climate-resilient practices. U.S. cities such as New York and Boston have established similar climate design standards, which have helped integrate climate science into the planning and execution of buildings and infrastructure. These models demonstrate the importance of embedding resilience into public investments.

The Commission recommends that the Climate Change Design Guidelines be treated as a living document, with regular updates to reflect the latest science, best practices, and innovations in climate mitigation and adaptation. To strengthen implementation, we also recommend establishing a formal review body to assess compliance and ensure consistent application of the guidelines across all City Capital Improvement Projects.

Project: The Global Mayors Challenge – Food Access to TOD
Lead Agency: Office of Economic Revitalization
Request: $500,000

The Commission is encouraged by the City's inclusion as a Mayor's challenge city. The focus on transport-oriented development, affordable housing, and local food is an important contribution to resilience.

Project: Energy Audits for City Owner Affordable Housing
Lead Agency: Office of Climate Change, Sustainability and Resiliency
Request: $400,000

Energy audits are especially beneficial for aging buildings because they offer a structured, systematic assessment of how energy is used and where it is being wasted. Many older buildings rely on outdated systems—such as inefficient water heating systems, poor insulation or lack of, and legacy lighting—that significantly drive-up energy consumption and utility costs. These buildings also often face deferred maintenance challenges that compromise both energy performance and occupant comfort. Energy audits help uncover these inefficiencies and provide targeted recommendations for upgrades that not only reduce energy bills but also improve indoor air quality, temperature regulation, and overall building performance.

The Commission commends the implementation of energy audits in City affordable housing properties, recognizing that energy efficiency is a critical first step in reducing energy cost burdens, particularly for low to moderate income residents. By identifying integrated, holistic solutions, energy audits can help the City achieve outcomes that extend beyond energy savings, such as improving housing quality and resilience. To maximize impact, the Commission recommends aligning energy audit efforts with the City's Better Building Benchmark and Multifamily Retrofit programs, supporting long-term energy and cost savings while advancing equity and climate action goals.

Project: Climate Champions Program
Lead Agency: Office of Climate Change, Sustainability and Resiliency
Request: $350,000

The Commission commends efforts to extend the Climate Champions Program by replacing money rescinded by the federal government. Continue to invest a significant portion of the Climate Resiliency Fund in grants to community-based organizations to support implementation of locally informed priorities and place-based solutions for sustainability and resiliency. Working at this community level and supporting grass roots organizations also presents the best opportunities for

weaving in place-based knowledge, particularly Native Hawaiian stewardship and cultural practices, in improving community sustainability and resilience.

Project: 2026 Summer Recreational Programming
Lead Agency: Department of Parks & Recreations
Request: $60,000

The Commission commends climate change-related programming for the 2026 Summer Fun Program. It is critical to expand understanding of climate change impacts, particularly to enhance adaptability. Suggest partnering with KUPU's Natural Resources Sector Partnership, who is developing educational standards related to the environment.

The Commission recommends significantly increasing financial support in FY2027 for the Department of Parks and Recreation to address coastal hazards and climate change impacts affecting shorefront parklands and facilities. Beach parks offer some of the most effective opportunities to maintain natural beach environments and ensure continued public access to the shoreline. However, many of these parks are already experiencing severe coastal erosion and the loss of beaches and dunes. Adapting these vulnerable shorelines—through measures such as dune and beach restoration—will require substantially greater funding to protect critical public assets and preserve the environmental and recreational value of these spaces.

Project: Water refill stations pilot
Lead Agency: Department of Parks & Recreations
Request: $25,000

The Commission commends efforts to encourage sustainable behavior through piloting Water refill stations. Commission suggests strategic placement of pilot projects where heat stress is likely to be worst, and/or where access to water is constrained.

Project: Biki service integration with TheBus (Also Resolution 25-221)
Lead Agency: Department of Transportation Services
Request: $1,000.000

The Commission commends ongoing efforts to encourage the use of public transportation, including the expansion of Biki and the strengthening of connections between transportation modes. Getting cars off the road is essential to reducing the state's transportation-driven carbon emissions and enhancing overall resiliency by increasing the efficiency and availability of mobility options.

The Commission is particularly supportive of the recent funding allocation to integrate commuter transit fares with bikeshare services. Bikeshare provides a critical public transport service, facilitating many bus-bike trips and offering the potential to support Skyline-bike trips once the Skyline operates in the bikeshare service area.

Developing a single fare policy that integrates O'ahu's public transit and bikeshare systems is essential to improving mobility, supporting climate resilience, and making sustainable transportation more competitive with private vehicles. A simplified fare structure, including fare capping, clear transfer policies, and a unified fare medium would create a more seamless travel experience, reducing barriers to using both transit and bikeshare. Fare integration improves connectivity across modes, simplifies bike-to-transit transfers, and eliminates the need for "double payments" on single trips. It also expands the reach of the transportation system by making first- and last-mile connections more convenient and accessible, especially for low-income riders.

Easier and increased transportation choices via fare integration are especially important to help the State and County address cost of living and equity concerns, as well as meet the State's codified carbon net-negative goal and requirements outlined in the Navahine Settlement. A unified fare policy and simplified structure can support more seamless multimodal trips, making sustainable transportation more accessible, affordable, and competitive with car travel.

In Hawai'i County, commuter transit fares are already integrated with their bikeshare service, called HIBIKE, and is funded by Hawai'i County's Mass

Transit Agency. In addition, when someone uses their transit service, called Hele-On, they can ask the transit operator for a code to use at a HIBIKE station at no cost to the consumer. It would be ideal to see the City follow the great example set by Hawai‘i County.

The Commission also recommends the City provide a transparent public input process on how to best allocate resources for improving bikeshare.

In conclusion, the Commission applauds the Mayor, Chair Waters, and its members of the City Council for proposing Resolution 25-204 and Resolution 25-221 and stands with you to advance Honolulu's goal to become a more climate resilient and equitable place. The Commission hopes the City Council will consider hearing Resolution 25-204, as these items are critical to O‘ahu's climate resilience. The Commission remains available to advise on the latest science to inform this work. Thank you for the opportunity to submit comments in **Strong Support** of Resolution 25-204 and 25-221.

Should you have any questions, please contact us at ccc@honolulu.gov.

Sincerely,

Melanie Islam, AIA, NCARB,
LEED AP BD+C, LFA
Chair

Kiana Otsuka, MSc
Vice-Chair

Enclosure

cc: All Executive Agencies
Honolulu Authority for Rapid Transportation
Honolulu Board of Water Supply

Testimony in Support of Resolution 25-221

Aloha Chair Waters and Members of the Council:

I am writing in strong support of Resolution 25-221, which approves the allocation of Climate Resiliency Fund monies for Fiscal Year 2026 to the Department of Transportation Services. This funding would support an initiative to encourage transit commuters with monthly transit passes to utilize BIKI as a "last-mile" commute option.

As someone from the Big Island, I have seen firsthand how integrated transportation systems can successfully improve mobility and access. Hawai‘i County has implemented a similar model where Hele-On bus riders are able to access HIBIKE at no cost. This program not only increases ridership and convenience but also supports sustainability goals by reducing reliance on cars for short trips.

The proposed initiative builds on this proven model and represents a forward-thinking step toward a more connected and resilient transportation network. By making BIKI more accessible to transit pass holders, we can close the "last-mile" gap, reduce carbon emissions, and make daily commutes more convenient and efficient for residents.

I urge the Council to pass this resolution and support multimodal solutions that benefit our communities and our environment.

Mahalo for the opportunity to testify.

Respectfully,
Leigh Ann Lopez

August 5, 2025

VIA COMMENT PORTAL

RE: Honolulu City Council Resolution 25-221: Relating to the transfer of funds

Dear Members of the Honolulu City Council:

On behalf of the thirteen youth plaintiffs in the *Navahine F. et al. v. Hawai'i Dep't of Transp. et al.*, 1CCV-22-0000631 litigation, Our Children's Trust and Earthjustice submit this comment in support of Resolution 25-221, relating to the transfer of $1 million from the Climate Resiliency Fund to encourage transit commuters to utilize Biki as their last-mile commute.

As you likely are aware, in May 2024, the *Navahine* youth plaintiffs and the Hawai'i Department of Transportation entered a settlement agreement, which requires zero emissions no later than 2045 in ground, marine, and inter-island aviation and recognizes that decarbonizing transportation is not a choice, but a scientific necessity to protect the constitutional rights of children and future generations in Hawai'i. Expanding active transportation is a key component to decarbonizing ground transportation, which must include safe and connected bicycling opportunities. Along with the needed bicycling infrastructure, bikeshare opportunities must be expanded with a goal of providing an increasing percentage of bikesharing services to be available within a five-minute walk of all urban residents. The transfer of $1 million to support the expansion of Biki services gets Honolulu closer to achieving the bikeshare opportunities that are needed to decarbonize ground transportation and reach the goals of the settlement.

We appreciate Honolulu City Council's efforts to support bikeshare opportunities and support Resolution 25-221. Thank you for the opportunity to submit this comment.

Respectfully,

/s/ *Joanna C. Zeigler*
JOANNA C. ZEIGLER
ANDREA RODGERS (*pro hac vice*)
JULIA OLSON (*pro hac vice*)
OUR CHILDREN'S TRUST

ISAAC H. MORIWAKE
KYLIE WAGER CRUZ
EARTHJUSTICE