

DEPARTMENT OF TRANSPORTATION SERVICES
KA 'OIHANA LAWELAWA 'ŌHUA
CITY AND COUNTY OF HONOLULU

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August 6, 2025

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

Dear Chair Waters and Councilmembers:

SUBJECT: Resolution No. 25-221, Relating to the Transfer of Funds – In Support
Biki Bike Share for Transit Commuters

I write in strong support of Resolution 25-221, which authorizes the transfer of \$1 million from the City's Climate Resiliency Fund to the Department of Transportation Services for the continued support and expansion of Biki, Honolulu's bike share system.

Biki has been a Honolulu success story—an innovative, homegrown mobility solution that has served our community well since its launch. With 1,200 Biki bikes, 132 self-service stations, and more than 2,500 docking points, the system has become one of the most utilized per capita in the United States. In 2023 alone, Biki recorded over 800,000 rides, with 62% of those taken by local residents and more than 17,000 active members. The City supports Biki by permitting the use of City property for docking stations and also owns a portion of the system's bikes and hardware. Additional stations are located on State and private lands. While Biki generated positive net income in 2021 and 2023, its operating margins have significantly declined due to rising costs and lower revenues.

Secure Bike Share, the private operator, opened up their books to DTS to allow us to conduct a due diligence financial analysis. For 2024 and 2025, the system is operating "under water," with projected losses despite continued strong usage. Revenues are down due to the slow recovery of the Asian visitor market while costs are up due to higher wages, insurance, tariffs, and vandalism. Without urgent support, Honolulu risks losing a proven, climate-friendly service that not only supports local commuters and transit users but also helps us meet our long-term goals for a connected, sustainable transportation network.

Biki has become a vital part of Honolulu's multimodal transportation ecosystem, connecting neighborhoods and bridging the "last-mile" gap between public transit and destinations. As we prepare for the launch of Skyline Segment 2 and continue to modernize TheBus, Biki serves as a critical link that makes our entire system more accessible, convenient, and climate-friendly.

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In Honolulu, Biki complements Skyline and TheBus by giving commuters flexible, affordable, and zero-emission options for short trips—especially in dense urban neighborhoods like Kakaako Downtown, Ala Moana, and Waikīkī.

Biki is used by a broad cross-section of our community. Local commuters rely on it for first-and last-mile travel. College students at UH Mānoa, HPU, and Kapi'olani Community College use Biki to reach campuses. Visitors find it an affordable, car-free way to explore Honolulu. Many lower income residents and car-free households also use Biki regularly. Its role as a practical, public mobility tool is widely evident in our urban core.

Looking forward, DTS envisions aligning Biki stations more strategically to support Skyline, TheBus, and future multimodal transit corridors. We are exploring the integration of HOLO with Biki to create a seamless fare experience, making bikeshare a natural extension of the transit system. Our objective is to allow monthly and annual transit pass holders to access Biki as part of their fare benefits, encouraging greater use of active transportation for the first and last miles of transit trips.

Public investments in bike share are not unique to Honolulu. Cities and transit authorities across North America have recognized the value of bike share as an essential public transportation service. For example:

- **New York City** subsidizes Citi Bike in outer boroughs to promote equity in access.
- **Washington, D.C.** provides annual operating support to Capital Bikeshare through its Department of Transportation.
- **Los Angeles** integrates Metro Bike Share into its TAP fare card system.
- **Chicago** supports Divvy through public-private partnership and direct funding.
- **Montreal**, through its municipal agency, funds BIXI as part of its active transportation strategy.
- **Toronto** provides operating subsidies to Bike Share Toronto under the Toronto Parking Authority.

Globally, cities like **Paris, London, Barcelona, and Taipei** have fully integrated and publicly supported bike share systems to reduce emissions, promote active lifestyles, and connect transit to communities. These systems are recognized not just as recreational amenities, but as essential infrastructure.

Without public support, Biki faces the very real threat of shut down. This appropriation is not about creating a luxury; it is about preserving an essential part of our transportation network. Absent this funding, Honolulu could lose a service that supports workers, students, residents, and visitors alike—while also advancing our climate and equity goals.

Resolution 25-221 aligns with the City's climate, equity, and resiliency goals. By using Climate Resiliency Fund resources, we are reinforcing our commitment to transportation choices that reduce congestion, lower carbon emissions, and improve public health.

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Mahalo for your continued support in building a sustainable and connected Honolulu. I respectfully urge your adoption of this resolution.

Very truly yours,



J. Roger Morton
Director

APPROVED:



Michael D. Formby, Managing Director
Office of the Managing Director