

6.0 IMPLEMENTATION PLAN

The following chapter provides an overview of the next steps needed to coordinate and implement the various elements of the Urban Design Plan. There are three basic types of actions: regulatory, capital improvement projects (CIP) and special projects. These actions are prioritized into short-range, mid-range, and long-range actions. Sections 6.2 through 6.4 provide more information on the various implementation actions.

Section 6.6 also includes a list and brief description of grants and potential funding sources that could help pay for some of the improvements. They are organized by grant type and include website addresses where more information can be found.

6.1 SUMMARY

A summary table is provided below that categorizes the various actions into short-range actions, mid-range actions, and long-range actions. The short-term actions are those that should be implemented early such as updates to regulatory standards or are priority projects that can be implemented soon or are already underway such as the Līhu'e Civic Center site improvements. Mid-range actions involve mostly capital improvement projects that have been identified as priority projects by the CAC or the community but will require some minor additional planning and funding. Long-range actions include long-range policy changes and special studies that require substantial additional study and review or are capital improvement projects that are lower in priority or are so large and complex that substantial further work and coordination is required before design and construction can occur.

Also included in the table are the agencies and/or parties that are primarily responsible for these actions. They are noted in parentheses. Abbreviations are as follows:

- ◆ CAC = Citizen Advisory Committee
- ◆ CAIC = Citizen Advisory Improvement Committee
- ◆ Plng = County Planning Department
- ◆ DPW = County Department of Public Works
- ◆ DOT = State Department of Transportation
- ◆ TA = County Transportation Agency

Table 6-1: Implementation Plan Summary

| SHORT RANGE (1-5 years) | MID RANGE (5-10 years) | LONG RANGE (10-20+ years) |
|--|---|--|
| <i>REGULATORY ACTIONS</i> | | |
| <ul style="list-style-type: none"> • Līhu`e Urban Design Plan Ordinance (Chapter 5 only - PIng) • CZO Update (PIng) • Līhu`e DP Update (PIng) • Citizen Advisory Improvement Committee (PIng) • Exceptional Tree Ordinance Update (PIng, CAC) • Workforce Housing Incentives (PIng, CAC) • Historic Properties Parking In-Lieu Fees (PIng) | <ul style="list-style-type: none"> • General Plan Update (PIng) | |
| <i>CAPITAL IMPROVEMENT PROJECTS</i> | | |
| <ul style="list-style-type: none"> • Līhu`e Civic Center (DPW) <ul style="list-style-type: none"> ◆ Phase 1-Hardy Street* ◆ Phase 2-Rice/Kele Street crosswalks & County parking lot • Historic Līhu`e Streetscape Improvements (PIng, CAIC- design only, implementation at all stages) | <ul style="list-style-type: none"> • Līhu`e Civic Center (DPW) <ul style="list-style-type: none"> ◆ Phases 3 – 8 • Roadways* <ul style="list-style-type: none"> ◆ Kapule Highway (DOT) ◆ Ahukini Road (DOT) ◆ Lower Rice Street (DPW) ◆ Līhu`e Bypass (DOT) • Historic Līhu`e Streetscape Improvements* (DPW, CAIC) • Parking Facilities <ul style="list-style-type: none"> ◆ Līhu`e Plantation Parking (Grant Welsh, DPW) ◆ War Memorial Parking (DPW) | <ul style="list-style-type: none"> • Roadways* <ul style="list-style-type: none"> ◆ Halekō Road (DPW) ◆ `Umi Street (DPW) ◆ Kūhiō Highway (DOT) ◆ `Akahi/`Elua Streets (DPW) • Historic Līhu`e Streetscape Improvements* (DPW, CAIC) • Bus Shelter Improvements (TA) • Other parking facilities (DPW) |
| <i>OTHER SPECIAL PROJECTS</i> | | |
| <ul style="list-style-type: none"> • Līhu`e Shuttle & Transit Route Updates (TA) • Līhu`e Main Street (Līhu`e business community, County) | <ul style="list-style-type: none"> • Līhu`e Mill (owner-developer initiated) | <ul style="list-style-type: none"> • Public Arts (PIng, DPW) |
| <p>NOTES:</p> <p>*For roadway projects, it is important to include the following in the budget and scope of work:</p> <ul style="list-style-type: none"> ◆ undergrounding of overhead utilities ◆ landscaping and street trees ◆ bicycle and pedestrian amenities ◆ street furniture such as benches, bicycle racks, trash receptacles, lighting, and signage as appropriate, include Historic Līhu`e motifs from Historic Līhu`e Streetscape Improvements | | |

6.2 CITIZEN IMPROVEMENT ADVISORY COMMITTEE

The creation of a Citizen Improvement Advisory Committee is necessary to assist the County in carrying out the recommendations of the Urban Design Plan. They should work with the County Planning Department and be tasked with the review and comment on significant proposals within the Līhu'e Town Core planning area. The organizational structure and operational procedures should be developed with the County Planning Director. The committee should include at least one architect/planner, the KHPRC Chair, Līhu'e Business Association official or representative, and County Planning Director (ex-officio member).

6.3 REGULATORY REQUIREMENTS

The following section summarizes the modifications required to existing County ordinances and planning documents.

6.3.1 ADOPTION OF CHAPTER 5 NEIGHBORHOOD-SPECIFIC DESIGN GUIDELINES AS A NEW ORDINANCE

Given the regulatory nature and detailed design standards of Chapter 5, "Neighborhood-Specific Design Guidelines," it is recommended that this Chapter be rewritten as an ordinance and adopted into the Kaua'i County Code. This will allow the standards to be administratively applied to proposed projects within the Līhu'e Town Core neighborhoods. The report as a whole should be incorporated into the future Līhu'e Development Plan update as noted in Section 6.3.3.

1. Draft ordinance based on Chapter 5, Neighborhood-Specific Design Guidelines.
2. Review draft ordinance with landowners, County Attorney, CAC, Planning Commission, and County Council.
3. Seek adoption as ordinance with the County Council.

6.3.2 COMPREHENSIVE ZONING ORDINANCE UPDATE

Minimal revisions to the County's Comprehensive Zoning Ordinance are required to implement the Līhu'e Town Core Urban Design Plan.

1. Civic Center Neighborhood: Extend ST-P District over the entire neighborhood. Include TMKs: 3-6-05:06, 21, 27, and 28.
2. Līhu'e Mill Site: Apply ST-C District over entire site (TMKs: 3-8-04:07 and 3-8-05: 09).

6.3.3 LĪHU'Ē DEVELOPMENT PLAN UPDATE

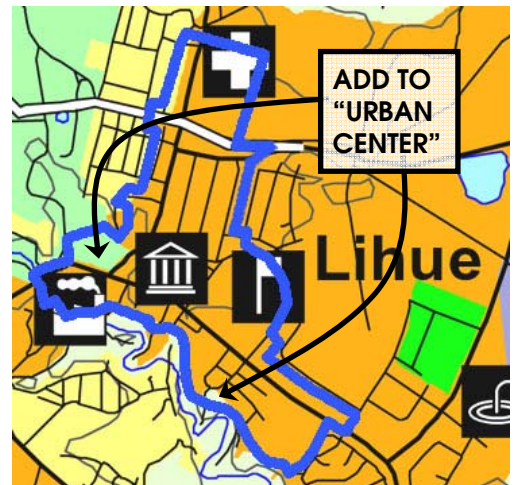
The Līhu'ē Development Plan (DP) is tentatively scheduled to be updated by the County in the near future. The following changes should be included in that update:

1. Replace all text, tables, graphics and maps regarding the “Līhu'ē Core Area” with this report, in particular, pages 15 through 20b of the 1976 Līhu'ē DP report. The Līhu'ē Town Core Urban Development Plan should be incorporated into the future Līhu'ē DP Update as either an appendix or supplementary report.
2. Delete Project Districts 2 and 3 from the 1976 DP report. Project District 1 was removed by County Ordinance PM 326-96 (Līhu'ē-Hanamā'ulu Zoning Amendment).
3. Incorporate the Līhu'ē Civic Center Master Plan in the DP Update when it is finalized.
4. Include any special studies prepared for the Līhu'ē Mill Site in the DP Update.

6.3.4 GENERAL PLAN UPDATE

The following revisions should be made during the next regular General Plan update:

1. Revise the Līhu'ē Land Use Map so that the entire area within the Līhu'ē Town Core project site including the agricultural and open areas is designated as “Urban Center.” (See figure to the right.)
2. Update the GP Heritage Resource Map by including the Līhu'ē Civic Center Historic District (includes the Historic County Building, County Annex, State Courthouse, and County Lawn).



6.3.5 EXCEPTIONAL TREE ORDINANCE UPDATE

As noted in Section 3.4.1.4, it is believed that the banyan tree at the Watomull Building on Rice Street (TMK: 3-6-03:12) is the inspiration for the County's Exceptional Tree Ordinance (Section 22-5). It is currently not on the list of Exceptional Trees.

1. Add the tree to the Exceptional Tree list in the County Code.

6.3.6 WORKFORCE HOUSING INCENTIVES

In order to encourage development and redevelopment within the Town Core, no workforce housing will be required within the Town Core neighborhoods. However, if a proposed project within the Town Core includes workforce housing, development bonuses and/or a reduction of fees will be given to the development. The Planning Department should work with the County Housing Agency and the CAC to develop neighborhood-appropriate development bonuses, such as increases in density, building heights and lot coverage. Other incentives could include a reduction in County fees and if so, the County Department of Public Works and Department of Water should be involved in the development of the fee reduction policies.

6.3.7 HISTORIC PROPERTIES AND HARDSHIP CASES IN-LIEU PARKING FEES

As discussed in Section 5.6.3, there may be existing and/or historic properties that will have difficulty preserving existing structures and meeting required parking standards in their redevelopment designs. Therefore, the Planning Department will develop appropriate in-lieu fees to assist these projects in meeting parking requirements. It is recommended that the fees collected from these fees be dedicated toward one or more of the following proposed County programs once established:

- Streetscape and public improvements within the Civic Center/Community Facilities Neighborhood including but not limited to pedestrian pathways and landscaping
- Development of one of the public parking facilities recommended in Section 4.3 or in the Lihū'e Civic Center Site Improvements Master Plan
- Maintenance/improvement of an existing public parking facility if a public parking facility exists nearby
- Improvement of public transit service in the Lihū'e Town Core

6.4 CAPITAL IMPROVEMENT PROJECTS

Based on the recommendations of the Līhu‘e Town Core Urban Design Plan, the following section lists potential capital improvement projects for the County of Kaua‘i, alone or in partnership. This is not meant to be a comprehensive list and other capital improvement projects may also be required.

6.4.1 COUNTY OF KAUA‘I CAPITAL IMPROVEMENT PROJECTS

The following is a list of priority capital improvement projects recommended within the Town Core. It includes an outline of the necessary steps to accomplish and implement each project.

6.4.1.1 Historic Līhu‘e Streetscape Improvements

The CAC has voiced a priority project for adding historical and cultural elements such as Hawaiian motifs, quilt patterns, historic and interpretive information into the design of sidewalk paving, crosswalks, artwork, and signage to celebrate and commemorate the heritage of this historic town. In order to do this, the following steps must be initiated:

- a) Design Historic Līhu‘e motifs (request/obtain funding for design and construction). Rice Street and Kūhiō Highway are the priority streets. The designs should include:
 - i) Historical and cultural elements that create a unique identity for Līhu‘e Town
 - ii) Designs for sidewalk paving, crosswalks, artwork, and signage to celebrate and commemorate the heritage of this historic town.
 - iii) Landscape Plan for street trees, street furniture, lighting and other pedestrian amenities
- b) Obtain necessary sidewalk and landscape easements from adjacent property owners.
- c) Develop a management plan. The County should examine public/private partnerships to help manage the project. The following organizations are possible partners: Līhu‘e Business Association, Kaua‘i Chamber of Commerce, etc.
- d) Shared Bicycle/Pedestrian Paths
- e) Līhu‘e Civic Center Site Improvements Master Plan (underway)
- f) Public Art Program
- g) Public Transit Master Plan

6.4.2 JOINT DEVELOPMENT/IMPROVEMENT PROJECTS

- Public parking facilities (County, State DAGS, private businesses/Līhu'e Business Association)
 - Līhu'e Plantation Building, contact Grant Welsh, joint parking lot...
 - War Memorial Parking lot
- Roadway and Streetscape Improvements (State DOT, County)
 - Major Roads: Kūhiō Highway, Kapule Highway, Ahukini Road Realignment, Līhu'e Bypass (via 'Ehiku Street). The Ahukini Road realignment requires land acquisition primarily from Grove Farm and Weinberg/HRT, including larger portions of TMKs 3-7-01:25, 3-7-01:36, 3-8-09:2 for left turn queue lanes at the new Ahukini Road/Kūhiō Highway intersection.
 - Secondary Collectors: Rice Street, Hardy Street, 'Umi Street, Ka'ana Street
 - Local Roads: 'Akahi Street, 'Elua Street
 - Special Projects: Fairview Commercial Area (Kress/Kalena Streets), 'Ewalu Street Commercial Area – both areas require partnership with adjacent landowners
- Underground Utilities (County, KIUC, Oceanic/Time Warner, Hawaiian Telcom)

6.5 OTHER SPECIAL PROJECTS

- Līhu'e Shuttle and Transit Route Updates – encourage County Transportation Agency to investigate feasibility of a free Līhu'e Town shuttle and update of existing Līhu'e bus routes. See Section 4.4.
- Līhu'e Main Street – encourage business community to initiate Main Street Program with County support to help revitalize central business district of Līhu'e through historic preservation. See Section 6.6.3.1 for more information.
- Līhu'e Mill – owner/developer initiated effort with County and community input. See Section 5.5.
- Public Arts program – County long-range plan to add culture to the Town Core. Plan for public arts early, but should be done after capital improvements are complete. Seek opportunities to partner with other arts organizations such as the State Foundation on Culture and the Arts, local museums, etc. See Section 4.5.

6.6 POTENTIAL FUNDING SOURCES

The following section provides a brief description of potential funding sources that may be tapped for various private and public improvements and economic development in the Lihū'e Town Core. The list is not meant to be comprehensive but to provide an idea of the many resources available. The following information is downloaded directly from program websites and is subject to change. Please check the websites or contact the individual programs for the latest information.

6.6.1 COUNTY HIGHWAY BEAUTIFICATION AND DISPOSAL OF ABANDONED OR DERELICT VEHICLES REVOLVING FUND

Section 5-2.6 of the Kaua'i County Code states that all motor vehicles (except U-drive motor vehicles⁵) located in the County at the time of registration are subject to an annual beautification fee of five dollars per certificate of registration. All U-drive vehicles are subject to a one-dollar annual fee. Two dollars of the beautification fee are to be used for the beautification of highways under County ownership, control, and jurisdiction. These fees shall be accounted for and placed in a separate Highway Beautification and Disposal of Abandoned or Derelict Vehicles Revolving Fund. This fund could be used for streetscape improvements along County roadways.

6.6.2 COMMUNITY DEVELOPMENT

6.6.2.1 Community Development Block Grants

The Honolulu Field Office for the Federal Department of Housing and Urban Development (HUD) administers the non-entitled Community Development Block Grants (CDBG) in Hawai'i, including Kaua'i County.⁶

CDBG funds are allocated on a formula basis using population, poverty, and housing overcrowding as the basis for allocating funds with the poverty factor carrying a double weight. Eligible projects must meet one of the three national objectives:

1. Benefit to low- and moderate-income persons,
2. Aid in the prevention or elimination of slums and blight, or

⁵ Defined in Hawai'i Revised Statutes Section 286-2.

⁶ According to KCC §6-6.1, Housing and Community Development Revolving Fund, any proceeds or income generated by projects funded by CDBG monies are to be collected in a separate account within this revolving fund. These funds in turn can be used for a variety of community projects in accordance to KCC §6-6.2.

3. Meet other community development needs having a particular urgency because existing conditions pose a serious and immediate threat to the health or welfare of the community.

Typically funded activities include: construction of public facilities and improvements, such as water systems, streets, and community centers; rehabilitation of houses and landmark structures; assistance to private, for-profit entities to carry out economic development activities (including assistance to micro-enterprises); and the provision of public services. In order to receive CDBG funds, non-entitlement CDBG grantees in Hawai'i must submit a consolidated plan to the Honolulu Field Office. The annual action plan must contain the required certifications, description of CDBG eligible activities to be funded, and timetables for completing the projects. For more information, contact the Honolulu Field Office at 522-8180 ext. 264.

6.6.2.2 Environmental Protection Agency (EPA) Brownfields Programs and Grants

Initiated in 1995, the US Environmental Protection Agency's (EPA) Brownfields Programs offer a variety of resources for the redevelopment of properties contaminated or believed to be contaminated by hazardous materials. The County OED has included the Lihu'e Mill site in its inventory of potential Brownfield redevelopment sites and may be eligible for federal funding. Some of the grants offered through this program provide funding for environmental assessment, cleanup, and job training activities. The Brownfields Revolving Loan Fund Grants provide capital for loans that are used to clean up brownfields. There are also Brownfields Cleanup Grants which provide direct funding for cleanup activities at selected properties that plan to provide green/open space, recreational uses, or other nonprofit uses. Contact the County OED or the EPA for further information (websites: <http://www.kauai.gov/OED> and <http://www.epa.gov/brownfields/>).

6.6.2.3 Annie Sinclair Knudsen Memorial Fund

The Annie Sinclair Knudsen Memorial Fund was established in 1987 as a component fund at Hawai'i Community Foundation (HCF) by Ruth Hanner, to honor her grandmother, Annie Sinclair Knudsen. The fund was established with the broad purpose to "support organizations that benefit the people, flora and fauna of Kaua'i." The Annie Sinclair Knudsen Fund Advisory Committee will review applications and make grant recommendations for projects that are most consistent with the purpose and priorities of the fund. The Advisory Committee may review and revise the fund priorities periodically to ensure that they continue to best

meet the needs of Kaua'i Island. Priorities of the Fund Projects and services that benefit the Kaua'i community including:

- Culture and arts
- Education
- Environment
- Health and human services

Any nonprofit, tax-exempt 501(c)(3) organization, neighborhood group or project is eligible. To be eligible for a grant of more than \$5,000, groups must be tax-exempt 501(c)(3) organizations or have a fiscal sponsor. Groups who do not have a tax-exempt 501(c)(3) status or a fiscal sponsor may only apply for grants of up to \$5,000. The grants average between \$2,000 and \$15,000 with a maximum up to \$25,000. Projects are usually funded for one year, although multi-year requests will be considered. For more information, please contact the Hawai'i Community Foundation (website: <http://www.hawaiicommunityfoundation.org>).

6.6.3 HISTORIC PRESERVATION PROGRAMS

6.6.3.1 Hawai'i Main Street Program

Coordinated by the State Historic Preservation Division and supported by the National Main Street Center, the Hawai'i Main Street Program provides assistance for communities to revitalize the economies of their business districts while maintaining the historic character and heritage of their towns. The following information is from the Hawai'i Main Street Program website (<http://www.state.hi.us/dlnr/hpd/hpmainst.htm>).

The Hawai'i Main Street Council supports the network of Hawai'i's small towns in their pursuit of economic development and community revitalization within the context of historic preservation. The program's four-point approach of organization, promotion, design and economic restructuring helps stimulate business activity which complements cultural traditions and lifestyles to assure the future of local communities.

For a town or community to participate in the Hawai'i Main Street Program, some of the required elements include:

- a well-defined, centralized business or residential district with discernible boundaries, creating an area that is marketable and manageable in terms of achieving the Main Street program objectives;
- substantial historic fabric within its program boundaries as evidenced by an inventory listing the town's history, its landmarks, archaeological sites, unique architectural features and structures,

and other historically or culturally significant resources of national, state or local prominence;

- existence of community interest in, and support of, preservation as a tool for economic revitalization;
- an interest in networking with existing business and/or community entities, or in organizing a new entity, specifically for this revitalization effort;
- a minimum of 10 businesses or similar activities located within program boundaries.

6.6.3.2 National Historic Preservation Program

Because the County of Kauaʻi is recognized as a Certified Local Government (CLG), it may participate directly in the National Historic Preservation Program and qualifies for federal funding under provisions of the National Historic Preservation Act of 1966, as amended. The U.S. Department of Interior-National Park Service via the State Department of Land and Natural Resources administers the CLG program which assists local governments in promoting historic preservation endeavors. The Kauaʻi Historic Preservation Review Commission (KHPRC) is tasked under the KHPRC Ordinance (KCC Section 8-25.3) to administer any Federal Assistance historic preservation program for the County of Kauaʻi with assistance from the County Planning Department. Please review the SHPD website for more information and contacts: <http://www.state.hi.us/dlnr/hpd/hpclg.htm>.

6.6.3.3 National Trust for Historic Preservation

The National Trust for Historic Preservation is a private, non-profit membership organization dedicated to saving historic places and revitalizing America's communities. Founded in 1949, it provides leadership, education, advocacy, and resources to America's communities to help protect and preserve historic resources. The National Trust coordinates the National Preservation Endowment which distributes over \$4 million in grants, loans, scholarships and awards to support community preservation efforts. In addition, the National Trust's for-profit subsidiary, the National Trust Community Investment Corporation, provides tens of millions of dollars in equity investments in historic properties. Some of the programs offered by the National Trust include:

- Save America's Treasures
- Historic Sites Fund Grants
- Preservation Funds
- National Trust Loan Funds
- HGTV's Restore America Grants partnership

- Mentoring Program
- Interpretation and Education Fund
- Scholarships and Internships

For more information, please check the National Trust's website at <http://www.nationaltrust.org>.

6.6.3.4 Federal Historic Preservation Tax Incentives Program

The Federal Historic Preservation Tax Incentives program is one of the nation's most successful and cost-effective community revitalization programs. Jointly managed by the National Park Service and the Internal Revenue Service in partnership with State Historic Preservation Offices, the Historic Preservation Tax Incentives program fosters private sector rehabilitation of historic buildings and promotes economic revitalization by providing a 20 percent federal tax credit for rehabilitating historic buildings. It also provides a strong alternative to government ownership and management of such historic properties.

The Federal Historic Preservation Tax Incentives are available for buildings that are National Historic Landmarks, that are listed in the National Register, and that contribute to National Register Historic Districts and certain local historic districts. Properties must be income-producing and must be rehabilitated according to standards set by the Secretary of the Interior. For more information, please check the program's website: <http://www2.cr.nps.gov/tps/tax/incentives/> or <http://www.cr.nps.gov/hps/tps/tax/index.htm>. For the Secretary of the Interior's Standards for Rehabilitation, Illustrated Guide see <http://www2.cr.nps.gov/tps/tax/rhb/index.htm>.

6.6.3.5 County Property Tax Incentives

Residential real properties which have been placed on the Hawaii Register of Historic Places after January 1, 1977 can petition the County for property tax exemptions according to KCC §5A-11.22, "Historic Residential Real Property Dedicated for Preservation, Exemption." The area eligible for tax exemption would be exempt for at least 100% of the assessed value of the improvements and 50% of the assessed land value. Additional exemptions up to 100% of the assessed value of the improvements are available for non-profit organizations as defined in KCC §5A-11.10(c) and those who qualify for home exemptions under KCC §5A-11.4. Some requirements for the exemption include an application process and that the area dedicated for preservation must be visually accessible to the public or made visually accessible to the public for at least twelve days per year. The owner would also need to enter into an

agreement with the Director of Finance to maintain the historic residence in structurally sound and weather-tight condition free from decay. Once approved, the property is exempt for a ten-year period after which the owner would have to reapply for the exemption. Additional details are provided in KCC §5A-22.11.

6.6.3.6 Other Historic Preservation Resources

- Advisory Council on Historic Preservation online guide to financial assistance for Historic Preservation Projects (<http://www.achp.gov/funding.html>)

6.6.4 TRANSPORTATION PROGRAMS

6.6.4.1 Highway Beautification and Disposal of Abandoned or Derelict Vehicles Revolving Fund

This is County fund set aside from beautification fees collected with motor vehicle registrations. See Section 6.6.1 for a description and details.

6.6.4.2 Transportation Enhancement Program for the Counties of Hawaii, Maui, and Kauai

The Transportation Enhancement Program (TE) is a federal program that encourages activities that enhance the cultural, aesthetic, and environmental aspects of the surface transportation system. The State of Hawaii, Department of Transportation (DOT) administers this program through a four-year Transportation Enhancement Plan that is updated every three years. According to the DOT website, both public agencies and private organizations are encouraged to submit applications for proposed projects that enhance the surface transportation system through the pursuit of one or more of the following twelve activities that meet the objectives of the federal Transportation Enhancement program.

- Provision of facilities for pedestrians and bicycles
- Provision of safety and educational activities for pedestrians and bicyclists
- Acquisition of scenic easements and scenic or historic sites (including historic battlefields)
- Scenic or historic highway programs (including the provision of tourist and welcome center facilities)
- Landscaping and other scenic beautification
- Historic preservation

- Rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals)
- Preservation of abandoned railway corridors (including the conversion and use of the corridors for pedestrian or bicycle trails)
- Inventory, control and removal of outdoor advertising
- Archaeological planning and research
- Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
- Establishment of transportation museums

Approximately \$3.7 million per year is set aside for TE activities statewide. TE projects are eligible for federal assistance up to 80 percent of the project cost with the remaining 20 percent “match” provided locally. The TE applications are received through the Regional TE Coordinating Agencies and regionally evaluated and prioritized by their respective Regional TE Evaluation Committees and Regional TE Policy Committees. For the County of Kaua‘i, the Regional TE Coordinating Agency is the Kauai District Office for the DOT, Highways Division. Although the application period for the 2008-2011 TE Plan update has passed, there may be opportunities to help set the priorities for funding Kaua‘i projects and to plan future applications for submitting projects for subsequent updates. Contact the DOT-Highways Division Kaua‘i District Office (website: <http://www.state.hi.us/dot/highways/>).

6.6.4.3 Safe Routes to School

The Federal Safe Routes to School Program empowers communities to make walking and bicycling to school a safe and routine activity once again. The Program makes funding available for a wide variety of programs and projects, from building safer street crossings to establishing programs that encourage children and their parents to walk and bicycle safely to school. Funding for Safe Routes to School is distributed to states in proportion to the number of primary and secondary school students in the state, with no state receiving less than \$1 million annually. Communities will be able to use the funds to fix hazards and slow traffic on roads, pathways or trails near schools while increasing safety through focused enforcement and education programs. Hawaii’s Safe Routes to School Program is administered through the State Department of Transportation and the local office number is 587-5686. The federal program’s website is <http://www.saferoutesinfo.org/index.cfm>.

6.6.4.4 Scenic Byways

The National Scenic Byways Program is part of the U.S. Department of Transportation, Federal Highway Administration. The program is a grass-roots collaborative effort established to help recognize, preserve and enhance selected roads throughout the United States. According to the program's website, the National Scenic Byways Program has provided funding for 2,181 projects for state- and nationally-designated byway routes in 50 states, Puerto Rico and the District of Columbia since 1992. The U.S. Secretary of Transportation recognizes certain roads as All-American Roads or National Scenic Byways based on one or more archeological, cultural, historic, natural, recreational and scenic qualities. The National Scenic Byways Discretionary Grants program provides funding for byway-related projects each year, as part of the Federal Highway Administrations Discretionary Grants Program. Projects to support and enhance National Scenic Byways, All-American Roads and State-designated byways are eligible. Applications are prepared online but submitted through the State's byway program agency. For more information, please check the program website: <http://www.byways.org>.

6.6.4.5 Transportation, Community, and System Preservation Program

A Federal SAFETEA-LU program, the Transportation, Community, and System Preservation (TCSP) Program is intended to address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships. Funds may be used to carry out eligible projects to integrate transportation, community, and system preservation plans and practices that:

- Improve the efficiency of transportation systems
- Reduce the impacts of transportation on the environment
- Reduce the need for costly future investments in public infrastructure
- Provide efficient access to jobs, services, and centers of trade
- Examine community development patterns and identify strategies to encourage private sector development

States, metropolitan planning organizations, local governments and tribal governments are eligible for TCSP Program discretionary grants. Grants are available for both planning and implementation projects. For more information, please check the program website: <http://www.fhwa.dot.gov/tcsp/index.html>.

6.6.5 BUSINESS AND ECONOMIC DEVELOPMENT

6.6.5.1 Hawai'i Strategic Development Corporation

The Hawai'i Strategic Development Corporation (HSDC) is a State agency created in 1990 to promote economic development and diversification in conjunction with private enterprise. HSDC's primary objective is to provide investment capital to businesses in order to stimulate economic growth, employment, and economic diversification. This goal is achieved through the investment of public and private funds in return for equity or ownership positions in private businesses, recognizing that many start-up and early stage companies cannot carry the burden of fixed debt service until they are at a later stage of development. Emphasis is given to investment opportunities which further technological innovation, though almost all industry sectors are eligible for financing. The corporation is currently precluded by law from investing in construction of housing. For more information, please contact HSDC (website: <http://www.htdc.org/hfdc>).

6.6.5.2 Office of Hawaiian Affairs

The Office of Hawaiian Affairs (OHA) offers financing for Native Hawaiian entrepreneurs seeking to start and grow businesses within the state. One of the programs, the Native Hawaiian Revolving Loan Fund, (NHRLF) is a lending program for Native Hawaiians whose mission is to increase sustainable, Native Hawaiian-owned businesses by fostering economic independence, commitment, and fiscal responsibility through entrepreneurial/job development. Micro loans are available up to \$10,000. Regular loans are up to \$75,000 with loan terms up to seven years. OHA also offers several grant programs such as Administrative Grants and Community-Based Economic Development Grants among others. For more information, please contact OHA (website: <http://www.oha.org/cat.asp?catid=102>).

6.6.5.3 Federal Small Business Innovation Research (SBIR) Grants

The Small Business Innovation Research Program (SBIR) is a \$2 billion federal funding program that encourages small businesses to develop commercially viable technologies or innovations. Organized as a competition, SBIR allows small companies the opportunity to test high-risk theories and develop innovative technologies. To compete for SBIR dollars, small businesses respond to program solicitations issued by participating federal agencies.

The following eleven federal departments and agencies are required to reserve a portion of their R&D funds for SBIR. These agencies designate R&D topics and accept proposals:

- Department of Agriculture
- Department of Commerce
- Department of Defense
- Department of Education
- Department of Energy
- Department of Health and Human Services
- Department of Homeland Security
- Department of Transportation
- Environmental Protection Agency
- National Aeronautics and Space Administration
- National Science Foundation

Small businesses that receive awards or grants then begin a three-phase program.

- Phase I is the startup phase. Awards of up to \$100,000 for approximately 6 months support exploration of the technical merit or feasibility of an idea or technology.
- Phase II generally awards up to \$750,000 for up to two years, and expand upon Phase I results. During this time, the R&D work is performed and the developer evaluates commercialization potential. Only Phase I award-winners are eligible to apply to Phase II.
- Phase III is the period during which Phase II innovation moves from the laboratory into the marketplace. No SBIR funds support this phase. The small business must find funding in the private sector or other non-SBIR federal agency funding.

Over 50 Hawai'i companies have won 229 SBIR awards valued at nearly \$50 million. For more information, please contact the Hawai'i High Technology Development Corporation (website: <http://www.htdc.org/default.asp>).

6.6.5.4 Hawai'i SBIR Matching Grants

The Hawai'i SBIR Matching Grant program was created to assist local Phase I companies better compete for Phase II awards, in order to increase the amount of research and development activities in the state, create quality job opportunities for Hawai'i residents, and ultimately advance commercialization. Following are the basic eligibility requirements:

- Proof that the company has received a Phase I award
- The company is registered to do business in Hawai'i

- The research work for Phase I and II are conducted in Hawai'i
- Indicators of positive economic return if the project is successful

Matching grants of up to \$25,000 will be awarded depending upon the availability of funds and application score. For more information, please contact the Hawai'i High Technology Development Corporation (website: <http://www.htdc.org/sbir/matching.asp>).

6.6.6 OTHER PROGRAMS AND RESOURCES

The following is a list of other programs and resources to investigate for potential funding opportunities.

- Hawai'i Community Foundation: <http://www.hawaiicommunityfoundation.org>
- Federal Grants: www.grants.gov
- HUD: www.hud.gov/fundopp.html
- GrantSmart: www.grantSMART.org
- Foundation Center: www.fdncenter.org