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**From:** Bausch, Carl (FTA)  
**To:** Zelasko, Elizabeth (FTA)  
**Sent:** 10/12/2010 7:34:42 AM  
**Subject:** RE: honolulu pa

I think the e-mail is sufficient, Liz. Thanks. Carl

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**From:** Zelasko, Elizabeth (FTA)  
**Sent:** Tuesday, October 12, 2010 1:32 PM  
**To:** Bausch, Carl (FTA)  
**Subject:** honolulu pa

Carl, should I add in other places in the PA FTA feels that also cover indirect or cumulative effects, or should this email be sufficient?

Thanks,

Liz

Good afternoon,

Please find attached two versions (with and without track changes) of the latest version of the programmatic agreement for the Honolulu project. Since our last discussion, FTA and the City made edits to the PA to reflect our last discussion, added language in appendix A and expanded language in the agreement on indirect and cumulative effects of the proposed transit project.

We are recommending the addition of a stipulation suggested by the Advisory Council on Historic Preservation providing for consideration of unanticipated but consequential indirect and cumulative effects that may result from implementation of the transit project.

An adverse effect occurs

when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feelings, or association. ... Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.

36 C.F.R. § 800.5(a)(1) (emphasis supplied). Whether indirect or cumulative effects can be considered reasonably foreseeable depends on a number of factors, including the certainty with which predicted effects are likely to occur and the extent to which effects can be described with sufficient specificity to be useful. With respect to the Honolulu High-Capacity Transit Corridor Project, the Advisory Council on Historic Preservation recognized "that specific effects cannot be fully anticipated and described at this time" in its September 10, 2010 letter addressed to Ms. Elizabeth Zelasko. The Advisory Council recommended that a stipulation be included in the programmatic agreement to consider indirect and cumulative effects that may result from implementation of the transit project so "that unanticipated effects are addressed in a timely and inclusive manner and avoidance and mitigation strategies are explored."

FTA has added language under Section IX.d proposing a process for identifying and discussing indirect and cumulative effects identified during the course of the proposed project. We are recommending the inclusion of such a stipulation to be effective until 6 months after the transit way is fully constructed.

**Elizabeth Zelasko**

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