

regarding phasing of development with regional transportation infrastructure. Comments will include recommendations, to the extent feasible, for mitigation measures to maximize development project connectivity to the regional circulation system.

- 7.1.5.3 RCTC and Caltrans shall coordinate with local jurisdictions with land use authority to encourage them to condition development approvals on provision of adequate regional transportation facilities, and require implementation of development to be phased with progress of the HCLE Corridor or other regional transportation facilities.
- 7.1.5.4 RCTC and Caltrans shall coordinate to address circulation system improvements necessary to maintain identified levels of service, accommodate increased traffic volumes and new traffic patterns associated with regional growth through congestion management.
- 7.1.5.5 RCTC and Caltrans shall coordinate with Riverside County and local jurisdictions with land use authority to encourage them to direct growth in a manner consistent with the RCIP planning process, minimizing impacts on natural resources and listed species.

7.2 Irreversible and Irrecoverable Commitments of Resources That Would Be Involved in the Proposed Action

Implementing the HCLE Corridor will involve committing natural resources and land for transportation right-of-way. Land converted to transportation right-of-way is an irreversible and likely irretrievable commitment of resources, for while abandoned rights-of-way can be reclaimed at significant cost, this is not likely to happen to the selected route in the foreseeable future. Some land adjacent to the new corridor may no longer be suitable for special uses such as wildlife habitat, recreational use, or open space, and these indirect impacts also would be considered irreversible commitments.

Future construction of the proposed transportation facility will demand considerable amounts of construction materials, fossil fuels, labor, and public capital. The physical materials are generally not retrievable, though some construction materials may be reused or recycled. Neither construction materials, such as aggregate and cement, nor fossil fuels are known to be in short supply in Southern California, and their use on the HCLE Corridor will not adversely affect their availability in the foreseeable future. Labor and public capital will be irretrievably committed when expended on the HCLE Corridor design and construction.

The commitment to use these resources is made in anticipation of benefits from improvements in the regional transportation system. These benefits will accrue to area residents, visitors, and through travelers in improved access and circulation, and enhanced efficiency and economy of travel. These benefits are expected to outweigh the costs of the permanent commitment of resources described above.

The No Build Alternative would not require irreversible and irretrievable commitments of resources.