

7.1.5 Mitigation of Potential Growth Effects

The mitigation measures listed below shall be implemented to reduce potential growth impacts from the adopted WT Corridor alternative.

- 7.1.5.1 Riverside County and RCTC shall continue the coordinated and integrated planning process now under way for RCIP, to ensure that concurrent development of the WT Corridor and the General Plan reflect current conditions of each other, and reflect and include recommendations for the other Plan.
- 7.1.5.2 RCTC and Caltrans shall review all CEQA documents for substantial new land development in the study area, and comment to the appropriate lead agency 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 WT 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 Irretrievable Commitments of Resources That Would Be Involved in the Proposed Action

Implementing the WT 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