

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 Irrecoverable 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

WT Corridor will not adversely affect their availability in the foreseeable future. Labor and public capital will be irretrievably committed when expended on WT 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.

7.3 Relationship Between Local Short-Term Uses of the Environment and the Maintenance and Enhancement of Long-Term Productivity

Implementing CETAP will result in trade offs between short-term and long-term transportation objectives at the expense of some short-term and long-term social, aesthetic, biological, noise, and land use impacts.

7.3.1 Build Alternatives

The Build Alternatives will cause similar types of impacts, though the locations and magnitude will vary by alternative. The short-term and long-term costs listed below may be reduced in intensity, frequency, or duration by mitigation measures.

Short-Term Costs of the WT Corridor may include:

Temporary construction impacts to residents and visitors such as increased noise, impaired air quality from dust and debris, increased night-time light, blocked viewsheds, and traffic delays and detours;

Economic losses incurred by businesses from temporary displacement, relocation, or traffic detours;

Temporary loss of productivity on and near sites used as the construction staging areas;

Loss of recreational activities at parks and open space due to closures and barricades from construction activity; and

Reduced wildlife activity in natural areas and open space due to direct or indirect construction activity.

Short-Term Benefits of the WT Corridor may include:

Direct and secondary regional economic activity during construction; and

Increased employment on construction crews.