

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.