

### **3.23 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES THAT WOULD BE INVOLVED IN THE PROPOSED PROJECT**

#### **3.23.1 BUILD ALTERNATIVES**

Construction of the build alternatives involves a commitment of a range of natural, physical, human, and fiscal resources. Land used in the construction of the I-710 Corridor Project is considered an irreversible commitment during the time period that the land is used for the highway facility. However, if a greater need arises for use of the land or if the highway facility is no longer needed, the land can be converted to another use. There is no reason to believe such a conversion would ever be necessary or desirable for the foreseeable future.

The following irreversible and irretrievable commitments of resources from the physical and natural environment would occur as a result of the build alternatives:

- **Paleontological Resources.** Excavation associated with construction of the build alternatives could encounter paleontological resources. That excavation could result in permanent irretrievable adverse impacts to paleontological resources in the following sediments: Holocene young alluvium, Pleistocene/Holocene fan deposits, Pleistocene old alluvium fan and valley deposits, and Pleistocene old paralic deposits.
- **Estuarine Habitat.** The build alternatives include improvements to four bridges that are located within tidal waters which are the same for all build alternatives. Permanent irretrievable adverse impacts would result from the construction of abutments and driving of piles. Permanent effects to the estuarine environment will include a reduction in soft-bottom habitat as a consequence of placement of piers and abutments although mitigation will be provided to replace this loss.
- **Riparian/Riverine Habitat.** Permanent impacts to riparian/riverine habitats would be greater under Alternatives 6A/B/C than under Alternative 5A. Alternatives 6A/B/C are expected to result in direct permanent effects to 3.98 acres and indirect permanent effects to 14.03 acres of riparian/riverine natural communities. Alternative 5A would result in permanent direct impacts to 0.84 acre and permanent indirect impacts to 11.28 acres of riparian/riverine habitats. Therefore, the build alternatives would result in permanent irretrievable adverse impacts to riparian/riverine habitats, although mitigation will be provided to replace this loss.
- **Jurisdictional Waters.** The build alternatives are expected to result in direct and indirect permanent impacts to USACE/RWQCB and CDFG jurisdictional waters. Therefore, the build alternatives would result in permanent irretrievable adverse impacts

to USACE/RWQCB and CDFG jurisdictional waters although mitigation will be provided to replace this loss.

- **Construction.** In addition to the commitments of resources from the physical and natural environments, considerable amounts of fossil fuels, labor, public capital, and highway construction materials such as cement, aggregate, bituminous material, and steel would be expended and not retrievable following construction of the I-710 Corridor Project. Additionally, large amounts of labor and natural resources are used in the making of construction materials, and these are generally not retrievable. However, they are not in short supply, and their use would not have an adverse effect upon continued availability of these resources. Construction of the I-710 Corridor Project would also require a substantial one-time expenditure of public (and possibly private) funds, which are not retrievable. Savings in travel time, improved transportation system efficiency, and improved public health and safety would offset this use of materials, labor, resources, and funds. In addition to the costs of construction and right-of-way would be the ongoing costs for roadway maintenance, including pavement, roadside litter/sweeping, signs and markers, structural, electrical, and storm maintenance.

The commitment of these resources to the I-710 Corridor Project enables residents, workers, travelers, and others in the immediate area, region, and state to benefit from the improved quality of the transportation system in Los Angeles County. These benefits would consist of improved air quality, efficiency of goods movement, accessibility, travel time, and safety, the benefits of which are expected to outweigh the commitment of these resources.

### 3.23.2 NO BUILD ALTERNATIVE

Alternative 1 would not result in the construction of the I-710 Corridor Project. Therefore, Alternative 1 would not result in the irretrievable commitment of the resources required to construct the I-710 Corridor Project. Alternative 1 would also not provide the benefits of the reduced travel times and improved efficiency for the movement of vehicles, people, and goods that would result from implementation of the I-710 Corridor Project.

As stated previously in Chapter 2 of this Draft EIR/EIS, Alternative 1 includes other transportation improvements that are already programmed and/or committed to be constructed by 2035. Therefore, there would be irretrievable commitments of resources resulting from these other transportation improvements, but not as a result of the I-710 Corridor Project.