Irreversible and Irretrievable Commitment of Resources

The irreversible and irretirievable commitment of resources analysis is required by NEPA Section 102 (C)(v) and 40 CFR 1502.16.

Implementation of the proposed action involves a commitment of a range of natural, physical, human and fiscal resources. Land used in the construction of the proposed facility is considered an irreversible commitment during the time period that the land is used for a 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. At present, there is no reason to believe such a conversion would ever be necessary or desirable.

As described in Section 2.1.4, of the 233 to 262 acres of land the build alternatives would convert to transportation use (depending on alternative and design option), the build alternatives would not use about 9 acres of land occupied by the JTA phase bypass near its northern terminus. As discussed in Section 3.2.3.1, when a full build alternative is constructed, it is expected that ODOT would remove this segment of the bypass and vacate the right-of-way the JTA phase would have occupied. Like the surrounding land, the 9 acres would likely remain vacant for the reasons stated in Section 3.2.3.2, i.e., zoning limitations on allowed uses and the presence of suitable habitat for vernal pool fairy shrimp, an Endangered Species Act threatened.

Considerable amounts of fossil fuels, labor, and highway construction materials such as cement, aggregate, and bituminous material would be expended. Additionally, large amounts of labor and natural resources would be used in the making of construction materials. These materials are generally not retrievable. However, they are not in short supply and their use would not have an adverse impact upon continued availability of these resources.

Any construction would also require a substantial expenditure of both state and federal funds, which are not retrievable. The commitment of these resources is based on the concept that residents in the immediate area, region, and state would benefit from the improved quality of the transportation system. These benefits would consist of improved accessibility and safety as described in Section 3.1, which are expected to outweigh the commitment of these resources. In addition to the costs of construction and right-of-way, costs would increase for the maintenance of transportation facilities, such as the roadway, roadsides, signs and markers, electrical systems, and stormwater facilities.