

4.15 Relationship of Short-Term Uses versus Long-Term Productivity

This subsection examines short-term costs and long-term gains for the build alternatives. The short-term use refers to immediate consequences of the project; long-term use refers to direct or indirect effects on future generations.

Short-term consequences of the build alternatives include the following:

- Relocation of residences and impacts on businesses
- Removal of private properties from tax rolls, thereby reducing the property tax base
- Losses of employment
- Conversion of floodplain and wetland to transportation use
- Inconvenience to residents, business owners, suppliers, and employees during construction

Long-term benefits to be realized from the either build alternative include the following:

- Improved access throughout the study area
- Improved travel on local and regional roads
- Better connectivity between automobile and transit modes of transportation
- Improved transit opportunities for area residents and employees of businesses in the area
- Economic benefits that would result in the creation of additional jobs and spending:
 - Construction of Alternative 203 would create an estimated 9,200 jobs per year in the highway construction industry, and 21,600 jobs per year in all sectors in the region. Total value-added (the additional value of a commodity produced over the cost of commodities used to produce it) per year would be an estimated \$1.6 billion and \$4.8 billion over the three-year construction period.
 - Construction of Alternative 402 would create an estimated 7,000 jobs per year in the highway construction industry, and 16,600 jobs per year in all sectors of the region. Total value added per year would be an estimated \$1.3 billion and \$3.9 billion over the three-year construction period.
- Improvement of the competitive position of the area by promoting private investment in the redevelopment of underused properties, thus growing employment opportunities in the area to new levels
- Substantial economic benefits when considering the cumulative effects of other reasonably foreseeable actions such as the following:
 - The total construction costs for Alternative 203 including the Tollway Projects, the transit improvements and the STAR Line Project are estimated to be \$6.1 billion in 2009

dollars. Total value added for the life of the construction project (2012–2027) is estimated to be \$8.1 billion in 2009 dollars. Total sales volume as measured by total output is \$14.8 billion. The maximum number of jobs created will be in the initial years with 13,300 in the highway construction industry and 31,400 within the regional economy and then taper off during the following two construction periods.

- The total construction costs for Alternative 402 including the Tollway Projects, the transit improvements and the STAR Line Project are estimated to be \$5.1 billion in 2009 dollars. Total value added for the life of the construction project (2012–2027) is estimated to be \$6.8 billion in 2009 dollars. Total sales volume as measured by total output is \$12.2 billion. The maximum number of jobs created will be in the initial years with 11,000 in the highway construction industry and 26,200 within the regional economy and then taper off during the following two construction periods.

The build alternatives are based on comprehensive transportation planning that considers the need for present and future traffic movement within the context of existing and future land use development and the environment. Therefore, the local short-term impacts and use of resources by the proposed action is consistent with the maintenance and enhancement of long-term productivity.