

3.18 Short-Term Use and Long-Term Productivity

This subsection examines short-term costs and long-term gains for the Build Alternative. 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 Alternative include:

- Relocation of residences and impacts on businesses.
- Removal of private properties (residences and businesses) from tax rolls, and commensurate reduction of the property tax base.
- Employment losses associated with loss of businesses.
- Conversion of floodplain and wetland areas to transportation use.
- Inconvenience to residents, business owners, suppliers, and employees during construction.

Long-term benefits to be realized from the Build Alternative include:

- Improved access throughout the project 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 resulting from the expenditure of construction monies would create an equivalent of 40,500 full-time jobs during the construction period; total value-added (the additional value of a commodity produced over the cost of commodities used to produce it) would be an estimated \$3.3 billion over the term of construction; and total output (equivalent to total sales) would be \$6 billion over the construction period.
- Improvement of the competitive position of the area by promoting private investment in the redevelopment of underutilized properties, thus growing employment opportunities in the area to new levels.
- Additional economic benefits from construction of the EO-WB project combined with the other improvements would result in \$10.6 billion in construction costs over the 13-year period from 2013 through 2025. Annual construction costs would range from \$181 million to over \$1.4 billion. Total value added for the project would be an estimated \$11.6 billion over the construction period, while total sales volume (as measured by total output), would be \$21 billion. Between 2013 and 2025, approximately 8,000 to 13,700 jobs would be created annually; and only in the last year, as construction is completed, would jobs decrease to less than 3,000.

The Build Alternative is 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 short-term impacts and use of

resources by the proposed action is consistent with the maintenance and enhancement of long-term productivity.

3.19 Irreversible and Irretrievable Commitment of Resources

The Build Alternative would involve committing a range of natural, physical, human, and fiscal resources. Land acquired for constructing the proposed project is considered an irreversible commitment during the period the land is used for highway purposes. Right-of-way requirements would convert land from residential, commercial, and natural resource uses to transportation use. The Build Alternative is generally compatible with land use patterns within the project area, and adjacent land uses would remain consistent.

Fossil fuel, labor, and highway construction materials, such as steel, cement, aggregate, and asphalt, would be required during construction. Considerable labor and natural resources would be used in construction. Those resources generally are irretrievable (although they can be recycled somewhat), but their use overall would not adversely affect continued availability.

The Build Alternative would require irretrievable federal, state, and local funding. Land converted from private to public uses would reduce local tax revenues.

Resources are committed based on the concept that residents in the project area, the region, and the state benefit from the improvements brought about by the proposed project. Improved access to commercial and industrial areas, reduced travel times, and increased economic development are expected to outweigh the commitment of resources in the long-term.

3.20 Permits and Approvals

Implementation of the EO-WB project would require regulatory permits and approvals. The primary federal and state permits and approvals are listed below and briefly described in the following subsections.

- Section 404 of the CWA permit from USACE.
- Section 401 of the CWA water quality certification from IEPA.
- Confirmation that the soil erosion and sediment control plan meets technical standards from the North Cook County and/or Kane/DuPage County SWCD.
- Section 402 of the CWA NPDES construction permit from IEPA.
- Section 402 of the CWA general NPDES permit for pesticide application point source discharges from IEPA.
- Construction in floodplains and floodways of rivers, lakes, and streams permits from IDNR-OWR.
- IWPA approval from IDNR.
- Land or Land Use Release approval from FAA.

