



- Temporary disruptions to freight rail service during construction
- Displacement of economic activities
- Disruption of economic activities for non-displaced businesses during construction
- Temporary air quality, noise, and vibration effects during construction

Long-term productivity that would either be maintained or enhanced by the proposed project includes the following:

- Alternative choice of transportation throughout the region
- Enhanced transit and traffic capacity within existing right-of-way
- Improved access to employment opportunities
- Reduced congestion at key roadway intersections
- Improved safety conditions along corridor
- Improved and alternative use of energy consumption
- Replacement of aging infrastructure
- Long-term improvements in economic conditions
- Enhanced potential for high-density, transit-oriented development

## 5.20 IRREVERSIBLE OR IRRETRIEVABLE COMMITMENT OF RESOURCES

Implementation of the LRT Alternative would involve a commitment of a range of natural, physical, human, and fiscal resources. Land required for the proposed project would be considered an irreversible commitment. The majority of the land required for the project alignment is currently owned by TxDOT, the City of Irving and DFW Airport, and would, therefore, represent an efficient use of already committed property. Additional property requirements would be necessary at station locations and where the proposed project alignment would depart from publicly-owned transportation right-of-way. Most notably this would be associated with the area from IH-35E to Loop 12, and from the North Las Colinas Station west to Walnut Hill Lane.

The acquisition of property and associated displacement of residences and businesses in order to construct the proposed project and its stations would represent an irreversible commitment of real property. Owners, residents, or tenants of these properties would be afforded opportunities to relocate (as discussed in Section 5.2 Acquisitions and Displacements), but their existing properties would be converted to transit uses necessary to support the project.

Considerable amounts of fossil fuels, labor, and construction materials would be expended in the construction of the proposed project. Large amounts of labor and natural resources would also be used in the fabrication and preparation of construction materials. These materials are generally considered irretrievable. However, their availability is not limited and their use would not have an adverse impact on continued availability of these resources. The construction of the proposed project would also require substantial expenditure of local and federal funds which, once spent, would not be retrievable.

## 5.21 CUMULATIVE EFFECTS

Cumulative effects are the combined impacts of independent projects and the Northwest Corridor LRT Line to Irving/DFW Airport on the environment. Cumulative effects refer to those effects that "...result from the incremental impact of a proposed action when added to other past, present, and reasonably foreseeable future actions. Cumulative effects can result from individually minor but collectively significant actions taking place over a period of time." (40 CFR 1508.7). The discussion of cumulative effects presented below refers to the proposed LRT Line to Irving/DFW project.

### Methodology

Cumulative effects of the proposed LRT project were identified, analyzed and determined using methodology described in ***Considering Cumulative Effects Under the National Environmental***