

## **4.20 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES**

The No-Action Alternative would not directly involve the use of resources, except insofar as it assumes implementation of planned and programmed capital improvements, which require money, materials, and labor to construct. The Baseline Alternative would require approximately \$378.7 million in 2003 dollars to construct, inclusive of ROW, vehicles, construction, and contingencies for expanded bus and park-and-ride facilities. The BART Alternative would require about \$4,112 million in 2003 dollars to construct, including trackwork, stations, ROW, construction, and contingencies for the "base case" or least costly combination of design options. Estimated costs for adding individual design options to the base case are presented in Chapter 8, *Financial Considerations*, Table 8.2-2. The MOS scenarios would range from \$3,762 to \$3,895 million in 2003 dollars. This would reduce the initial start-up costs for the BART Alternative to between \$217 and \$350 million.

Since both the Baseline and BART alternative, as well as the MOS scenarios, would reduce corridor VMT relative to the No-Action Alternative, they would also reduce the level of fossil fuel consumption by motor vehicles. Bus operations and bus and other maintenance operations under the Baseline Alternative and operations of BART trains and maintenance operations under the BART Alternative would require the use of electricity. Overall, energy consumption under the Baseline Alternative and MOS scenarios would be similar to that for the No-Action Alternative, or would reduce slightly with the increased use of transit and transit use of alternative fuels. There would also be greater efficiency of energy use, as transit ridership would improve over the No-Action Alternative. Annual energy savings from reduced auto travel under the BART Alternative and MOS scenarios would more than offset its additional energy requirements.

Up to 13 acres of non-native grassland would be impacted under the Baseline Alternative. Up to 14.9 acres of non-native grassland, 2.6 acres of Central Coast cottonwood-sycamore riparian forest, and up to 1.243 acres of wetlands and other waters of the U.S. would be impacted under the BART Alternative, as well as the MOS scenarios. Impacts to wetlands and other waters of the U.S. would be reduced to 0.128 acres if the South Calaveras Future Station were not built. Use of the South of Warm Springs Alignment Rail Right-of-Way Option instead of the East of Rail Right-of-Way Option would reduce impacts to other waters of the U.S. by another 0.006 acres. The use of these biological resources would not result in jeopardy to the survival of any of the species affected. Compensation measures to be specified in consultation with the resource agencies will ensure no net loss of wetlands, provide for replacement habitat, and ensure implementation of measures to minimize harm to the species.

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