

4.16 Irreversible and Irretrievable Commitment of Resources

Uses of nonrenewable resources (including but not limited to fossil fuels, human labor, and construction materials) in the construction and/or operational phases of a project could be considered *irreversible*. This is because once such resources are committed to a project, removal or reuse of the resource is unlikely.

Implementation of the any of the build alternatives would involve the use of some nonrenewable resources. Construction and operation of any of the build alternatives would require consumption of fossil fuels, labor, and construction materials. These expenditures would be, for the most part, irrecoverable. However, such resources are not considered to be in short supply, and their use would not have an adverse effect upon continued availability of these resources to other projects. Moreover, the project would accommodate a greater number of transit trips into the future and would thus provide more efficient use of fossil fuels than if these trips were to be taken in private automobiles. Additionally, all project alternatives would upgrade the existing bus fleet from a mix of diesel motor coaches to diesel hybrid motor coaches, which are more fuel efficient. (The build alternatives would add a larger complement of such new vehicles to better serve anticipated ridership increases associated with the build alternatives).

Any construction would also require a substantial one-time expenditure of federal and local funds. These funds have been planned or programmed, as explained in Chapter 9 (Financial Analysis). The capital cost of BRT elements and related improvements of the project are estimated to cost between \$170 and \$435 million. The capital cost of the Hybrid Alternative/LPA is \$300 million. Total capital costs are in year of expenditure (YOE). SFCTA has identified a portion of the capital funding that is anticipated to be needed to construct core components of the alternatives.

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