

1 **3.4 Irreversible and Irretrievable Commitments**

2 Implementation of either Fixed HOV Lane Alternative or Reversible HOV Lane
3 Alternative would involve a commitment of a range of natural, physical, human,
4 and fiscal resources. Land used in the construction of the proposed facility is
5 considered an irreversible commitment during the time period that the land is used
6 for a highway facility. However, if a greater need arises for use of the land or if
7 the highway facility is no longer needed, the land can be converted to another use.
8 At present, there is no reason to believe such a conversion would ever be
9 necessary or desirable.

10 Considerable amounts of fossil fuels, labor, and highway construction materials
11 such as cement, aggregate, and bituminous materials would be expended in the
12 construction of either Build Alternative. Additionally, large amounts of labor and
13 natural resources would be used in the fabrication and preparation of construction
14 materials. These materials are generally not retrievable. However, they are not in
15 short supply and their use would not have an adverse effect upon continued
16 availability of these resources. Any construction would also require a substantial
17 one-time expenditure of both state and federal funds, which are not retrievable.

1 **3.5 Relationship between Local Short-Term Uses of the Human**
2 **Environment and the Maintenance and Enhancement of**
3 **Long-Term Productivity**

4 **Fixed HOV Lanes Alternative.** Short-term losses include: construction impacts,
5 such as noise, motorized and non-motorized traffic delays or detours, and
6 recreational impacts such as access inconveniences to Olompali SHP.

7 Short-term benefits include: increased jobs and revenue generated during
8 construction.

9 Long-term losses include: permanent loss of plant and wildlife resources, open
10 space, visual impacts, use of construction materials and energy, and
11 archaeological site values lost.

12 Long-term gains include: Reduced congestion, improved goods movement,
13 improvement in highway operations, safer access to US 101, and net gains in
14 wetlands and wildlife habitat through project mitigation.

15 **Reversible HOV Lane Alternative:** The short-term and long-term losses and
16 gains for this alternative would be the same as the Fixed HOV Lane Alternative
17 above.

18 **Access Options.** The short-term and long-term losses and gains for the Access
19 Options would be the same as discussed for the Build Alternatives above.

20 **No Build Alternative.** This alternative would offer none of the gains or have the
21 losses listed above. It would, however, not resolve worsening congestion on
22 US 101.

