3.16 Utilities

This section evaluates the potential long-term effects of the No Build Alternative and the Build Alternative on utilities (i.e., electrical, sewer, storm drain, natural gas, telecommunication, water supply, and solid waste disposal). Short-term construction effects are discussed in **Section 3.17** (Construction).

The assessment of reasonably foreseeable effects in this section is based upon the temporal and geographic proximity parameters detailed in **Chapter 3.0** (Introduction).

3.16.1 Affected Environment

The Study Area for this analysis is the 0.5-mile to 2-mile radius from the guideway centerline described in **Section 3.1.1** (Study Area) with a focus on the area within 0.25 mile of the Build Alternative where physical and operational impacts on utility supply lines are most likely to occur. This is considered within the larger context of the service area for local utilities and their capacity to serve the Build Alternative. Regulations related to utilities applicable to the Project are summarized in **Appendix S** (Regulatory Setting Summary).

This section evaluates the potential changes in utility demand as a result of the No Build Alternative and the Build Alternative; consequences of the changes in demand based on the type, size, and location of existing facilities; and whether existing facilities would have sufficient resources and/or capacity to accommodate a change in utility demand. Existing conditions information presented in the following subsections provide a basis for assessing impacts.

3.16.1.1 Utility Providers

Utility providers within the Study Area are listed in **Table 3.16-1**.

Table 3.16-1 Utilities, Providers, and Areas Served

Utility	Provider(s)	Area Served
Electrical	Southern California Edison	Study Area
Gas	Southern California Gas	Study Area
Water Supply	Central Basin Municipal Water District	Study Area (Central Basin Municipal Water District 2021)
Water Supply	California Water Service East Los Angeles District	City of Commerce, a portion of the City of Montebello, and unincorporated East Los Angeles (California Water Service 2021)
Water Supply	South Montebello Irrigation District	A portion of the City of Montebello (University of California Los Angeles 2017)
Water Supply	San Gabriel Valley Water Company	A portion of the City of Montebello (San Gabriel Valley Water Company 2021)
Water Supply	Metropolitan Water District	A portion of the City of Montebello
Sanitary Sewer	Los Angeles County Sanitation Districts	Los Angeles County (Los Angeles County Sanitation Districts 2021)
Sanitary Sewer	Los Angeles County Department of Public Works	The Los Angeles County Department of Public Works may operate sanitary sewer facilities in addition to the facilities under the purview of the Los Angeles County Sanitation Districts
Sanitary Sewer	County Sewer Maintenance District	Los Angeles County
Sanitary Sewer	City of Montebello	City of Montebello

Utility	Provider(s)	Area Served
Sanitary Sewer	City of Commerce	City of Commerce
Storm Drains	Los Angeles County Flood Control District	Los Angeles County (within city boundaries, local storm drain facilities are owned and operated by each local jurisdiction's public works department)
Solid Waste	Los Angeles County Flood Control District, Los Angeles County Public Health Department	Los Angeles County (Los Angeles County Department of Public Works 2021)
Telecommunications	Private companies provide telecommunication services including phone, internet, and television cable throughout the region	Southern California Region
Oil	Private companies own oil wells and oil lines throughout the study area	Study Area

Source: CDM Smith/AECOM JV 2026.

3.16.1.2 Electricity and Natural Gas

Southern California Edison supplies electricity and the Southern California Gas Company provides natural gas to the Study Area. Southern California Edison provides service to approximately 15 million people in portions of 15 counties, including Los Angeles County (Southern California Edison 2019). The Southern California Gas Company's service area covers 12 counties and 220 incorporated cities, including Los Angeles County (Southern California Gas Company 2025).

3.16.1.3 Water Supply

The Metropolitan Water District of Southern California is the principal water distributor of imported water in southern California, providing water to 26 public water agencies across southern California, including agencies located within the region (Central Basin Municipal Water District 2021). The Central Basin Municipal Water District is a member agency that receives supplies from the Metropolitan Water District and supplies that water to local supply agencies in the Study Area, including the Cal Water East Los Angeles District, South Montebello Irrigation District, and San Gabriel Valley Water Company.

The California Water Service East Los Angeles District's Urban Water Management Plan states that the 2020 water demand totaled 14,265-acre feet, equaling the volume of water supplied. The Urban Water Management Plan projects that groundwater volume would remain constant, imported water purchases would decline through 2045, and demand for potable and raw water would decline through efficiency gains (California Water Service 2021). South Montebello Irrigation District's supply is entirely groundwater sourced from four active wells, including one well approximately 150 feet north of the at-grade alignment (Geokinetics Inc. 2025). In 2010, total water supplied by the district was 2,069-acre feet (University of California Los Angeles 2017). The San Gabriel Valley Water Company's Urban Water Management Plan reported a 2020 water supply of 33,632-acre feet and a demand of 32,130-acre feet for raw and potable water, with demand projected to grow to 38,700-acre feet by 2045 (San Gabriel Valley Water Company 2021).

3.16.1.4 Sanitary Sewer

Los Angeles County Sanitation Districts operates 10 water reclamation plants and one ocean discharge facility (Joint Water Pollution Control Plant), which treat approximately 400 million gallons per day (Los Angeles County Sanitation Districts 2021). Within the Sanitation Districts' service area, there are approximately 9,500 miles of sewers that are owned and operated by the cities and county that are tributary to the Sanitation Districts' wastewater collection system. The Study Area is served by District 2. Local sewers within the Study Area, except for Montebello, are operated by the Los Angeles County Department of Public Works Consolidated Sewer

Maintenance District. Local sewers within the City of Montebello are owned and operated by Montebello Public Works.

3.16.1.5 Storm Drains

Urban run-off in the region is diverted to the appropriate storm drains and into catch basins. The collected stormwater flows through a network of pipes and open channels and is then typically released directly into the Pacific Ocean. Los Angeles County Flood Control District stormwater infrastructure, including drains, channels, catch basins, and debris basins, is present throughout the Study Area. Additionally, within city boundaries, local storm drain facilities are owned and operated by each local jurisdiction's public works department.

3.16.1.6 Telecommunications

According to the California Public Utilities Commission's Interactive Broadband Mapper, the region is well serviced by a variety of internet service providers and internet transmission infrastructure and has extensive mobile phone coverage (California Public Utilities Commission 2023).

3.16.1.7 Solid Waste Capacity

Los Angeles County anticipates adequate solid waste disposal capacity to be available over the next 15-year planning period (2019 to 2034) with implementation of actions such as increasing waste and diversion efforts, encouraging development of alternative technologies, export of waste out of county, and expanding in-county Class III landfill capacity, if environmentally sound and technically feasible (Los Angeles County Department of Public Works 2021). The Los Angeles County Public Health Department manages enforcement and permitting for facilities that receive and dispose of solid waste. **Table 3.16-2** lists the largest active and regulatory permitted solid waste facilities that are serving Los Angeles County with the permitted capacity and anticipated closure date.

Table 3.16-2 Solid Waste Disposal Landfills

Landfill Site Name	Location	Maximum Permit Capacity [Tons Per Year]	Remaining Capacity [Tons Per Year]	Remaining Capacity Date	Closure Date
Antelope Valley Public	Palmdale	30,200,000	12,194,026	6/1/2017	4/1/2044
Azusa Land Reclamation	Azusa	80,571,760	44,554,299	10/8/2020	1/1/2045
Clean Harbors Buttonwillow	Buttonwillow	13,250,000	N/A	N/A	1/1/2040
Lancaster Landfill and Recycling Center	Lancaster	27,700,000	13,017,160	8/5/2012	3/1/2044
Savage Canyon	Whittier	19,337,450	7,612,583	5/18/2023	12/31/2079
Sunshine Canyon	Sylmar	140,900,000	66,200,000	5/6/2024	10/31/2037

Source: California Department of Resources Recycling and Recovery 2025a; 2025b; 2025c; 2025d; 2025e; 2025f.
Key: N/A = Not applicable

3.16.2 No Build Alternative

The No Build Alternative, as described in **Section 2.2** (No Build Alternative) of the EA, would include already planned and funded roadway and transit projects but would not provide a rail transit option for communities in eastern Los Angeles County. The No Build Alternative would not result in changes in demand for utility and service systems, nor would it result in project-related utility disruptions or relocations, or require new or expanded utilities facilities or infrastructure outside of already planned transit and roadway projects. Overall, as shown in **Table 3.16-3**, the No Build Alternative would result in no long-term adverse effect on utilities.

Table 3.16-3 Utilities Impact Summary – No Build Alternative

Topic	Impact	Rationale
Utilities and Service Systems	No Adverse Effect	▪ Already planned transit and roadway projects under the No Build Alternative would comply with codes and standards such as Title 20 of the California State Code of Regulations, the California Plumbing Code, California Green Building Standards Code, and local regulations pertaining to utilities and would not require notable relocation or construction of new or expanded utility infrastructure.

Source: Metro; CDM Smith/AECOM JV 2026.

3.16.3 Build Alternative

3.16.3.1 Water Supplies and Facilities

Under the Build Alternative, the light rail transit guideway and stations would consume water for landscaping irrigation and to supply fire sprinkler systems when needed. The MSF would consume water for landscaping irrigation, vehicle washing/rinsing, fire sprinkler systems, and typical employee breakroom/kitchen uses. The amount of water consumed for these activities would be less than the projected future capacity of available water supplies and would not have any substantial effect on the water supply.

This is supported by the utility planning information and water supply reliability framework presented in Appendix F, Utilities Service/Systems and Energy Conservation Impacts Report, of the Recirculated Draft EIR for the Project (Metro 2024c) and the estimated water demand based on California Emission Estimator Model results presented in Appendix C, Air Quality Impacts Report, Attachment C, of the Recirculated Draft EIR (Metro 2024d). Based on California Emission Estimator Model demand factors for warehouse uses, operation of an approximately 30-acre MSF was estimated to result in a demand of 125 acre-feet per year. This was determined to be a conservative estimate as the water demand associated with the MSF use was expected to be lower than the warehouse demand factor used in the analysis (Metro 2024d). Local suppliers in the Study Area plan for anticipated demands through Urban Water Management Plans that assess the current and projected supplies/demands for providers serving the corridor. For instance, the California Water Service East Los Angeles District Urban Water Management Plan reports a 2020 demand of 14,265 acre-feet equaling the volume supplied, and it projects demand to decline through efficiency gains through 2045. The San Gabriel Valley Water Company Urban Water Management Plan reports a 2020 supply of 33,632 acre-feet and demand of 32,130 acre-feet, with demand projected to increase to 38,700 acre-feet by 2045 (with supply anticipated to grow correspondingly). Consistent with these planning assumptions, the operation of the Build Alternative and MSF would result in only a small percentage increase in municipal water demand and would not significantly deplete municipal water supplies during normal, dry, or multiple dry years (Metro 2024c). Further, any water use would be compliant with Metro's Water Use and Conservation Policy (Metro 2009) and the MSF employee breakroom, kitchen, and bathroom would, at a minimum, comply with current state and local codes, including the California Green Building Standards Code (California Code of Regulations Title 24, Part 11) and the California Plumbing Code (Title 24, California Code of Regulations, Part 5), which mandate installation of water-conserving plumbing fixtures and fittings (e.g., water efficient toilets. Therefore, the Build Alternative would not result in a long-term adverse effect on water supplies or facilities because of compliance with state and local codes and Metro's policies.

3.16.3.2 Wastewater Treatment Facilities and Capacity

The proposed light rail transit stations would not have public restrooms and would not generate wastewater. Elevators would be equipped with emergency ejector pits, and underground stations and control rooms at at-grade stations would be equipped with sump pumps/clarifiers that would drain to the sewer in the event of a flood. Any discharges associated with these connections would be intermittent and irregular in the event that flooding occurs, and would not exceed the capacity of the wastewater treatment facilities. The MSF would result in additional wastewater-generating facilities (e.g., sinks, toilets, vehicle washing) that are anticipated to be slightly higher than or similar to existing industrial land uses that currently operate at the MSF site option locations. The amount of wastewater entering the sewer system from the MSF would be reduced through conformity to all applicable Los Angeles Regional Water Quality Control Board wastewater standards. The Build Alternative would not require the expansion of an existing facility or construction of a new facility or result in adverse effects on wastewater treatment facilities or capacity.

3.16.3.3 Stormwater Facilities

The Build Alternative is in a largely impervious urbanized area that has existing storm drain infrastructure. The proposed light rail transit guideway, stations, and the MSF would result in a negligible increase in impervious surfaces, but not to an extent that would lead to increased runoff, as discussed in **Section 3.10** (Water Resources). The Build Alternative would also include low impact design features to facilitate drainage flow in compliance with stormwater control requirements, such as those established in the applicable California Building Standards Code and set forth in NEPA Project Measure (NPM) HWQ-1. Since the Build Alternative would not contribute to additional runoff, the Build Alternative would not result in long-term adverse effects on stormwater drainage facilities.

3.16.3.4 Electric Power

The proposed light rail transit guideway and stations would consume electricity from traction power and lighting, respectively. The MSF would consume electricity from traction power, lighting, and powering of maintenance equipment. The amount of electricity consumed for the Build Alternative would be less than the projected future capacity of electricity supplies available. This is supported by the electric utility service context and quantified operational demand estimates, summarized in Appendix F, Utilities Service/Systems and Energy Conservation Impacts Report, of the Recirculated Draft EIR for the Project (Metro 2024c). Southern California Edison is the electric utility that would serve the corridor and California Energy Commission planning-area data shows electricity consumption on the order of 104,406.6 million kilowatts (2018) with a planning forecast of 110,000 million kWh for the same planning area. Electricity demand would increase by a total of 2.2 million kilowatts associated with operation of the Build Alternative, including approximately 0.8 million kilowatts per year required by a 30-acre MSF (Metro 2024c). Further, regional electricity supplies are becoming increasingly renewable, with a minimum 60 percent renewable energy portfolio required to be achieved for public energy providers in the State of California by 2030, and a 100 percent renewable portfolio standard (i.e., fully renewable grid energy supply) required by 2045, which supports that the Build Alternative would not adversely affect electric power supply or facilities. The aerial guideway would require relocation of utility support poles, which would not result in an expansion of electric utility infrastructure or electricity usage. As referenced in **Section 3.17**, utility relocation or modification efforts would involve coordination with local service providers in accordance with the terms and agreements of each utility provider. As such, the Build Alternative would not result in long-term adverse effects on electric power supply or facilities.

3.16.3.5 Natural Gas

The proposed light rail transit guideway and stations would not consume natural gas, and therefore would not require expansion of natural gas facilities to support operations. Operation of the MSF could consume natural gas for routine maintenance activities and heating if the required equipment is fueled by natural gas instead of electricity. However, the amount consumed would be substantially less than the projected future capacity of natural gas supplies. No new construction or notable expansion of an existing facility would be required. This is supported by quantified demand estimates, summarized in Appendix F, Utilities Service/Systems and Energy Conservation Impacts Report, of the Recirculated Draft EIR for the Project (Metro 2024c). This includes a natural gas demand of approximately 0.2 billion British thermal units per year for comfort heating for a 30-arce MSF in the operational energy assessment. In terms of the natural gas service context, the statewide forecasts anticipated lower demand (through 2030) compared to an earlier forecast, providing additional planning context for why the Project's incremental MSF demand would not be expected to drive supply constraints or require new upstream capacity (Metro 2024c). As such, the Build Alternative would not result in long-term adverse effects on natural gas facilities.

3.16.3.6 Telecommunication

During operations, minor telecommunication connections for equipment like emergency phones may be installed and used along the guideway. The MSF would include telecommunications infrastructure (e.g., server rooms, network equipment, cabling systems, intercom systems, phones). However, operation of the Build Alternative would not require any notable expansion of an existing facility or construction of a new facility (e.g., cell towers and 5G-enabled small cell antennas). Therefore, the Build Alternative would not result in long-term adverse effects on telecommunication facilities.

3.16.3.7 Solid Waste

Operation of the light transit guideway and stations would not include a source of solid waste although solid waste would be generated by transit users and by employees at the MSF. The disposal of solid waste from waste and recycle bins would have no notable potential to affect landfill capacity or impair attainment of solid waste reduction goals. Thus, the Build Alternative would not result in a long-term adverse effect related to solid waste generation.

3.16.4 Avoidance, Minimization, and Mitigation Measures for the Build Alternative

The measures identified in **Table 3.16-4** would be implemented for the Build Alternative in the long term. Construction measures are provided in **Section 3.17**.

Table 3.16-4 Long-Term Avoidance, Minimization, and Mitigation Measures

Topic	Potential Effect	Proposed Measure	Measure Type	Effects After Implementation of Measure(s)
Water Supplies and Facilities	Anticipated to result in a slight increase in municipal water use; however, the amount consumed would be significantly less than the projected future capacity	No avoidance, minimization, or mitigation measures needed	None	**No Adverse Effect**
Wastewater Treatment Facilities and Capacity	The light rail transit stations would not have public restrooms and would not generate wastewater. The MSF would have a similar wastewater demand as to the existing uses that would be replaced	No avoidance, minimization, or mitigation measures needed	None	**No Adverse Effect**
Stormwater Facilities	The project would result in a negligible increase in impervious surfaces	**NPM HWQ-1 (Operational Best Management Practices for Water Resources)**. Operational best management practices (BMP) may include but shall not be limited to: ▪ Treatment of stormwater runoff using infiltration BMPs such as detention basins or tanks, infiltration basins, bioretention facilities media filters, porous pavement, or vegetated filter strips to remove particulate pollutants. ▪ Development of a stormwater pollution prevention plan (SWPPP) in compliance with the State Water Resources Control Board (SWRCB) Industrial General Permit for maintenance and storage facility (MSF) operations. The SWPPP shall include BMPs such as: o Preventing disposal of any rinse/wash waters or industrial materials into the stormwater conveyance system o Establishing procedures for prompt maintenance and repair of equipment that may result in leaks and spills	Project Measure	**No Adverse Effect** - Operational best management practices and runoff and pollution control measures would be implemented to protect water quality

Topic	Potential Effect	Proposed Measure	Measure Type	Effects After Implementation of Measure(s)
Electric Power	Amount of electricity consumed for operations would be less than the projected future capacity of electricity supplies available	No avoidance, minimization, or mitigation measures needed	None	**No Adverse Effect**
Natural Gas	Light rail transit guideway and stations would not consume natural gas	No avoidance, minimization, or mitigation measures needed	None	**No Adverse Effect**
Telecommunication	Operations would not require notable expansion of an existing facility or construction of a new facility	No avoidance, minimization, or mitigation measures needed	None	**No Adverse Effect**
Solid Waste	The disposal of solid waste from waste and recycle bins would have no notable potential to affect landfill capacity or impair attainment of solid waste reduction goals	No avoidance, minimization, or mitigation measures needed	None	**No Adverse Effect**

Source: Metro; CDM Smith/AECOM JV 2026.