

3.17 Utilities and Service Systems

This section is based on the *Sepulveda Transit Corridor Project Communities and Neighborhoods Technical Report*, incorporated into this DEIR as Appendix E.

3.17.1 Regulatory and Policy Framework

3.17.1.1 Federal

Federal Power Act of 1935

The Federal Power Act of 1935 created the Federal Power Commission, now the Federal Energy Regulatory Commission, which regulates interstate transmission and wholesale sales of natural gas, oil, and electricity.

Federal Water Pollution Control Act of 1948; Clean Water Act of 1972

The Clean Water Act of 1972 (CWA) as amended directs that the discharge of pollutants to “waters of the United States” from any point (such as discharge from an industrial facility) or non-point (surface and farmland water runoff) source is unlawful, unless the discharge complies with a National Pollution Discharge Elimination System (NPDES) permit.

The CWA was enacted with the primary purpose of restoring and maintaining the chemical, physical, and biological integrity of the nation’s waters. The CWA also directs states to establish water quality standards for all waters of the United States and to review and update such standards on a triennial basis. Section 319 of the CWA mandates specific actions for the control of pollution from non-point sources. The U.S. Environmental Protection Agency (EPA) delegated responsibility for implementation of portions of the CWA to the State Water Resources Control Board and the Regional Water Quality Control Board and water quality control planning and control programs, such as the NPDES Program. Section 303(c)(2)(b) of the CWA requires states to adopt water quality standards for all surface waters of the United States based on the water body’s designated beneficial use. Where multiple uses exist, water quality standards must protect the most sensitive use. Water quality standards are typically numeric, although narrative criteria based upon biomonitoring methods may be employed where numerical standards cannot be established or where they are needed to supplement numerical standards.

Safe Drinking Water Act of 1996

The Safe Drinking Water Act (SDWA) is the principal federal law in the United States and is intended to ensure safe drinking water for the public. It was first enacted in 1974 and amended in 1986 and in 1996. Pursuant to the Act, the EPA is required to set standards for drinking water quality and oversee all states, localities, and water suppliers that implement the standards. The SDWA applies to every public water system in the United States. The SDWA requires the EPA to establish National Primary Drinking Water Regulations for contaminants that may cause adverse public health effects. The regulations include both mandatory requirements (Maximum Contaminant Levels and Treatment Techniques) and non-enforceable health goals (Maximum Contaminant Level Goals) for each included contaminant.

Communications Act of 1934

The Communications Act of 1934 replaced the Federal Radio Commission with the Federal Communications Commission (FCC). It also transferred regulation of interstate telephone services from the Interstate Commerce Commission to the FCC. The FCC regulates interstate and international communications by radio, television, wire, satellite, and cable in all 50 states, the District of Columbia,

and United States territories. An independent United States government agency overseen by Congress, the commission is the United States' primary authority for communications law, regulation, and technological innovation. The FCC's rules and regulations are in Title 47 of the *Code of Federal Regulations*, which are published and maintained by the Government Printing Office.

3.17.1.2 State

California Public Utilities Commission

The California Public Utilities Commission (CPUC) was founded by the California Constitution in 1911 and operates under the *California Code of Regulations*. The CPUC regulates privately owned electric, natural gas, telecommunications, water, railroad, rail transit, and passenger transportation companies, in addition to authorizing video franchises (CPUC, 2024a). Five governor-appointed commissioners, as well as staff, are dedicated to ensuring that consumers have safe, reliable utility service at reasonable rates, protecting against fraud, and promoting the health of California's economy. Generally, the CPUC has authority over and is responsible for maintaining utilities.

California Requirements for Safe Excavation and Utility Installation

The regulatory code of the State of California is maintained by the California Office of Administrative Law and includes authoritative sections regarding public utilities in Title 20 (Public Utilities and Energy), Division 1 (Public Utilities Commission). California Government Code Section 4216 et seq., establishes requirements for safe excavation practices to protect underground utility installations, including notification before excavation. Additionally, the California Health and Safety Code and the California Water Code contain information regarding sanitary and water utilities.

Senate Bill 1332

Senate Bill (SB) 1332, also known as the California Integrated Waste Management Act of 1989, requires cities and counties to prepare an *Integrated Waste Management Plan*, including a *Countywide Siting Element*, for each jurisdiction. In accordance with Public Resources Code Sections 41700–41721.5, the *Countywide Siting Element* provides an estimate of the total permitted disposal capacity needed for a 15-year period, or whenever additional capacity is necessary. The *Countywide Siting Element* must be updated by each operator and permitted by the California Department of Resources, Recycling, and Recovery, which is within the Natural Resources Agency, every 5 years.

Assembly Bill 1327

Assembly Bill (AB) 1327, or the California Solid Waste and Reuse and Recycling Act, directed the California Integrated Waste Management Board to approve of a model ordinance for local agencies to adopt mandating the use of recyclable materials in development projects.

Senate Bill 63

On July 28, 2009, SB 63 was approved and filed, allowing the abolishment of the California Integrated Waste Management Board and transfer of its duties and responsibilities to a new department called the Department of Resources Recycling and Recovery (CalRecycle). This legislation was passed in order to combine the state's solid waste and recycling programs, which went into effect January 1, 2010.

Assembly Bill 939

AB 939 requires every city and county to divert 50 percent of its waste from landfills through such means as recycling, source reduction, and composting. In addition, AB 939 requires each county to prepare a *Countywide Siting Element* for a 15-year period, specifying areas for transformation or

disposal sites to provide capacity for solid waste generated in the county that cannot be reduced or recycled. AB 939 requires that a Solid Waste Diversion Program be implemented and the diversion of at least 50 percent of the solid waste generated during construction and operations activities from landfills to recycling facilities.

CALGreen Building Code

California Green Building Standards (CALGreen) is Part 11, Title 24 of the California Building Code. CALGreen establishes green building standards in an effort to meet the goals of AB 32, which established a program to reduce the state's greenhouse gases to 1990 levels by 2020. CALGreen requires projects to recycle and/or salvage for reuse a minimum 65 percent of the nonhazardous construction and demolition waste or meet a local construction and demolition waste management ordinance, whichever is more stringent.

Urban Water Management Planning Act

In 1983, the California Legislature enacted the Urban Water Management Planning Act (Water Code, Section 10610 et seq.), which requires urban water suppliers to develop water management plans to actively pursue the efficient use of available supplies. Every 5 years, water suppliers are required to develop Urban Water Management Plans (UWMP) to identify short-term and long-term water demand management measures to meet growing water demands. The applicable urban water supplier required to develop a UWMP is the West Basin Municipal Water District (West Basin). Refer to the following sections for information about the West Basin UWMP.

3.17.1.3 Regional

Los Angeles County Metropolitan Transportation Authority Water Use and Conservation Policy

The goal of Los Angeles County Metropolitan Transportation Authority's (Metro) Water Use and Conservation policy is to conserve the use of potable water resources at its facilities in the most cost-effective and efficient manner (Metro, 2009). The policy asserts that the use of water for construction and operations and maintenance purposes must be consistent with local, state, or federal water conservation measures and that in instances where it is necessary to protect public safety, human health, and the environment, Metro may deviate from water conservation measures. In addition, Metro is committed to using drought-tolerant plants for landscaping to the maximum extent practical.

Los Angeles County Metropolitan Transportation Authority Water Action Plan

Metro's *Water Action Plan* (Metro, 2010) provides strategies for water conservation as recommendations and cost-benefit analyses of those recommended actions for Metro's consideration to reduce water consumption, and recommends next steps for the refinement, implementation, and ongoing optimization of the plan and its associated strategies for conservation (Metro, 2010). The intent of this plan is to determine the potential for water conservation opportunities and cost-saving measures consistent with Metro's environmental policies and its future implementation of an environmental management system. The plan will inform other Metro projects about the overall sustainability program so that water use is strategically aligned with other resource elements (e.g., fuel use, greenhouse gas emissions, etc.).

Metro Moving Beyond Sustainability Plan

The Metro *Moving Beyond Sustainability Plan* (Metro, 2020a) outlines a comprehensive strategy for the next 10 years and beyond. The plan includes strategies to reduce water consumption, minimize stormwater runoff, reduce Metro's waste disposal and increase diversion of waste from landfills, reduce

energy consumption at facilities, and increase on-site renewable energy generation. Metro aims to implement these strategies and achieve these goals to increase sustainability compared to a 2030 Business-as-Usual Scenario.

Los Angeles Regional Water Quality Control Board Basin Plan

Region-specific water quality regulations are included in water quality control plans (basin plans). The Los Angeles Region Water Quality Control Board's (LARWQCB) *Basin Plan* has jurisdiction over the coastal drainages between western Ventura County and the eastern Los Angeles County Boundary and is the applicable basin plan for the Sepulveda Transit Corridor Project (Project) (LARWQCB, 2014). The following wastewater policies applicable to the Project are listed in the LARWQCB's *Basin Plan*:

- Efficient wastewater management is dependent upon a balanced program of source control of environmentally hazardous substances, treatment of wastewaters, reuse of reclaimed water, and proper disposal of effluent and residuals.
- Wastewater reclamation and reuse systems that ensure maximum benefit from available freshwater resources shall be encouraged. Reclamation systems must be an appropriate integral part of the long-range solution to the water resources needs of an area and incorporate provisions for salinity control and disposal of non-reclaimable residues.
- Beneficial use will be made of wastewater that would otherwise be discharged to marine or brackish receiving waters or evaporation ponds.

Los Angeles County Code of Ordinances

Chapter 12.8 of the Los Angeles County Code of Ordinances contains requirements and regulations for stormwater and runoff pollution control. The code includes regulations on discharge to the storm drain system, best management practices (BMPs) for runoff control, and potential violations. The chapter also contains low impact development (LID) standards to lessen the impact of stormwater runoff on drainage systems and to minimize pollutants and erosion.

OurCounty Plan: Los Angeles Countywide Sustainability Plan

The *OurCounty Plan: Los Angeles Countywide Sustainability Plan* is a regional sustainability plan for Los Angeles (Los Angeles County, 2019). The *OurCounty Plan* outlines what local governments and stakeholders can do to enhance the well-being of every community in the county while reducing damage to the natural environment and adapting to the changing climate, particularly focusing on those communities that have been disproportionately burdened by environmental pollution. The plan includes 12 goals to achieve a more sustainable Los Angeles County. The following goals are applicable to utilities and service systems:

- Goal 2: Buildings and infrastructure that support human health and resilience.
- Goal 7: A fossil fuel-free Los Angeles County.
- Goal 9: Sustainable production and consumption of resources are all applicable to utilities and service systems.

3.17.1.4 Local

City of Los Angeles General Plan Framework Element

The *City of Los Angeles General Plan Framework Element* contains goals, objectives, and policies that focus on utilities and service systems as described in Table 3.17-1.

Table 3.17-1. Goals, Objectives, and Policies of the Relevant City of Los Angeles General Plan Framework Element

Environmental Resource	Goal/Objective/Policy
Wastewater	<p>Goal 9A: Adequate wastewater collection and treatment capacity for the city and in basins tributary to city-owned wastewater treatment facilities.</p> <ul style="list-style-type: none"> • Objective 9.1: Monitor and forecast demand based upon actual and predicted growth. <ul style="list-style-type: none"> – Policy 9.1.1: Monitor wastewater generation. – Policy 9.1.2: Monitor wastewater flow quantities in the collection system and those conveyed to the treatment plants. – Policy 9.1.3: Monitor wastewater effluent discharged into the Los Angeles River, Santa Monica Bay, and San Pedro Harbor to ensure compliance with water quality requirements. • Objective 9.2: Maintain the wastewater collection and treatment system, upgrade it to mitigate current deficiencies, and improve it to keep pace with growth as measured by the city’s monitoring and forecasting efforts. <ul style="list-style-type: none"> – Policy 9.2.1: Collect and treat wastewater as required by law and federal, state, and regional regulatory agencies. – Policy 9.2.2: Maintain wastewater treatment capacity commensurate with population and industrial needs. – Policy 9.2.3: Provide for additional wastewater treatment capacity in the Hyperion Service Area, as it becomes necessary. – Policy 9.2.4: Continue to implement programs to upgrade the wastewater collection system to mitigate existing deficiencies and accommodate the needs of growth and development. – Policy 9.2.5: Review other means of expanding the wastewater system’s capacity. • Objective 9.3: Increase the utilization of Demand Side Management strategies to reduce system demand and increase recycling and reclamation. <ul style="list-style-type: none"> – Policy 9.3.1: Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system. – Policy 9.3.2: Consider the use of treated wastewater for irrigation, groundwater recharge, and other beneficial purposes.
Stormwater	<p>Goal 9B: A stormwater management program that minimizes flood hazards and protects water quality by employing watershed-based approaches that balance environmental, economic, and engineering considerations.</p> <ul style="list-style-type: none"> • Objective 9.5: Ensure that all properties are protected from flood hazards in accordance with applicable standards and that existing drainage systems are adequately maintained. <ul style="list-style-type: none"> – Policy 9.5.1: Develop a stormwater management system that has adequate capacity to protect its citizens and property from flooding that results from a 10-year storm (or a 50-year storm in sump areas). – Policy 9.5.2: Assign the cost of stormwater system improvements proportionately to reflect the level of runoff generated and benefits. – Policy 9.5.3: Implement programs to correct any existing deficiencies in the stormwater collection system.

Environmental Resource	Goal/Objective/Policy
	<ul style="list-style-type: none"> – Policy 9.5.4: Ensure that the city’s drainage system is adequately maintained. • Objective 9.6: Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality. <ul style="list-style-type: none"> – Policy 9.6.1: Pursue funding strategies which link the sources of revenues for stormwater system improvement to relevant factors including sources of runoff and project beneficiaries. – Policy 9.6.2: Establish standards and/or incentives for the use of structural and non-structural techniques which mitigate flood-hazards and manage stormwater pollution. – Policy 9.6.3: The city’s watershed-based approach to stormwater management will consider a range of strategies designed to reduce flood hazards and manage stormwater pollution. The strategies considered will include, but not necessarily be limited to the following: <ul style="list-style-type: none"> ▪ Support regional and city programs which intercept runoff for beneficial uses including groundwater recharge. ▪ Protect and enhance the environmental quality of natural drainage features. ▪ Create stormwater detention and/or retention facilities which incorporate multiple uses such as recreation and/or habitat. ▪ Implement on-site detention/retention and reuse of runoff. ▪ Mitigate existing flood hazards through structural modifications (floodproofing) or property by-out. ▪ Incorporate site design features which enhance the quality of off-site runoff. ▪ Use land use authority and redevelopment to free floodways and sumps of inappropriate structures which are threatened by flooding and establish appropriate land uses which benefit or experience minimal damages from flooding. – Policy 9.6.4: Proactively participate in inter-agency efforts to manage regional water resources, such as the Santa Monica Bay Restoration Project, the Los Angeles River Master Plan, the Los Angeles River Parkway Project, and the Los Angeles County Drainage Area Water Conservation and Supply Feasibility Study. • Objective 9.7: Continue to develop and implement a management practices-based stormwater program that maintains and improves water quality. <ul style="list-style-type: none"> – Policy 9.7.1: Continue the city’s active involvement in the regional NPDES municipal stormwater permit. – Policy 9.7.2: Continue to aggressively develop and implement educational outreach programs designed to foster an environmentally aware citizenry. – Policy 9.7.3: Investigate management practices that reduce stormwater pollution to identify technically feasible and cost-effective approaches, through: <ul style="list-style-type: none"> ▪ Investigation of sources of pollution using monitoring, modeling, and special studies ▪ Prioritization of pollutants and sources ▪ Research and pilot projects to study specific management practices for the development of standards ▪ Development of requirements that establish implementation standards for effective management practices

Environmental Resource	Goal/Objective/Policy
Water Supply	<p>Goal 9C: Adequate water supply, storage facilities, and delivery system to serve the needs of existing and future residents and businesses.</p> <ul style="list-style-type: none"> • Objective 9.8: Monitor and forecast water demand based upon actual and predicted growth. <ul style="list-style-type: none"> – Policy 9.8.1: Monitor water usage and population and job forecast to project future water needs. • Objective 9.9: Manage and expand the city’s water resources, storage facilities, and water lines to accommodate projected population increases and new or expanded industries and businesses. <ul style="list-style-type: none"> – Policy 9.9.1: Pursue all economically efficient water conservation measures at the local and statewide level. – Policy 9.9.2: Develop reliable and cost-effective sources of alternative water supplies, including water reclamation and exchanges and transfers. – Policy 9.9.3: Protect existing water supplies from contamination and clean up groundwater supplies so those resources can be more fully utilized. – Policy 9.9.4: Work to improve water quality and reliability of supply from the State Water Project and other sources. – Policy 9.9.5: Maintain existing rights to groundwater and ensure continued groundwater pumping availability. – Policy 9.9.6: Identify the needs for land and facilities necessary to provide an adequate and reliable water supply and develop those facilities in an environmentally and socially sensitive way. – Policy 9.9.7: Incorporate water conservation practices in the design of new projects so as not to impede the city’s ability to supply water to its other users or overdraft its groundwater basins. – Policy 9.9.8: Design projects located in hillside areas so as to maintain the city’s ability to suppress wildfires. – Policy 9.9.9: Clean or replace where necessary, deficient water distribution lines in the city. • Objective 9.10: Manage and expand the city’s water resources, storage facilities, and water lines to accommodate projected population increases and new or expanded industries and businesses. <ul style="list-style-type: none"> – Policy 9.10.1: Evaluate the water system’s capability to meet water demand resulting from the Framework Element’s land use patterns. – Policy 9.10.2: Solicit public involvement, when appropriate, in evaluating options for the construction of new and/or expansion of existing water facilities.
Solid Waste	<p>Goal 9D: An integrated solid waste management system that maximizes source reduction and materials recovery and minimizes the amount of waste requiring disposal.</p> <p>Goal 9E: Adequate recycling facility development - expanded siting of facilities that enhance the city’s reduction, recycling and composting efforts using methods and strategies that are economically, socially, and politically acceptable.</p>

Environmental Resource	Goal/Objective/Policy
	<p>Goal 9F: Adequate collection, transfer, and disposal of mixed solid waste - the city shall seek to ensure that all mixed solid waste that cannot be reduced, recycled, or composted is collected, transferred, and disposed of in a manner that minimizes adverse environmental impacts.</p> <p>Goal 9G: An environmentally sound solid waste management system that protects public health, safety, and natural resources and minimizes adverse environmental impacts.</p> <p>Goal 9H: A cost-effective solid waste management system that emphasizes source reduction, recycling, reuse, and market development and is adequately financed to meet operational and maintenance needs.</p> <ul style="list-style-type: none"> • Objective 9.12: Support integrated solid waste management efforts. <ul style="list-style-type: none"> – Policy 9.12.1: Prepare a 30-year policy plan that provides direction for the solid waste management decision-making process. – Policy 9.12.2: Establish citywide diversion objectives. – Policy 9.12.3: Define specific programmatic tasks, roles, and responsibilities for source reduction, composting, special waste, and public education goals, as well as an implementation schedule.
Power	<p>Goal 9M: A supply of electricity that is adequate to meet the needs of the City of Los Angeles Department of Water and Power (LADWP) electric customers located within Los Angeles.</p> <ul style="list-style-type: none"> • Objective 9.26: Monitor and forecast the electricity power needs of Los Angeles' residents, industries, and businesses. <ul style="list-style-type: none"> – Policy 9.26.1: The LADWP shall continue to monitor and forecast its customers' peak load on its system and identify which parts of the system should be upgraded to accommodate expected growth. • Objective 9.27: Continue to ensure that all electric power customers will receive a dependable supply of electricity at competitive rates. <ul style="list-style-type: none"> – Policy 9.27.1: The LADWP shall continue to generate or purchase electric power to serve its customers. • Objective 9.28: Provide adequate power supply transmission and distribution facilities to accommodate existing uses and projected growth. <ul style="list-style-type: none"> – Policy 9.28.1: The LADWP shall continue to plan its power supply capability far enough in advance to ensure that it has available capacity to meet customer demand before it is needed. – Policy 9.28.2: The LADWP shall continue to ensure that the city's transmission and distribution system is able to accommodate future peak electric demand for its customers. – Policy 9.28.3: The LADWP shall continue to advise the Planning and Building and Safety Departments of any construction project that would overload a part of the distribution system during a period of peak demand. • Objective 9.29: Provide electricity in a manner that demonstrates a commitment to environmental principles, ensures maximum customer value, and is consistent with industry standards. <ul style="list-style-type: none"> – Policy 9.29.1: Develop and deliver services to attract, assist, and retain industries and businesses in Los Angeles.

Environmental Resource	Goal/Objective/Policy
	<ul style="list-style-type: none"> – Policy 9.29.2: Promote the responsible use of natural resources, consistent with city environmental policies. – Policy 9.29.3: Promote conservation and energy efficiency to the maximum extent that is cost effective and practical, including potential retrofitting when considering significant expansion of existing structures. – Policy 9.29.4: The LADWP shall continue to advise the Planning and Building and Safety Departments of any construction project that would overload a part of the distribution system during a period of peak demand. – Policy 9.29.5: The LADWP shall continue to advise the Planning and Building and Safety Departments of any construction project that would overload a part of the distribution system during a period of peak demand. – Policy 9.29.7: The LADWP shall continue to advise the Planning and Building and Safety Departments of any construction project that would overload a part of the distribution system during a period of peak demand.
Telecommunications	<ul style="list-style-type: none"> – Policy 9.35.1: Support the special needs of urban emergency and public safety services and benefit the largest number of people.

Source: City of Los Angeles, 2001

City of Los Angeles Low Impact Development Ordinance

Adopted in November 2011 and updated in September 2015, this ordinance requires a variety of BMPs to manage stormwater and urban runoff and reduce runoff pollution. The LID Ordinance builds on the city's *Standard Urban Stormwater Mitigation Plan* process incorporating environmental practices including infiltration, capture and use, groundwater recharge, and biofiltration. The provisions of the ordinance are included under Section 64.72 of the Los Angeles Municipal Code (LAMC).

City of Los Angeles Plumbing Code

Chapter 11 of the City of Los Angeles Plumbing Code includes requirements and regulations for storm drainage within the city. The requirements include specifications pertaining to suitable materials, paved areas, drains, and other storm drainage items.

City of Los Angeles Emergency Water Conservation Plan

The *Emergency Water Conservation Plan* (EWCP) is found in LAMC Chapter XII, Article I (DCP, 2016). The purpose of the EWCP is to provide a mandatory water conservation plan to minimize the effect of a water shortage to city water users. The provisions outlined within the EWCP are intended to significantly reduce the consumption of water over an extended period of time, thereby extending the available water required for the city water users while reducing the hardship of the city and the general public to the greatest extent possible. The EWCP contains six water conservation phases, which correspond with the severity of water shortage. Each increase in phase corresponds with more stringent water conservation measures. Phase I of the EWCP requires a number of water-saving measures, including prohibiting hose watering of driveways and associated walkways; requiring recycled water be used for decorative fountains; and repairing water leaks in a timely manner. The city imposes additional mandatory water use restrictions as a result of drought conditions. As of April 2016, former Mayor Eric Garcetti approved an amendment to the EWCP that increases fines for water wasters during periods of severe drought and encourages conservation by the city's largest residential users.

3.17.2 Methodology

3.17.2.1 Operation and Construction

The following sections describe the methodology used to determine impacts to utilities and service systems.

Resource Study Area

The Resource Study Area (RSA) includes the utilities and service systems that service the City of Los Angeles.

Water Facilities

To determine impacts to water service utility providers, the analysis evaluates the estimated annual water consumption for the project alternatives in the context of projected future water supply and demand. A significant impact would occur if the Project would require or result in the construction or relocation of new or expanded water facilities, and if such construction or relocation could cause significant environmental effects. Additionally, a significant impact would occur if water consumption associated with the Project would increase the demand for water beyond the projected future supply, such that the water provider would be unable to adequately serve the reasonably foreseeable future development water demand.

Wastewater

Impacts to wastewater are determined by estimating the annual wastewater discharge from the project alternatives as a share of the wastewater processing capacity and demand. The Los Angeles County Sanitation Districts, Los Angeles Sanitation (LASAN) is the wastewater treatment provider servicing the project alternatives. Wastewater systems include the Joint Water Pollution Control Plant (JWPCP), Sustainable Water Infrastructure Project's wastewater treatment facility, Hyperion Treatment Plant, Donald C. Tillman Water Reclamation Plant, and the Los Angeles-Glendale Water Reclamation Plant. Although part of the LASAN's wastewater treatment system, the Terminal Island Water Reclamation Plant primarily services the City of San Pedro, Harbor City, and the Port of Los Angeles. The Project would have a significant impact if wastewater treatment systems would not have sufficient capacity to serve the water demand of the project alternatives and the existing wastewater treatment commitments.

Stormwater

Impacts to stormwater drainage systems are addressed qualitatively based on the project alternatives' potential to increase the amount of stormwater runoff. The Project would have a significant impact if stormwater drains would not be able to support changes to runoff patterns.

Electricity

The City of Los Angeles Department of Water and Power (LADWP) would be the electrical power provider to the Project. The Project's estimated electricity consumption during construction and operations is analyzed as a share of annual electricity consumption by all Metro facilities as well as the total electrical power consumed in the service area. The Project would have a significant impact if electricity consumption would require or result in the relocation or construction of new or expanded electrical power facilities, the construction or relocation of which could cause significant environmental effects.

Natural Gas

The Southern California Gas Company (SoCalGas) would service natural gas to the Project. The Project would have a significant impact if demand for natural gas would necessitate the construction of new or expanded natural gas facilities, the construction or relocation of which could cause significant environmental effects.

Solid Waste

The Project's estimated solid waste production during construction and operations is analyzed as a share of the annual solid waste disposal tonnage by the City of Los Angeles. The Project would have a significant impact if landfills would not have the capacity to adequately serve the Project's projected demand in addition to the providers' existing commitments. Additionally, a significant impact would occur if the Project would generate solid waste in excess of state or local standards, in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals, or if the Project would fail to comply with applicable statutes and regulations related to solid waste.

Telecommunications

The Project would have a significant impact if the Project demand for telecommunication services would require the relocation or construction of new or expanded telecommunication facilities, the construction of which could cause significant environmental effect.

3.17.2.2 California Environmental Quality Act Thresholds of Significance

For the purposes of the Environmental Impact Report, impacts are considered significant if the Project would:

- Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.
- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.
- Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
- Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.
- Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

3.17.3 Project Measures

A number of features have been incorporated into the Project to ensure compliance with the laws, guidelines, or best practices of federal, state, local, and regional agencies. The following project measures (PM) were developed for utilities and service systems. Project measures related to the testing, handling and management of hazardous soils are described in Section 3.8, Hazards and Hazardous Materials.

PM US-1: Utility Identification and Coordination

- *In accordance with Metro standard practice, prior to the start of any demolition or construction activities, the construction contractor will verify the locations of existing utilities potentially affected by construction activities. This will include coordinating with all existing utility providers for wet and dry utilities (water, sewer, gas, electric, and telecommunications) to obtain documentation of existing utility locations. Field verification (i.e., potholing and other methods as appropriate) shall be conducted to document the locations of all utilities within proximity of the guideway and station foundations of the guideway and station foundations, and other project elements that may affect utilities. Based on the information from the field investigations, the construction contractor will be responsible for coordinating with the appropriate utility owners and operators to determine specific setback requirements for each utility line and the need for any stabilization for protection in place or relocation measures.*

PM US-2: Service Interruption Notification

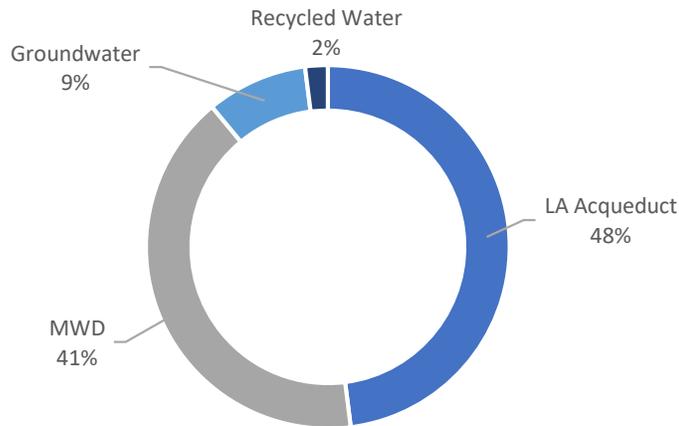
- *In accordance with Metro's standard practice, prior to the start of any demolition or construction activities, the construction contractor will be responsible for coordinating with utility and service providers regarding potential utilities service interruptions due to relocation of existing utilities. The construction contractor will develop a construction plan in coordination with utilities and service providers to minimize interruptions of utilities systems to the greatest extent feasible, including providing temporary connection for services that must be disconnected for extended periods of time. Further, the construction contractor will develop a contingency plan in cooperation with the utility providers for emergency repairs of any utilities unexpectedly found or that disintegrated because of age during excavations. The public would be notified of areas where temporary utilities service interruptions are anticipated.*

3.17.4 Existing Conditions

Water Facilities

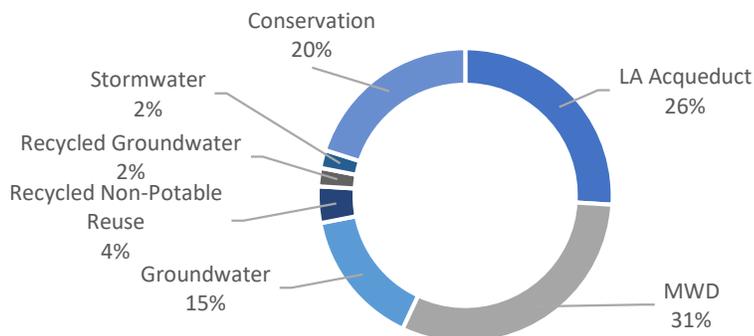
City of Los Angeles Department of Water and Power

LADWP manages the water supply for the City of Los Angeles. The LADWP provides approximately 187 billion gallons of water to 3.9 million residents, businesses and 679,000 service connections each year. Primary sources of water for the LADWP service area include the Los Angeles Aqueduct (LAA), local groundwater, State Water Project (SWP) and the Colorado River Aqueduct (supplied by the Metropolitan Water District [MWD]), and recycled water, which is becoming a larger part of the overall supply portfolio. Water supplies from the LAA, SWP, and Colorado River Aqueduct are considered imported sources because they are obtained outside of the LADWP's service area. Figure 3.17-1 depicts the LADWP's water supply makeup.

Figure 3.17-1. LADWP Water Supply Fiscal Year End 2016-2020 Average


Source: LADWP, 2020

For the Fiscal Year 2016 to 2020, the LADWP obtained approximately 48 percent of its water from the LAA, 41 percent from MWD, 9 percent from groundwater, and 2 percent from recycled water. The total average supply for those fiscal years was 497,386 acre-feet. The LADWP predicts that in Fiscal Year 2044 to 2045 its reliance on LAA and MWD water will decrease with increases in conservation, stormwater capture, recycled water, and groundwater. As shown on Figure 3.17-2, total water supply in 2044 to 2045 is anticipated to be 710,500 acre-feet with 26 percent obtained from the LAA, 31 percent from MWD, 20 percent from conservation, 15 percent from groundwater, 4 percent from recycled non-potable reuse, 2 percent from recycled groundwater, and 2 percent from stormwater capture.

Figure 3.17-2. LADWP Water Supply Fiscal Year 2044-2045 Average Year


Source: LADWP, 2020

As shown in Table 3.17-2, the LADWP predicts that supply will meet demand should current passive conservation methods remain employed. The LADWP plans to increase water conservation through turf replacement programs, increased water recycling and stormwater capture. Under the post-conservation water demand scenario, water supplies would be in a surplus compared to demand. As part of the UWMPs, the LADWP prepared a service reliability area assessment, which forecasted demand and

supply under average year, single dry-year conditions, and multi-year dry conditions. The LADWP does not anticipate water shortages because demands are met by available supplies under all hydrologic conditions.

Table 3.17-2. Projected LADWP Demand and Supply Projections

Demand/Supply	2025 (acre-feet)	2030 (acre-feet)	2035 (acre-feet)	2040 (acre-feet)	2045 (acre-feet)
Total Water Demand ^a	642,600	660,200	678,800	697,800	710,500
Post-Conservation Water Demand ^b	509,500	526,700	536,100	554,500	565,800
Total Supplies	642,600	660,200	678,800	697,800	710,500

Source: LADWP, 2020

^aTotal demand with existing passive conservation prior to Fiscal Year 2014

^bTotal demand with increased conservation

West Basin Municipal Water District

The MWD is a regional wholesaler that provides water for 26-member public agencies in Los Angeles, Orange, Riverside, San Bernardino, San Diego, and Ventura counties. The MWD imports water from the Colorado River and Northern California to supplement local supplies and helps its member agencies develop increased water conservation, recycling, storage, and other resource-management programs (MWD, 2022). The West Basin is the member agency of the MWD that serves the City of Los Angeles and the West Los Angeles U.S. Department of Veterans Affairs (VA) Medical Center. Table 3.17-3 shows the water usage for the West Basin in acre-feet per year (AFY) by supply type for Fiscal Year 2020-2021.

Table 3.17-3. West Basin Water Use 2020-2021

Water Supply	Water Usage (acre-feet per year)
Groundwater	24,936
Desalted Water	362
Imported Water	103,955
Recycled Water	27,589
Seawater Barrier	5,139
Total	161,980

Source: West Basin, 2021

Table 3.17-4 indicates that although West Basin’s service area population is projected to increase, the overall baseline potable demand in AFY is expected to decrease given further water use efficiency and recycled water program implementation.

Table 3.17-4. Projected West Basin Service Area Retail Demand

Demand/Supply	2020 (AFY)	2025 (AFY)	2030 (AFY)	2035 (AFY)	2040 (AFY)	2045 (AFY)
Retail Demand	141,327	151,521	151,257	151,554	151,159	151,261
Groundwater Supplies	20,556	25,330	30,100	30,100	30,100	30,100
Net Retail Demand ^a	120,770	126,190	121,160	121,450	121,060	121,160

Source: West Basin, 2021

^aNet retail demand is the service area retail demand minus the groundwater supply. It includes recycled water and imported water demand.

AFY = acre-feet per year

The 2020 West Basin UWMP projects the West Basin’s water supplies through 2045. Table 3.17-5 shows the West Basin is projecting to increase current recycled water supplies.

Table 3.17-5. Projected West Basin Service Area Retail Water Supplies

Water Supply	2025 (AFY)	2030 (AFY)	2035 (AFY)	2040 (AFY)	2045 (AFY)
Purchased or Imported Water	95,890	89,460	89,750	89,360	89,460
Recycled Water ^a	30,300	31,700	31,700	31,700	31,700
Recycled Water ^b	20,000	29,000	39,000	44,600	44,600
West Basin Supply Subtotal	146,190	150,160	160,450	165,660	165,760
Local Groundwater ^c	25,330	30,100	30,100	30,100	30,100
West Basin Service Area Supply Total	171,520	180,260	190,550	195,760	195,860

Source: West Basin, 2020

^aDelivery in the West Basin Service Area only

^bFor Saltwater Barrier Replenishment

^cTotal volume extracted within West Basin’s Service Area

AFY = acre-feet per year

As stated in the 2020 West Basin UWMP, the West Basin has developed a drought risk assessment (DRA) to consider five consecutive dry years from 2021 through 2025 (West Basin, 2020). The DRA is a comprehensive water shortage contingency plan to provide reliable water supplies under stressed hydrologic conditions. The DRA indicates that the West Basin’s supply capabilities are expected to exceed its projected water use for the years 2022, 2024, and 2025. Other water shortage contingency planning measures include the expansion of the West Basin’s water use efficiency programs, further developing recycled water, and adding ocean water desalination supplies to improve immediate, near- and long-term reliability of supplies. Therefore, the West Basin’s water supplies are anticipated to be reliable, and no shortfalls are expected from 2021 to 2025, even when assuming a driest 5-year scenario (West Basin, 2020). In spring 2022 the West Basin began preparing an Annual Water Supply Demand Assessment.

Regarding physical water lines, MWD operates a major 96-inch water main that underlies Sepulveda Boulevard in addition to other smaller water lines.

Los Angeles County Metropolitan Transportation Authority

Metro does not have its own water supplies and obtains its supplies from regional water providers. As of 2018, 97.4 percent of water consumption was potable water. More than half (55.3 percent) of Metro’s water use goes toward irrigation along rail and bus alignments, and another 26.6 percent of consumption goes toward operational divisions. In 2018, Metro consumed approximately 250 to 300 million gallons of potable water for operations (Metro, 2020a).

Wastewater

Wastewater includes stormwater runoff, sewage, and other non-potable water. Stormwater runoff means surface water runoff and drainage related to precipitation events, or water emanating from on-site sources that may drain on- or off-site, such as water for landscaping purposes. Stormwater runoff is generally collected via on-street drainages as well as stormwater sumps. Sewage is defined as liquid and water-carried industrial and/or domestic wastes generated from facilities, including, but not limited to, dwellings, commercial buildings, industrial facilities, agricultural activities, hospitals, medical facilities,

and other institutions. Both stormwater runoff and sewage are collected and transported through underground municipal sewage systems and are then processed and treated through municipal wastewater treatment facilities. This section addresses wastewater both in the form of stormwater runoff and sewage.

Stormwater Drainage

The stormwater within the Study Area drains through the Los Angeles County Storm Drain System, which is regulated and maintained by the Los Angeles County Flood Control District (LADPW, 2022). Most of the drainage networks within the Study Area are controlled by storm drains. Major drainage channels include the Sawtelle Channel and the Los Angeles River. Stormwater also indirectly drains to the Upper Stone Canyon Reservoir, Stone Canyon Reservoir, Encino Reservoir, and Lake Balboa.

Wastewater Treatment

The Los Angeles County Sanitation Districts is the regional agency responsible for the collection and treatment of wastewater in Los Angeles County. The agency operates and maintains the regional wastewater collection system, which includes approximately 1,400 miles of sewers, 49 pumping plants, and 11 wastewater treatment plants that transport and treat about half the wastewater in Los Angeles County. Collectively, the Sanitation District treats approximately 400 million gallons of water per day (City of Los Angeles, 2011). The Study Area is served by the JWPCP, which treats an average of 260 million gallons of wastewater per day with a 400 million gallon per day capacity (Los Angeles County, 2023).

Wastewater generated within the City of Los Angeles is collected and treated by the LASAN's wastewater conveyance and treatment infrastructure, which operates and maintains the wastewater collection and treatment for the city and 29 contract cities and agencies. The city's sewage system includes approximately 6,472 miles of public sewers that convey approximately 272 million gallons per day of wastewater. The city also sends a small amount of wastewater to the JWPCP (City of Los Angeles, 2019). The City of Los Angeles has four water reclamation plants in service that serve over 4 million people. The combined capacity of the plants is 580 million gallons of recycled water per day. The water reclamation plants are the Hyperion Treatment Plant, Terminal Island Water Reclamation Plant, Donald C. Tillman Water Reclamation Plant, and the Los Angeles-Glendale Water Reclamation Plant (City of Los Angeles, 2023).

Solid Waste

The Project Study Area is serviced by several solid waste collectors. The City of Los Angeles operates its own solid waste collector. The West Los Angeles VA Medical Center is serviced by Consolidated Disposal Service – Long Beach. According to the Los Angeles County Department of Public Works, the following regional landfills service the solid waste infrastructure of the cities in the Study Area: Antelope Valley Public Landfill, Azusa Land Reclamation Landfill, Calabasas Landfill, Chiquita Canyon Sanitary Landfill, Lancaster Landfill, Savage Canyon Landfill, Scholl Canyon Landfill, and Sunshine Canyon/County Landfill. Contaminated soils and hazardous building materials and wastes would be disposed in accordance with federal, state, and local requirements at the following landfills:

- South Yuma County Landfill located at 19536 South Avenue 1E, Yuma, Arizona
- Clean Harbors Buttonwillow Landfill located at 2500 West Lokern Road, Buttonwillow, California
- US Ecology located at Highway 95 South, Beatty, Nevada

Table 3.17-6 shows the current and future capacity of these landfills. Table 3.17-7 shows the waste disposal activity in these landfills by jurisdiction for calendar year 2022.

Table 3.17-6. Current and Future Capacity for Landfills Servicing the Study Area

Landfill Facility	Location	Maximum Permitted Throughput (in tons per day)	Maximum Capacity (in cubic yards)	Remaining Capacity (in cubic yards)	Cease Operation Date
Antelope Valley Public Landfill	Palmdale, CA	5,548	30,200,000	17,911,225	4/1/2044
Azusa Land Reclamation Landfill (Solid Waste)	Azusa, CA	8,000	80,571,760	51,512,201	1/1/2045
Calabasas Landfill	Agoura, CA (Unincorporated LA County)	3,500	69,300,000	14,500,000	1/1/2029
Chiquita Canyon Sanitary Landfill	Castaic, CA	12,000	110,366,000	60,408,000	1/1/2047
Lancaster Landfill	Lancaster, CA	5,100	27,700,000	14,514,648	3/1/2044
Savage Canyon Landfill	Whittier, CA	3,350	19,337,450	9,510,833	12/31/2055
Scholl Canyon Landfill	Glendale, CA	3,400	58,900,000	9,900,000	4/1/2030
Sunshine Canyon City/County Landfill	Sylmar, CA	12,100	140,900,000	77,900,000	10/31/2037
South Yuma County Landfill ^a	Yuma, AZ	—	—	—	—
Clean Harbors Buttonwillow ^a	Buttonwillow, CA	10,500	13,250,000	-	1/1/2040
US Ecology ^a	Beatty, NV	—	—	—	—

Source: CalRecycle, 2023

^aRemaining capacity is not reported for Clean Harbors Buttonwillow Landfill. The South Yuma County Landfill and US Ecology Landfill are not part of the CalRecycle Solid Waste Information System and do not report the same level of information as California landfills.

— = no data

Table 3.17-7. Solid Waste Disposal Activity Report by Jurisdiction of Origin

Landfill Facility	City of Los Angeles	U.S. Department of Veterans Affairs
Antelope Valley Recycling and Disposal Facility	227,812.88	—
Azusa Land Reclamation	65,727.45	—
Calabasas Landfill	105,712.67	—
Chiquita Canyon Landfill	1,272,197.66	—
Lancaster Landfill	3,659.08	—
Savage Canyon Landfill	3,262.08	—
Scholl Canyon Landfill	3,092.01	—
Southeast Resource Recovery Facility	-	—
Sunshine Canyon City/County Landfill	1,369,437.58	—
Total Received 2022 (tons)	3,050,901.41	—

Source: LADPW, 2022

— = no data

Telecommunications

Telecommunications (telephone/fiber/internet) in the Study Area are provided by AT&T, EIN, Tekwerks, ispMint, Unlimitedville, Frontier Communications, Spectrum, T-Mobile, HughesNet, Viasat, Verizon, and Starry. Existing telephone, telecommunication, and cable television lines and facilities are located

throughout the Study Area. According to the CPUC, there are no planned capital projects related to the upgrade of telecommunications systems that service customers or residents within the Study Area (CPUC, 2023).

Electric Power Generation

Electricity is provided to the Study Area by the LADWP. In 2021, the LADWP’s energy sources consisted of 35.2 percent renewable sources, 25.9 percent natural gas, 18.6 percent coal, 6.6 percent hydroelectric, and 13.7 percent nuclear (LADWP, 2021). The LADWP has 23 power generation plants, a net dependable capacity of 8,058 MW, and an energy storage capacity of 1,288 MW. The record instantaneous demand for power was 6,502 megawatts (MW) on August 31, 2017. In Fiscal Year 2021–2022, the LADWP supplied more than 21,400 gigawatt-hours (GWh) of power (LADWP, 2023).

Metro consumes electricity related to its facilities, fuel for on-road vehicles, and its rail systems. As shown in Table 3.17-8, Metro’s average energy use per vehicle revenue mile was approximately 51,300 British thermal units between 2017 and 2021. Metro’s average building electricity consumption between 2019 and 2020 was approximately 100 GWh (Metro, 2023). According to Metro’s *Energy and Resources Report* (Metro, 2019), Metro is on track to meet its goals for 33 percent renewable energy consumption by 2020. In 2018, 31 percent of Metro’s electricity came from renewable resources. Metro’s current energy reduction plans include targets to reduce facility electricity consumption by 17 percent from the 2030 Business-as-Usual Scenario and increase annual on-site renewable energy generation by 7.5 MW (Metro, 2023).

Table 3.17-8. Metro Energy Use per Vehicle Revenue Mile

Year	1,000 British Thermal Unit per Vehicle Revenue Mile	Year-to-Year Change
2017	52.9	—
2018	49.5	-6.4%
2019	49.8	-0.6%
2020	52.3	+5.0%
2021	52.1	-0.4%

Source: Metro, 2019, 2020a, 2020-2021c

— = no data

Natural Gas and Oil Facilities

SoCalGas is the natural gas provider for the Study Area. According to the California Energy Commission (CEC), in 2021, SoCal Gas customers in Los Angeles County consumed approximately 2,881 million therms of natural gas (CEC, 2023). In 2018, vehicle fuel consumption represented 80 percent of Metro’s energy footprint, including a mix of compressed natural gas that powers its fleet (Metro, 2020a).

3.17.5 Environmental Impacts

3.17.5.1 Impact US-1: Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Project Alternatives

No Project Alternative

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

Operational Impacts

Under the No Project Alternative, the only transit improvement in the Project Study Area that is reasonably foreseeable is the rerouting of the existing Metro Line 761. Metro Line 761 is an existing Metro bus line that already operates along Sepulveda Boulevard. The No Project Alternative would not operate a new transit line, and therefore would not relocate or increase demand for utilities and service systems; however, new transportation infrastructure currently under construction or funded for construction via the 2008 Measure R or 2016 Measure M sales taxes (Metro 2008, 2016) as well as local jurisdiction development projects could be constructed within the Project Study Area. These projects could potentially create additional demand for utilities and service systems but are not anticipated to exceed the planned capacity of these systems. The No Project Alternative would also include the continued expansion of water supplies through water conservation and ocean desalination as well as ongoing improvements to the electric utility system and other utility systems. The No Project Alternative would have no impact during operation related to utilities and service systems.

Construction Impacts

The No Project Alternative would not construct a new transit line, and therefore would not relocate or increase demand for utilities and service systems; however, improvements to Metro Line 761 may entail construction of new bus stops. Potential bus stops would consist of small footprint structures (i.e. signage and street furniture) within the public ROW that would have no potential to conflict with existing utilities such that relocation or construction of new utility infrastructure would be required.

In addition, new transportation infrastructure currently under construction or funded for construction via the 2008 Measure R or 2016 Measure M sales taxes (Metro, 2008, 2016), as well as local jurisdiction development projects could be constructed within the Project Study Area. These projects could potentially result in construction impacts to existing utilities and service systems in the Project Study Area and create additional demand. It is anticipated that these projects would protect in place or prepare relocation plans to avoid interruption to service. Construction demand on utilities and service systems is not anticipated to exceed the planned capacity of these systems. The No Project Alternative would have no impact during construction related to utilities and service systems.

Alternative 1

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational Impacts

Water Facilities

Alternative 1 would not require a significant long-term, permanent source of water use. Public restrooms would not be provided at the stations, but water use would be required for staff restrooms

and cleaning stations. This minimal water use would not interfere with the existing and planned capacity of water facilities. Station perimeters would include drought-tolerant landscaping requiring nominal amounts of water consumption. There is no potential for operational activities to necessitate new or expanded water facilities. Therefore, Alternative 1 would result in a less than significant impact related to operational activities.

Wastewater Treatment

Alternative 1 would not require construction of new or expanded wastewater treatment facilities. Public restrooms would not be provided at the stations, but wastewater would be generated by staff restrooms and cleaning stations. This minimal wastewater generation would not interfere with the existing and planned capacity of wastewater facilities. There is no potential for operational activities to necessitate new or expanded wastewater facilities. Therefore, Alternative 1 operation would result in a less than significant impact related to wastewater facilities.

Stormwater Drainage

Alternative 1 would increase impervious surface areas, resulting in a potential increase in stormwater runoff during operations. However, stormwater runoff during operational activities would be minimized through compliance with the NPDES Permit and incorporation of BMPs during construction. Stormwater drainage facilities that would be constructed for Alternative 1 would comply with existing stormwater runoff regulations — including Chapter 12.8 of the Los Angeles County Code of Ordinances, Chapter 11 of the City of Los Angeles Plumbing Code, Section 64.72 of the LAMC, and Chapter 7.10 of the Santa Monica Municipal Code (SMMC) — and their operational capacity would be adequate to convey stormwater to water treatment facilities. Additionally, Chapter 12.8 of the Los Angeles County Code of Ordinances, Section 64.72 of the LAMC, and Section 7.10.090 of the SMMC, require compliance with LID strategies to retain stormwater runoff on-site during operations, LID BMPs in accordance with the regional requirements outlined in the *Sepulveda Transit Corridor Project Water Resources Technical Report* (Metro, 2025). Retainment of most stormwater runoff within the Alternative 1 footprint and preservation of existing discharge locations would reduce the potential for exceeding stormwater drainage systems. Proposed stations would be designed with landscaping around the station perimeters as a component of stormwater runoff retention infrastructure. Finally, Metro's Environmental Compliance and Sustainability Department would ensure environmental compliance related to stormwater drainage and runoff during operations. Operational activities associated with Alternative 1 are not anticipated to increase stormwater runoff beyond the capacity of stormwater drainage facilities in the RSA. Therefore, Alternative 1 operations would result in a less than significant impact related to stormwater drainage facilities.

Electric Power

Electricity would be provided to the transit line by traction power substation (TPSS) units and to stations by traditional distribution connection facilities (e.g., power poles, underground wires, transmission lines, and distribution lines). Alternative 1 is estimated to consume approximately 89.36 GWh per year. The transit line is anticipated to be primarily powered by LADWP infrastructure and capacity. In Fiscal Year 2021 to 2022, LADWP supplied more than 21,400 GWh of power and would reasonably accommodate the additional approximate 0.0004 percent increase of electricity use required by Alternative 1 (LADWP, 2023). Alternative 1 would involve the construction of power poles, transmission lines, and connections to the existing grid, but would not require the expansion or relocation of existing generation facilities. To offset electricity consumption levels across the Metro rail system, Metro has approximately 2.6 MW of renewable capacity as of 2020 and aims to expand capacity to 7.5 MW by 2030 (Metro, 2023).

Therefore, operation of Alternative 1 would result in a less than significant impact related to electric power facilities. Refer to Section 3.5, Energy for additional details related to electricity consumption for Alternative 1.

Natural Gas

The electrically powered transit line would not use oil or natural gas. There would be no potential for Alternative 1 to require new or expanded natural gas or oil facilities. Therefore, no impact would occur related to natural gas and oil facilities.

Telecommunication Facilities

Operational activities associated with Alternative 1 have no potential to interfere with telecommunication facilities, which would be entirely outside of the alignment. Therefore, no impact would occur related to telecommunication facilities.

Combined Operational Impacts

The combination of operation of the transit line with the operation of the Base Design maintenance and storage facility (MSF) or MSF Design Option 1, and the Electric Bus MSF would not result in impacts on utilities and service systems. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.1. Therefore, Alternative 1 would result in a less than significant impact related to the combined effect of transit and MSF operations on utilities and service systems.

Construction Impacts

Utility conflicts would primarily occur within the proposed station areas, columns and support for the aerial structure, and roadway relocations to accommodate Alternative 1's footprint. Potentially impacted utilities are shown in Table 3.17-9 based on the advanced conceptual engineering plans developed to date. Approximately 103 components of utility infrastructure would be potentially impacted, including 39 electrical, 49 storm drainage, 8 telecommunications, 4 sewer, 1 oil, and 2 natural gas.

Table 3.17-9. Alternative 1: Potentially Impacted Utilities

Utility Type	Number of Potentially Impacted Utilities
Electrical	39
Gas	2
Oil	1
Sewer	4
Storm Drainage	49
Telecommunications	8
Water	0
Total	103

Source: LASRE, 2024

These components would likely be relocated near existing facilities, typically within a few feet of existing locations. The utility relocation efforts could potentially result in environmental effects related to construction and the temporary disruption of services, including generating construction emissions, disrupting roadway circulation, and temporarily decreased capacity of the electrical, natural gas, water supply, water treatment system, and telecommunications systems. These potential impacts are included in the assessments of construction-related impact in the relevant resource sections of the Draft Environmental Impact Report (DEIR). Pursuant to PM US-1, Utility Identification and Coordination, if

relocations are required, the construction contractor would verify the locations of existing utilities potentially affected by construction activities and determine specific relocation and setback and, pursuant to PM US-2, Service Interruption Notification, the construction contractor would develop a construction plan that minimizes interruptions to utilities services to the greatest extent feasible and notify the public if/when interruptions would occur. Therefore, construction of Alternative 1 would result in a less than significant impact related to utilities and service systems.

Water Facilities

Construction of Alternative 1 would not require substantial consumption of potable water. Water use would occur primarily through water trucks required for dust control. Although water use for construction would occur over a multi-year construction period, the water supply in the RSA has been determined to be adequate to meet demand, including construction water use in normal, single dry year, and multiple dry years, as discussed in Section 3.17.4. Construction of Alternative 1 would therefore not require the expansion or construction of new water facilities. Therefore, construction of the Alternative 1 would result in a less than significant impact related to water facilities.

Wastewater Treatment

Construction activities would generate minimal wastewater through the use of temporary portable restrooms, which would have no potential to necessitate the construction of new or expanded wastewater facilities as they are serviced by private companies. Wastewater treatment facilities would not be required to be relocated during construction of the Alternative 1. Therefore, construction of Alternative 1 would result in a less than significant impact related to wastewater facilities.

Stormwater Drainage

Stormwater runoff would be increased in the Study Area as a result of construction. As described in the *Sepulveda Transit Corridor Project Water Resources Technical Report*, any drainage pattern impacts from construction would be minor and temporary, minimizing the potential for exceeding stormwater drainage systems (Metro, 2025). In accordance with the Construction General Permit (CGP) and Municipal Separate Storm Sewer Systems (MS4) Permit, Alternative 1 would be required to prepare and submit a construction Stormwater Pollution Prevention Plan (SWPPP), which must be submitted to the State Water Resources Control Board prior to construction and adhered to during construction. The construction SWPPP would identify the BMPs that would be in place prior to the start of construction activities and during construction. These measures would help reduce stormwater runoff velocity, thereby limiting its capacity to cause stormwater drainage systems exceedance. If necessary, new stormwater drainage facilities constructed at stations or along the alignment would comply with design requirements established by state and local regulations. For additional information regarding state and local regulations governing stormwater pollution prevention, refer to the *Sepulveda Transit Corridor Project Water Resources Technical Report* (Metro, 2025). Compliance with these state and local regulations would reduce construction-related impacts to stormwater drainage facilities. Therefore, a less than significant impact would occur related to stormwater drainage facilities.

Electric Power

Construction of Alternative 1 has limited potential to require new or expanded electric power facilities. Temporary lighting or some electrically powered pieces of construction equipment may temporarily consume electricity. Minimal electricity would be used to power field offices for the construction contractor. Therefore, construction of Alternative 1 would result in a less than significant impact related

to electric power facilities. Refer to Section 3.5, Energy, for additional details related to electricity consumption for Alternative 1.

Natural Gas

Construction of Alternative 1 has no potential to require new or expanded natural gas or oil facilities. Minimal natural gas would be required. Therefore, construction of Alternative 1 would result in a less than significant impact related to natural gas and oil infrastructure.

Telecommunication Facilities

Construction activities would have no potential to necessitate the construction of new or expanded telecommunication facilities. It is anticipated that existing telecommunication facilities would still be able to adequately serve construction crews and the RSA. Therefore, a less than significant impact would occur related to telecommunication facilities.

Combined Construction Impacts

The combination of construction of the transit line with the construction of the Base Design MSF or MSF Design Option 1, and construction of the Electric Bus MSF would not result in impacts on utilities and service systems. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.1. Therefore, Alternative 1 would result in a less than significant impact related to the combined effect of transit and MSF construction on utilities and service systems.

Alternative 3

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational Impacts

Water Facilities

Alternative 3 would not require a significant long-term, permanent source of water use. Public restrooms would not be provided at the stations, but water use would be required for staff restrooms and cleaning stations. This minimal water use would not interfere with the existing and planned capacity of water facilities. Station perimeters would include drought-tolerant landscaping requiring nominal amounts of water consumption. There is no potential for operational activities to necessitate new or expanded water facilities. Therefore, no impact would occur related to operational activities.

Wastewater Treatment

Alternative 3 would not require construction of new or expanded wastewater treatment facilities. Public restrooms would not be provided at the stations, but wastewater would be generated by staff restrooms and cleaning stations. This minimal wastewater generation would not interfere with the existing and planned capacity of wastewater facilities. There is no potential for operational activities to necessitate new or expanded wastewater facilities. Therefore, no impact would occur related to wastewater facilities.

Stormwater Drainage

Alternative 3 would increase impervious surface areas, resulting in a potential increase in stormwater runoff during operations. However, stormwater runoff during operational activities would be minimized

through compliance with the NPDES Permit and incorporation of BMPs during construction. Stormwater drainage facilities that would be constructed for Alternative 3 would comply with existing stormwater runoff regulations – including Chapter 12.8 of the Los Angeles County Code of Ordinances, Chapter 11 of the City of Los Angeles Plumbing Code, Section 64.72 of the LAMC and Chapter 7.10 of the SMMC – and their operational capacity would be adequate to convey stormwater to water treatment facilities. Additionally, Chapter 12.8 of the Los Angeles County Code of Ordinances, Section 64.72 of the LAMC, and Section 7.10.090 of the SMMC, require compliance with LID strategies to retain stormwater runoff on-site during operations, LID BMPs per regional requirements described in the *Sepulveda Transit Corridor Project Water Resources Technical Report* (Metro, 2025). Retainment of most stormwater runoff within the Alternative 3 footprint and preservation of existing discharge locations would reduce the potential for exceeding stormwater drainage systems. Proposed stations would be designed with landscaping around the station perimeters as a component of stormwater runoff retention infrastructure. Finally, Metro’s Environmental Compliance and Sustainability Department would ensure environmental compliance related to stormwater drainage and runoff during operations. Operational activities associated with Alternative 3 are not anticipated to increase stormwater runoff beyond the capacity of stormwater drainage facilities in the RSA. Therefore, Alternative 3 operations would result in a less than significant impact related to stormwater drainage facilities.

Electric Power

Electricity would be provided to the transit line by TPSS units and to stations by traditional distribution connection facilities (e.g., power poles, underground wires, transmission lines, and distribution lines). Alternative 3 is estimated to consume approximately 99.88 GWh per year. The transit line is anticipated to be primarily powered by LADWP infrastructure and capacity. In Fiscal Year 2021–2022, LADWP supplied more than 21,400 GWh of power and would reasonably accommodate the additional 0.005 percent increase of electricity use required by Alternative 3 (LADWP, 2023). Alternative 3 would involve the construction of power poles, transmission lines, and connections to the existing grid, but would not require the expansion or relocation of existing generation facilities. To offset electricity consumption levels across the Metro rail system, Metro has approximately 2.6 MW of renewable capacity as of 2020 and aims to expand capacity to 7.5 MW by 2030 (Metro, 2023). Therefore, operation of Alternative 3 would result in a less than significant impact related to electric power facilities. Refer to Section 3.5, Energy, for additional details related to electricity consumption for Alternative 3.

Natural Gas

The electrically powered transit line would not use oil or natural gas. There would be no potential for Alternative 3 to require new or expanded natural gas or oil facilities. Therefore, no impact would occur related to natural gas and oil facilities.

Telecommunication Facilities

Operational activities associated with Alternative 3 have no potential to interfere with telecommunication facilities, which would be entirely outside of the alignment. Therefore, no impact would occur related to telecommunication facilities.

Combined Operational Impacts

The combination of operation of the transit line with the operation of the Base Design MSF or MSF Design Option 1 would not result in impacts on utilities and service systems. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.1. Therefore,

Alternative 3 would result in a less than significant impact related to the combined effect of transit and MSF operations on utilities and service systems.

Construction Impacts

Utility conflicts would primarily occur within the proposed station areas, columns and support for the aerial structure, and roadway relocations to accommodate Alternative 3's footprint. Potentially impacted utilities are shown in Table 3.17-10 based on the advanced conceptual engineering plans developed to date. Approximately 106 components of utility infrastructure would be potentially impacted, including 40 electrical, 1 water, 49 storm drainage, 7 telecommunications, 6 sewer, 1 oil, and 2 natural gas.

Table 3.17-10. Alternative 3: Potentially Impacted Utilities

Utility Type	Number of Potentially Impacted Utilities
Electrical	40
Gas	2
Oil	1
Sewer	6
Storm drainage	49
Telecommunications	7
Water	1
Total	106

Source: LASRE, 2024

These components would likely be relocated near existing facilities, typically within a few feet of existing locations. The utility relocation efforts could potentially result in environmental effects related to construction and the temporary disruption of services, including generating construction emissions, disrupting roadway circulation, and temporarily decreased capacity of the electrical, natural gas, water supply, water treatment system, and telecommunications systems. These potential impacts are included in the assessments of construction-related impact in the relevant resource sections of the DEIR. Pursuant to PM US-1, Utility Identification and Coordination, if relocations are required, the construction contractor would verify the locations of existing utilities potentially affected by construction activities and determine specific relocation and setback and, pursuant to PM US-2, Service Interruption Notification, the construction contractor would develop a construction plan that minimizes interruptions to utilities services to the greatest extent feasible and notify the public if/when interruptions would occur. Therefore, construction of Alternative 3 would result in a less than significant impact related to utilities and service systems.

Water Facilities

Construction of Alternative 3 would not require substantial consumption of potable water. Water use would occur primarily through water trucks required for dust control and operation of the tunnel boring machine (TBM). Slurry would be used to apply fluid (hydraulic) pressure to the tunnel face and to transport soil cuttings from the tunneling machine's pressure chamber to the surface. The slurry would require water use since water is added to the bentonite to create the fluid mixture used in the TBM. Water from the discharge slurry would be recycled for further use in preparing slurry. Water would also be required for cooling the TBM motors. Typically, cooling water is recycled and cooled using cooling towers near the access shafts. Thus, cooling water would have little impact on potable water supplies and would not require new or expanded water facilities. Although water use for construction would occur over a multi-year construction period, the water supply in the RSA has been determined to be

adequate to meet demand, including construction water use in normal, single dry year, and multiple dry years, as discussed in Section 3.17.4. Construction of Alternative 3 would therefore not require the expansion or construction of new water facilities. Therefore, construction of Alternative 3 would result in a less than significant impact related to water facilities.

Wastewater Treatment

Construction activities would generate minimal wastewater through the use of temporary worker restrooms, which would have no potential to necessitate the construction of new or expanded wastewater facilities. Wastewater treatment facilities would not be required to be relocated during construction of Alternative 3. Therefore, construction of Alternative 3 would result in a less than significant impact related to wastewater facilities.

Stormwater Drainage

Stormwater runoff would be increased in the Study Area as a result of construction. As described in the *Sepulveda Transit Corridor Project Water Resources Technical Report*, any drainage pattern impacts from construction would be minor and temporary, minimizing the potential for exceeding stormwater drainage systems (Metro, 2025). In accordance with the CGP and MS4 Permit, Alternative 3 would be required to prepare and submit a construction SWPPP, which must be submitted to the State Water Resources Control Board prior to construction and adhered to during construction. The construction SWPPP would identify the BMPs that would be in place prior to the start of construction activities and during construction. These measures would help reduce stormwater runoff velocity, thereby limiting its capacity to cause stormwater drainage systems exceedance. If necessary, new stormwater drainage facilities constructed at stations or along the alignment would comply with design requirements established by state and local regulations. For additional information regarding state and local regulations governing stormwater pollution prevention, refer to the *Sepulveda Transit Corridor Project Water Resources Technical Report* (Metro, 2025). Compliance with these state and local regulations would reduce construction-related impacts to stormwater drainage facilities. Therefore, a less than significant impact would occur related to stormwater drainage facilities.

Electric Power

Construction of Alternative 3 could require new or expanded electric power facilities. Minimal electricity would be used to power field offices for the construction contractor. Temporary lighting or some electrically powered pieces of construction equipment may temporarily consume electricity. Some new temporary utilities would be needed for Alternative 3; particularly, the 13.4 KV power line at the Federal Building TBM site would be needed to power the TBM. The TBM launch site may also require the construction of a temporary electrical substation. The construction of the facility would be a temporary use of electric power, and Alternative 3 overall would provide a net benefit. The anticipated electricity usage of the TBM per day would be approximately 327 megawatt-hours (MWh). The TBM would utilize electricity from the LADWP system but would be a temporary use that would cease upon completion of tunneling activities. Therefore, construction of Alternative 3 would result in a less than significant impact related to electric power facilities. Refer to Section 3.5, Energy, for additional details related to electricity consumption for Alternative 3.

Natural Gas

Construction of Alternative 3 has no potential to require new or expanded natural gas or oil facilities. Minimal natural gas would be required. Therefore, construction of Alternative 3 would result in a less than significant impact related to natural gas and oil infrastructure.

Telecommunication Facilities

Construction activities would have no potential to necessitate the construction of new or expanded telecommunication facilities. It is anticipated that existing telecommunication facilities would still be able to adequately serve construction crews and the Study Area. Therefore, a less than significant impact would occur related to telecommunication facilities.

Combined Construction Impacts

The combination of construction of the transit line with the construction of the Base Design MSF or MSF Design Option 1 would not result in impacts on utilities and service systems. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.1. Therefore, Alternative 3 would result in a less than significant impact related to the combined effect of transit and MSF construction on utilities and service systems.

Alternative 4

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational Impacts

Water Facilities

Alternative 4 would not require a significant long-term, permanent source of water use. Public restrooms would not be provided at the stations, but water use would be required for staff restrooms and cleaning stations. This minimal water use would not interfere with the existing and planned capacity of water facilities. Station perimeters would include drought-tolerant landscaping requiring nominal amounts of water consumption. There is no potential for operational activities to necessitate new or expanded water facilities. Therefore, no impact would occur related to operational activities.

Wastewater Treatment

Alternative 4 would not require construction of new or expanded wastewater treatment facilities. Public restrooms would not be provided at the stations, but wastewater would be generated by staff restrooms and cleaning stations. This minimal wastewater generation would not interfere with the existing and planned capacity of wastewater facilities. There is no potential for operational activities to necessitate new or expanded wastewater facilities. Therefore, no impact would occur related to wastewater facilities.

Stormwater Drainage

Alternative 4 would introduce new impervious surface areas, resulting in a potential increase in stormwater runoff during operations. However, stormwater runoff during operational activities would be minimized through compliance with the NPDES Permit and incorporation of BMPs during construction. Stormwater drainage facilities that would be constructed for Alternative 4 would comply with existing stormwater runoff regulations — including Chapter 12.8 of the Los Angeles County Code of Ordinances, Chapter 11 of the City of Los Angeles Plumbing Code, Section 64.72 of the LAMC and Chapter 7.10 of the SMMC — and their operational capacity would be adequate to convey stormwater to water treatment facilities. Additionally, Chapter 12.8 of the Los Angeles County Code of Ordinances, Section 64.72 of the LAMC, and Section 7.10.090 of the SMMC, require compliance with LID strategies to

retain stormwater runoff on-site during operations, LID BMPs per regional requirements within the *Sepulveda Transit Corridor Project Water Resources Technical Report* (Metro, 2025). While retention of some runoff would be provided within the Alternative 4 footprint in order to minimize impacts to existing drainage systems, drainage treatments would be further assessed in subsequent stages of design development in order to meet local requirements. Proposed stations would be designed with landscaping around the station perimeters as a component of stormwater runoff retention infrastructure. Finally, Metro’s Environmental Compliance and Sustainability Department would ensure environmental compliance related to stormwater drainage and runoff during operations. Operational activities associated with Alternative 4 are not anticipated to increase stormwater runoff beyond the capacity of stormwater drainage facilities in the RSA. Therefore, Alternative 4 operations would result in a less than significant impact related to stormwater drainage facilities.

Electric Power

Electricity would be provided to the transit line by TPSS units and to stations by traditional distribution connection facilities. Alternative 4 is estimated to consume approximately 91.83 GWh per year. The transit line is anticipated to be primarily powered by LADWP infrastructure and capacity. In Fiscal Year 2021–2022, LADWP supplied more than 21,400 GWh of power and would reasonably accommodate the additional 0.004 percent increase of electricity use required by Alternative 4 (LADWP, 2023). Alternative 4 would involve the construction of power poles, transmission lines, and connections to the existing grid, but would not require the expansion or relocation of existing generation facilities. To offset electricity consumption levels across the Metro rail system, Metro has approximately 2.6 MW of renewable capacity as of 2020 and aims to expand capacity to 7.5 MW by 2030 (Metro, 2023). Therefore, operation of Alternative 4 would result in a less than significant impact related to electric power facilities. Refer to Section 3.5, Energy, for additional details related to electricity consumption for Alternative 4.

Natural Gas

The electrically powered transit line would not use oil or natural gas. There would be no potential for Alternative 4 to require new or expanded natural gas or oil facilities. Therefore, no impact would occur related to natural gas and oil facilities.

Telecommunication Facilities

Operational activities associated with Alternative 4 have no potential to interfere with telecommunication facilities, which would be entirely outside of the alignment. Therefore, no impact would occur related to telecommunication facilities.

Combined Operational Impacts

The combination of operation of the transit line with the operation of the heavy rail transit (HRT) MSF would not result in impacts on utilities and service systems. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.1. Therefore, Alternative 4 would result in a less than significant impact related to the combined effect of transit and MSF operations on utilities and service systems.

Construction Impacts

Utility conflicts would primarily occur within the proposed station areas, columns and support for the aerial structure, and roadway relocations to accommodate Alternative 4’s footprint. Potentially impacted utilities are shown in Table 3.17-11 based on the advanced conceptual engineering plans

developed to date. Approximately 308 components of utility infrastructure would be potentially impacted including 108 electrical, 96 telecommunications, 43 water, 40 sewer, 11 gas, and 10 storm drainage.

Table 3.17-11. Alternative 4: Potentially Impacted Utilities

Utility Type	Number of Potentially Impacted Utilities
Electrical	108
Gas	11
Oil	0
Sewer	40
Storm Drainage	10
Telecommunications	96
Water	43
Total	308

Source: STCP, 2023

These components would likely be relocated near existing facilities, typically within a few feet of existing locations. The utility relocation efforts could potentially result in environmental effects related to construction and the temporary disruption of services, including generating construction emissions, disrupting roadway circulation, and temporarily decreased capacity of the electrical, natural gas, water supply, water treatment system, and telecommunications systems. These potential impacts are included in the assessments of construction-related impact in the relevant resource sections of the DEIR. Pursuant to PM US-1, Utility Identification and Coordination, if relocations are required, the construction contractor would verify the locations of existing utilities potentially affected by construction activities and determine specific relocation and setback and, pursuant to PM US-2, Service Interruption Notification, the construction contractor would develop a construction plan that minimizes interruptions to utilities services to the greatest extent feasible and notify the public if/when interruptions would occur. Therefore, construction of Alternative 4 would result in a less than significant impact related to utilities and service systems.

Water Facilities

Construction of Alternative 4 would not require substantial consumption of potable water. Water use would occur primarily through water trucks required for dust control and operation of the TBM. Slurry would be used to apply fluid (hydraulic) pressure to the tunnel face and to transport soil cuttings from the tunneling machine's pressure chamber to the surface. The slurry would require water use since water is added to the bentonite to create the fluid mixture used in the TBM. Water from the discharge slurry would be recycled for further use in preparing slurry. Water would also be required for cooling the TBM motors. Typically, cooling water is recycled and cooled using cooling towers near the access shafts. Thus, cooling water would have little impact on potable water supplies and would not require new or expanded water facilities. Although water use for construction would occur over a multi-year construction period, the water supply in the RSA has been determined to be adequate to meet demand, including construction water use in normal, single dry year, and multiple dry years, as discussed in Section 3.17.4. Construction of Alternative 4 would therefore not require the expansion or construction of new water facilities. Therefore, construction of Alternative 4 would result in a less than significant impact related to water facilities.

Wastewater Treatment

Construction activities would generate minimal wastewater through the use of temporary worker restrooms, which would have no potential to necessitate the construction of new or expanded wastewater facilities. Wastewater treatment facilities would not be required to be relocated during construction of Alternative 4. Therefore, construction of Alternative 4 would result in a less than significant impact related to wastewater facilities.

Stormwater Drainage

Stormwater runoff would be increased in the Study Area as a result of construction. As described in the *Sepulveda Transit Corridor Project Water Resources Technical Report*, any drainage pattern impacts from construction would be minor and temporary, minimizing the potential for exceeding stormwater drainage systems (Metro, 2025). In accordance with the CGP and MS4 Permit, Alternative 4 would be required to prepare and submit a construction SWPPP, which must be submitted to the State Water Resources Control Board prior to construction, and adhered to during construction. The construction SWPPP would identify the BMPs that would be in place prior to the start of construction activities and during construction. These measures would help reduce stormwater runoff velocity, thereby limiting its capacity to cause stormwater drainage systems exceedance. If necessary, new stormwater drainage facilities constructed at stations or along the alignment would comply with design requirements established by state and local regulations. For additional information regarding state and local regulations governing stormwater pollution prevention, refer to the *Sepulveda Transit Corridor Project Water Resources Technical Report* (Metro, 2025). Compliance with these state and local regulations would reduce construction-related impacts to stormwater drainage facilities. Therefore, a less than significant impact would occur related to stormwater drainage facilities.

Electric Power

Construction of Alternative 4 could require new or expanded electric power facilities. Minimal electricity would be used to power field offices for the construction contractor. Temporary lighting or some electrically powered pieces of construction equipment may temporarily consume electricity. The TBM launch site may also require the construction of a temporary electrical substation. The construction of the facility would be a temporary use of electric power, and Alternative 4 overall would provide a net benefit. The TBM would utilize electricity from the LADWP system but would be a temporary use that would cease upon completion of tunneling activities. Therefore, construction of Alternative 4 would result in a less than significant impact related to electric power facilities. Refer to Section 3.5, Energy, for additional details related to electricity consumption for Alternative 4.

Natural Gas

Construction of Alternative 4 has no potential to require new or expanded natural gas or oil facilities. Minimal natural gas would be required. Therefore, construction of Alternative 4 would result in a less than significant impact related to natural gas and oil infrastructure.

Telecommunication Facilities

Construction activities would have no potential to necessitate the construction of new or expanded telecommunication facilities. It is anticipated that existing telecommunication facilities would still be able to adequately serve construction crews and the RSA. Therefore, a less than significant impact would occur related to telecommunication facilities.

Combined Construction Impacts

The combination of construction of the transit line with the construction of the HRT MSF would not result in impacts on utilities and service systems. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.1. Therefore, Alternative 4 would result in a less than significant impact related to the combined effect of transit and MSF construction on utilities and service systems.

Alternative 5

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational Impacts

Water Facilities

Alternative 5 would not require a significant long-term, permanent source of water use. Restrooms would not be provided at the stations, but water use would be required for cleaning stations. This minimal water use would not interfere with the existing and planned capacity of water facilities. Station perimeters would include drought-tolerant landscaping requiring nominal amounts of water consumption. There is no potential for operational activities to necessitate new or expanded water facilities. Therefore, no impact would occur related to operational activities.

Wastewater Treatment

Alternative 5 would not require construction of new or expanded wastewater treatment facilities. Restrooms would not be provided at the stations, but wastewater would be generated by cleaning stations. This minimal wastewater generation would not interfere with the existing and planned capacity of wastewater facilities. There is no potential for operational activities to necessitate new or expanded wastewater facilities. Therefore, no impact would occur related to wastewater facilities.

Stormwater Drainage

Alternative 5 would introduce new impervious surface areas, resulting in a potential increase in stormwater runoff during operations. However, stormwater runoff during operational activities would be minimized through compliance with the NPDES Permit and incorporation of BMPs during construction. Stormwater drainage facilities that would be constructed for Alternative 5 would comply with existing stormwater runoff regulations – including Chapter 12.8 of the Los Angeles County Code of Ordinances, Chapter 11 of the City of Los Angeles Plumbing Code, Section 64.72 of the LAMC and Chapter 7.10 of the SMMC – and their operational capacity would be adequate to convey stormwater to water treatment facilities. Additionally, Chapter 12.8 of the Los Angeles County Code of Ordinances, Section 64.72 of the LAMC, and Section 7.10.090 of the SMMC, require compliance with LID strategies to retain stormwater runoff on-site during operations, LID BMPs per regional requirements within the *Sepulveda Transit Corridor Project Water Resources Technical Report* (Metro, 2025). While retention of some runoff would be provided within the Alternative 5 footprint in order to minimize impacts to existing drainage systems, drainage treatments would be further assessed in subsequent stages of design development in order to meet local requirements. Proposed stations would be designed with landscaping around the station perimeters as a component of stormwater runoff retention infrastructure. Finally, Metro’s Environmental Compliance and Sustainability Department would ensure

environmental compliance related to stormwater drainage and runoff during operations. Operational activities associated with Alternative 5 are not anticipated to increase stormwater runoff beyond the capacity of stormwater drainage facilities in the RSA. Therefore, Alternative 5 operations would result in a less than significant impact related to stormwater drainage facilities.

Electric Power

Electricity would be provided to the transit line by TPSS units and to stations by traditional distribution connection facilities. Alternative 5 is estimated to consume approximately 91.83 GWh per year. The transit line is anticipated to be primarily powered by LADWP infrastructure and capacity. In Fiscal Year 2021 to 2022, LADWP supplied more than 21,400 GWh of power and would reasonably accommodate the additional 0.004 percent increase of electricity use required by Alternative 5 (LADWP, 2023). Alternative 5 would involve the construction of power poles, transmission lines, and connections to the existing grid, but would not require the expansion or relocation of existing generation facilities. To offset electricity consumption levels across the Metro rail system, Metro has approximately 2.6 MW of renewable capacity as of 2020 and aims to expand capacity to 7.5 MW by 2030 (Metro, 2023). Therefore, operation of Alternative 5 would result in a less than significant impact related to electric power facilities. Refer to Section 3.5, Energy, for additional details related to electricity consumption for Alternative 5.

Natural Gas

The electrically powered transit line would not use oil or natural gas. There would be no potential for Alternative 5 to require new or expanded natural gas or oil facilities. Therefore, no impact would occur related to natural gas and oil facilities.

Telecommunication Facilities

Operational activities associated with Alternative 5 have no potential to interfere with telecommunication facilities, which would be entirely outside of the alignment. Therefore, no impact would occur related to telecommunication facilities.

Combined Operational Impacts

The combination of operation of the transit line with the operation of the HRT MSF would not result in impacts on utilities and service systems. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.1. Therefore, Alternative 5 would result in a less than significant impact related to the combined effect of transit and MSF operations on utilities and service systems.

Construction Impacts

Utility conflicts would primarily occur within the proposed station areas, columns and support for the aerial structure, and roadway relocations to accommodate Alternative 5's footprint. Potentially impacted utilities are shown in Table 3.17-12 based on the advanced conceptual engineering plans developed to date. Approximately 308 components of utility infrastructure would be potentially impacted including 108 electrical, 96 telecommunications, 43 water, 40 sewer, 11 gas, and 10 storm drainage.

Table 3.17-12. Alternative 5: Potentially Impacted Utilities

Utility Type	Number of Potentially Impacted Utilities
Electrical	108
Gas	11
Oil	0
Sewer	40
Storm Drainage	10
Telecommunications	96
Water	43
Total	308

Source: STCP, 2023

These components would likely be relocated near existing facilities, typically within a few feet of existing locations. The utility relocation efforts could potentially result in environmental effects related to construction and the temporary disruption of services, including generating construction emissions, disrupting roadway circulation, and temporarily decreased capacity of the electrical, natural gas, water supply, water treatment system, and telecommunications systems. These potential impacts are included in the assessments of construction-related impact in the relevant resource sections of the DEIR.

Pursuant to PM US-1, Utility Identification and Coordination, if relocations are required, the construction contractor would verify the locations of existing utilities potentially affected by construction activities and determine specific relocation and setback and, pursuant to PM US-2, Service Interruption Notification, the construction contractor would develop a construction plan that minimizes interruptions to utilities services to the greatest extent feasible and notify the public if/when interruptions would occur. Therefore, construction of Alternative 5 would result in a less than significant impact related to utilities and service systems.

Water Facilities

Construction of Alternative 5 would not require substantial consumption of potable water. Water use would occur primarily through water trucks required for dust control and operation of the TBM. Slurry would be used to apply fluid (hydraulic) pressure to the tunnel face and to transport soil cuttings from the tunneling machine's pressure chamber to the surface. The slurry would require water use since water is added to the bentonite to create the fluid mixture used in the TBM. Water from the discharge slurry would be recycled for further use in preparing slurry. Water would also be required for cooling the TBM motors. Typically, cooling water is recycled and cooled using cooling towers near the access shafts. Thus, cooling water would have little impact on potable water supplies and would not require new or expanded water facilities. Although water use for construction would occur over a multi-year construction period, the water supply in the Study Area has been determined to be adequate to meet demand, including construction water use in normal, single dry year, and multiple dry years, as discussed in Section 3.17.4. Construction of Alternative 5 would therefore not require the expansion or construction of new water facilities. Therefore, construction of Alternative 5 would result in a less than significant impact related to water facilities.

Wastewater Treatment

Construction activities would generate minimal wastewater through the use of temporary worker restrooms, which would have no potential to necessitate the construction of new or expanded wastewater facilities. Wastewater treatment facilities would not be required to be relocated during

construction of Alternative 5. Therefore, construction of Alternative 5 would result in a less than significant impact related to wastewater facilities.

Stormwater Drainage

Stormwater runoff would be increased in the study as a result of construction. As described in the *Sepulveda Transit Corridor Project Water Resources Technical Report*, any drainage pattern impacts from construction would be minor and temporary, minimizing the potential for exceeding stormwater drainage systems (Metro, 2025). In accordance with the CGP and MSR Permit, Alternative 5 would be required to prepare and submit a construction SWPPP, which must be submitted to the State Water Resources Control Board prior to construction and adhered to during construction. The construction SWPPP would identify the BMPs that would be in place prior to the start of construction activities and during construction. These measures would help reduce stormwater runoff velocity, thereby limiting its capacity to cause stormwater drainage systems exceedance. If necessary, new stormwater drainage facilities constructed at stations or along the alignment would comply with design requirements established by state and local regulations. For additional information regarding state and local regulations governing stormwater pollution prevention, refer to the *Sepulveda Transit Corridor Project Water Resources Technical Report* (Metro, 2025). Compliance with these state and local regulations would reduce construction-related impacts to stormwater drainage facilities. Therefore, a less than significant impact would occur related to stormwater drainage facilities.

Electric Power

Construction of Alternative 5 could require new or expanded electric power facilities. Minimal electricity would be used to power field offices for the construction contractor. Temporary lighting or some electrically powered pieces of construction equipment may temporarily consume electricity. The TBM launch site may also require the construction of a temporary electrical substation. The construction of the facility would be a temporary use of electric power, and Alternative 5 overall would provide a net benefit. The TBM would utilize electricity from the LADWP system but would be a temporary use that would cease upon completion of tunneling activities. Therefore, construction of Alternative 5 would result in a less than significant impact related to electric power facilities. Refer to Section 3.5, Energy, for additional details related to electricity consumption for Alternative 5.

Natural Gas

Construction of Alternative 5 has no potential to require new or expanded natural gas or oil facilities. Minimal natural gas would be required. Therefore, construction of Alternative 5 would result in a less than significant impact related to natural gas and oil infrastructure.

Telecommunication Facilities

Construction activities would have no potential to necessitate the construction of new or expanded telecommunication facilities. It is anticipated that existing telecommunication facilities would still be able to adequately serve construction crews and the RSA. Therefore, a less than significant impact would occur related to telecommunication facilities.

Combined Construction Impacts

The combination of construction of the transit line with the construction of the HRT MSF would not result in impacts on utilities and service systems. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.1. Therefore, Alternative 5 would result in a

less than significant impact related to the combined effect of transit and MSF construction on utilities and service systems.

Alternative 6

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational Impacts

Water Facilities

Alternative 6 would not require a significant long-term, permanent source of water use. Public restrooms would not be provided at the stations, but water use would be required for staff restrooms and cleaning stations. This minimal water use would not interfere with the existing and planned capacity of water facilities. Station perimeters would include drought-tolerant landscaping requiring nominal amounts of water consumption. There is no potential for operational activities to necessitate new or expanded water facilities. Therefore, no impact would occur related to operational activities.

Wastewater Treatment

Alternative 6 would not require construction of new or expanded wastewater treatment facilities. Public restrooms would not be provided at the stations, but wastewater would be generated by staff restrooms and cleaning stations. This minimal wastewater generation would not interfere with the existing and planned capacity of wastewater facilities. There is no potential for operational activities to necessitate new or expanded wastewater facilities. Therefore, no impact would occur related to wastewater facilities.

Stormwater Drainage

Alternative 6 would increase impervious surface areas, resulting in a potential increase in stormwater runoff during operations. However, stormwater runoff during operational activities would be minimized through compliance with the NPDES Permit and incorporation of BMPs during construction. Stormwater drainage facilities that would be constructed for Alternative 6 would comply with existing stormwater runoff regulations – including Chapter 12.8 of the Los Angeles County Code of Ordinances, Chapter 11 of the City of Los Angeles Plumbing Code, Section 64.72 of the LAMC and Chapter 7.10 of the SMMC – and their operational capacity would be adequate to convey stormwater to water treatment facilities. Additionally, Chapter 12.8 of the Los Angeles County Code of Ordinances, Section 64.72 of the LAMC, and Section 7.10.090 of the SMMC, require compliance with LID strategies to retain stormwater runoff on-site during operations, LID BMPs per regional requirements within the *Sepulveda Transit Corridor Project Water Resources Technical Report* (Metro, 2025). Retainment of most stormwater runoff within the Alternative 6 footprint and preservation of existing discharge locations would reduce the potential for exceeding stormwater drainage systems. Proposed stations would be designed with landscaping around the station perimeters as a component of stormwater runoff retention infrastructure. Finally, Metro’s Environmental Compliance and Sustainability Department would ensure environmental compliance related to stormwater drainage and runoff during operations. Operational activities associated with Alternative 6 are not anticipated to increase stormwater runoff beyond the capacity of stormwater drainage facilities in the RSA. Therefore, Alternative 6 operations would result in a less than significant impact related to stormwater drainage facilities.

Electric Power

Electricity would be provided to the transit line by TPSS units and to stations by traditional distribution connection facilities (e.g., power poles, underground wires, transmission lines, and distribution lines). Alternative 6 is estimated to consume similar amounts of electricity as the other project alternatives ranging from approximately 90 to 100 GWh per year. The transit line is anticipated to be primarily powered by LADWP infrastructure and capacity. In Fiscal Year 2021–2022, LADWP supplied more than 21,400 GWh of power and would reasonably accommodate the additional 0.005 percent increase of electricity use required by Alternative 6 (LADWP, 2023). Alternative 6 would involve the construction of power poles, transmission lines, and connections to the existing grid, but would not require the expansion or relocation of existing generation facilities. To offset electricity consumption levels across the Metro rail system, Metro has approximately 2.6 MW of renewable capacity as of 2020 and aims to expand capacity to 7.5 MW by 2030 (Metro, 2023). Therefore, operation of Alternative 6 would result in a less than significant impact related to electric power facilities. Refer to Section 3.5, Energy, for additional details related to electricity consumption for Alternative 6.

Natural Gas

The electrically powered transit line would not use oil or natural gas. There would be no potential for Alternative 6 to require new or expanded natural gas or oil facilities. Therefore, no impact would occur related to natural gas and oil facilities.

Telecommunication Facilities

Operational activities associated with Alternative 6 have no potential to interfere with telecommunication facilities, which would be entirely outside of the alignment. Therefore, no impact would occur related to telecommunication facilities.

Combined Operational Impacts

The combination of operation of the transit line with the operation of the HRT MSF would not result in impacts on utilities and service systems. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.1. Therefore, Alternative 6 would result in a less than significant impact related to the combined effect of transit and MSF operations on utilities and service systems.

Construction Impacts

Utility conflicts would primarily occur within the proposed station and cross over areas since it is assumed the areas would be constructed using a cut-and-cover excavation method. In roadway areas, a temporary roadway decking would be installed and, where feasible, the existing utilities would be supported or hung from the underside of the decking. The depth of the decking would be typically 2.5 to 3 feet from the ground surface. As such, any utility known to be shallower than 3 feet would be assigned the disposition of a relocation. In areas outside of the cut-and-cover construction methods, deep tunnel segments are proposed, which traditionally produce little to no utility impacts. Potentially impacted utilities are shown in Table 3.17-13 based on the advanced conceptual engineering plans developed to date. Approximately 136 components of utility infrastructure would be potentially impacted including 45 electrical, 29 water, 22 sewer, 23 telecommunications, 10 natural gas, and 7 storm drainage.

Table 3.17-13. Alternative 6: Potentially Impacted Utilities

Utility Type	Number of Potentially Impacted Utilities
Electrical	45
Gas	10
Oil	0
Sewer	22
Storm Drainage	6
Telecommunications	23
Water	29
Total	136

Source: HTA, 2024

These components would likely be relocated near existing facilities, typically within a few feet of existing locations. The utility relocation efforts could potentially result in environmental effects related to construction and the temporary disruption of services, including generating construction emissions, disrupting roadway circulation, and temporarily decreased capacity of the electrical, natural gas, water supply, water treatment system, and telecommunications systems. These potential impacts are included in the assessments of construction-related impact in the relevant resource sections of the DEIR. Pursuant to PM US-1, Utility Identification and Coordination, if relocations are required, the construction contractor would verify the locations of existing utilities potentially affected by construction activities and determine specific relocation and setback and, pursuant to PM US-2, Service Interruption Notification, the construction contractor would develop a construction plan that minimizes interruptions to utilities services to the greatest extent feasible and notify the public if/when interruptions would occur. Therefore, construction of Alternative 6 would result in a less than significant impact related to utilities and service systems.

Water Facilities

Construction of Alternative 6 would not require substantial consumption of potable water. Water use would occur primarily through water trucks required for dust control and operation of the TBM. Slurry would be used to apply fluid (hydraulic) pressure to the tunnel face and to transport soil cuttings from the tunneling machine's pressure chamber to the surface. The slurry would require water use since water is added to the bentonite to create the fluid mixture used in the TBM. Water from the discharge slurry would be recycled for further use in preparing slurry. Water would also be required for cooling the TBM motors. Typically, cooling water is recycled and cooled using cooling towers near the access shafts. Thus, cooling water would have little impact on potable water supplies and would not require new or expanded water facilities. Although water use for construction would occur over a multi-year construction period, the water supply in the Study Area has been determined to be adequate to meet demand, including construction water use in normal, single dry year, and multiple dry years, as discussed in Section 3.17.4. Construction of Alternative 6 would therefore not require the expansion or construction of new water facilities. Therefore, construction of Alternative 6 would result in a less than significant impact related to water facilities

Wastewater Treatment

Construction activities would generate minimal wastewater through the use of temporary worker restrooms, which would have no potential to necessitate the construction of new or expanded wastewater facilities. Wastewater treatment facilities would not be required to be relocated during

construction of Alternative 6. Therefore, construction of Alternative 6 would result in a less than significant impact related to wastewater facilities.

Stormwater Drainage

Stormwater runoff would be increased in the RSA as a result of construction. As described in the *Sepulveda Transit Corridor Project Water Resources Technical Report*, any drainage pattern impacts from construction would be minor and temporary, minimizing the potential for exceeding stormwater drainage systems (Metro, 2025). In accordance with the CGP and MS4 Permit, Alternative 6 would be required to prepare and submit a construction SWPPP, which must be submitted to the State Water Resources Control Board prior to construction, and adhered to during construction. The construction SWPPP would identify the BMPs that would be in place prior to the start of construction activities and during construction. These measures would help reduce stormwater runoff velocity, thereby limiting its capacity to cause stormwater drainage systems exceedance. If necessary, new stormwater drainage facilities constructed at stations or along the alignment would comply with design requirements established by state and local regulations. For additional information regarding state and local regulations governing stormwater pollution prevention, refer to the *Sepulveda Transit Corridor Project Water Resources Technical Report* (Metro, 2025). Compliance with these state and local regulations would reduce construction-related impacts to stormwater drainage facilities. Therefore, a less than significant impact would occur related to stormwater drainage facilities.

Electric Power

Construction of Alternative 6 could require new or expanded electric power facilities. Minimal electricity would be used to power field offices for the construction contractor. Temporary lighting or some electrically powered pieces of construction equipment may temporarily consume electricity. The TBM launch site may also require the construction of a temporary electrical substation. The construction of the facility would be a temporary use of electric power, and Alternative 6 overall would provide a net benefit. The anticipated electricity usage of the TBM per day would be approximately 327 MWh. The TBM would utilize electricity from the LADWP system but would be a temporary use that would cease upon completion of tunneling activities. Therefore, construction of Alternative 6 would result in a less than significant impact related to electric power facilities. Refer to Section 3.5, Energy, for additional details related to electricity consumption for Alternative 6.

Natural Gas

Construction of Alternative 6 has no potential to require new or expanded natural gas or oil facilities. Minimal natural gas would be required. Therefore, construction of Alternative 6 would result in a less than significant impact related to natural gas and oil infrastructure.

Telecommunication Facilities

Construction activities would have no potential to necessitate the construction of new or expanded telecommunication facilities. It is anticipated that existing telecommunication facilities would still be able to adequately serve construction crews and RSA. Therefore, a less than significant impact would occur related to telecommunication facilities.

Combined Construction Impacts

The combination of construction of the transit line with the construction of the HRT MSF would not result in impacts on utilities and service systems. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.1. Therefore, Alternative 6 would result in a

less than significant impact related to the combined effect of transit and MSF construction on utilities and service systems.

Maintenance and Storage Facilities

Monorail Transit Maintenance and Storage Facility Base Design (Alternatives 1 and 3)

Impact Statement

Operational Impact: Significant and Unavoidable

Construction Impact: Less Than Significant

Operational Impacts

During operation, water use would be required for washing trains and the MSF Base Design restroom facilities. As part of Metro's *Moving Beyond Sustainability Plan* (Metro, 2020a) goal to reduce water consumption, it has implemented pilot program low-flow nozzles in some existing MSFs, resulting in a 40 percent reduction in water use per wash cycle. Low- to no-flow sanitary fixtures in restroom facilities are also being installed across Metro facilities, which are anticipated to save approximately 3.1 million gallons of water per year. These features are anticipated to be installed for this MSF to meet Metro's sustainability goals. These activities would also result in the generation of wastewater. The MSF Base Design would employ approximately 260 to 350 persons, who would work in shifts at the facility. Generation of wastewater and water by this limited number of staff would be minimal. This minimal water consumption and wastewater generation in combination with water-saving features would not interfere with the existing and planned capacity of water or wastewater facilities. The proposed MSF Base Design would be designed with drought-tolerant landscaping and stormwater runoff retention infrastructure. Electricity would be utilized at the MSF Base Design to power its various facilities, maintenance shops, and lighting over its 24-hour operation cycle, 7 days a week. The anticipated electricity usage would represent a small percentage of the 21,400 GWh LADWP supplied in Fiscal Year 2021–2022. MSF Base Design electricity usage would therefore not require new or expanded electricity generation facilities. It is not anticipated that natural gas would be utilized to maintain or store trains at the MSF Base Design. Operation of the MSF Base Design would have no potential to interfere with telecommunication facilities. Therefore, operation of the proposed MSF Base Design would result in a less than significant impact related to the necessity to relocate or construction new or expanded wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities.

The MSF Base Design would conflict with LADWP's Mid-Valley Water Facility project, which is proposed on the same site as the MSF Base Design. The Mid-Valley Water Facility project would replace outdated buildings and trailers currently situated at various locations throughout the San Fernando Valley. The proposed facility is intended to improve efficiencies across LADWP divisions, support LADWP's mainline replacement program, and ensure infrastructure resiliency. LADWP's Board of Water and Power Commissioners approved an Initial Study/Mitigated Negative Declaration (IS/MND) for the project on February 11, 2020, and construction is anticipated to begin in 2027 (LADWP, 2020). Due to this land use conflict, the MSF Base Design could necessitate relocating or constructing the LADWP facility elsewhere. Metro has been in coordination with LADWP, and continued coordination is required to identify a solution to the conflict and determine if a new or relocated facility is required. However, because no alternative site has been identified and the conflict remains unresolved, this analysis assumes that a new LADWP facility would need to be constructed at a different location. If a new facility in a new location is required, an environmental review would be necessary to assess potential impacts.

A new LADWP facility would likely be situated on a similarly sized site (approximately 17 acres) within the San Fernando Valley, zoned for manufacturing or industrial use. While it cannot be assumed that the site would be vacant, any existing structures and vegetation would need to be cleared, potentially disturbing sensitive habitats and trees. Additionally, any existing structures would require evaluation for historical significance. Given the likely industrial zoning, there is also a possibility of encountering contaminated soil or groundwater, which could be disturbed during construction. Operation of the LADWP facility also has potential to result in significant environmental effects. The LADWP facility would include materials storage, fueling stations, various maintenance shops, valve testing facilities, wash facilities, several diesel generators (for both emergency power and testing), staff offices and associated parking facilities. These operations would require routine truck deliveries and employee commute trips which LADWP estimated to be approximately 1,453 daily trips in the 2020 IS/MND (LADWP, 2020). These operations would generate noise that, depending on the location of sensitive receptors, could be considered significant noise impacts. The use of diesel generators and routine truck trips would also produce pollutant emissions which may exceed SCAQMD thresholds for criteria pollutants such as NO_x and CO as well as potential localized health risks dependent on the location of any sensitive receptors. LADWP's 2020 IS/MND disclosed similar potential impacts to those described in this section and identified mitigation measures to reduce these impacts to a less-than-significant level. While it is likely that most of the impacts identified in this analysis could be mitigated similarly, given the unknown size and precise location of the new LADWP facility and the absence of control by the Metro Board over the future decision-making process, no more detailed analysis is possible at this time. In view of the known site requirements and operations proposed for the LADWP facility, it is anticipated that a new LADWP facility in a different location could cause significant environmental effects that may not be mitigated to a less-than-significant level. Therefore, the MSF Base Design would result in a significant and unavoidable impact related to the need to relocate or construct new water facilities.

Construction Impacts

Construction of the MSF Base Design would require relocation of existing utilities. A significant portion of the MSF Base Design site is occupied by industrial uses. These utilities would likely be relocated near existing facilities, typically within a few feet of existing locations. The utility relocation efforts could potentially result in environmental effects related to construction and the temporary disruption of services, including generating construction emissions, disrupting roadway circulation, and temporarily decreased capacity of the electrical, natural gas, water supply, water treatment system, and telecommunications systems. These potential impacts are included in the assessments of construction-related impact in the relevant resource sections of the DEIR. Pursuant to PM US-1, Utility Identification and Coordination, if relocations are required, the construction contractor would verify the locations of existing utilities potentially affected by construction activities and determine specific relocation and setback and, pursuant to PM US-2, Service Interruption Notification, the construction contractor would develop a construction plan that minimizes interruptions to utilities services to the greatest extent feasible and notify the public if/when interruptions would occur. Therefore, construction of the MSF Base Design would result in a less than significant impact related to utilities and service systems.

Monorail Transit Maintenance and Storage Facility Design Option 1 (Alternatives 1 and 3)

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational Impacts

Operational impacts related to MSF Design Option 1 would be similar to those described for the proposed MSF Base Design. Operation of the MSF Design Option 1 is anticipated to have limited effects on existing utilities and the capacity of existing utility facilities. Therefore, operation of MSF Design Option 1 would result in a less than significant impact related to the necessity to relocate or construction new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities.

Construction Impacts

Construction impacts related to MSF Design Option 1 would be similar to those described for the proposed MSF Base Design. There is potential for the construction of the MSF to require relocating existing utilities components and the utility relocation efforts could result in detrimental environmental effects. Pursuant to PM US-1, Utility Identification and Coordination, if relocations are required, the construction contractor would verify the locations of existing utilities potentially affected by construction activities and determine specific relocation and setback and, pursuant to PM US-2, Service Interruption Notification, the construction contractor would develop a construction plan that minimizes interruptions to utilities services to the greatest extent feasible and notify the public if/when interruptions would occur. Therefore, construction of MSF Design Option 1 would result in a less than significant impact related to utilities and service systems.

Electric Bus Maintenance and Storage Facility (Alternative 1)

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational Impacts

Operational impacts related to the Electric Bus MSF would be similar to those described for the proposed MSF Base Design. Water consumption and wastewater generation would be limited, as approximately 70 people would be employed working in shifts. Electricity consumption would be required to charge, operate, and maintain the electric buses. The anticipated electricity usage would represent a small percentage of the 21,400 GWh the LADWP supplied in Fiscal Year 2021–2022. Electric Bus MSF electricity usage would therefore not require new or expanded electricity generation facilities. Operation of the Electric Bus MSF is anticipated to have limited effects on existing utilities and the capacity of existing utility facilities. Therefore, operation of the Electric Bus MSF would result in a less than significant impact related to the necessity to relocate or construction new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities.

Construction Impacts

Construction impacts related to the Electric Bus MSF would be similar to those described for the proposed MSF Base Design. There is potential for the construction of the Electric Bus MSF to require relocating existing utilities components and the utility relocation efforts could result in detrimental environmental effects. Pursuant to PM US-1, Utility Identification and Coordination, if relocations are required, the construction contractor would verify the locations of existing utilities potentially affected by construction activities and determine specific relocation and setback and, pursuant to PM US-2, Service Interruption Notification, the construction contractor would develop a construction plan that

minimizes interruptions to utilities services to the greatest extent feasible and notify the public if/when interruptions would occur. Therefore, construction of the Electric Bus MSF would result in a less than significant impact related to utilities and service systems.

Heavy Rail Transit Maintenance and Storage Facility (Alternatives 4 and 5)

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational Impacts

During operation, water use would be required for washing trains and MSF restroom facilities for this HRT MSF. These activities would also result in the generation of wastewater. As part of Metro's *Moving Beyond Sustainability Plan* (Metro, 2020a) goal to reduce water consumption, it has implemented pilot program low-flow nozzles in some existing MSFs, resulting in a 40 percent reduction in water use per wash cycle. Low- to no-flow sanitary fixtures in restroom facilities are also being installed across Metro facilities, which are anticipated to save approximately 3.1 million gallons of water per year (Metro, 2020a). These features are anticipated to be installed for this MSF to meet Metro's sustainability goals. These activities would also result in the generation of wastewater. This HRT MSF would employ approximately 100 to 190 persons, who would work in shifts at the facility. Generation of wastewater and water by this limited number of staff would be minimal. This minimal water consumption and wastewater generation in combination with water-saving features would not interfere with the existing and planned capacity of water or wastewater facilities. This HRT MSF would be designed with drought-tolerant landscaping and stormwater runoff retention infrastructure. Electricity would be utilized at this HRT MSF to power its various facilities, maintenance shops, and lighting over its 24-hour operation cycle, 7 days a week. The anticipated electricity usage would represent a small percentage of the 21,400 GWh LADWP supplied in Fiscal Year 2021–2022. Electricity usage for this HRT MSF would therefore not require new or expanded electricity generation facilities. It is not anticipated that natural gas would be utilized to maintain or store trains at this HRT MSF. Operation of this HRT MSF would have no potential to interfere with telecommunication facilities. Therefore, operation of the proposed HRT MSF would result in a less than significant impact related to the necessity to relocate or construction new or expanded wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities.

Part of the HRT MSF would be located on a portion of LADWP property which is currently planned for the Mid-Valley Water Facility project. The Mid-Valley Water Facility project would replace outdated buildings and trailers currently situated at various locations throughout the San Fernando Valley. The proposed facility is intended to improve efficiencies across LADWP divisions, support LADWP's mainline replacement program, and ensure infrastructure resiliency. LADWP's Board of Water and Power Commissioners approved an IS/MND for the project on February 11, 2020, and construction is anticipated to begin in 2027 (LADWP, 2020). Due to this land use conflict, the MSF could necessitate relocating or constructing the LADWP facility elsewhere. Metro has been in coordination with LADWP, and continued coordination is required to identify a solution to the conflict and determine if a new or relocated facility is required. However, because no alternative site has been identified and the conflict remains unresolved, this analysis assumes that a new LADWP facility would need to be constructed at a different location. If a new facility in a new location is required, an environmental review would be necessary to assess potential impacts.

A new LADWP facility would likely be situated on a similarly sized site (approximately 17 acres) within the San Fernando Valley, zoned for manufacturing or industrial use. While it cannot be assumed that the site would be vacant, any existing structures and vegetation would need to be cleared, potentially disturbing sensitive habitats and trees. Additionally, any existing structures would require evaluation for historical significance. Given the likely industrial zoning, there is also a possibility of encountering contaminated soil or groundwater, which could be disturbed during construction. Operation of the LADWP facility also has potential to result in significant environmental effects. The LADWP facility would include materials storage, fueling stations, various maintenance shops, valve testing facilities, wash facilities, several diesel generators (for both emergency power and testing), staff offices and associated parking facilities. These operations would require routine truck deliveries and employee commute trips which LADWP estimated to be approximately 1,453 daily trips in the 2020 IS/MND (LADWP, 2020). These operations would generate noise that, depending on the location of sensitive receptors, could be considered significant noise impacts. The use of diesel generators and routine truck trips would also produce pollutant emissions which may exceed SCAQMD thresholds for criteria pollutants such as NO_x and CO as well as potential localized health risks dependent on the location of any sensitive receptors. LADWP's 2020 IS/MND disclosed similar potential impacts to those described in this section and identified mitigation measures to reduce these impacts to a less-than-significant level. While it is likely that most of the impacts identified in this analysis could be mitigated similarly, given the unknown size and precise location of the new LADWP facility and the absence of control by the Metro Board over the future decision-making process, no more detailed analysis is possible at this time. In view of the known site requirements and operations proposed for the LADWP facility, it is anticipated that a new LADWP facility in a different location could cause significant environmental effects that may not be mitigated to a less-than-significant level. Therefore, the HRT MSF would result in a significant and unavoidable impact related to the need to relocate or construct new water facilities.

Construction Impacts

Construction of this HRT MSF would require relocation of existing utilities. A significant portion of this HRT MSF is occupied by industrial uses. These utilities would likely be relocated near existing facilities, typically within a few feet of existing locations. The utility relocation efforts could potentially result in environmental effects related to construction and the temporary disruption of services, including generating construction emissions, disrupting roadway circulation, and temporarily decreased capacity of the electrical, natural gas, water supply, water treatment system, and telecommunications systems. Pursuant to PM US-1, Utility Identification and Coordination, if relocations are required, the construction contractor would verify the locations of existing utilities potentially affected by construction activities and determine specific relocation and setback and, pursuant to PM US-2, Service Interruption Notification, the construction contractor would develop a construction plan that minimizes interruptions to utilities services to the greatest extent feasible and notify the public if/when interruptions would occur. Therefore, construction of this HRT MSF would result in a less than significant impact related to utilities and service systems.

Heavy Rail Transit Maintenance and Storage Facility (Alternative 6)

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational Impacts

During operation water use would be required for washing trains and restroom facilities for this HRT MSF. These activities would also result in the generation of wastewater. As part of Metro's *Moving Beyond Sustainability Plan* (Metro, 2020a) goal to reduce water consumption, it has implemented pilot program low-flow nozzles in some existing MSFs, resulting in a 40 percent reduction in water use per wash cycle. Low- to no-flow sanitary fixtures in restroom facilities are also being installed across Metro facilities, which are anticipated to save approximately 3.1 million gallons of water per year (Metro, 2020a). These features are anticipated to be installed for this HRT MSF to meet Metro's sustainability goals. These activities would also result in the generation of wastewater. This HRT SF would employ approximately 260 to 350 persons who would work in shifts at the facility. Generation of wastewater and water by this limited number of staff would be minimal. This minimal water consumption and wastewater generation in combination with water-saving features would not interfere with the existing and planned capacity of water or wastewater facilities. This HRT MSF would be designed with drought-tolerant landscaping and stormwater runoff retention infrastructure. Electricity would be utilized at this HRT MSF to power its various facilities, maintenance shops, and lighting over its 24-hour operation cycle, 7 days a week. The anticipated electricity usage would represent a small percent of the 21,400 GWh LADWP supplied in Fiscal Year 2021–2022. Electricity usage at the HRT MSF would therefore not require new or expanded electricity generation facilities. It is not anticipated that natural gas would be utilized to maintain or store trains at this HRT MSF. Operation of this HRT MSF would have no potential to interfere with telecommunication facilities. Therefore, operation of the proposed HRT MSF would result in a less than significant impact related to the necessity to relocate or construction new or expanded wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities.

Part of the HRT MSF would be located on a portion of LADWP property which is currently planned for the Mid-Valley Water Facility project. The Mid-Valley Water Facility project would replace outdated buildings and trailers currently situated at various locations throughout the San Fernando Valley. The proposed facility is intended to improve efficiencies across LADWP divisions, support LADWP's mainline replacement program, and ensure infrastructure resiliency. LADWP's Board of Water and Power Commissioners approved an Initial Study/Mitigated Negative Declaration (IS/MND) for the project on February 11, 2020, and construction is anticipated to begin in 2027 (LADWP, 2020). Due to this land use conflict, the MSF could necessitate relocating or constructing the LADWP facility elsewhere.. Metro has been in coordination with LADWP, and continued coordination is required to identify a solution to the conflict and determine if a new or relocated facility is required. However, because no alternative site has been identified and the conflict remains unresolved, this analysis assumes that a new LADWP facility would need to be constructed at a different location. If a new facility in a new location is required, an environmental review would be necessary to assess potential impacts.

A new LADWP facility would likely be situated on a similarly sized site (approximately 17 acres) within the San Fernando Valley, zoned for manufacturing or industrial use. While it cannot be assumed that the site would be vacant, any existing structures and vegetation would need to be cleared, potentially disturbing sensitive habitats and trees. Additionally, any existing structures would require evaluation for historical significance. Given the likely industrial zoning, there is also a possibility of encountering contaminated soil or groundwater, which could be disturbed during construction. Operation of the LADWP facility also has potential to result in significant environmental effects. The LADWP facility would include materials storage, fueling stations, various maintenance shops, valve testing facilities, wash facilities, several diesel generators (for both emergency power and testing), staff offices and associated

parking facilities. These operations would require routine truck deliveries and employee commute trips which LADWP estimated to be approximately 1,453 daily trips in the 2020 IS/MND (LADWP, 2020). These operations would generate noise that, depending on the location of sensitive receptors, could be considered significant noise impacts. The use of diesel generators and routine truck trips would also produce pollutant emissions which may exceed SCAQMD thresholds for criteria pollutants such as NO_x and CO as well as potential localized health risks dependent on the location of any sensitive receptors. LADWP's 2020 IS/MND disclosed similar potential impacts to those described in this section and identified mitigation measures to reduce these impacts to a less-than-significant level. While it is likely that most of the impacts identified in this analysis could be mitigated similarly, given the unknown size and precise location of the new LADWP facility and the absence of control by the Metro Board over the future decision-making process, no more detailed analysis is possible at this time. In view of the known site requirements and operations proposed for the LADWP facility, it is anticipated that a new LADWP facility in a different location could cause significant environmental effects that may not be mitigated to a less-than-significant level. Therefore, the HRT MSF would result in a significant and unavoidable impact related to the need to relocate or construct new water facilities.

Construction Impacts

Construction of this HRT MSF would require relocation of existing utilities. A significant portion of this HRT MSF is occupied by industrial uses. These utilities would likely be relocated near existing facilities, typically within a few feet of existing locations. The majority of utilities would be abandoned and new utilities installed in their place. The utility relocation efforts and installation of new utilities could potentially result in environmental effects related to construction and the temporary disruption of services, including generating construction emissions, disrupting roadway circulation, and temporarily decreased capacity of the electrical, natural gas, water supply, water treatment system, and telecommunications systems. These potential impacts are included in the assessments of construction-related impact in the relevant resource sections of the DEIR. Pursuant to PM US-1, Utility Identification and Coordination, if relocations are required, the construction contractor would verify the locations of existing utilities potentially affected by construction activities and determine specific relocation and setback and, pursuant to PM US-2, Service Interruption Notification, the construction contractor would develop a construction plan that minimizes interruptions to utilities services to the greatest extent feasible and notify the public if/when interruptions would occur. Therefore, construction of this HRT MSF would result in a less than significant impact related to utilities and service systems.

3.17.5.2 Impact US-2: Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Project Alternatives

No Project Alternative

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational Impacts

Under the No Project Alternative, the only transit improvement in the Project Study Area that is reasonably foreseeable is the rerouting of the existing Metro Line 761. Metro Line 761 is an existing

Metro bus line that already operates along Sepulveda Boulevard. The No Project Alternative would not operate a new additional transit line and would not increase consumption of water supplies; however, new transportation infrastructure currently under construction or funded for construction via the 2008 Measure R or 2016 Measure M sales taxes (Metro, 2008, 2016) as well as local jurisdiction development projects could be constructed within the Study Area. The No Project Alternative would also include the continued expansion of water supplies through water conservation and ocean desalination. As discussed in Section 3.17.4, the LADWP and MWD have indicated that water supplies are adequate to meet demand in normal, single dry year, and multiple dry years. The No Project Alternative would have no impact during operation related to water supplies.

Construction Impacts

The No Project Alternative would not construct a new additional transit line and would not increase consumption of water supplies. Construction associated with improvements to Metro Line 761 would not require water as all improvements would occur in the street ROW with minimal ground disturbance. New transportation infrastructure currently under construction or funded for construction via the 2008 Measure R or 2016 Measure M sales taxes (Metro 2008, 2016) as well as local jurisdiction development projects could be constructed within the Study Area. As discussed in Section 3.17.4, the LADWP and MWD have indicated that water supplies are adequate to meet demand in normal, single dry year, and multiple dry years. The No Project Alternative would have no impact during construction related to water supplies.

Alternative 1

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational Impacts

As discussed in Section 3.17.4, the LADWP and MWD have indicated that water supplies are adequate to meet demand in normal, single dry year, and multiple dry years. Alternative 1 would not require a significant long-term, permanent source of water use. Alternative 1 would not construct station public restroom facilities but would include staff restrooms. Water use would be needed to clean stations and to supply staff restroom facilities. Station perimeters would include drought-tolerant landscaping requiring nominal amounts of water consumption. Metro is also implementing other water-saving measures such as stormwater runoff infiltration zones, greywater use, and smart irrigation controllers with a goal to reduce potable water use by 22 percent from the 2030 Business-as-Usual Scenario (Metro, 2020a). Alternative 1 would not interfere with the existing and planned capacity of water supplies, which as discussed in Section 3.17.4 are adequate to meet demand in normal, single dry year, and multiple dry years. There is no potential for Alternative 1 to interfere with regional water supply services. The combination of operation of the transit line with the operation of the Base Design MSF or MSF Design Option 1, and the Electric Bus MSF would not result in impacts on water supplies. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.2. Therefore, operations of Alternative 1 would result in a less than significant impact related to water supplies.

Construction Impacts

Construction of Alternative 1 would not require substantial consumption of potable water. Water use would occur primarily related to water trucks required for dust control. This temporary use of water requires minimal water supplies when compared to regional supplies. Water use during construction would also comply with Metro's *Moving Beyond Sustainability Plan*, which includes water reduction features during construction. Non-potable water may be generated and treated during dewatering during construction in areas below the water table or is available from LADWP and the West Basin. This would reduce consumption of potable water supplies for construction uses. The combination of construction of the transit line with the construction of the Base Design MSF or MSF Design Option 1, and the Electric Bus MSF would not result in impacts on water supplies. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.2. Therefore, construction of Alternative 1 would result in a less than significant impact related to water supplies.

Alternative 3

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational Impacts

Alternative 3 operations would have similar potential impacts to water supplies as Alternative 1. The Operational Impacts section for Alternative 1 provides further detail on operational activities that affect water supplies. As described in Section 3.17.5.2, Alternative 1 – Operational Impacts, Alternative 3 would not require a significant long-term, permanent source of water use, and water consumption posed by Alternative 3 would represent a nominal increase relative to existing water supplies. The combination of operation of the transit line with the operation of the Base Design MSF or MSF Design Option 1 would not result in impacts on water supplies. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.2. Therefore, operations of Alternative 3 would result in a less than significant impact related to water supplies.

Construction Impacts

Construction of Alternative 3 would not require substantial consumption of potable water. Water use would occur primarily related to water trucks required for dust control. In addition, a TBM would be used during construction of Alternative 3. Slurry would be used to apply fluid (hydraulic) pressure to the tunnel face and to transport soil cuttings from the tunneling machine's pressure chamber to the surface. The slurry would require water use since water is added to the bentonite to create the fluid mixture used in the TBM. Water from the discharge slurry would be recycled for further use in preparing slurry. Water would also be required for cooling the TBM motors. Typically, cooling water is recycled and cooled using cooling towers near the access shafts. Thus, cooling water would have little impact on water demand. The temporary use of water would require minimal water supplies when compared to regional supplies. Water use during construction would also comply with Metro's *Moving Beyond Sustainability Plan*, which includes water reduction features during construction. Non-potable water may be generated and treated during dewatering during construction in areas below the water table or is available from LADWP and the West Basin. This would reduce consumption of potable water supplies for construction uses. Water supplies would not be impacted by limited water use during construction activities. The combination of construction of the transit line with the construction of the Base Design MSF or MSF Design Option 1 would not result in impacts on water supplies. For further discussion

regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.2. Therefore, construction of Alternative 3 would result in a less than significant impact related to water supplies.

Alternative 4

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational Impacts

As discussed in Section 3.17.4, the LADWP and MWD have indicated that water supplies are adequate to meet demand in normal, single dry year, and multiple dry years. Alternative 4 would not require a significant long-term, permanent source of water use. Alternative 4 would not construct station restroom facilities. Station perimeters would include drought-tolerant landscaping requiring nominal amounts of water consumption. Metro is also implementing other water-saving measures such as stormwater runoff infiltration zones, greywater use, and smart irrigation controllers with a goal to reduce potable water use by 22 percent from the 2030 Business-as-Usual Scenario (Metro, 2020a). Alternative 4 would not interfere with the existing and planned capacity of water supplies, which as discussed in Section 3.17.4, are adequate to meet demand in normal, single dry year, and multiple dry years. There is no potential for Alternative 4 to interfere with regional water supply services. The combination of operation of the transit line with the operation of the HRT MSF would not result in impacts on water supplies. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.2. Therefore, operations of Alternative 4 would result in a less than significant impact related to water supplies.

Construction Impacts

Construction of Alternative 4 would not require substantial consumption of potable water. Water use would occur primarily related to water trucks required for dust control. In addition, a TBM would be used during construction of Alternative 4. Slurry would be used to apply fluid (hydraulic) pressure to the tunnel face and to transport soil cuttings from the tunneling machine's pressure chamber to the surface. The slurry would require water use since water is added to the bentonite to create the fluid mixture used in the TBM. Water from the discharge slurry would be recycled for further use in preparing slurry. Water would also be required for cooling the TBM motors. Typically, cooling water is recycled and cooled using cooling towers near the access shafts. Thus, cooling water would have little impact on water demand. Water use for the cooling towers would be temporary during construction and would be approved during specific construction design. The temporary use of water would require minimal water supplies when compared to regional supplies. Water use during construction would also comply with Metro's *Moving Beyond Sustainability Plan*, which includes water reduction features during construction. Non-potable water may be generated and treated during dewatering during construction in areas below the water table or is available from LADWP and the West Basin. This would reduce consumption of potable water supplies for construction uses. Water supplies would not be impacted by limited water use during construction activities. The combination of construction of the transit line with the construction of the HRT MSF would not result in impacts on water supplies. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.2. Therefore, construction of Alternative 4 would result in a less than significant impact related to water supplies.

Alternative 5**Impact Statement****Operational Impact: Less Than Significant****Construction Impact: Less Than Significant***Operational Impacts*

Alternative 5 operations would have similar potential impacts to water supplies as Alternative 4. The Operational Impacts discussion for Alternative 4 provides further detail on operational activities that affect water supplies. As described in Section 3.17.5.2, Alternative 4 – Operational Impacts, Alternative 5 would not require a significant long-term, permanent source of water use and water consumption posed by Alternative 5 would represent a nominal increase relative to existing water supplies. The combination of construction of the transit line with the construction of the HRT MSF would not result in impacts on water supplies. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.2. Therefore, operations of Alternative 5 would result in a less than significant impact related to water supplies.

Construction Impacts

Alternative 5 construction activities would have similar potential impacts to water supplies as Alternative 4 except additional slurry would be required to support the extended tunneling in the San Fernando Valley. The Construction Impacts section for Alternative 4 provides further detail on construction activities that affect water supplies. As with Alternative 4, the temporary use of water posed by Alternative 5 construction would require minimal water supplies when compared to regional supplies. Water use during construction would also comply with Metro's *Moving Beyond Sustainability Plan*, which includes water reduction features during construction. Non-potable water may be generated and treated during dewatering during construction in areas below the water table or is available from LADWP and the West Basin. This would reduce consumption of potable water supplies for construction uses. Water supplies would not be impacted by limited water use during construction activities. Therefore, construction of Alternative 5 would result in a less than significant impact related to water supplies.

Alternative 6**Impact Statement****Operational Impact: Less Than Significant****Construction Impact: Less Than Significant***Operational Impacts*

As discussed in Section 3.17.4, the LADWP and MWD have indicated that water supplies are adequate to meet demand in normal, single dry year, and multiple dry years. Alternative 6 would not require a significant long-term, permanent source of water use. Alternative 6 would not construct public station restroom facilities but would provide staff restrooms. Water use would be required for staff restrooms and to clean stations. Station perimeters would include drought-tolerant landscaping requiring nominal amounts of water consumption. Metro is also implementing other water-saving measures such as stormwater runoff infiltration zones, greywater use, and smart irrigation controllers with a goal to reduce potable water use by 22 percent from the 2030 Business-as-Usual Scenario (Metro, 2020a). Alternative 6 would not interfere with the existing and planned capacity of water supplies, which as

discussed in Section 3.17.4, are adequate to meet demand in normal, single dry year, and multiple dry years. There is no potential for Alternative 6 to interfere with regional water supply services. The combination of operation of the transit line with the operation of the HRT MSF would not result in impacts on water supplies. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.2. Therefore, operations of Alternative 6 would result in a less than significant impact related to water supplies.

Construction Impacts

Construction of Alternative 6 would not require substantial consumption of potable water. Water use would occur primarily related to water trucks required for dust control. In addition, a TBM would be used during construction of Alternative 6. Slurry would be used to apply fluid (hydraulic) pressure to the tunnel face and to transport soil cuttings from the tunneling machine's pressure chamber to the surface. The slurry would require water use since water is added to the bentonite to create the fluid mixture used in the TBM. Water from the discharge slurry would be recycled for further use in preparing slurry. Water would also be required for cooling the TBM motors. Typically, cooling water is recycled and cooled using cooling towers near the access shafts. Thus, cooling water would have little impact on water demand. Water use for the cooling towers would be temporary during construction and would be approved during specific construction design. The temporary use of water requires minimal water supplies when compared to regional supplies. Water use during construction would also comply with Metro's *Moving Beyond Sustainability Plan*, which includes water reduction features during construction. Non-potable water may be generated and treated during dewatering during construction in areas below the water table or is available from LADWP and the West Basin. This would reduce consumption of potable water supplies for construction uses. Water supplies would not be impacted by limited water use during construction activities. The combination of construction of the transit line with the construction of the HRT MSF would not result in impacts on water supplies. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.2. Therefore, construction of Alternative 6 would result in a less than significant impact related to water supplies.

Maintenance and Storage Facilities

Monorail Transit Maintenance and Storage Facility Base Design (Alternatives 1 and 3)

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational Impacts

During operation, water use would be required for washing trains and the MSF Base Design restroom facilities. As part of Metro's *Sustainability Strategic Plan* goal to reduce water consumption (Metro, 2020a), it has implemented pilot program low-flow nozzles in some existing MSFs, resulting in a 40 percent reduction in water use per wash cycle. Low- to no-flow sanitary fixtures in restroom facilities are also being installed across Metro facilities, which are anticipated to save approximately 3.1 million gallons of water per year. These features are anticipated to be installed for this MSF to meet Metro's sustainability goals. The MSF Base Design would be designed with drought-tolerant landscaping and stormwater runoff retention infrastructure. This minimal water consumption would not interfere with the existing and planned capacity of the water supply. There is no potential for the MSF Base Design to interfere with regional water supply services. Therefore, operation of the MSF Base Design would result in a less than significant impact related to water supplies.

Construction Impacts

Similar to construction of the transit line, the MSF Base Design would not require substantial consumption of potable water. Water use would occur primarily related to water trucks required for dust control. The temporary use of water requires minimal water supplies when compared to regional supplies. Water supplies would not be impacted by limited water use during construction activities. Therefore, construction of the MSF Base Design would result in a less than significant impact related to water supplies.

Monorail Transit Maintenance and Storage Facility Design Option 1 (Alternatives 1 and 3)

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational Impacts

Operational impacts related to MSF Design Option 1 would be similar to those described for the MSF Base Design. Operation of the MSF would require limited consumption of potable water supplies and would not interfere with the existing and planned capacity of the water supply. Therefore, operation of MSF Design Option 1 would result in a less than significant impact related to water supplies.

Construction Impacts

Construction impacts related to MSF Design Option 1 would be similar to those described for the MSF Base Design. Water use would occur primarily related to water trucks required for dust control. The temporary use of water requires minimal water supplies when compared to regional supplies. Water supplies would not be impacted by limited water use during construction activities. Therefore, construction of MSF Design Option 1 would result in a less than significant impact related to water supplies.

Electric Bus Maintenance and Storage Facility (Alternative 1)

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational Impacts

Operational impacts related to the Electric Bus MSF would be similar to those described for the MSF Base Design. Operation of the Electric Bus MSF would require limited consumption of potable water supplies and would not interfere with the existing and planned capacity of the water supply. Therefore, operation of the Electric Bus MSF would result in a less than significant impact related to water supplies.

Construction Impacts

Construction impacts related to the Electric Bus MSF would be similar to those described for the MSF Base Design. Water use would occur primarily related to water trucks required for dust control. The temporary use of water requires minimal water supplies when compared to regional supplies. Water supplies would not be impacted by limited water use during construction activities. Therefore, construction of the Electric Bus MSF would result in a less than significant impact related to water supplies.

Heavy Rail Transit Maintenance and Storage Facility (Alternatives 4 and 5)

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational Impacts

During operation, water use would be required for washing trains and the restroom facilities for this HRT MSF. As part of Metro's *Sustainability Strategic Plan* goal to reduce water consumption (Metro, 2020a), it has implemented pilot program low-flow nozzles in some existing MSFs, resulting in a 40 percent reduction in water use per wash cycle. Low- to no-flow sanitary fixtures in restroom facilities are also being installed across Metro facilities, which are anticipated to save approximately 3.1 million gallons of water per year. These features are anticipated to be installed for this MSF to meet Metro's sustainability goals. This HRT MSF would be designed with drought-tolerant landscaping and stormwater runoff retention infrastructure. This minimal water consumption would not interfere with the existing and planned capacity of the water supply. There is no potential for this HRT MSF to interfere with regional water supply services. Therefore, operation of this HRT MSF would result in a less than significant impact related to water supplies.

Construction Impacts

Similar to construction of the transit line, this HRT MSF would not require substantial consumption of potable water. Water use would occur primarily related to water trucks required for dust control. The temporary use of water requires minimal water supplies when compared to regional supplies. Water supplies would not be impacted by limited water use during construction activities. Therefore, construction of this HRT MSF would result in a less than significant impact related to water supplies.

Heavy Rail Transit Maintenance and Storage Facility (Alternative 6)

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational Impacts

During operation, water use would be required for washing trains and the restroom facilities at this HRT MSF. As part of Metro's *Moving Beyond Sustainability Plan* (Metro, 2020a) goal to reduce water consumption, it has implemented pilot program low-flow nozzles in some existing MSFs, resulting in a 40 percent reduction in water use per wash cycle. Low- to no-flow sanitary fixtures in restroom facilities are also being installed across Metro facilities, which are anticipated to save approximately 3.1 million gallons of water per year (Metro, 2020a). These features are anticipated to be installed for this HRT MSF to meet Metro's sustainability goals. This HRT MSF would be designed with drought-tolerant landscaping and stormwater runoff retention infrastructure. This minimal water consumption would not interfere with the existing and planned capacity of the water supply. There is no potential for this HRT MSF to interfere with regional water supply services. Therefore, operation of the proposed MSF would result in a less than significant impact related to water supplies.

Construction Impacts

Similar to construction of the transit line, this HRT MSF would not require substantial consumption of potable water. Water use would occur primarily related to water trucks required for dust control. The temporary use of water would require minimal water supplies when compared to regional supplies. Water supplies would not be impacted by limited water use during construction activities. Therefore, construction of this HRT MSF would result in a less than significant impact related to water supplies.

3.17.5.3 Impact US-3: Would the project result in a determination by the wastewater treatment provider who serves, or may serve, the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Project Alternatives***No Project Alternative*****Impact Statement**

Operational Impact: No Impact

Construction Impact: No Impact

Operational Impacts

Under the No Project Alternative, the only transit improvement in the Project Study Area that is reasonably foreseeable is the rerouting of the existing Metro Line 761. Metro Line 761 is an existing Metro bus line that already operates along Sepulveda Boulevard. The No Project Alternative would not operate a new additional transit line and would not increase wastewater generation; however, new transportation infrastructure currently under construction or funded for construction via the 2008 Measure R or 2016 Measure M sales taxes (Metro, 2008, 2016) as well as local jurisdiction development projects could be constructed within the Study Area. Transportation infrastructure projects generate limited wastewater as they do not directly result in additional wastewater generation as a residential development would. Local jurisdiction projects could result in additional wastewater generation but are not anticipated to exceed the treatment capacity of approximately 580 million gallons per day. The No Project Alternative would have no impact during operation related to wastewater treatment.

Construction Impacts

The No Project Alternative would not construct a new additional transit line and would not increase wastewater generation. Construction associated with improvements to Metro Line 761 would not use water or generate wastewater, as all improvements would occur in the street ROW with minimal ground disturbance. New transportation infrastructure currently under construction or funded for construction via the 2008 Measure R or 2016 Measure M sales taxes (Metro, 2008, 2016) could be constructed within the Study Area. Construction of the transportation infrastructure projects and local jurisdiction projects would generate wastewater temporarily during the construction phase. The additional temporary wastewater generation is not anticipated to exceed the treatment capacity of approximately 580 million gallons per day. The No Project Alternative would have no impact during construction related to wastewater treatment.

Alternative 1

Impact Statement

Operational Impact: No Impact

Construction Impact: Less Than Significant

Operational Impacts

Alternative 1 would not include a significant source of wastewater. Restrooms would not be provided at the stations but would be included at the MSF. Wastewater would be generated by cleaning stations, washing trains, and by the MSF restroom facilities. This minimal wastewater generation would not interfere with the existing and planned capacity of wastewater facilities. The combination of construction of the transit line with the construction of the Base Design MSF or MSF Design Option 1, and the Electric Bus MSF would not result in impacts on wastewater facilities. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.3. Therefore, no impact would occur related to wastewater treatment capacity.

Construction Impacts

Alternative 1 would generate wastewater during construction through the use of temporary worker restrooms and limited construction uses. Any wastewater generated during construction would be transported to wastewater facilities via vacuum service trucks. As discussed in Section 3.17.4, the RSA is serviced by the JWPCP, Hyperion Water Reclamation Plant, Donald C. Tillman Water Reclamation Plant, and the Los Angeles-Glendale Water Reclamation Plant, which have a combined capacity of 950 million gallons of wastewater per day. Wastewater generated by temporary worker restrooms for construction of Alternative 1 would represent a negligible proportion of the daily wastewater processed by the regional water reclamation plants and the facilities are anticipated to have adequate capacity to serve Alternative 1. The combination of construction of the transit line with the construction of the Base Design MSF or MSF Design Option 1, and the Electric Bus MSF would not result in impacts on wastewater facilities. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.3. Therefore, construction of Alternative 1 would result in a less than significant impact related to wastewater treatment capacity.

Alternative 3

Impact Statement

Operational Impact: No Impact

Construction Impact: Less Than Significant

Operational Impacts

Alternative 3 wastewater generation would be similar to that described previously for Alternative 1. The combination of operation of the transit line with the operation of the Base Design MSF or MSF Design Option 1 would not result in impacts on wastewater facilities. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.3. No impact would occur related to wastewater treatment capacity.

Construction Impacts

Alternative 3 construction activities would have similar potential to generate wastewater as that described previously for Alternative 1. Wastewater generated by temporary worker restrooms for

construction of Alternative 3 would represent a negligible proportion of the daily wastewater processed by the regional water reclamation plant and the facilities are anticipated to have adequate capacity to serve Alternative 3. The combination of construction of the transit line with the construction of the Base Design MSF or MSF Design Option 1 would not result in impacts on wastewater facilities. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.3. Therefore, construction of Alternative 3 would result in a less than significant impact related to wastewater treatment capacity.

Alternative 4

Impact Statement

Operational Impact: No Impact

Construction Impact: Less Than Significant

Operational Impacts

Alternative 4 would not include a significant source of wastewater. Restrooms would not be provided at the stations but would be included at the MSF. Wastewater would be generated by cleaning stations, washing trains, and by the MSF restroom facilities. This minimal wastewater generation would not interfere with the existing and planned capacity of wastewater facilities. The combination of operation of the transit line with the operation of the HRT MSF would not result in impacts on wastewater facilities. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.3. Therefore, no impact would occur related to wastewater treatment capacity.

Construction Impacts

Alternative 4 would generate wastewater during construction through the use of temporary worker restrooms and limited construction uses. Any wastewater generated during construction would be transported to wastewater facilities via vacuum service trucks. As discussed in Section 3.17.4, the RSA is serviced by the JWPCP, Hyperion Water Reclamation Plant, Donald C. Tillman Water Reclamation Plant, and the Los Angeles-Glendale Water Reclamation Plant, which have a combined capacity of 950 million gallons of wastewater per day. Wastewater generated by temporary worker restrooms for construction of Alternative 4 would represent a negligible proportion of the daily wastewater processed by the regional water reclamation plant and the facilities are anticipated to have adequate capacity to serve Alternative 4. The combination of construction of the transit line with the construction of the HRT MSF would not result in impacts on wastewater facilities. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.3. Therefore, construction of Alternative 4 would result in a less than significant impact related to wastewater treatment capacity.

Alternative 5

Impact Statement

Operational Impact: No Impact

Construction Impact: Less Than Significant

Operational Impacts

Alternative 5 wastewater generation would be similar to that described previously for Alternative 4. The combination of operation of the transit line with the operation of the HRT MSF would not result in impacts on wastewater facilities. For further discussion regarding MSF effects, please refer to

Maintenance and Storage Facilities in Section 3.17.5.3. No impact would occur related to wastewater treatment capacity.

Construction Impacts

Alternative 5 construction activities would have similar potential to generate wastewater as that described previously for Alternative 4. Wastewater generated by temporary worker restrooms for construction of Alternative 5 would represent a negligible proportion of the daily wastewater processed by the regional water reclamation plant and the facilities are anticipated to have adequate capacity to serve Alternative 5. The combination of construction of the transit line with the construction of the HRT MSF would not result in impacts on wastewater facilities. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.3. Therefore, construction of Alternative 5 would result in a less than significant impact related to wastewater treatment capacity.

Alternative 6

Impact Statement

Operational Impact: No Impact

Construction Impact: Less Than Significant

Operational Impacts

Alternative 6 would not include a significant source of wastewater. Public restrooms would not be provided at the stations but would be included for staff. Wastewater would be generated by staff restrooms at stations and cleaning stations. This minimal wastewater generation would not interfere with the existing and planned capacity of wastewater facilities. The combination of operation of the transit line with the operation of the HRT MSF would not result in impacts on wastewater facilities. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.3. Therefore, no impact would occur related to wastewater treatment capacity.

Construction Impacts

Alternative 6 would generate wastewater during construction through the use of temporary worker restrooms and limited construction uses. Any wastewater generated during construction would be transported to wastewater facilities via vacuum service trucks. As discussed in Section 3.17.4, the RSA is serviced by the JWPCP, Hyperion Water Reclamation Plant, Donald C. Tillman Water Reclamation Plant, and the Los Angeles-Glendale Water Reclamation Plant, which have a combined capacity of 950 million gallons of wastewater per day. Wastewater generated by temporary worker restrooms for construction of Alternative 6 would represent a negligible proportion of the daily wastewater processed by the regional water reclamation plant and the facilities are anticipated to have adequate capacity to serve Alternative 6. The combination of construction of the transit line with the construction of the HRT MSF would not result in impacts on wastewater facilities. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.3. Therefore, construction of Alternative 6 would result in a less than significant impact related to wastewater treatment capacity.

Maintenance and Storage Facilities

Monorail Transit Maintenance and Storage Facility Base Design (Alternatives 1 and 3)

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant*Operational Impacts*

During operation, wastewater would be generated washing trains and the MSF Base Design restroom facilities. This wastewater generation would not interfere with the treatment capacity of wastewater facilities. There is no potential for the MSF Base Design to interfere with regional water supply services. Therefore, operation of the MSF Base Design would result in a less than significant impact related to wastewater treatment capacity.

Construction Impacts

Similar to construction of the transit line, the MSF Base Design would generate wastewater during construction through the use of temporary worker restrooms and limited construction uses. Any wastewater generated during construction would be transported to wastewater facilities via vacuum service trucks. Wastewater generated by temporary worker restrooms for construction of the MSF Base Design would represent a negligible proportion of the daily wastewater processed by the regional water reclamation plants and the facilities are anticipated to have adequate capacity. Therefore, construction of the MSF Base Design would result in a less than significant impact related to wastewater treatment capacity.

Monorail Transit Maintenance and Storage Facility Design Option 1 (Alternatives 1 and 3)**Impact Statement****Operational Impact: Less than Significant****Construction Impact: Less than Significant***Operational Impacts*

Operational impacts related to MSF Design Option 1 would be similar to those described for the MSF Base Design. Operation of MSF Design Option 1 would generate limited amounts of wastewater and would not exceed the existing wastewater treatment capacity. Therefore, operation of MSF Design Option 1 would result in a less than significant impact related to wastewater treatment capacity.

Construction Impacts

Construction impacts related to MSF Design Option 1 would be similar to those described for the MSF Base Design. Wastewater generation would occur primarily related temporary worker restrooms. Wastewater generated by temporary worker restrooms for construction of the MSF Design Option 1 would represent a negligible proportion of the daily wastewater processed by the regional water reclamation plants and the facilities are anticipated to have adequate capacity. Therefore, construction of the MSF Design Option 1 would result in a less than significant impact related to wastewater treatment capacity.

Electric Bus Maintenance and Storage Facility (Alternative 1)**Impact Statement****Operational Impact: Less than Significant****Construction Impact: Less than Significant**

Operational Impacts

Operational impacts related to the Electric Bus MSF would be similar to those described for the MSF Base Design. Operation of the Electric Bus MSF would generate limited amounts of wastewater would not exceed the existing wastewater treatment capacity. Therefore, operation of the Electric Bus MSF would result in a less than significant impact related to wastewater treatment capacity.

Construction Impacts

Construction impacts related to the Electric Bus MSF would be similar to those described for the MSF Base Design. Wastewater generation would occur primarily related temporary worker restrooms. Wastewater generated by temporary worker restrooms for construction of the proposed Electric Bus MSF would represent a negligible proportion of the daily wastewater processed by the regional water reclamation plants and the facilities are anticipated to have adequate capacity. Therefore, construction of the proposed Electric Bus MSF would result in a less than significant impact related to wastewater treatment capacity.

Heavy Rail Transit Maintenance and Storage Facility (Alternatives 4 and 5)

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

During operation, wastewater would be generated washing trains and restroom facilities at this HRT MSF. This wastewater generation would not interfere with the treatment capacity of wastewater facilities. There is no potential for this HRT MSF to interfere with regional water supply services. Therefore, operation of this HRT MSF would result in a less than significant impact related to wastewater treatment capacity.

Construction Impacts

Similar to construction of the transit line, this HRT MSF would generate wastewater during construction through the use of temporary worker restrooms and limited construction uses. Any wastewater generated during construction would be transported to wastewater facilities via vacuum service trucks. Wastewater generated by temporary worker restrooms for construction of this HRT MSF would represent a negligible proportion of the daily wastewater processed by the regional water reclamation plants and the facilities are anticipated to have adequate capacity. Therefore, construction of this HRT MSF would result in a less than significant impact related to wastewater treatment capacity.

Heavy Rail Transit Maintenance and Storage Facility (Alternative 6)

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

During operation wastewater would be generated washing trains and restroom facilities at this HRT MSF. This wastewater generation would not interfere with the treatment capacity of wastewater facilities. There is no potential for this HRT MSF to interfere with regional water supply services.

Therefore, operation of this HRT MSF would result in a less than significant impact related to wastewater treatment capacity.

Construction Impacts

Similar to construction of the transit line, this HRT MSF would generate wastewater during construction through the use of temporary worker restrooms and limited construction uses. Any wastewater generated during construction would be transported to wastewater facilities via vacuum service trucks. Wastewater generated by temporary worker restrooms for construction of this HRT MSF would represent a negligible proportion of the daily wastewater processed by the regional water reclamation plants and the facilities are anticipated to have adequate capacity. Therefore, construction of this HRT MSF would result in a less than significant impact related to wastewater treatment capacity.

3.17.5.4 Impact US-4: Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Project Alternatives

No Project Alternative

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

Operational Impacts

Under the No Project Alternative, the only transit improvement in the Project Study Area that is reasonably foreseeable is the rerouting of the existing Metro Line 761. Metro Line 761 is an existing Metro bus line that already operates along Sepulveda Boulevard. The No Project Alternative would not operate a new additional transit line and would not generate solid waste; however, new transportation infrastructure currently under construction or funded for construction via the 2008 Measure R or 2016 Measure M sales taxes (Metro 2008, 2016) as well as local jurisdiction development projects could be constructed within the Project Study Area. Projects that could be built under the No Project Alternative would not exceed the planned capacity of local infrastructure and would include their own solid waste assessments. The No Project Alternative would have no impact during operation related to solid waste.

Construction Impacts

The No Project Alternative would not construct a new additional transit line and would not generate solid waste. Construction associated with improvements to Metro Line 761 would generate a negligible amount of solid waste as the improvements would occur in the street ROW with minimal ground disturbance. New transportation infrastructure currently under construction or funded for construction via the 2008 Measure R or 2016 Measure M sales taxes (Metro, 2008, 2016) could be constructed within the Project Study Area. Projects that could be built under the No Project Alternative would not exceed the planned capacity of local infrastructure and would include their own solid waste assessments. The No Project Alternative would have no impact during construction related to solid waste.

Alternative 1

Impact Statement

Operational Impact: No Impact

Construction Impact: Less Than Significant

Operational Impacts

Alternative 1 would not include a direct operational source of solid waste. Indirectly, solid waste would be generated by transit users. Stations would include waste bins that would be managed by Metro. The solid waste from waste bins at each station would have no potential to affect landfill capacity or solid waste reduction goals. The combination of operation of the transit line with the operation of the Base Design MSF or MSF Design Option 1, and the Electric Bus MSF would not result in impacts on solid waste capacity or goals. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.4. Therefore, no impact would occur related to compliance with solid waste standards and capacity.

Construction Impacts

Construction of Alternative 1 would generate solid waste related to discarded construction material. Solid waste would be hauled to regional landfills that have a remaining approximate capacity of 256,156,907 cubic yards (CY). Contaminated soils and hazardous building materials will be disposed at permitted landfills. Landfills that accept contaminated soils include the Clean Harbors Button Willow Landfill located in Button Willow, California; the South Yuma County Landfill located in Yuma, Arizona; and the US Ecology Landfill located in Beatty, Nevada. The Clean Harbors Button Willow Landfill has a maximum permitted capacity of 10,500 tons per day and a maximum remaining capacity of 13,250,000 CY.

Based on the processing capacity of the Clean Harbors Button Willow Landfill and the other two sites as a representative sample of contaminated soil processing capacity, landfills would be able to adequately process the small amount of contaminated soil anticipated to be generated by Alternative 1. Contaminated soil processing would not be limited to the identified landfills and could potentially occur at other permitted landfills. Construction of Alternative 1 would require approximately 301,032 CY of soil excavation and would generate approximately 90,534 CY of demolition debris. Alternative 1 would not generate an amount of solid waste during construction that would result in the exceedance of remaining regional capacity. Additionally, construction of Alternative 1 would be required to comply with all applicable federal, state, and local statutes and regulations pertaining to solid waste disposal. The construction contractor would comply with AB 939, which requires a Solid Waste Diversion Program and diversion of at least 50 percent of the solid waste generated during construction activities from landfills to recycling facilities. Regional facilities have capacity for construction-related solid waste. The combination of construction of the transit line with the construction of the Base Design MSF or MSF Design Option 1, and the Electric Bus MSF would not result in impacts on solid waste capacity or goals. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.4. Therefore, construction of Alternative 1 would result in a less than significant impact related to compliance with solid waste standards and capacity.

Alternative 3

Impact Statement

Operational Impact: No Impact

Construction Impact: Less Than Significant

Operational Impacts

Alternative 3 solid waste generation would be similar to that described for Alternative 1. The combination of operation of the transit line with the operation of the Base Design MSF or MSF Design Option 1 would not result in impacts on solid waste capacity or goals. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.4. No impact would occur related to compliance with solid waste standards and capacity.

Construction Impacts

Construction of Alternative 3 would require approximately 1.8 million CY of soil excavation and would generate approximately 101,049 CY of demolition debris. The TBM would also generate muck during the tunneling process that would be required to be disposed of at regional landfills. If testing determines that the muck contains hazardous materials, it would be disposed of at permitted hazardous waste landfills, which could include non-regional facilities such as those located in Button Willow, Yuma, or Beatty. Alternative 3 would not generate solid waste during construction that would result in the exceedance of remaining regional capacity. Additionally, construction of Alternative 3 would be required to comply with all applicable federal, state, and local statutes and regulations pertaining to solid waste disposal. The construction contractor would comply with AB 939, which requires a Solid Waste Diversion Program and diversion of at least 50 percent of the solid waste generated during construction activities from landfills to recycling facilities. Regional facilities have capacity for construction-related solid waste. The combination of construction of the transit line with the construction of the Base Design MSF or MSF Design Option 1 would not result in impacts on solid waste capacity or goals. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.4. Therefore, construction of Alternative 3 would result in a less than significant impact related to compliance with solid waste standards and capacity.

Alternative 4

Impact Statement

Operational Impact: No Impact

Construction Impact: Less Than Significant

Operational Impacts

Alternative 4 would not include a direct operational source of solid waste. Indirectly, solid waste would be generated by transit users. Stations would include waste bins that would be managed by Metro. The solid waste from waste bins at each station would have no potential to affect landfill capacity or solid waste reduction goals. The combination of operation of the transit line with the operation of the HRT MSF would not result in impacts on solid waste capacity or goals. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.4. Therefore, no impact would occur related to compliance with solid waste standards and capacity.

Construction Impacts

Construction of Alternative 4 would generate solid waste related to discarded construction material, soil excavation, and demolition debris. Solid waste would be hauled to regional landfills that have a remaining approximate capacity of 256,156,907 CY. Contaminated soils and hazardous building materials would be disposed at permitted landfills. Landfills that accept contaminated soils include the Clean Harbors Button Willow Landfill located in Button Willow, California; the South Yuma County Landfill located in Yuma, Arizona; and the US Ecology Landfill located in Beatty, Nevada. The Clean

Harbors Button Willow Landfill has a maximum permitted capacity of 10,500 tons per day and a maximum remaining capacity of 13,250,000 CY.

Based on the processing capacity of the Clean Harbors Button Willow Landfill and the other two sites as a representative sample of contaminated soil processing capacity, landfills would be able to adequately process of contaminated soil anticipated to be generated by Alternative 4. Contaminated soil processing would not be limited to the identified landfills and could potentially occur at other permitted landfills. The TBM would generate muck during the tunneling process that would be required to be disposed of at regional landfills. If testing determines that the muck contains hazardous materials, it would be disposed of at permitted hazardous waste landfills, which could include non-regional facilities such as those located in Button Willow, Yuma, or Beatty Construction of Alternative 4 would require approximately 3.5 million CY of soil excavation and would generate approximately 91,462 CY of demolition debris. Alternative 4 would not generate an amount of solid waste during construction that would result in the exceedance of remaining regional capacity. Additionally, construction of Alternative 4 would be required to comply with all applicable federal, state, and local statutes and regulations pertaining to solid waste disposal. The construction contractor would comply with AB 939, which requires a Solid Waste Diversion Program and diversion of at least 50 percent of the solid waste generated during construction activities from landfills to recycling facilities. Regional facilities have capacity for construction-related solid waste. The combination of construction of the transit line with the construction of the HRT MSF would not result in impacts on solid waste capacity or goals. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.4. Therefore, construction of Alternative 4 would result in a less than significant impact related to compliance with solid waste standards and capacity.

Alternative 5

Impact Statement

Operational Impact: No Impact

Construction Impact: Less Than Significant

Operational Impacts

Alternative 5 solid waste generation would be similar to that described previously for Alternative 4. The combination of operation of the transit line with the operation of the HRT MSF would not result in impacts on solid waste capacity or goals. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.4. No impact would occur related to compliance with solid waste standards and capacity.

Construction Impacts

Alternative 5 construction activities would have similar potential to generate solid waste as that described previously for Alternative 4. However, Alternative 5 would require approximately 4 more miles of tunneling compared to Alternative 4, which would result in increased solid waste generation. Construction of Alternative 5 would require approximately 5.7 million CY of soil excavation and would generate approximately 85,335 CY of demolition debris. The TBM would generate muck during the tunneling process that would be required to be disposed of at regional landfills. If testing determines that the muck contains hazardous materials, it would be disposed of at permitted hazardous waste landfills, which could include non-regional facilities such as those located in Button Willow, Yuma, or Beatty. Alternative 5 would not generate a substantial amount of solid waste during construction that would result in the exceedance of remaining regional capacity. Additionally, construction of Alternative

5 would be required to comply with all applicable federal, state, and local statutes and regulations pertaining to solid waste disposal. The construction contractor would comply with AB 939, which requires a Solid Waste Diversion Program and diversion of at least 50 percent of the solid waste generated during construction activities from landfills to recycling facilities. Regional facilities have capacity for construction-related solid waste. The combination of construction of the transit line with the construction of the HRT MSF would not result in impacts on solid waste capacity or goals. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.4. Therefore, construction of Alternative 5 would result in a less than significant impact related to compliance with solid waste standards and capacity.

Alternative 6

Impact Statement

Operational Impact: No Impact

Construction Impact: Less Than Significant

Operational Impacts

Alternative 6 would not include a direct operational source of solid waste. Indirectly, solid waste would be generated by transit users. Stations would include waste bins that would be managed by Metro. The solid waste from waste bins at each station would have no potential to affect landfill capacity or solid waste reduction goals. The combination of operation of the transit line with the operation of the HRT MSF would not result in impacts on solid waste capacity or goals. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.4. Therefore, no impact would occur related to compliance with solid waste standards and capacity.

Construction Impacts

Construction of Alternative 6 would generate solid waste related to discarded construction material. Solid waste would be hauled to regional landfills that have a remaining approximate capacity of 256,156,907 CY. Contaminated soils and hazardous building materials would be disposed at permitted landfills. Landfills that accept contaminated soils include the Clean Harbors Button Willow Landfill located in Button Willow, California; the South Yuma County Landfill located in Yuma, Arizona; and the US Ecology Landfill located in Beatty, Nevada. The Clean Harbors Button Willow Landfill has a maximum permitted capacity of 10,500 tons per day and a maximum remaining capacity of 13,250,000 CY.

Based on the processing capacity of the Clean Harbors Button Willow Landfill and the other two sites as a representative sample of contaminated soil processing capacity, landfills would be able to adequately process the contaminated soil anticipated to be generated by Alternative 6. Contaminated soil processing would not be limited to the identified landfills and could potentially occur at other permitted landfills. The TBM would generate muck during the tunneling process that would be required to be disposed of at regional landfills. If testing determines that the muck contains hazardous materials, it would be disposed of at permitted hazardous waste landfills, which could include non-regional facilities such as those located in Button Willow, Yuma, or Beatty. Construction of Alternative 6 would require approximately 5.3 million CY of soil excavation and would generate approximately 259,195 CY of demolition debris. Alternative 6 would not generate an amount of solid waste during construction that would result in the exceedance of remaining regional capacity. Additionally, construction of Alternative 6 would be required to comply with all applicable federal, state, and local statutes and regulations pertaining to solid waste disposal. The construction contractor would comply with AB 939, which requires a Solid Waste Diversion Program and diversion of at least 50 percent of the solid waste

generated during construction activities from landfills to recycling facilities. Regional facilities have capacity for construction-related solid waste. The combination of construction of the transit line with the construction of the HRT MSF would not result in impacts on solid waste capacity or goals. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.4. Therefore, construction of Alternative 6 would result in a less than significant impact related to compliance with solid waste standards and capacity.

Maintenance and Storage Facilities

Monorail Transit Maintenance and Storage Facility Base Design (Alternatives 1 and 3)

Impact Statement

Operational Impact: No Impact

Construction Impact: Less Than Significant

Operational Impacts

Operation of the MSF Base Design would generate solid waste from employees and maintenance of trains. The solid waste from waste bins and maintenance of trains at the MSF Base Design would have no potential to affect landfill capacity or solid waste reduction goals. Therefore, no impact would occur related to compliance with solid waste standards and capacity.

Construction Impacts

Construction of the MSF Base Design would generate solid waste related to discarded construction material. Solid waste would be hauled to regional landfills that have a remaining approximate capacity of 256,156,907 CY. Due to the industrial nature of the existing uses, contaminated soils would also be encountered during construction. Contaminated soils would be transported to the Clean Harbors Button Willow Landfill located in Button Willow, California; the South Yuma County Landfill located in Yuma, Arizona; and the US Ecology Landfill located in Beatty, Nevada or other permitted hazardous materials landfills. The MSF Base Design would not generate a substantial amount of solid waste during construction that would result in the exceedance of remaining regional capacity. Additionally, construction of the MSF Base Design would be required to comply with all applicable federal, state, and local statutes and regulations pertaining to solid waste disposal, including AB 939. Therefore, construction of the MSF Base Design would result in a less than significant impact related to compliance with solid waste standards and capacity.

Monorail Transit Maintenance and Storage Facility Design Option 1 (Alternatives 1 and 3)

Impact Statement

Operational Impact: No Impact

Construction Impact: Less Than Significant

Operational Impacts

Operational impacts related to MSF Design Option 1 would be similar to those described for the MSF Base Design. The operation of the MSF Design Option 1 would generate limited amounts of solid waste and would not exceed the existing regional landfill capacity. Therefore, operation of MSF Design Option 1 would result in a less than significant impact related to solid waste.

Construction Impacts

Construction impacts related to MSF Design Option 1 would be similar to those described for the MSF Base Design and construction of MSF Design Option 1 would generate solid waste related to discarded construction material. MSF Design Option 1 would not generate a substantial amount of solid waste during construction that would result in the exceedance of remaining regional capacity. Therefore, construction of MSF Design Option 1 would result in a less than significant impact related to solid waste.

Electric Bus Maintenance and Storage Facility (Alternative 1)**Impact Statement****Operational Impact: No Impact****Construction Impact: Less Than Significant Impact***Operational Impacts*

Operational impacts related to the Electric Bus MSF would be similar to those described for the MSF Base Design. The operation of the Electric Bus MSF would generate limited amounts of solid waste and would not exceed the existing regional landfill capacity. Therefore, operation of the Electric Bus MSF would result in a less than significant impact related to solid waste.

Construction Impacts

Construction impacts related to the Electric Bus MSF would be similar to those described for the MSF Base Design, and construction of the Electric Bus MSF would generate solid waste related to discarded construction material. The Electric Bus MSF would not generate a substantial amount of solid waste during construction that would result in the exceedance of remaining regional capacity. Therefore, construction of the Electric Bus MSF would result in a less than significant impact related to solid waste.

Heavy Rail Transit Maintenance and Storage Facility (Alternatives 4 and 5)**Impact Statement****Operational Impact: No Impact****Construction Impact: Less Than Significant***Operational Impacts*

Operational impacts related to this HRT MSF would be similar to those described for the MSF Base Design. The operation of this HRT MSF would generate limited amounts of solid waste and would not exceed the existing regional landfill capacity. Therefore, operation of this HRT MSF would result in a less than significant impact related to solid waste.

Construction Impacts

Construction impacts related to this HRT MSF would be similar to those described for the MSF Base Design and construction of the MSF would generate solid waste related to discarded construction material. This HRT MSF would not generate a substantial amount of solid waste during construction that would result in the exceedance of remaining regional capacity. Therefore, construction of this HRT MSF would result in a less than significant impact related to solid waste.

Heavy Rail Transit Maintenance and Storage Facility (Alternative 6)

Impact Statement

Operational Impact: No Impact

Construction Impact: Less Than Significant

Operational Impacts

Operation of this HRT MSF would generate solid waste from employees and maintenance of trains. The solid waste from waste bins and maintenance of trains at this HRT MSF would have no potential to affect landfill capacity or solid waste reduction goals. Therefore, no impact would occur related to compliance with solid waste standards and capacity.

Construction Impacts

Construction of this HRT MSF would generate solid waste related to discarded construction material. Solid waste would be hauled to regional landfills that have a remaining approximate capacity of 256,156,907 CY. Due to the industrial nature of the existing uses, contaminated soils would also be encountered during construction. Contaminated soils would be transported to the Clean Harbors Button Willow Landfill, the South Yuma County Landfill, the US Ecology Landfill, or other permitted hazardous materials landfills. This HRT MSF would not generate a substantial amount of solid waste during construction that would result in the exceedance of remaining regional capacity. Additionally, construction of this HRT MSF would be required to comply with all applicable federal, state, and local statutes and regulations pertaining to solid waste disposal, including AB 939. Therefore, construction of this HRT MSF would result in a less than significant impact related to compliance with solid waste standards and capacity.

3.17.5.5 Impact US-5: Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Project Alternatives

No Project Alternative

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

Operational Impacts

Under the No Project Alternative, the only transit improvement in the Project Study Area that is reasonably foreseeable is the rerouting of the existing Metro Line 761. Metro Line 761 is an existing Metro bus line that already operates along Sepulveda Boulevard. The No Project Alternative would not operate a new additional transit line and would not generate solid waste; however, new transportation infrastructure currently under construction or funded for construction via the 2008 Measure R or 2016 Measure M sales taxes (Metro, 2008, 2016) as well as local jurisdiction development projects could be constructed within the Project Study Area. Other projects would be required to comply with all solid waste statutes and regulations. The No Project Alternative would have no impact during operation related to solid waste standards.

Construction Impacts

The No Project Alternative would not construct a new additional transit line and would not generate solid waste. Construction associated with improvements to Metro Line 761 would generate a negligible amount of solid waste which Metro would handle and dispose in compliance with all solid waste statutes and regulations. New transportation infrastructure currently under construction or funded for construction via the 2008 Measure R or 2016 Measure M sales taxes (Metro, 2008, 2016) as well as local jurisdiction development projects could be constructed within the Project Study Area. Other projects would be required to comply with all solid waste statutes and regulations. The No Project Alternative would have no impact during construction related to solid waste standards.

Alternative 1

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

Operational Impacts

Solid waste generated during operational activities associated with Alternative 1 would comply with AB 939 and AB 1327. Alternative 1 would fully comply with all federal, state, and local statutes and regulations regarding proper disposal. There is no element of operational activities that would be outside of compliance. The combination of operation of the transit line with the operation of the Base Design MSF or MSF Design Option 1, and the Electric Bus MSF would not violate solid waste statutes or regulations. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.5. Therefore, no impact would occur.

Construction Impacts

Alternative 1 would generate typical construction waste such as wood, concrete, and asphalt. Additionally, because Alternative 1 would be constructed within an urban built-out environment, Alternative 1 is anticipated to encounter contaminated soil. As previously described, regional permitted facilities are anticipated to have the capacity to process all contaminated and non-contaminated construction-related solid waste. Alternative 1 would fully comply with all federal, state, and local statutes and regulations regarding proper disposal, including AB 939 and AB 1327. Additionally, CalGreen requires construction projects to recycle and/or salvage for reuse a minimum 65 percent of the nonhazardous construction and demolition waste or meet a local construction and demolition waste management ordinance, whichever is more stringent. There is no element of construction activities that would be outside of compliance. The combination of construction of the transit line with the construction of the Base Design MSF or MSF Design Option 1, and the Electric Bus MSF would not violate solid waste statutes or regulations. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.5. Therefore, no impact would occur related to compliance with solid waste regulations.

Alternative 3

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

Operational Impacts

Solid waste generated during operational activities associated with Alternative 3 would comply with AB 939 and AB 1327. Alternative 3 would fully comply with all federal, state, and local statutes and regulations regarding proper disposal. There is no element of operational activities that would be outside of compliance. The combination of operation of the transit line with the operation of the Base Design MSF or MSF Design Option 1 would not violate solid waste statutes or regulations. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.5. Therefore, no impact would occur.

Construction Impacts

Alternative 3 would generate typical construction waste such as wood, concrete, and asphalt. Additionally, because Alternative 3 would be constructed within an urban built-out environment, Alternative 3 is anticipated to encounter contaminated soil. As described previously, regional permitted facilities are anticipated to have the capacity to process all contaminated and non-contaminated construction-related solid waste. Alternative 3 would fully comply with all federal, state, and local statutes and regulations regarding proper disposal, including AB 939 and AB 1327. Additionally, CalGreen requires construction projects to recycle and/or salvage for reuse a minimum 65 percent of the nonhazardous construction and demolition waste or meet a local construction and demolition waste management ordinance, whichever is more stringent. There is no element of construction activities that would be outside of compliance. The combination of construction of the transit line with the construction of the Base Design MSF or MSF Design Option 1 would not violate solid waste statutes or regulations. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.5. Therefore, no impact would occur related to compliance with solid waste regulations.

Alternative 4

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

Operational Impacts

Solid waste generated during operational activities associated with Alternative 4 would comply with AB 939 and AB 1327. Alternative 4 would fully comply with all federal, state, and local statutes and regulations regarding proper disposal. There is no element of operational activities that would be outside of compliance. The combination of operation of the transit line with the operation of the HRT MSF would not violate solid waste statutes or regulations. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.5. Therefore, no impact would occur.

Construction Impacts

Alternative 4 would generate typical construction waste such as wood, concrete, and asphalt. Additionally, because Alternative 4 would be constructed within an urban built-out environment, Alternative 4 is anticipated to encounter contaminated soil. As described previously, regional permitted facilities are anticipated to have the capacity to process all contaminated and non-contaminated construction-related solid waste. Alternative 4 would fully comply with all federal, state, and local statutes and regulations regarding proper disposal, including AB 939 and AB 1327. Additionally,

CalGreen requires construction projects to recycle and/or salvage for reuse a minimum 65 percent of the nonhazardous construction and demolition waste or meet a local construction and demolition waste management ordinance, whichever is more stringent. There is no element of construction activities that would be outside of compliance. The combination of construction of the transit line with the operation of the HRT MSF would not violate solid waste statutes or regulations. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.5. Therefore, no impact would occur related to compliance with solid waste regulations.

Alternative 5

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

Operational Impacts

Solid waste generated during operational activities associated with Alternative 5 would comply with AB 939 and AB 1327. Alternative 5 would fully comply with all federal, state, and local statutes and regulations regarding proper disposal. There is no element of operational activities that would be outside of compliance. The combination of operation of the transit line with the operation of the HRT MSF would not violate solid waste statutes or regulations. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.5. Therefore, no impact would occur.

Construction Impacts

Alternative 5 would generate typical construction waste such as wood, concrete, and asphalt. Additionally, because Alternative 5 would be constructed within an urban built-out environment, Alternative 5 is anticipated to encounter contaminated soil. As described previously, regional permitted facilities are anticipated to have the capacity to process all contaminated and non-contaminated construction-related solid waste. Alternative 5 would fully comply with all federal, state, and local statutes and regulations regarding proper disposal, including AB 939 and AB 1327. Additionally, CalGreen requires construction projects to recycle and/or salvage for reuse a minimum 65 percent of the nonhazardous construction and demolition waste or meet a local construction and demolition waste management ordinance, whichever is more stringent. There is no element of construction activities that would be outside of compliance. The combination of construction of the transit line with the operation of the HRT MSF would not violate solid waste statutes or regulations. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.5. Therefore, no impact would occur related to compliance with solid waste regulations.

Alternative 6

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

Operational Impacts

Solid waste generated during operational activities associated with Alternative 6 would comply with AB 939 and AB 1327. Alternative 6 would fully comply with all federal, state, and local statutes and regulations regarding proper disposal. There is no element of operational activities that would be

outside of compliance. The combination of operation of the transit line with the operation of the HRT MSF would not violate solid waste statutes or regulations. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.5. Therefore, no impact would occur.

Construction Impacts

Alternative 6 would generate typical construction waste such as wood, concrete, and asphalt. Additionally, because Alternative 6 would be constructed within an urban built-out environment, Alternative 6 is anticipated to encounter contaminated soil. As described previously, regional permitted facilities are anticipated to have the capacity to process all contaminated and non-contaminated construction-related solid waste. Alternative 6 would fully comply with all federal, state, and local statutes and regulations regarding proper disposal, including AB 939 and AB 1327. Additionally, CalGreen requires construction projects to recycle and/or salvage for reuse a minimum 65 percent of the nonhazardous construction and demolition waste or meet a local construction and demolition waste management ordinance, whichever is more stringent. There is no element of construction activities that would be outside of compliance. The combination of construction of the transit line with the operation of the HRT MSF would not violate solid waste statutes or regulations. For further discussion regarding MSF effects, please refer to *Maintenance and Storage Facilities* in Section 3.17.5.5. Therefore, no impact would occur related to compliance with solid waste regulations.

Maintenance and Storage Facilities

Monorail Transit Maintenance and Storage Facility Base Design (Alternatives 1 and 3)

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

Solid waste generated during construction and operational activities associated with the MSF Base Design would comply with AB 939, AB 1327, and all federal, state, and local statutes and regulations regarding proper disposal. Therefore, no impact would occur related to compliance with solid waste regulations.

Monorail Transit Maintenance and Storage Facility Design Option 1 (Alternatives 1 and 3)

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

Solid waste generated during construction and operational activities associated with MSF Design Option 1 would comply with AB 939, AB 1327, and all federal, state, and local statutes and regulations regarding proper disposal. Therefore, no impact would occur related to compliance with solid waste regulations.

Electric Bus Maintenance and Storage Facility (Alternative 1)

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

Solid waste generated during construction and operational activities associated with the Electric Bus MSF would comply with AB 939, AB 1327, and all federal, state, and local statutes and regulations regarding proper disposal. Therefore, no impact would occur related to compliance with solid waste regulations.

Heavy Rail Transit Maintenance and Storage Facility (Alternatives 4 and 5)

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

Solid waste generated during construction and operational activities associated with this HRT MSF would comply with AB 939, AB 1327, and all federal, state, and local statutes and regulations regarding proper disposal. Therefore, no impact would occur related to compliance with solid waste regulations.

Heavy Rail Transit Maintenance and Storage Facility (Alternative 6)

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

Solid waste generated during construction and operational activities associated with this HRT MSF would comply with AB 939, AB 1327, and all federal, state, and local statutes and regulations regarding proper disposal. Therefore, no impact would occur related to compliance with solid waste regulations.

3.17.6 Mitigation Measures

Operation and construction of Alternatives 1, 3, 4, 5, and 6 would have less than significant impacts on utilities and service systems. Therefore, no mitigation measures would be required. Table 3.17-14 and Table 3.17-15 summarize the impacts for each alternative.

Table 3.17-14. Summary of Mitigation Measures and Impacts Before and After Mitigation for the Project Alternatives

CEQA Impact Topic		No Project	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6
<i>Operational</i>							
Impact US-1: Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Impacts Before Mitigation	NI	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA	NA
	Impacts After Mitigation	NI	LTS	LTS	LTS	LTS	LTS
Impact US-2: Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?	Impacts Before Mitigation	NI	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
Impact US-3: Would the Project result in a determination by the wastewater treatment provider who serves, or may serve, the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	Impacts Before Mitigation	NI	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA	NA
	Impacts After Mitigation	NI	LTS	LTS	LTS	LTS	LTS
Impact US-4: Would the Project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Impacts Before Mitigation	NI	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA	NA
	Impacts After Mitigation	NI	LTS	LTS	LTS	LTS	LTS
Impact US-5: Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Impacts Before Mitigation	NI	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA	NA
	Impacts After Mitigation	NI	LTS	LTS	LTS	LTS	LTS

CEQA Impact Topic		No Project	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6
<i>Construction</i>							
Impact US-1: Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Impacts Before Mitigation	NI	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA	NA
Impact US-2: Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?	Impacts After Mitigation	NI	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA	NA
Impact US-3: Would the Project result in a determination by the wastewater treatment provider who serves, or may serve, the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	Impacts Before Mitigation	NI	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA	NA
Impact US-4: Would the Project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Impacts After Mitigation	NI	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA	NA
Impact US-5: Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Impacts Before Mitigation	NI	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA	NA
Impacts After Mitigation		NI	LTS	LTS	LTS	LTS	LTS

Source: HTA, 2024

LTS = less than significant

NA = not applicable

NI = no impact

US = utilities and service systems

Table 3.17-15. Summary of Mitigation Measures and Impacts Before and After Mitigation for the Maintenance and Storage Facilities

CEQA Impact Topic	MRT MSF Base Design (Alts 1 and 3)	MRT MSF Design Option 1 (Alts 1 and 3)	Electric Bus MSF (Alt 1)	HRT MSF (Alts 4 and 5)	HRT MSF (Alt 6)
<i>Operational</i>					
Impact US-1: Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Impacts Before Mitigation	PS	LTS	PS	PS
	Applicable Mitigation	NA	NA	NA	NA
	Impacts After Mitigation	SU	LTS	SU	SU
Impact US-2: Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?	Impacts Before Mitigation	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS
Impact US-3: Would the Project result in a determination by the wastewater treatment provider who serves, or may serve, the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	Impacts Before Mitigation	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS
Impact US-4: Would the Project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Impacts Before Mitigation	NI	NI	NI	NI
	Applicable Mitigation	NA	NA	NA	NA
	Impacts After Mitigation	NI	LTS	LTS	LTS
Impact US-5: Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Impacts Before Mitigation	NI	NI	NI	NI
	Applicable Mitigation	NA	NA	NA	NA
	Impacts After Mitigation	NI	NI	NI	NI
<i>Construction</i>					
Impact US-1: Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Impacts Before Mitigation	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS
Impact US-1: Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Impacts Before Mitigation	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS



CEQA Impact Topic		MRT MSF Base Design (Alts 1 and 3)	MRT MSF Design Option 1 (Alts 1 and 3)	Electric Bus MSF (Alt 1)	HRT MSF (Alts 4 and 5)	HRT MSF (Alt 6)
Impact US-2: Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS
	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS
Impact US-3: Would the Project result in a determination by the wastewater treatment provider who serves, or may serve, the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	Applicable Mitigation	NA	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS
Impact US-4: Would the Project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA
Impact US-5: Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Impacts After Mitigation	NI	LTS	LTS	LTS	LTS
	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS

Source: HTA, 2024

LTS = less than significant

NA = not applicable

NI = no impact

PS = potentially significant

SU = significant and unavoidable

US = utilities and service systems