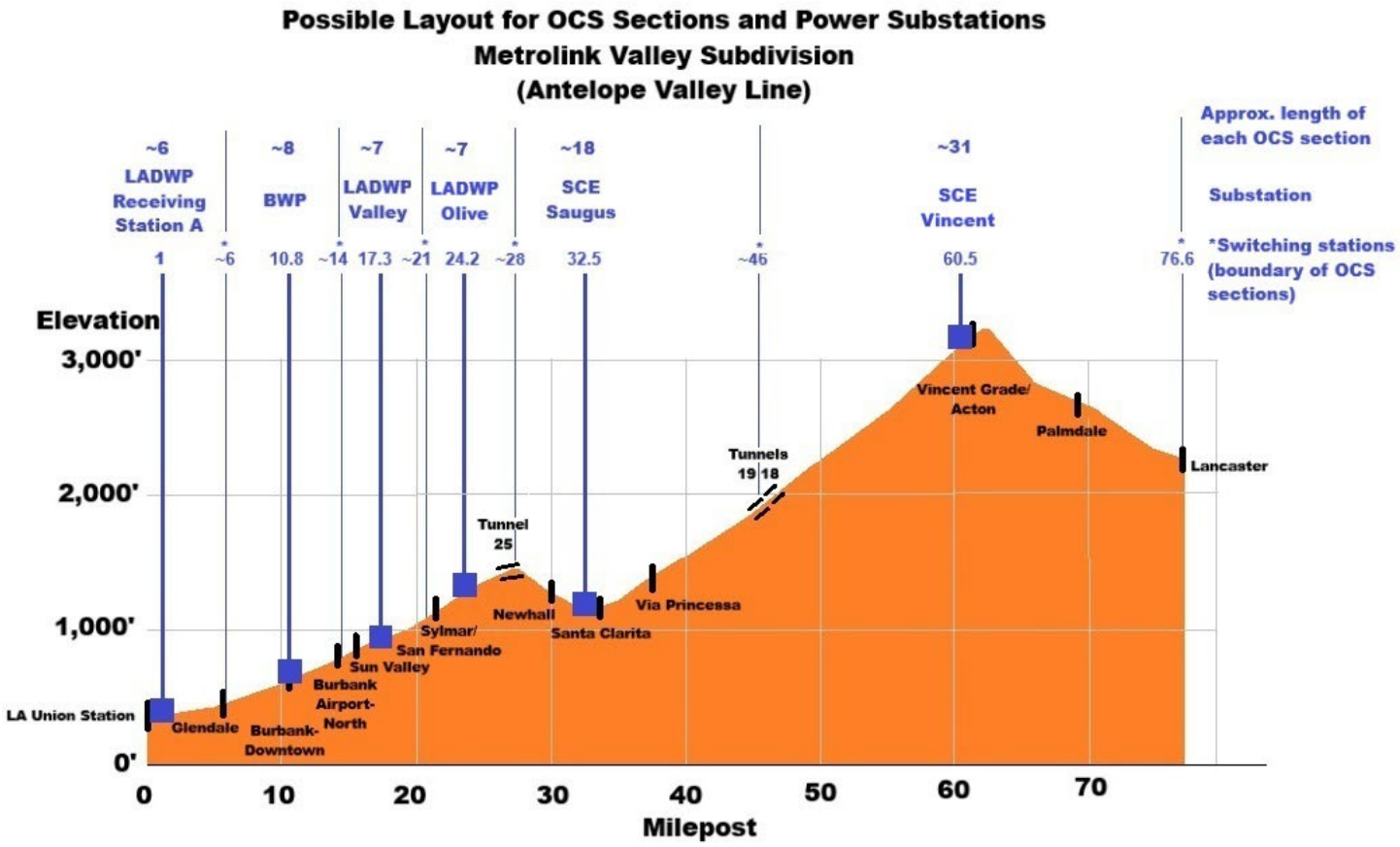


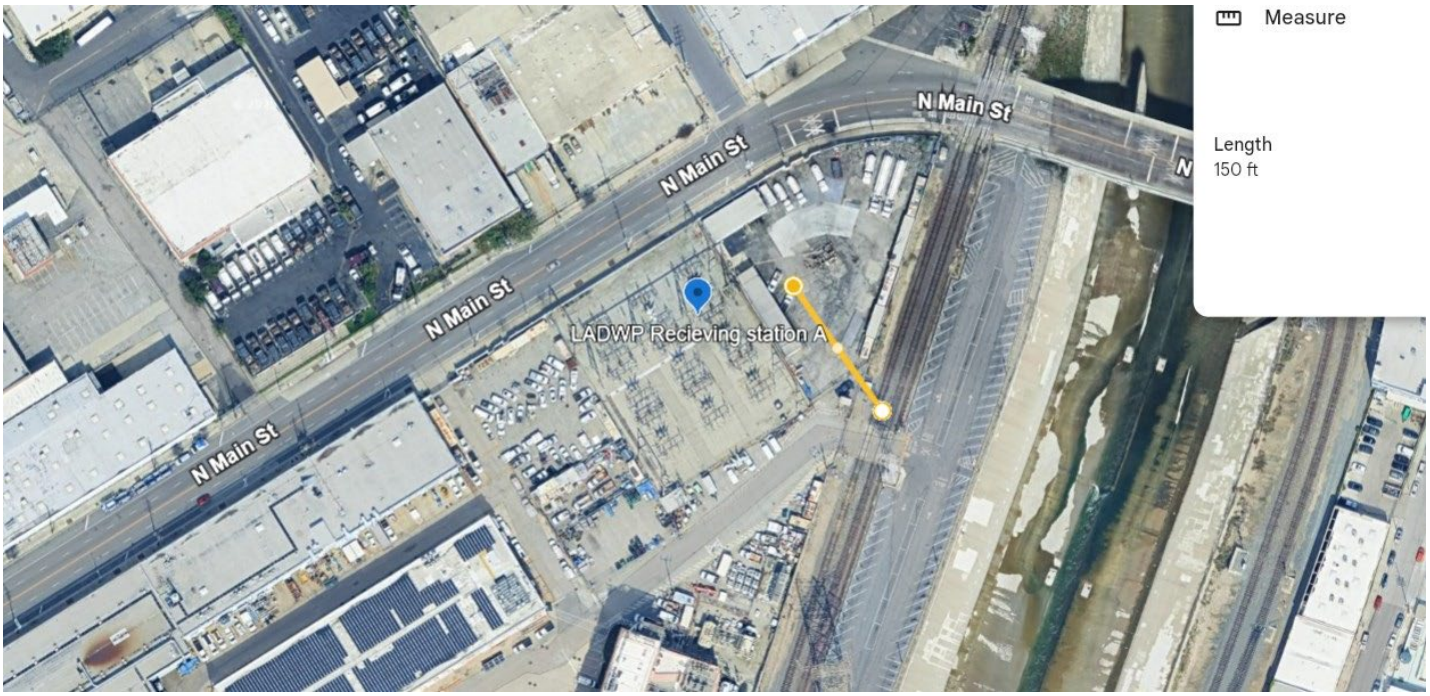
Brian Yanity
Californians for Electric Rail

June 20, 2025

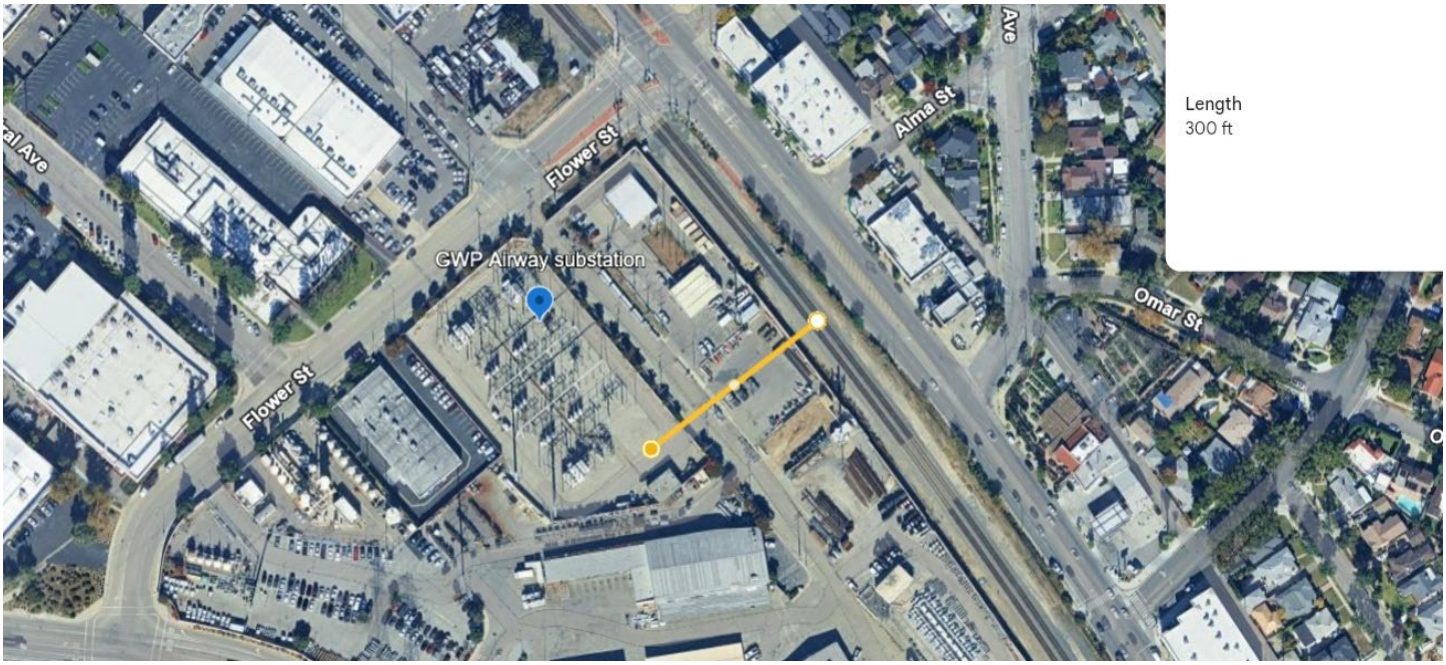
Existing major, transmission-level electric utility substations in close proximity to the LA Metro-owned SCRRA/Metrolink Valley Subdivision, or Antelope Valley Line (AVL), were mapped in Google Earth with distances to the track measured (see below). It is assumed that the most economical and reliable locations for traction power substations for overhead contact system (OCS) along the AVL are on the grounds of (or immediately adjacent to) existing electric transmission-level utility substations. The OCS sections mapped out, each served by its own substation, could be built out in phases, or in a phased buildout within each section (starting with discrete, discontinuous catenary OCS sections).

Existing large electric utility substations along the SCRRA/Metrolink/LA-Metro Valley Subdivision/ Antelope Valley Line

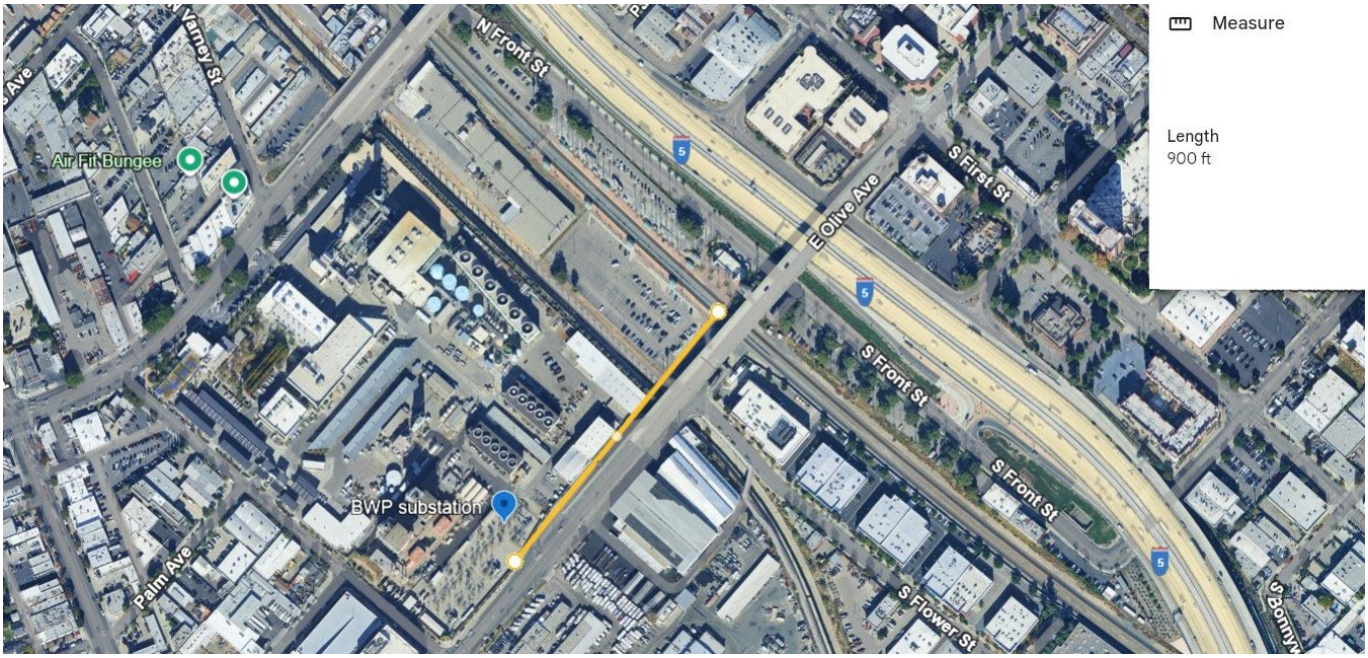
LADWP Receiving Station A (MP 1.0):



Glendale Water and Power (GWP) Airway substation (MP 8.5), could be alternate for BWP substation):



Burbank Water and Power (BWP) substation (MP 10.8):



LADWP Valley substation (MP 17.3):

LADWP Olive substation (MP 24.2):

SCE Saugus substation (MP 32.5):

SCE Vincent substation (MP 60.5):