21 RESPONSES TO COMMENTS FROM ELECTED OFFICIALS

Los Angeles to Anaheim - RECORD #013643 DETAIL

Status:	Action Pending
Record Date:	01/12/2026
Interest As:	Elected Official
Full Name:	Tony Flores

Stakeholder Comments/Issues:

Hello, Please see attached. All The Best, Tony Flores Senior Field Representative Assembly Member Avelino Valencia | AD 68 District Office: 2400 East Katella Ave Ste 640 Anaheim, CA 92806 Main 714-939-8469 Tony.Flores@asm.ca.gov

Avelino Valencia
ASSEMBLYMEMBER, SIXTY-EIGHTH DISTRICT

COMMITTEES:
CHAIR: BANKING AND FINANCE
ARTS, ENTERTAINMENT, SPORTS, AND TOURISM
GOVERNMENTAL ORGANIZATION
INSURANCE
MILITARY AND VETERANS AFFAIRS

California Legislature

January 12th, 2026

Ian Choudri
Chief Executive Officer
California High-Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814

RE: Los Angeles to Anaheim Draft EIR/EIS Comment

Dear Mr. Choudri,

0366 I write in support of the proposed Los Angeles to Anaheim High-Speed Rail project that would connect Los Angeles and Orange Counties' by transporting riders from the Los Angeles Union Station (LAUS) to the Anaheim Regional Transportation Intermodal Center (ARTIC) using the existing rail corridor.

Since the launch of the High-Speed Rail (HSR) Project in 2015, the legislature has taken steps to push the project forward as it's faced rising costs. In 2022, the Legislature created the High-Speed Rail Authority, Office of the Inspector General and I, along with members of the Joint Legislative Audit Committee, helped select the inspector general to improve the oversight of the project. Just last year, I voted in support the California Cap & Invest Program, which provides the HSR project $1 Billion each year in funding through 2045. Additionally, the opportunity for private investment brings renewed hope for the project's completion within the proposed timeframe.

The 30-mile segment connecting Los Angeles and Anaheim will not only reduce commuting times and road congestion for our residents but also reduce transportation emission and boost our local economy. The rail line will spur tourism for local attractions such as Disneyland, Angels Stadium, the Honda Center, and eventually the O.C. Vibe. With HSR authority's agreement with 13 rail labor unions, this project will provide an estimated 3,000 jobs to union workers who will operate and maintain the trains, facilities and stations.

For these reasons, I support the Los Angeles to Anaheim segment of the California High-Speed Rail project.

In Service,

AVELINO VALENCIA
Assemblymember, 68th District

AV:kg

CAPITOL OFFICE: STATE CAPITOL, P. O. BOX 942849, SACRAMENTO, CA 94249-0068 • (916) 319-2068 • FAX (916) 319-2168
DISTRICT OFFICE: 2400 EAST KATELLA AVENUE, SUITE 640 • ANAHEIM, CA 92806 • (714) 939-8469 • FAX (714) 939-8986
EMAIL: Assemblymember.Valencia@assembly.ca.gov • **WEBSITE:** https://a68.asmdc.org

21.1 Response to Submission 013643 (Tony Flores, California Assemblymember Avelino Valencia, Jan 12, 2026)

21.1.1 0366

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013737 DETAIL

Status:	Action Pending
Record Date:	01/26/2026
Interest As:	Elected Official
Full Name:	William Go

Stakeholder Comments/Issues:

1003 RE: High-Speed Rail Expansion to Irvine To: California High-Speed Rail Authority On behalf of the City of Irvine, we appreciate the opportunity to provide public comment on the Los Angeles to Anaheim High-Speed Rail Project and strongly support the project moving forward. We also respectfully urge the Board to consider extending service beyond Anaheim to Irvine to better serve Orange County's expanding population and strengthen regional connectivity. Irvine is a major economic hub and destination city, supported by a strong local economy, a thriving business community, and world-class educational institutions. Irvine is one of the fastest-growing cities in the United States and is currently home to approximately 320,000 residents. Based on current trends, Irvine is on track to become the largest city in Orange County by 2028. As this growth continues, expanding rapid rail access to Irvine would better serve the scale of travel demand between Los Angeles and Orange County. Irvine's economy is powered by major employers across technology, health care, life sciences, advanced manufacturing, and professional services, making the city a daily destination for workers and visitors from throughout Orange County and the greater region. Irvine is also home to world-class higher education and research institutions, including the University of California, Irvine, and Concordia University, and its continued growth is driving increased travel demand. In addition, the City of Irvine is advancing one of the most ambitious municipal projects in the country, the Great Park, a multibillion-dollar public investment that will rival iconic destinations such as Central Park in New York and Balboa Park in San Diego. As major amenities are completed, including a new amphitheater, botanical gardens, museums, and expanded recreational attractions, the Great Park will become a signature gathering place and a must-visit destination for residents and visitors from across the state and throughout the country.A High-Speed Rail connection to Irvine would strengthen the regional value of this investment by expanding access to fast, reliable rail service for residents, employees, students, and visitors across Orange County, while also increasing ridership potential and improving system performance. Irvine is a hub for daily regional travel: 72% of Irvine' s residents commute outside the city for work, and 88% of the workforce commute into the city, many relying on rail services, resulting in a high level of multimodal transportation1. Irvine currently supports both Amtrak and Metrolink service, providing a strong foundation for integration and future expansion. An Irvine stop would build on existing regional rail infrastructure and connect more of Orange County to the high-speed rail network in a practical and cost-effective way. We recognize that final route decisions involve complex technical, operational, environmental, and financial considerations. While we fully support the Los Angeles to Anaheim segment as currently proposed, we respectfully request that the Authority keep Irvine's longterm growth, regional importance, and strategic location in mind as the project advances. Thank you for your leadership on this critical statewide infrastructure project. We appreciate your consideration and look forward to continued collaboration as this work moves forward.William Go, Councilmember, Irvine District 2Chair, Great Park BoardDirector, OCTADirector, MetrolinkKathleen Treseder, PhD, Councilmember, Irvine At-LargeDirector, Great Park BoardProfessor, Ecology & Evolutionary Biology, University of California, Irvine

City of Irvine
1 Civic Center Plaza, Irvine, CA 92623-9575
cityofirvine.org
949-724-6233

January 26, 2026

California High-Speed Rail Authority
355 S Grand Avenue, Suite 2050
Los Angeles, CA 90071

RE: High-Speed Rail Expansion to Irvine

To: California High-Speed Rail Authority

On behalf of the City of Irvine, we appreciate the opportunity to provide public comment on the Los Angeles to Anaheim High-Speed Rail Project and strongly support the project moving forward. **We also respectfully urge the Board to consider extending service beyond Anaheim to Irvineto better serve Orange County's expanding population and strengthen regional connectivity.**

Irvine is a major economic hub and destination city, supported by a strong local economy, a thriving business community, and world-class educational institutions. Irvine is one of the fastest-growing cities in the United States and is currently home to approximately 320,000 residents. Based on current trends, Irvine is on track to become the largest city in Orange County by 2028. As this growth continues, expanding rapid rail access to Irvine would better serve the scale of travel demand between Los Angeles and Orange County.

Irvine's economy is powered by major employers across technology, health care, life sciences, advanced manufacturing, and professional services, making the city a daily destination for workers and visitors from throughout Orange County and the greater region. Irvine is also home to world-class higher education and research institutions, including the University of California, Irvine, and Concordia University, and its continued growth is driving increased travel demand.

In addition, the City of Irvine is advancing one of the most ambitious municipal projects in the country, the Great Park, a multibillion-dollar public investment that will rival iconic destinations such as Central Park in New York and Balboa Park in San Diego. As major amenities are completed, including a new amphitheater, botanical gardens, museums, and expanded recreational attractions, the Great Park will become a signature gathering place and a must-visit destination for residents and visitors from across the state and throughout the country.

City of Irvine
1 Civic Center Plaza, Irvine, CA 92623-9575
cityofirvine.org
949-724-6233

A High-Speed Rail connection to Irvine would strengthen the regional value of this investment by expanding access to fast, reliable rail service for residents, employees, students, and visitors across Orange County, while also increasing ridership potential and improving system performance. Irvine is a hub for daily regional travel: 72% of Irvine's residents commute outside the city for work, and 88% of the workforce commute into the city, many relying on rail services, resulting in a high level of multimodal transportation[1]. Irvine currently supports both Amtrak and Metrolink service, providing a strong foundation for integration and future expansion. An Irvine stop would build on existing regional rail infrastructure and connect more of Orange County to the high-speed rail network in a practical and cost-effective way.

We recognize that final route decisions involve complex technical, operational, environmental, and financial considerations. While we fully support the Los Angeles to Anaheim segment as currently proposed, we respectfully request that the Authority keep Irvine's long-term growth, regional importance, and strategic location in mind as the project advances.

Thank you for your leadership on this critical statewide infrastructure project. We appreciate your consideration and look forward to continued collaboration as this work moves forward.

Sincerely,

William Go
Councilmember, Irvine District 2
Chair, Great Park Board
Director, Orange County Transportation Authority
Director, MetroLink

Kathleen Treseder, PhD
Councilmember, Irvine At-Large
Director, Great Park Board
Professor, Ecology & Evolutionary Biology,
University of California, Irvine

[1] Orange County Transportation Authority, "Welcome Orange County Maintenance Facility," September 11, 2023, https://www.octa.net/pdf/OCMF_OpenHouseMeetingBoards_091123.pdf.

21.2 Response to Submission 013737 (William Go, City of Irvine City Council, Jan 26, 2026)

21.2.1 1003

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

This commenter submitted an identical submission, which is included as Submission 013736 in Chapter 22, Responses to Comments from Local Agencies. Please refer to Submission 013736 for responses.

Los Angeles to Anaheim - RECORD #013831 DETAIL

Status:	Unread
Record Date:	02/03/2026
Interest As:	Elected Official
Full Name:	Jesus Garcia

Stakeholder Comments/Issues:

To Whom it may Concern: On behalf of Mayor Gustavo V. Camacho, attached to this email is official comment from the City of Pico Rivera for the Draft EIR/EIS for the Los Angeles to Anaheim Project Section of the California High-Speed Rail System. Thank you. Respectfully, Jesus Garcia Senior Analyst, Administration City of Pico Rivera 6615 Passons Blvd. Pico Rivera, CA 90660 Phone: (562) 801-4337 www.pico-rivera.org

City of Pico Rivera
OFFICE OF THE CITY COUNCIL
6615 Passons Boulevard · Pico Rivera, California 90660 · (562) 801-4371
www.pico-rivera.org

GUSTAVO V. CAMACHO
Mayor

February 3, 2026

Attn: Los Angeles to Anaheim Draft EIR/EIS Comment
California High-Speed Rail Authority
355 S. Grand Avenue, Suite 2050
Los Angeles, CA 90071

Subject: Los Angeles to Anaheim Draft EIR/EIS Comment

To Whom It May Concern:

1032 The City of Pico Rivera submits this letter as formal comments regarding the **Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Los Angeles–Anaheim Project Section of the California High-Speed Rail Project**. The City appreciates the California High-Speed Rail Authority's (CAHSR) efforts to optimize passenger and freight rail operations within one of the most complex and nationally significant shared-use rail corridors in the United States. With direct connections to the national rail network and major intermodal freight facilities in the Gateway Cities subregion, this corridor is critical to local, regional, state, and national economic vitality.

The Commerce Viaduct Project

The City strongly supports the successful and expeditious delivery of the Commerce Viaduct Project. This state-funded infrastructure investment is essential to improving safety, reliability, and operational efficiency along the corridor. The Commerce Viaduct is a critical goods-movement asset, reducing conflicts between freight and passenger rail operations, and is necessary to sustain economic competitiveness and supply-chain resilience across Southern California and beyond.

1033 Although the Commerce Viaduct is a high-priority, high-value project, it will require the relocation of the existing Commerce Metrolink Station as a formal mitigation to the project. The proposed site for the new station warrants reconsideration.

Commerce Metrolink Station Relocation - Mitigation

The City opposes *Alternative 5: Maple Avenue* as the proposed relocation site for the existing Commerce Metrolink Station. As documented in *Appendix 2C - Buena Park Metrolink Station Relocation and Commerce Metrolink Station Relocation Analysis* of the Draft EIR/EIS, this alternative proposes to place a regional passenger rail station in an area that is surrounded by heavy industrial land uses, has no transit and active transportation connectivity, and lacks planning framework to support transit-oriented or mixed-use development. The Maple Avenue alternative is inconsistent with California's Transportation Plan 2050, the State Rail Plan, and statewide climate, housing, and economic development goals. Moreover, it introduces new community impacts without delivering commensurate public benefit and does not maximize ridership potential, system performance, or the return on public investment. The city would characterize *Alternative 5: Maple Avenue* as a fatal flaw that will inevitably impact, hinder, and/or delay the delivery of the Commerce Viaduct Project.

1034 The City strongly recommends that CAHSR undertake a Supplemental EIR/EIS that evaluates a new alternative that is currently the subject the Pico Rivera Regional Rail Station Feasibility Study – a technical analysis led by Los Angeles Metro. The Study identified a suitable site within the city of Pico Rivera to serve as the formal mitigation to the relocated Commerce Metrolink Station. The Pico Rivera location offers superior regional connectivity, freight decongestion and optimization benefits, multimodal integration potential, consistency with adopted and emerging land-use and mobility plans and demonstrated ability to support meaningful transit-oriented development. This Metro Feasibility Study was conducted in close coordination with CAHSR, Metrolink, Amtrak-LOSSAN, the cities of Commerce, Montebello, Pico Rivera, and the Gateway Cities Council of Governments. Based on local consensus and technical analysis, the Pico Rivera station alternative maximizes long-term regional benefits and minimizes adverse community impacts while enabling the timely delivery of the Commerce Viaduct Project.

1035 **Right of Way Impacts**

The City expresses strong opposition to project alternatives that result in right-of-way (ROW) impacts along the corridor, especially residential properties. This position has been clearly and consistently communicated through prior City correspondence and reinforced through extensive public input. The City strongly opposes any ROW acquisitions that would displace residents, encroach upon established neighborhoods and businesses, or otherwise impose disproportionate community impacts. These concerns are directly relevant to the alternatives evaluated in the Draft EIR/EIS and must be meaningfully addressed in the final project definition and selection of the preferred alternative. Specifically, the City opposes the proposed ROW acquisitions at the following Assessor Parcel Numbers (APN's):

- 6369-020-028
- 6369-021-040
- 6369-025-033
- 6369-025-034
- 6369-025-037
- 6369-025-039
- 6382-014-008
- 6382-014-017

1036 The City recommends evaluating opportunities to shift the track alignment northward making use of remnant railroad property near the Bermudez area. The City respectfully requests that the final EIR/EIS and subsequent project decisions avoid unnecessary impacts to residential communities.

The City appreciates the opportunity to provide these comments and looks forward to continued collaboration with CAHSR and its partners to deliver a project that strengthens this critical corridor while responsibly addressing the needs and concerns of the communities it serves.

Sincerely,



Gustavo V. Camacho
Mayor

21.3 Response to Submission 013831 (Mayor Gustavo Camacho, City of Pico Rivera, Feb 3, 2026)

21.3.1 1032

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

The California High-Speed Rail Authority (Authority) appreciates the City of Pico Rivera's support for the operational improvements proposed as part of the project, including the Commerce Viaduct.

21.3.2 1033

Refer to Standard Response LAA-Response-GENERAL-02: Consideration of Plans and Projects, in Chapter 18.

Concerning state-level goals and policies around transit-oriented development, Section 1.1.3.3, The California State Rail Plan, states that the statewide high-speed rail (HSR) system (including between Los Angeles and Anaheim) is a foundational component of the statewide integrated rail transportation network, which promotes economic development, enhances environmental sustainability, and advances equity by offering seamless mobility options for Californians.

With regard to local and regional plans and policies, the Authority is a state agency and is therefore not required to comply with local land use and zoning regulations. However, it has endeavored to design and build the HSR project so that it is compatible with land use and zoning regulations. Section 3.13.3, Consistency with Plans and Laws, describes the project's consistency with relevant land use and station planning goals. No inconsistences were identified related to transit-oriented development. Further details on project consistency with regional and local plans and policies is addressed in Appendix 3.1-A, Regional and Local Policy Inventory and Consistency Analysis.

21.3.3 1034

Refer to Standard Response LAA-Response-GENERAL-02: Consideration of Plans and Projects, in Chapter 18.

21.3.4 1035

Refer to Standard Response LAA-Response-Section 3.12 SOCIO-01: Relocations, Right-of-Way Process, Eminent Domain, in Chapter 18.

The Authority acknowledges the City of Pico Rivera's opposition to project alternatives that would result in right-of-way acquisitions that would displace residents, affect established neighborhoods and businesses, or otherwise result in community impacts. The Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) evaluates potential right-of-way needs for the Los Angeles to Anaheim Project Section and identifies locations where minor partial right-of-way acquisitions ("slivers") may be required to accommodate track clearance, overhead contact system (OCS), or rail safety requirements. The parcels identified in the City of Pico Rivera's comment would not be subject to full acquisition, and none would involve demolition of existing residential structures. The potential right-of-way impacts disclosed in the Draft EIR/EIS for the cited parcels are summarized below.·

- Assessor's Parcel Number (APN) 6369-020-028 (8601 Warvale Street): A partial right-of-way sliver of approximately 23 square feet is identified to meet track and OCS clearance requirements. No full acquisition or displacement would occur.·
- APN 6369-025-034 (7602 Manzanar Avenue): A partial right-of-way sliver of approximately 212 square feet is identified to accommodate preliminary clearance requirements. No structures would be removed, and full acquisition or displacement would not occur.·
- APN 6382-014-008 (Bermudez Street area): A partial right-of-way sliver of approximately 1,682 square feet is identified for track and OCS clearance. Although the parcel would not be fully acquired, the loss of usable area could limit the ability to continue existing business operations on

the remaining portion of the site. As disclosed in the Draft EIR/EIS, this partial acquisition could result in business displacement and the relocation of approximately six employees. The project design would incorporate SOCIO-IAMF#3, Relocation Implementation Plan, which would provide relocated business owners with individualized relocation assistance to minimize the permanent closure of businesses and economic disruptions to displaced businesses. ·

- APN 6369-021-040 (613 Birchleaf Avenue): A minor partial right-of-way sliver of approximately 61 square feet is identified for edge clearance only. Full acquisition or displacement would not occur.·
- APN 6369-025-037 (8943 Warvale Street): A partial right-of-way sliver of approximately 579 square feet is identified. No full acquisition, displacement, or demolition is anticipated.·
- APN 6382-014-017 (Bermudez Street/Cravell Street area): A partial right-of-way sliver of approximately 7,403 square feet is identified. Although this represents the largest partial acquisition among the listed parcels, it would remain a partial right-of-way take and would not require full parcel acquisition.·
- APN 6369-025-033 (7607 Birchleaf Avenue): A partial right-of-way sliver of approximately 281 square feet is identified to meet preliminary clearance needs. Full acquisition or displacement would not occur.·
- APN 6369-025-039: This APN was cited in the City of Pico Rivera's comment; however, it is not identified as affected in the Draft EIR/EIS right-of-way mapping. The intended parcel may be APN 6369-025-038 (8938 Warvale Street), which would be subject to a partial right-of-way sliver of approximately 506 square feet.

21.3.5 1036

The commenter states that the proposed southbound track should be shifted northward near the Bermudez Street area in Pico Rivera to make use of the remnant railroad property. The proposed tracks are primarily within the existing railroad corridor throughout the city. Near Bermudez Street, the existing and proposed tracks need to be able to cross under the existing Passons Boulevard roadway bridge, and therefore cannot be shifted northward without affecting the existing bridge. Regarding the comment about avoiding unnecessary impacts on residential communities, there are no residential land uses adjacent to the railroad corridor in this area. Section 3.12.6.3, Project Impacts, of the Draft EIR/EIS analyzes the impacts of the Shared Passenger Track Alternatives on communities, including Pico Rivera. As discussed in Impact SO-2, there would be no residential displacements in Pico Rivera under the Shared Passenger Track Alternatives. Although construction of the project would cause temporary disruptions to communities along the rail corridor related to air quality, noise and vibration, visual quality, traffic, and access during construction, as discussed in Impact SO-1, the Authority has incorporated impact avoidance and minimization features into the alternatives to avoid and reduce such impacts; the project would also be subject to mitigation measures as described in Section 3.12.7, Mitigation Measures. No revisions have been made to the Draft EIR/EIS in response to this comment.

Los Angeles to Anaheim - RECORD #013939 DETAIL

Status:	Action Pending
Record Date:	02/10/2026
Interest As:	Elected Official
Full Name:	Tony Flores

Stakeholder Comments/Issues:

[Please refer to the attached transcript for the demarcation of oral comments delivered by this submitter during the public hearing.]

we have a few already, so I'll read the first couple names so that you're prepared when it's your turn.

And then we also have the station at the very back of the room by the clock where you can sit down and write your comments. If you'd like to take some time when you get home and you can submit them by mail, email, from our website, and from our phone hotline. Or if you'd like to join us at another meeting, we'll be in Commerce next week. And then we'll have an online public hearing at the end of this month. And just a reminder, public comments need to be submitted by 11:59 on February 3rd.

Okay. With that, I'd like to call up Tony Flores representing the office of Avelino Valencia, the State Assembly.

Hold on, one second. We're missing a microphone.

MR. FLORES: Hello there, everybody. My name's Tony Flores, Senior Field Representative with the Office of State Assemblymember, Avelino Valencia, who represents the 16th Assembly District here in Central Orange County. The cities that we represent are the cities of Anaheim, Santa Ana, and Orange.

And we submitted a letter this

afternoon via email, but we also wanted to take the time to, you know, come and then just read this letter.

1629

"Dear Mr. Choudri, I write in support of the proposed Los Angeles to Anaheim High-Speed Rail project that would connect Los Angeles and Orange counties by transporting riders from the Los Angeles Union Station to the Anaheim Regional Transportation Intermodal Center using the existing rail corridor.

Since the launch of the high-speed rail project in 2015, the legislature has taken steps to push the project forward as it's faced rising costs.

In 2022, the legislature created the High-Speed Rail Authority. Office of Inspector General and I, along with members of the Joint Legislative Audit Committee, helped select Inspector General to improve the oversight of the project.

Just last year, I voted in support the California Cap-and-Invest program which provides the HSR project one billion each year in funding through 2045. Additionally, the opportunity for provided investment brings renewed hope for the project's completion within the proposed timeframe.

The 30-mile segment connecting Los Angeles and Anaheim will not only reduce commuting

1629

times and road congestion for our residents but also reduce transportation emission and boost our local economy. The rail line will spur tourism for local attractions such as Disneyland, Angel Stadium, the Honda Center, and eventually the OCVIBE.

With HSR Authority's agreement with 13 rail labor unions, this project will provide an estimated 3000 jobs to union workers who will operate and maintain the trains' facilities and stations.

For these reasons, I support the Los Angeles to Anaheim segment of the California High-Speed Rail Project.

In Service, Assemblymember Avelino Valencia."

Thank you.

MS. LABRADO: Great, thank you very much.

I also just want to mention that for public comment period, we have a limit of three minutes per speaker. If you find you need more time, there's always the opportunity to provide your comment in writing or to visit with our court reporter.

Next up we have Lisa Driscoll, and that'll be followed by Thomas Dorsey.

Lisa.

CALIFORNIA High-Speed Rail Authority

Speaker Card

NAME: Tony Flores

DATE:

MEETING LOCATION:

AFFILIATION: NJ Jembly member Avelino Valencia

ADDRESS:

EMAIL:

PHONE:

CITY:

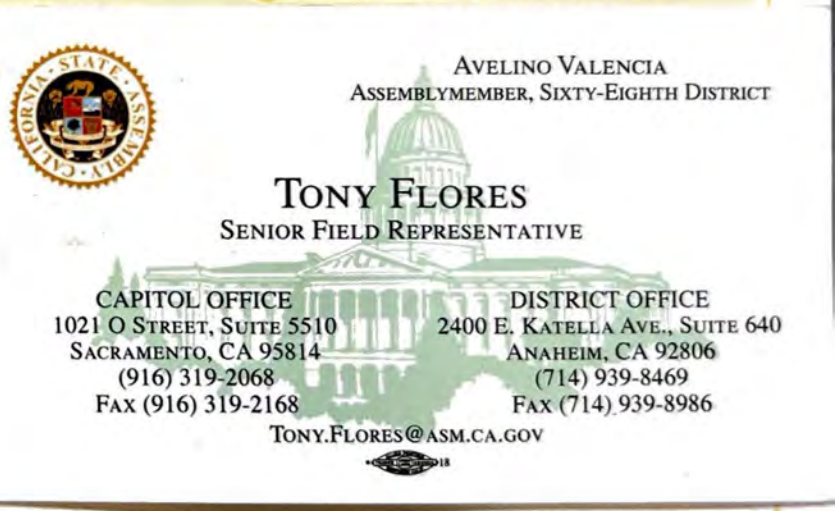
STATE:

ZIP:

*WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) ○ STATEWIDE ○ LOS ANGELES TO ANAHEIM

**WOULD YOU LIKE THE AUTHORITY TO CONTACT YOU? ○ YES ○ NO

COMMENTS:



AVELINO VALENCIA
ASSEMBLYMEMBER, SIXTY-EIGHTH DISTRICT

TONY FLORES
SENIOR FIELD REPRESENTATIVE

CAPITOL OFFICE
1021 O STREET, SUITE 5510
SACRAMENTO, CA 95814
(916) 319-2068
FAX (916) 319-2168

DISTRICT OFFICE
2400 E. KATELLA AVE., SUITE 640
ANAHEIM, CA 92806
(714) 939-8469
FAX (714) 939-8986

TONY.FLORES@ASM.CA.GOV

Any information your provide is voluntary. This form, including all the information you may provide, may be posted on the Authority's website and/or may be subject to disclosure pursuant to the California Public Records Act.
*Please complete the email section if you want to be placed on the Authority's email list.
**Please complete the contact information if you want someone from the Authority to contact you. Please only provide your preferred method of contact.

21.4 Response to Submission 013939 (Tony Flores, California Assemblymember Avelino Valencia, Feb 10, 2026)

21.4.1 1629

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

The comment states that the project would create approximately 3,000 jobs. As a point of clarification, as documented in Final EIR/EIS Appendix 3.18-A, RIMS II Modeling Details, the project is expected to generate approximately 410 jobs during operations, not 3,000.