

PUBLIC COMMENT: ALL B. & S.

Re: FALSE REPORTS ABOUT VTA'S BALANCED BUDGET AND THE ADVANTAGES OF SOCIALIST TRANSIT

From: Joseph P Thompson (translaw@pacbell.net)

To: echalhoub@weeklys.com; zachary.hilton@cityofgilroy.org; mark.turner@morganhill.ca.gov; chamber@gilroy.org

Date: Saturday, June 6, 2026 at 10:39 AM PDT



ITEM #16
06/16/2026

Dear Erik,
PS, Cheers to the 9th Circuit Court of Appeals for yesterday's significant decision that federal transportation law preempts California law to the contrary. See copy of the decision attached---and please publish a summary, because it is a victory for United States of America over United States of California. Same applies to immigration law--federal preemption. As Washington said to Western Pennsylvania Whiskey Farmers in 1791-94, as Jackson said to Nullifiers in South Carolina in 1832, and as Ike said to segregation supporters in Arkansas in 1957. We are a Nation of law, even the law with which you may disagree.

Joe Thompson
(408) 607--7351 cell phone

RECEIVED
JUN 11 2026

CLERK. BOARD OF SUPERVISORS

On Saturday, June 6, 2026 at 10:33:01 AM PDT, Joseph P Thompson <translaw@pacbell.net> wrote:

Dear Erik,
I posted a comment, but again, you have suppressed it:
Friends,

Who benefits from VTA (and the other transit agencies like COG) running empty and nearly empty buses?

If VTA's leaders want to use our money to give rides to the poor, why not have the riders call Uber, Lyft, taxis, and then send the bill to the taxpayers?

Why not buy each rider his own BMW or Mercedes---it would be cheaper for the taxpayers.

Why force motorists to pay 102% of the cost of our transport, including highway construction and maintenance costs, while transit riders pay only about 5% of their operating costs, less than 1% when you add capital and fixed costs to the calculation?

What powerful vested interests are served by the transit socialism?

What will our leaders nationalize next?

At present they have us on the route taken by the USSR, the Road to Serfdom. Meanwhile, the City Council refuses to accept any emails expressing taxpayer-friendly, motorist-friendly messages. Why? Don't they believe in the First Amendment?

Joe Thompson 408-607-7351

E-Mail: TransLaw@PacBell.Net

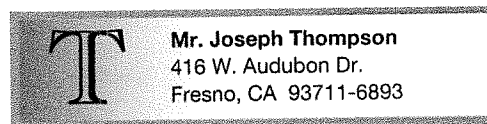
PS: Please publish an Article about how much campaign contribution money goes to local elected officials from the public sector unions. Let's have truth in transportation, not the BS-Baloney you publish from VTA's advocates. Thanks.

Joe Thompson



CA v FMCSA 9th Cir 6-4-2026.pdf
187.6 kB

Fw: Failure Notice



From: Joseph P Thompson (translaw@pacbell.net)

To: echalhoub@weeklys.com; chamber@gilroy.org; kathy@californiaglobe.com; mike.karbassi@fresno.gov

Date: Saturday, June 6, 2026 at 10:58 AM PDT

Dear Erik,

It appears that the Mayor of Morgan Hill, former exec of Gilroy Chamber,
is also blocking-out my email messages. W.T.F.? Have
government leaders
in Morgan Hill lost their minds? Let's have freedom of speech.
Let's follow
the requirements of the Brown Act, at the very least.
Joe Thompson
(408) 607--7351 cell phone

CC: City of Clovis Councilmembers
CC: City of Fresno Councilmembers

----- Forwarded Message -----

From: "mailer-daemon@yahoo.com" <mailer-daemon@yahoo.com>

To: "translaw@pacbell.net" <translaw@pacbell.net>

Sent: Saturday, June 6, 2026 at 10:50:08 AM PDT

Subject: Failure Notice

Sorry, we were unable to deliver your message to the following address.

<mark.turner@morganhill.ca.gov>:

554: Email rejected due to security policies - <https://community.mimnecast.com/docs/DOC-1369#554>

[Y7NbFakIOD2TLOD-Rnr0TQ.usb29]

John Stuart Mill*

But the peculiar evil of silencing the expression of an opinion is, that it is robbing the human race; posterity as well as the existing generation; those who dissent from the opinion, still more than those who hold it. If the opinion is right, they are deprived of the opportunity of exchanging error for truth: if wrong, they lose, what is almost as great a benefit, the clearer perception and livelier impression of truth, produced by its collision with error.

*Cited in appreciation to Chairwoman Pat Loe for defending SBC's residents' First Amendment rights.
Joseph P. Thompson, Esq., December 8, 2006

*Why would local government prevent public comment from a member of the public, when, under the Brown Act, government is supposed to encourage public participation?

Fw: Failure Notice

From: Joseph P Thompson (translaw@pacbell.net)

To: echalhoub@weeklys.com; mark.turner@morganhill.ca.gov; chamber@gilroy.org; katy@californiaglobe.com

Date: Saturday, June 6, 2026 at 10:49 AM PDT

Dear Erik,

FYI. Why don't you give them a dose of John Stuart Mill?
For the good of your readers? To help us protect First
Amendment freedoms?

Joe Thompson
(408) 607--7351 cell phone

----- Forwarded Message -----

From: MAILER-DAEMON@yahoo.com <mailer-daemon@yahoo.com>

To: "translaw@pacbell.net" <translaw@pacbell.net>

Sent: Saturday, June 6, 2026 at 10:33:06 AM PDT

Subject: Failure Notice

Sorry, we were unable to deliver your message to the following address.

<zachary.hilton@cityofgilroy.org>:

550: Envelope blocked - User Entry - <https://community.mimecast.com/docs/DOC-1369#550>
[XVQeQOjzP1SLh5FreDHrnQ.us381]



MILL-JS.pdf

18.9 kB

ALICE TAYLOR WALKER - FATHERLY NOBLE

ERIK
W.T.F. ?
Joe

Date: Saturday, June 6, 2026 at 10:46 AM PDT

Sorry, we were unable to deliver your message to the following address.

554: Email rejected due to security policies - <https://community.mimecast.com/docs/DOC-1369#554> [HhadVLJ4N-ag4crBzG5ywg.usb55]

2.



Fw: Failure Notice

From: Joseph P Thompson (translaw@pacbell.net)

To: echalhoub@weeklys.com; mark.turner@morganhill.ca.gov; chamber@gilroy.org; kathy@californiaglobe.com

Date: Saturday, June 6, 2026 at 10:46 AM PDT

Dear Erik,

CC: Hon. Mark Turner, Mayor of Morgan Hill, invitee by City of Clovis

at last year's conflagration, Gilroy Chamber of Commerce, California Globe Opinion

FYI. City Council continues blocking-out my comments? Why? If they are so right, then why won't they listen to dissenting viewpoints? I thought that the Brown Act encourages public participation? Guess the City Council disagrees, blocks-out dissent, and thereby chills the exercise of free speech.

Joe Thompson

(408) 607--7351 cell phone

----- Forwarded Message -----

From: "mailer-daemon@yahoo.com" <mailer-daemon@yahoo.com>

To: "translaw@pacbell.net" <translaw@pacbell.net>

Sent: Saturday, June 6, 2026 at 10:40:17 AM PDT

Subject: Failure Notice

Sorry, we were unable to deliver your message to the following address.

<zachary.hilton@cityofgilroy.org>:

550: Envelope blocked - User Entry - <https://community.mimecast.com/docs/DOC-1369#550>
[IEe2XijMPluk4Bv34YcZxg.us580]

Failure Notice

From: MAILER-DAEMON@yahoo.com (mailer-daemon@yahoo.com)

To: translaw@pacbell.net

Date: Saturday, June 6, 2026 at 10:33 AM PDT

Sorry, we were unable to deliver your message to the following address.

<zachary.hilton@cityofgilroy.org>:

550: Envelope blocked - User Entry - <https://community.mimecast.com/docs/DOC-1369#550>
[XVQeQOjzP1SLh5FreDHrnQ.us381]

FALSE REPORTS ABOUT VTA'S BALANCED BUDGET AND THE ADVANTAGES OF SOCIALIST TRANSIT

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To: echalhoub@weeklys.com; zachary.hilton@cityofgilroy.org; mark.turner@morganhill.ca.gov; chamber@gilroy.org

Date: Saturday, June 6, 2026 at 10:33 AM PDT

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Why force motorists to pay 102% of the cost of our transport, including highway construction and maintenance costs, while transit riders pay only about 5% of their operating costs, less than 1% when you add capital and fixed costs to the calculation?

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At present they have us on the route taken by the USSR, the Road to Serfdom. Meanwhile, the City Council refuses to accept any emails expressing taxpayer-friendly, motorist-friendly messages. Why? Don't they believe in the First Amendment?

Joe Thompson 408-607-7351

E-Mail: TransLaw@PacBell.Net

PS: Please publish an Article about how much campaign contribution money goes to local elected officials from the public sector unions. Let's have truth in transportation, not the BS-Baloney you publish from VTA's advocates. Thanks.

Joe Thompson

VIALE SOLUTION FOR HIGH SPEED RAIL?

From: Joseph P Thompson (translaw@pacbell.net)

To: senator.strickland@senate.ca.gov; joyce.rivero@sen.ca.gov; senator.grove@senate.ca.gov; carl@reformca.net; assemblymember.macedo@assembly.ca.gov; rosalinda.alexander@asm.ca.gov; assemblymember.tangipa@outreach.assembly.ca.gov; david@davidtangipaforassembly.com; assemblymember.tangipa@assembly.ca.gov; info@davidtangipa4ca.com; ian.coolbear@asm.ca.gov; belle.castro@asm.ca.gov; emily.tymn@asm.ca.gov; info@garrybredefeld.com; nathan@nathanmagsig.com; tbrusseau@centralvalleygroup.com; mike.karbassi@fresno.gov; teamhilton@stevehiltonforgovernor.com; ray.appleton@cumulus.com; jon@hjta.org; kathy@californiaglobe.com

Date: Friday, June 5, 2026 at 12:54 PM PDT

Dear Friends,

Following proposed Letter out today to Editors of Gilroy Dispatch, Morgan Hill Times and Hollister Freelance: FYI.

Joe Thompson

(408) 607--7351 cell phone

PROPOSED LETTER TO EDITOR:

Friends,

Want a viable alternative to high speed rail?

If you put CAHSRA in Ch. 9 Bankruptcy, did a liquidating plan, traded the partially completed infrastructure to the Class Ones, BNSF & UP, in exchange for restoration of intermodal facilities in all of the ag-shipping Counties, allowing increased TOFC & COFC freight revenue to replace taxpayers' subsidies, and had the Trustee clawback all fraudulent transfers (extra 2 years added to SOL in BK cases); sell everything else off.

Emerge with cleaner air, less highway surface and bridge support maintenance expenses; fewer big-rig vs. car accidents, injuries & deaths.

Shippers enjoy lower freight rates with coast-to-coast competitive services vs. team drivers with sleeper cabs.

Less traffic congestion on I-5 and Hwy. 99 and I-80.

Decreased driver shortages, decreased shipper liability for negligent hiring cases, and Salad Bowl Express type improvement on perishable traffic from CA to Trans-Mississippi destinations, East Coast, Eastern Canada, Southeastern USA.

Instead of being left with Lenin's Tomb, or Stonehenge II, or Senator/Judge Kopp's worst nightmare. Go private sector rail.

Our Class Ones are the envy of the World, so let's use them to the maximum extent possible. Do it for the children and grandchildren and future generations.

Joseph P. Thompson, Esq.,

Past-President, 1999-2001, 2006, Gilroy-Morgan Hill Bar Assn.,

Past-Chair, Legislation Committee, Transportation Lawyers Assn.,

Post-Doc student transport law & policy, Norman Y. Mineta International Institute for Surface Transportation Policy Studies, SJSU; Transportation Research Board, Georgetown U; and Library of Congress;

E-Mail: TransLaw@PacBell;

Charter-Member, SBCCOG Citizens Rail Advisory Committee;

Charter-Member, SBCCOG Citizens Transit Task Force

Fw: HEY NAVY FAMILY! 9TH CIRCUIT PLANTS ONE DEAD CENTER ON BIG RED SPOT ON BECCARA'S LAP

From: Joseph P Thompson (translaw@pacbell.net)

To: ca05tm.outreach@mail.house.gov; tomlorimcc@comcast.net; repkevinkiley@mail8.housecommunications.gov; repvincefong@mail8.housecommunications.gov; repdavidvaladao@mail.house.gov; repobernolte@mail8.housecommunications.gov; senator.strickland@senate.ca.gov; joyce.rivero@sen.ca.gov; senator.grove@senate.ca.gov; carl@reformca.net; assemblymember.macedo@assembly.ca.gov; rosalinda.alexander@asm.ca.gov; assemblymember.tangipa@outreach.assembly.ca.gov; david@davidtangipaforassembly.com; assemblymember.tangipa@assembly.ca.gov; info@davidtangipa4ca.com; ian.coolbear@asm.ca.gov; belle.castro@asm.ca.gov; emily.tymn@asm.ca.gov; teamhilton@stevehiltonforgovernor.com; ray.appleton@cumulus.com; tgfdb@aol.com

Date: Saturday, June 6, 2026 at 11:32 AM PDT

Dear Congressmen McClintock, Kiley, Fong, Valadao, Obernolte; Senators Strickland & Grove; Assemblymembers DeMaio, Macedo & Tangipa; Mr. Appleton, Mr. Hilton, and Tom Del Beccaro, Esq. FYI.

See Message below about decision on 6-4-26 by 9th Circuit in favor of federal preemption of contrary California law. So, what should T&I do next about this preemption issue?

Joe Thompson

(408) 607--7351 cell phone

Fresno, CA 93711 in Mr. McClintock's District

----- Forwarded Message -----

From: Joseph P Thompson <translaw@pacbell.net>

To: Katy Grimes <katy@californiaglobe.com>

Cc: Garrybredefeld Info <info@garrybredefeld.com>; Magsig for State Senate <nathan@nathanmagsig.com>

Sent: Saturday, June 6, 2026 at 11:22:45 AM PDT

Subject: HEY NAVY FAMILY! 9TH CIRCUIT PLANTS ONE DEAD CENTER ON BIG RED SPOT ON BECCARA'S LAP

Dear Ms. Grimes,

On the 84th Anniversary of Midway, the 9th Circuit has given us reason

to celebrate to believe in the Rule of Law, specifically federal preemption

of contrary law like California's rest and meal brake rules for commercial

bus drivers.

So, next? Will California rest and meal break rules for truck drivers

continue to avoid federal preemption, 49 USC 14501 (called "F4A" or

"FAAAA preemption), as was challenged in the attached
Petition by
California Trucking Association? Do we have the United States
of
America, or the United States of California? **California's motor
carriers
and their shipper customers would benefit if F4A trumps
contrary California
again.**

Please let your readers know.

Joe Thompson

(408) 607--7351 cell phone

Past-Chair, Legislation Committee, Transportation Lawyers
Assn.

Fresno, CA 93711 in Dr. Bredefeld's District; and maybe in
Senator-

Elect Magsig's new District?



CA v FMCSA 9th Cir 6-4-2026.pdf
187.6 kB



CTA_PetitionForWritOfCertiorari8-9-2021.pdf
477.9 kB

JOSEPH P. THOMPSON

Attorney at Law

952 School Street, #376, Napa, CA 94559

Cellphone (408) 607-7351

E-mail: TransLaw@PacBell.Net

SHORT VERSION:

Joe Thompson is a graduate of the Santa Clara University School of Law. He is admitted to practice before the U.S. Supreme Court, the U.S. Court of Appeals for the Ninth Circuit, all U.S. District Courts in California, and before the California Supreme Court. He is past-president (twice) of the Gilroy--Morgan Hill Bar Assn.

LONG VERSION:

Joe Thompson was a member of the Transportation Lawyers Assn., and served on TLA's legislation (past Chair), intermodal, arbitration, and freight claims committees. He was a member of Transportation & Logistics Council, Inc. He has served on the Executive Committee of the Santa Clara County Bar Assn.'s Debtor-Creditor-Commercial Law Section. He was a member of the Association for Transportation Law, Logistics & Policy, and a candidate for the American Society for Transportation and Logistics. He served on the Government Review Councils of the San Benito County and Gilroy Chambers of Commerce, and was a member of the Gavilan Employers Advisory Council. He was appointed to the San Benito County Citizens Rail Advisory Committee, San Benito County Citizens Transit Task Force, and served on the Steering Committee of the Safe Kids Coalition. He was a member of Citizens for Reliable and Safe Highways, and the Conference of Freight Counsel. He received the National Directors Award for the best transportation research paper in the U.S. in 1997 from the AST&L. During Governor Pete Wilson's administration, he participated three years in the Regulatory Reform Roundtable. He is a 1966 graduate of the Motor Carrier Fleet Safety Supervisor School at U.C.-Berkeley, and was employed as dispatcher and supervisor by Pacific Motor Trucking (1964-1970), and as clerk by Union Pacific Railroad (1970-1980). His articles have been published by Transportation Law Journal, Western Growers Association Magazine, and Transportation Lawyer Magazine and Salinas Californian.

PEOPLE OF THE STATE OF CAL. V. FMCSA, No. 20-70706 (9th Cir. 2026)

Full Name: PEOPLE OF THE STATE OF CAL., ET AL V. FMCSA

Docket Number: 20-70706

Date: June 4, 2026

Justia Opinion Summary

California officials challenged a determination by the Federal Motor Carrier Safety Administration (FMCSA) that California's meal and rest break (MRB) rules, as applied to drivers of passenger-carrying commercial motor vehicles, were preempted by federal law. The MRB rules require employers to provide drivers with specified meal and rest periods during the workday. The FMCSA concluded that these state rules regulated commercial motor vehicle safety, were more stringent than federal hours-of-service (HOS) regulations, and imposed requirements not found in federal law.

Previously, in 2019, the American Bus Association petitioned the FMCSA to preempt California's MRB rules for passenger-carrying drivers. After public notice and comment, the FMCSA issued a final order in 2020 preempting these rules, finding they added no measurable safety benefit beyond federal HOS rules, were incompatible with federal regulations, and placed an unreasonable burden on interstate commerce. California officials petitioned the United States Court of Appeals for the Ninth Circuit for review of the FMCSA's preemption decision.

The United States Court of Appeals for the Ninth Circuit reviewed the FMCSA's action under the highly deferential standard of the Administrative Procedure Act. It held that its earlier decision in *International Brotherhood of Teamsters, Local 2785 v. Federal*

Motor Carrier Safety Administration, 986 F.3d 841 (9th Cir. 2021), foreclosed California's main arguments and confirmed that the FMCSA had authority to preempt the MRB rules. The court also held that the FMCSA's determination that the MRB rules imposed an unreasonable burden on interstate commerce was supported by the administrative record and not arbitrary or capricious. The petition for review was denied, and the FMCSA's preemption determination was upheld.

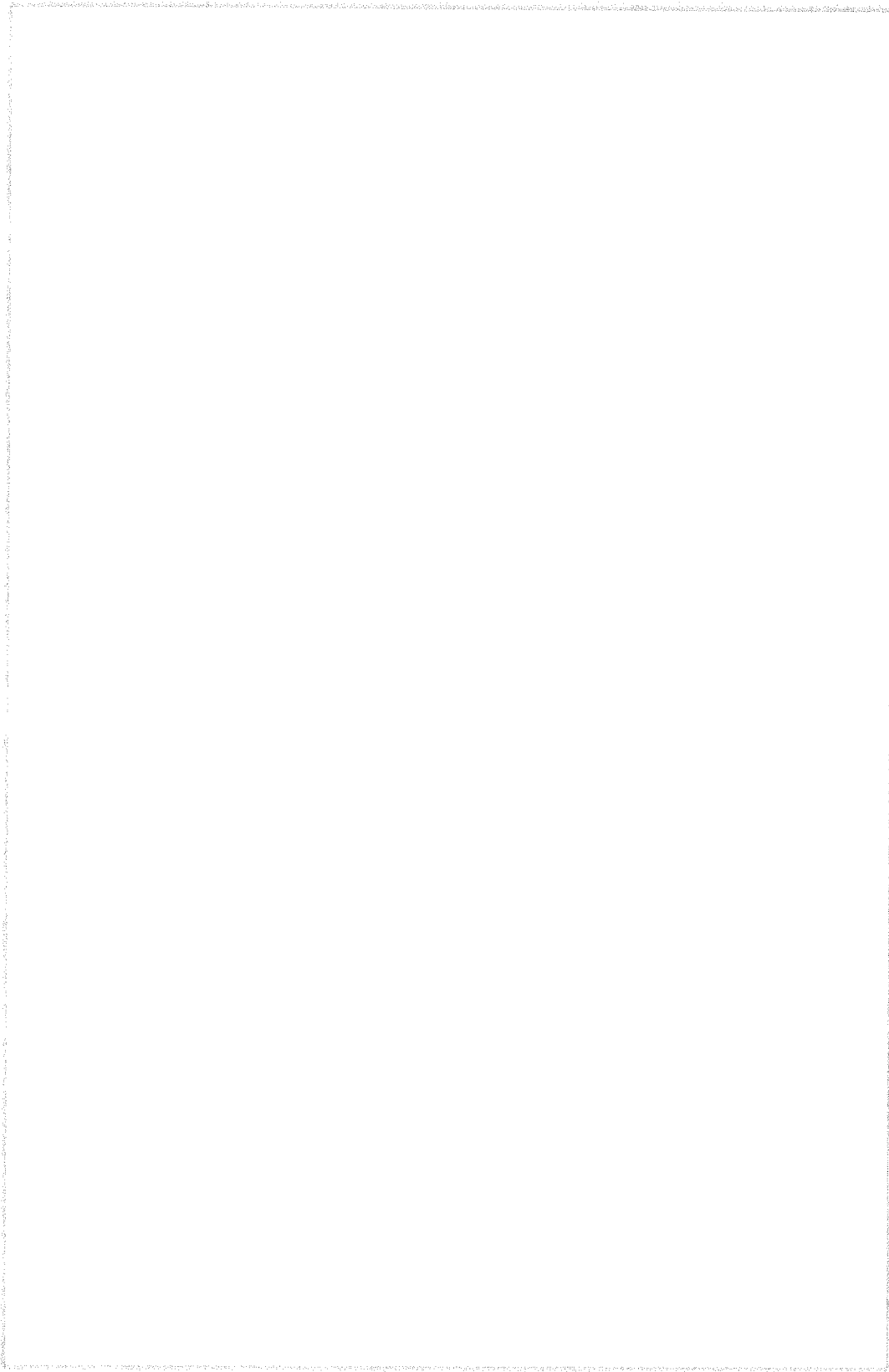
Collapse Summary

Court Description: Federal Motor Carrier Safety Administration /. Preemption The panel denied a petition for review brought by the People of the State of California and California officials seeking review of the determination of the Federal Motor Carrier Safety Administration ("FMCSA") that California's meal and rest break ("MRB") rules, as applied to drivers of passenger-carrying commercial motor vehicles, were preempted.

The Motor Carrier Safety Act ("MCSA") requires the Secretary of Transportation to review State laws and regulations on commercial motor vehicle safety, and gives the Secretary express power to preempt State law. In 2020, the FMSCA determined that California's MRB rules, as applied in this case, were regulations "on commercial motor vehicle safety" that were "additional to or more stringent than" the federal hours-of-service ("HOS") regulations under 49 U.S.C. 3114. The FMSCA determined that the MRB rules were preempted because they did not provide any reasonable safety benefit beyond the safety benefit already provided by the federal HOS regulations, were incompatible with federal regulations, and imposed an unreasonable burden on interstate commerce.

The panel held that petitioners' contention that California's MRB rules were beyond the scope of the FMSCA's preemption authority was precluded by the holding in *International Brotherhood of Teamsters, Local 2785 v. Federal Motor Carrier Safety Administration*, 986 F.3d 841 (9th Cir. 2021), cert. denied, 142 S. Ct. 93 (2021) ("Teamsters"). The panel also rejected petitioners' argument that the FMSCA may not preempt California's mid-shift break rules for drivers of passenger-carrying commercial motor vehicles because the agency itself has not promulgated such regulations. Petitioners read *Teamsters* too narrowly. Finally, the panel rejected petitioners' argument that the FMSCA acted arbitrarily and capriciously in determining that California's MRB rules would cause an unreasonable burden on interstate commerce. The record supports the FMSCA's conclusion that California's MRB rules impose a significant operational burden upon

operators of passenger-carrying commercial motor vehicles. This conclusion was sufficient to justify the agency's decision to preempt California's MRB rules.



FALSE INFORMATION BEING PUBLISHED BY GILROY DISPATCH ABOUT VTA TRANSIT INSOLVENCY

From: Joseph P Thompson (translaw@pacbell.net)

To: katy@californiaglobe.com; echalhoub@weeklys.com; mark.turner@morganhill.ca.gov

Date: Wednesday, June 3, 2026 at 07:35 AM PDT

Dear Ms. Grimes,

CC: Erik Chalhouh, Editor, Gilroy Dispatch Newspaper; Hon. Mark Turner, Mayor of Morgan Hill--
formerly Exec. of Gilroy's Chamber of Commerce (Gilroy's City Council has my e-mails blocked-off)

See the Gilroy Dispatch Article about VTA's "balanced budget" on-line issue published by their Editor, who is refusing to publish my comments about truth-in-transportation. See example as follows:

Erik, Your readers deserve to know the truth about VTA's "balanced budget," not the BS-Baloney press releases you're publishing from the Ministry of Truth. VTA's proclamations about their "balanced budget" are as reliable as Big Brother's announcements about production of boots. If VTA has a balanced budget, then why do they need 100% subsidies to pay for capital and fixed costs, and 90-plus percent to pay for their operating expenses? Is their "balanced budget" so great that they have lost their title to "Worst in the Nation" Award among all the Nation's Transit Agencies. On behalf of the taxpayers of Gilroy and SCC, tell them to take their boots off our necks--we reject Marxist-Leninist-Stalinist socialism in transport. If they tax people out of our cars, how will they pay for their radical socialism transit, Bullet-in-the-Brain Train,

Caltrain, Lite Rail, ACE Train, SMART Train, Metroliner, etc.? VTA's gives us their "Single Finger Salute" and proclaims to have a "balanced budget." But they were conceived insolvent, born bankrupt, and kept running by ever-increasing taxpayer subsidies. Joe Thompson (408) 607--7351 cell phone; Past-President 1999-2001, 2006, Gilroy-Morgan Hill Bar Assn. Past-Chair, Legislation Committee, Transportation Lawyer Assn.

-  CPC_Cost-of-Transit_Joffe-and-Joshi.pdf
5.1 MB
-  FALLING TRANSIT RIDERSHIP CALIF.pdf
8.2 MB
-  FUNDING BOONDOGGLE TRANSIT 1-26-2022.pdf
704.8 KB
-  O'TOOLE URBAN PARASITE.pdf
389.9 KB
-  Santa Clara Grand Jury Report on VTA 2008.pdf
94.6 KB

GILROY DISPATCH

Guest View: Regional sales tax measure will focus on public transit

BY ZACH HILTON • June 2, 2026

VTA's EARNINGS
BUT NOT EXPENSES

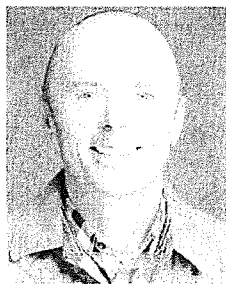
$$1\% \text{ EARNINGS} + 99\% \text{ TAX SUBSIDY} = 100\% \text{ EXPENSES}$$

W.T.F.
BS —
BALONEY

[Signature]

Valley Transportation Authority is developing a Local Investment Plan, Santa Clara County's part of a five-county regional measure. VTA is focused on three primary outcomes: grow ridership, increase productivity, enhance the customer experience (including safety, security and cleanliness) all delivered in a financially sustainable way.

In August 2025, the VTA Board of Directors unanimously voted to join the five-county regional transportation sales tax measure. Morgan Hill Mayor Mark Turner represents the Morgan Hill/Gilroy seat on the VTA board for 2024-26; this seat comes back to Gilroy for 2026-28.



Zach Hilton

The Connect Bay Area Transit Committee is actively working to place a citizen's initiative on the Nov. 3, 2026 ballot to secure funding for regional public transit. The measure needs about 186,000 valid signatures to qualify, and the Connect Bay Area campaign said they have collected more than 300,000.

Thanks to the diligent work of VTA leadership and our state delegation, Santa Clara County would retain 94.75% of the half-cent sales tax revenues for local priority projects.

Under SB63, the state legislation that authorizes the measure, sales tax revenues may be used "for public transit expenses and roadway re-pavement projects on roads served by fixed-route transit."

Currently, VTA is operating with a balanced multi-year budget and does not need a state loan to cover a deficit like other agencies.

The VTA board expects to approve the local investment plan at their June 4 meeting, after months of feedback sessions at city council meetings. VTA should focus on a back-to-basics approach, with safe and clean buses, clean and inviting bus stops and improvements to VTA's Downtown Gilroy Transit Center – while furthering the plans for VTA's Transit Oriented Development and amenities to attract riders.

Having inviting and tech-enhanced bus shelters for high ridership stops in Gilroy and Morgan Hill will enhance a better user experience. Without a focus on the basics of increased ridership, VTA won't sustain.

Implement Rapid 568 bus weekend service, invest in reducing the Rapid 568 and Frequent 68 headways via roadway improvements, transit signal priority and complete streets designs.

Gilroy and Morgan Hill are active project partners and seeking funding for the US 101/ SR 25/ Santa Teresa Boulevard Extension Project. The project will build a new two-lane roadway from Santa Teresa Boulevard (just north of Castro Valley Road) to the newly reconfigured US 101/SR 25 interchange.

Thank you, VTA, for all the work you do to increase ridership every day. The City of Gilroy has a vested interest in VTA since we are a member agency.

VTA is embedded into each member agency's commercial, industrial and residential development review process and works with city staff year-round to improve service. When we are promoting transit, it's great to tell the community to come down to the Monterey Road transit corridor and a bus will come every 15 minutes.

VTA is active in our community through tabling and sponsoring events, where they continue to spend time educating and encouraging ridership. Together we continue to make investments along the Monterey Transit Corridor to keep it a reliable form of transportation.

VTA invests back into the community through Transit Oriented Community grants.

Gilroy Transit Center serves as a key hub for multiple transit options. The VTA-owned 7.8-acre site on the west side of the tracks is identified for future mixed used, mixed-income transit-oriented development and will contribute to Gilroy's Regional Housing Needs Allocation (or RHNA) of 1,773 housing units by 2031.

VTA makes annual adjustments to service based on ridership while keeping a balanced budget. It's one reason why we aren't facing service cuts, and don't need a state loan to keep operations running.

Zach Hilton is a Gilroy City Council Member and a member of the VTA Policy Advisory Committee.

ZACH HILTON

ALL SUPERVISORS — B. J. S.

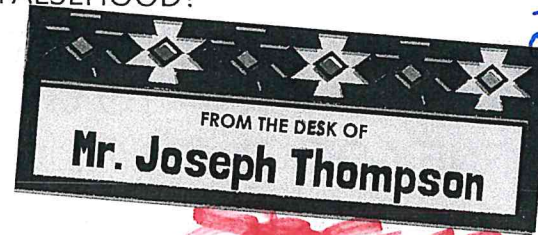
Fw: GILROY DISPATCH GUEST VIEW: VTA HAS A BALANCED BUDGET? HUH? W.T.F. CURRENT
ONLINE EDITION OF GILROY DISPATCH BLATANT FALSEHOOD?

PUBLIC COMMENT

From: Joseph P Thompson (translaw@pacbell.net)

To: mmoore@weeklys.com; katy@californiaglobe.com

Date: Thursday, June 11, 2026 at 08:12 AM PDT



**EDITOR'S CHOICE: REJECT FAIR AND BALANCE
REPORTING ABOUT TRANSIT AGENCY'S "BALANCED
BUDGET"? or, GIVE READERS FAIR AND BALANCED
REPORTING ABOUT TRANSIT AGENCY'S
"BALANCED BUDGET"? WHERE HAVE ALL OUR GAS
TAXES GONE?**

RECEIVED
JUN 15 2026

CLERK. BOARD OF SUPERVISORS

Dear Michael,

Regarding the Guest View from the Councilman who blocks-
out my e-Mail Message with
dissenting opinions regarding transit agencies having a
"balanced budget," e.g., like VTA, **FAX**,
TAMC, SCCRTC, COG, etc., etc., like the Amtrak "balanced
budget," like the Caltrain "balanced
budget," like _____ HERE INSERT ANY PUBLIC SECTOR
TRANSIT AGENCY'S NAME _____
"balanced budget," , etc., you owe it to your readers to surmount
local government stiffling opposing
viewpoints, and show that the Gilroy Dispatch still does uphold
and support freedom of speech and
the First Amendment rights guaranteed to us in the Bill of Rights
in the Constitution. Right? For
more than 45 years your predecessors have protected its
readers' rights.

Joe Thompson

(408) 607---7351 cell phone

Past-President 1999-2001, 2006, Gilroy-Morgan Hill Bar Assn.

cc: Gilroy City Council via U.S. Mail since they are blocking-off my E-Mail Messages that I submit on behalf of the taxpayers in Gilroy and South County. jpt
PUBLIC COMMENT---TO GILROY CITY COUNCIL AND CITY ATTORNEY OF GILROY- jpt

----- Forwarded Message -----

From: Joseph P Thompson <translaw@pacbell.net>

To: Michael Moore <mmoore@weeklys.com>

Sent: Tuesday, June 9, 2026 at 10:48:42 PM PDT

Subject: Fw: GILROY DISPATCH GUEST VIEW: VTA HAS A BALANCED BUDGET? HUH? W.T.F. CURRENT ONLINE EDITION OF GILROY DISPATCH BLATANT FALSEHOOD?

Dear Michael,

FYI. See my bio attached.

Joe Thompson

(408) 607--7351 cell phone

PS,

Tom Rubin was formerly #1 top guy at LA's transit district. He co-authored the Reason Foundation analysis on the CAHSRA's Bullet Train in 2008. He was the expert witness called by Silicon Valley Taxpayers Assn. in their round of litigation vs. VTA.

Joe Thompson

----- Forwarded Message -----

From: "tarubin@earthlink.net" <tarubin@earthlink.net>

To: 'Joseph P Thompson' <translaw@pacbell.net>

Cc: 'Michael Moore' <mmoore@weeklys.com>

Sent: Tuesday, June 9, 2026 at 08:01:08 PM PDT

Subject: RE: GILROY DISPATCH GUEST VIEW: VTA HAS A BALANCED BUDGET? HUH? W.T.F. CURRENT ONLINE EDITION OF GILROY DISPATCH BLATANT FALSEHOOD?

TAR: Almost all transit agencies, and almost all governmental agencies other than the Federal government, have a requirement that the operating budget expenses be equal to or less than operating revenues.

This is a lot less rigorous than it might first appear. Definitions are vague and almost impossible for anyone or anything other than the entity to enforce. The requirement is based on the entity's own projections – which are not always the most accurate. Events can occur that impact the accuracy of the projections and there is no real requirement for the entity to take corrective action. There is no carry-forward requirement, such as, if we wound up with a loss in year 1, there would be a profit in year 2 or thereafter. There are few, if any, penalties for non-performance other than the entity eventually runs out of money and needs a bail-out (or, in some cases, a takeover by a higher level of government) and there are no penalties at all for individuals, other than elected officials may (or may not) have difficulties in running for re-election or election to higher office.

Tom Rubin

From: Joseph P Thompson <translaw@pacbell.net>

Sent: Tuesday, June 9, 2026 6:14 PM

To: Tom Rubin <tarubin@earthlink.net>

Cc: Michael Moore <mmoore@weeklys.com>

Subject: GILROY DISPATCH GUEST VIEW: VTA HAS A BALANCED BUDGET? HUH? W.T.F. CURRENT ONLINE EDITION OF GILROY DISPATCH BLATANT FALSEHOOD?

Dear Tom,

When they claim that VTA has a balanced budget, what do they mean?

Is this permissible under the Government Accounting Standard Board's rules, ethics?

If they have a balanced budget, then why do they need more tax dollars

from taxpayers' subsidies to run their buses, lite rails?

Don't taxpayers deserve better than this BS-Baloney?

What is the farebox recovery rate for all of the Bay Area transit agencies including VTA?

Joe Thompson

(408) 607--7351 cell phone

cc: Michael Moore, Editor

RE: State Center Probes Alleged Tahoe Beach Brawl Between ADs

From: tarubin@earthlink.net (tarubin@earthlink.net)
To: translaw@pacbell.net
Cc: mmoore@weeklys.com
Date: Tuesday, June 9, 2026 at 07:24 PM PDT

TAR: Good.

As you know very well, this claim of action would be Constitutional.

Tom Rubin

From: Joseph P Thompson <translaw@pacbell.net>
Sent: Tuesday, June 9, 2026 6:19 PM
To: Tom Rubin <tarubin@earthlink.net>
Cc: Michael Moore <mmoore@weeklys.com>
Subject: Fw: State Center Probes Alleged Tahoe Beach Brawl Between ADs

Dear Tom,

City of Fresno, and City of Gilroy, and some other Cities have objected to CAHSRA cutting into their local taxes to run the SuperMassive Black Hole. Attached is a recent Article about it. Should all of the Cities, Gilroy, too, join the lawsuit to prevent taxes being robbed off Cities taxpayers to run the State's Black Hole Monstrosity? How much of the Cities' tax bases would it take to have Black Hole get a "balanced budget"?

Joe Thompson

(408) 607---7351 cell phone

cc: Michael Moore, Gilroy Disptach Editor

----- Forwarded Message -----

From: GV Wire <info@gvwire.com>
To: "translaw@pacbell.net" <translaw@pacbell.net>
Sent: Tuesday, June 9, 2026 at 05:35:19 AM PDT
Subject: State Center Probes Alleged Tahoe Beach Brawl Between ADs

[View in browser](#)

Fw: GILROY DISPATCH GUEST VIEW: VTA HAS A BALANCED BUDGET? HUH? W.T.F. CURRENT
ONLINE EDITION OF GILROY DISPATCH BLATANT FALSEHOOD?

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To: mmoore@weeklys.com

Date: Tuesday, June 9, 2026 at 10:48 PM PDT

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Joe Thompson
(408) 607--7351 cell phone
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Joe Thompson

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Cc: 'Michael Moore' <mmoore@weeklys.com>

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Cc: Michael Moore <mmoore@weeklys.com>

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What is the farebox recovery rate for all of the Bay Area transit agencies including VTA?

Joe Thompson

(408) 607--7351 cell phone

cc: Michael Moore, Editor



BIO-TRANS.pdf

46 kB

Fw: TODAY: DeMaio and Hilton Unveil Fall Campaign Plan

From: Joseph P Thompson (translaw@pacbell.net)

To: katy@californiaglobe.com; mmoore@weeklys.com

Cc: carl@reformca.net; carl@reformcalifornia.org; teamhilton@steviehiltonforgovernor.com

Date: Wednesday, June 10, 2026 at 07:17 PM PDT

Dear Katy and Michael,

CC: Mr. DeMaio; Mr. Hilton

AB-1608 passed, so will editors and those who write letters to them for publication in the newspapers

be punished for attempting to tell truth-in-transportation?

Mr. Justice Douglas in his ***Right of the People*** reminded us that they did have free speech in the

USSR---so long as you didn't contradict the government.

So, if an editor publishes a story about losses engineered by brass at transit agencies, to reward

fraud, waste and abuse, will she/he hear the knock at the door? Big Brothers' Police come to call? Will we

old fools like me be hearing the knock, knowing that the truth-in-transportation is unacceptable in

USSR-California? Winston Smith where are you?

No wonder that we have nearly 100% empty buses on the streets nearly 100% of the them,

while the Transit Agencies brass crow "SUCCESS." Well, for those who feast off the taxpayers, they have a successful outcome like thieves do. But in the long run? Like tapeworms, they have to ensure that their host stays just healthy enough. Is this a sound, sustainable transport policy?

Lenin thought so.

Joe Thompson

(408) 607----7351 cell phone

Michael_-_- I'd send a copy to Gilroy City Council, but they have all my e-Mail Messages

"blocked." For "security" reasons. Yeh, they don't want to be bothered by the truth-in-transportation.

Joe

PS,

I practiced law there for more than 35 years, was special counsel to GUSD in the Sierra Valley

Bus Lines case; did pro-bono for GUSD In the SCCBA's Adopt-A-School Program; gave the Mock

Trial demonstrations during the continuing celebration of the Bicentennial of the Constitution; had

my BMW scraped-thru down into the metal on all surfaces, and a tire received 100 punctures, by

an ice-pick like instrument by the FBI List gentleman from Gilroy who stole from the GUSD school kids, high school and junior high school in the '90's; I volunteered probono time for the Gavilan Employers Advisory Council, Economic Development Council, Chamber (who invited me in 2008 to debate Hon. Rod Diridon, SCC BofS Supervisor, on the Prop.1A \$10B to build the Bullet Train at the joint Gilroy & Morgan Hill Chambers' pre-election debates in Gilroy), and whose former Exec Dir is now mayor of Morgan Hill, and has been blocking-out all my E-Mail messages like Gilroy City Council is doing. And you thought that they encouraged public participation?
Joe

----- Forwarded Message -----

From: Joseph P Thompson <translaw@pacbell.net>
To: Reform California <info@reformcalifornia.org>

Re: TODAY: DeMaio and Hilton Unveil Fall Campaign Plan

From: Joseph P Thompson (translaw@pacbell.net)

To: info@reformcalifornia.org; carl@reformca.net; carl@reformcalifornia.org; teamhilton@steviehiltonforgovernor.com

Cc: jon@hjta.org

Date: Wednesday, June 10, 2026 at 08:40 AM PDT

Dear Messrs. DeMaio and Hilton,

Thank you. However, I believe that you should consider taxpayers, crucified, strangled and suffocated by the radical socialist in local and State government. In particular, the intolerable gas taxes we pay, where a large part are diverted from streets and highways to socialist boondoggle public sector transit including the SuperMassive Black Hole Bullet Train. Motorists are paying about 102% of the cost of our transport, and 99% of the cost of transit riders' rides on public sector transit, County Transit in all Counties, Caltrain, Metroliner, ACE Train, SMART Train, Lite Rail, BART, Amtrak, and now the Mother-of-All-Boondoggles Bullet Train. Transit riders are paying only about 1% of the fully amortized cost of their rides, while motorists' gas and sales tax subsidies pay for the rest of the costs of transit. Attached is only one of many studies about this taxpayer abuse. This abuse is forcing seniors like us to flee to more taxpayer-friendly States.

Joe Thompson

Fresno CA 93711

(408) 607-7351 cell phone

cc: Jon Coupal, Esq.

Re: TODAY: DeMaio and Hilton Unveil Fall Campaign Plan

From: Joseph P Thompson (translaw@pacbell.net)

To: info@reformcalifornia.org

Cc: senator.strickland@senate.ca.gov; senator.grove@senate.ca.gov; nathan@nathanmagsig.com; carl@reformca.net; assemblymember.macedo@assembly.ca.gov; rosalinda.alexander@asm.ca.gov; assemblymember.tangipa@outreach.assembly.ca.gov; david@davidtangipaforassembly.com; assemblymember.tangipa@assembly.ca.gov; info@davidtangipa4ca.com; ian.coolbear@asm.ca.gov; belle.castro@asm.ca.gov; emily.tymn@asm.ca.gov; tbrusseau@centralvalleygroup.com; mike.karbassi@fresno.gov; teamhilton@stevehiltonforgovernor.com; ray.appleton@cumulus.com; ca05tm.outreach@mail.house.gov; tomlorimcc@comcast.net; repvincefong@mail8.housecommunications.gov; repkevinkiley@mail8.housecommunications.gov; repdavidvaladao@mail.house.gov; repobernalte@mail8.housecommunications.gov

Date: Wednesday, June 10, 2026 at 06:28 PM PDT

Dear Sirs,

For example, during one ten year period, the Santa Clara County Grand Jury indicted VTA five times for felony taxpayer abuse (see example attached). FAX-FUX-FNO duplicates VTA's fraud, waste and abuse in Fresno City and County.

So, what did VTA do? Nothing. They gave the Grand Jury and the SCC's taxpayers the Single Finger Salute. Municipal and County government leaders swallowed it whole: Why? What were the campaign contributions from SEIU to local government leaders? Who knows, but you can guess why there was no follow-up on behalf of the taxpayers. Powerful vested interests control local government transit policy: Let the Taxpayers be Dammmmmnneddddd!

When taxpayer protections are violated, what does the Legislature do? See example attached bill from Senator Cannella---which was passed unanimously in the Senate: Let the Taxpayers eat cake (translated from the Fr. for doggie doodoo). That's how California leaders respect the taxpayers. This is unsound, unsustainable and unfair transport policy. No tax or fee is too high for motorists to pay to keep boondoggle socialist transit running. They have us on the same route taken by the USSR: the Road to Serfdom.
Joe Thompson
(408) 607---7351 cell phone

On Wednesday, June 10, 2026 at 04:38:04 PM PDT, Reform California <info@reformcalifornia.org> wrote:

Joe — thank you for sending this over. Farebox recovery violations and transit agencies bleeding taxpayer money while motorists foot the bill is exactly the kind of documented waste that needs to be front and center in the campaign against Becerra and Sacramento Democrats.

Please send the full study to helpdesk@reformhq.org so we can get it in front of the right people on our policy team.

Best,

Reform CA / CA State Rep. Carl DeMaio

Re: Fongress Follow Up: Working for the 20th District in DC and Across the Central Valley

From: Joseph P Thompson (translaw@pacbell.net)

To: repvincefong+newsletter@mail8.housecommunications.gov; repvincefong@mail8.housecommunications.gov; repkevinkiley@mail8.housecommunications.gov; ca05tm.outreach@mail.house.gov; tomlorimcc@comcast.net; info@garrybredefeld.com; nathan@nathanmagsig.com; tbrusseau@centralvalleygroup.com; senator.strickland@senate.ca.gov; joyce.rivero@sen.ca.gov; senator.grove@senate.ca.gov; assemblymember.macedo@assembly.ca.gov; rosalinda.alexander@asm.ca.gov; carl@reformca.net; teamhilton@steviehiltonforgovernor.com; assemblymember.tangipa@outreach.assembly.ca.gov; david@davidtangipaforassembly.com; assemblymember.tangipa@assembly.ca.gov; info@davidtangipa4ca.com; ian.coolbear@asm.ca.gov; belle.castro@asm.ca.gov; emily.tymn@asm.ca.gov; mike.karbassi@fresno.gov

Date: Tuesday, June 9, 2026 at 04:55 PM PDT

Dear Mr. Fong,

Thank you for sending me a copy of your Newsletter even though we live in Mr. McClintock's District.

Earth to Congressman Fong: Come in!!! Senior taxpayers like us have nothing to celebrate this graduation season. We're crucified, strangled and suffocated by intolerable taxes, gas taxes to highs never imagined by Marxists, with our gas taxes being diverted to radical socialist boondoggles like County Transit, in your District, in all Districts; to SuperMassive Black Hole Bullet Train; to Caltrain; ACE Train; SMART Train; BART; Lite Rail, Metroliner, Amtrak. Lenin would be proud. We are aghast at what our leaders are doing to us. Now T&I releases an reauthorization of the Highway Bill (rightly called the Highway Robbery Bill) where motorists' gas taxes are diverted to socialist boondoggles, in your District, in all Districts. Why? Why don't you follow the National Transportation Policy, 49 USC 13101, which requires that we utilize efficient transport (four times in the text).

Instead, we reward the public sector unions with intolerable tax subsidies so that

conceived insolvent, born bankrupt public sector transit socialist HellHoles can take more and more of our gas taxes. Shame on you if you support this route for our Nation, the same route taken by the USSR, the Road to Serfdom.

Joe Thompson
(408) 607---7351 cell phone
Fresno, CA 93711

On Tuesday, June 9, 2026 at 03:29:08 PM PDT, Office of Rep. Vince Fong <repvincefong@mail8.housecommunications.gov> wrote:



Hello Joseph,

It is graduation season - congratulations to all graduates across the 20th Congressional District! Whether it be from college, high school, or even grade school, each milestone is worth being celebrated. Take time to applaud yourself for all your hard work and determination. Don't forget the lessons you have learned throughout the process. Be excited for what the future may hold. And most of all, go forward with courage, humility, and gratitude.

Our future is strong because of the bright young men and women who will be leading the way!

WHY DOES GILROY DISPATCH SUPPRESS COMMENTS TO ITS ON-LINE, FRONT PAGE ARTICLES?

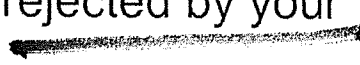
From: Joseph P Thompson (translaw@pacbell.net)

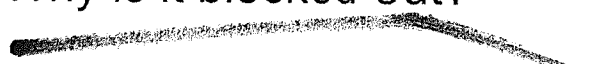
To: echalhoub@weeklys.com; kathy@californiaglobe.com

Date: Sunday, June 7, 2026 at 09:51 AM PDT

Dear Erik,

During the past 45 years that I've been reading the Gilroy Dispatch, Editors have published letters, guest editorials, with opinions contrary to the government socialists' opinions like the one by Councilman Zach Hilton in your current on-line Edition "Guest View: Regional Sales Tax Measure Will Focus on Public Transit." 

Here's my comment (below) which was rejected by your Comments 

Section following this BS-Baloney Article: Why is it blocked-out? Do 

you agree with the Gilroy City Council blocking-out my Public Comments to them?

COMMENT FOLLOWS with revisions for you: 
Friends,

Truth about VTA's "five County regional measure" requires truth in transportation, not false statements about "balanced budgets," "Investments," greater socialist utopian wish list boondoggles like County Transit, Lite Rail, Caltrain, where unbalanced budgets are subsidized by motorists' gas & sales taxes.

Saying that VTA has a balanced budget is like buying stocks from Bernie Madoff. Like corporate accounting practices at

Enron.

Taking advice about transport policy from a transit advocate is like taking cutlery advice from Jack the Ripper. Motorists would like to see transit having a "balanced budget" because we're tired, exhausted, of paying 99% of transit's costs, 95% of transit's operating costs, plus 100% of transit capital & fixed costs.

Government transparency & accountability require truth in accounting, as does the Government Accounting Standards Board.

If transit was a horse, we would do the humane thing and put it out of its misery.

If VTA has a balanced budget, then why is their farebox recovery rate only about 5%? (Below the legal limit).

Who in local government accepts campaign contributions from public sector transit? CAHSRA builders and contractors? Who gets rich off public sector transit and why don't you ever publish anything about the rip-off motorists are suffering at intolerable high gas taxes today? VTA was awarded "Worst in the Nation" Award by the MIT Study of all the Nation's Transit Agencies. Is it still the Award winner? Looks like it might have lost its title to Fresno FAX. (see attached study).

Instead, local government transit advocates would have motorists give more blood, transfusing our blood into transit boondoggles, conceived insolvent, born bankrupt, like VTA. If it didn't work in the USSR, why are our leaders trying to force it down our throats. All transport in the USA is supposed to be done efficiently. National Transportation Policy, 49 USC 13101. So why do local leaders do the opposite, inefficient public sector transit, contrary to the mandate of common sense, taxpayers' scarce resources, and the NTP? Why do local government leaders condone VTA violation of the law in the statutes fixing the

farebox recovery rate? Can taxpayers sue them to clawback the illegally taken taxes?

Joe Thompson,

Past-President 1999-2001, 2006, Gilroy-Morgan Hill Bar Assn.

Past-Chair, Legislation Committee, Transportation Lawyers Assn.

E-Mail: TransLaw@PacBell.Net

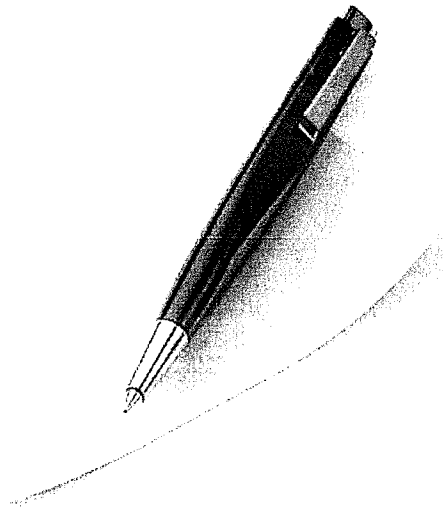


CPC_Cost-of-Transit_Joffe-and-Joshi.pdf

3.1 MB

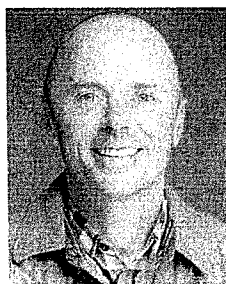
Guest View: Regional sales tax measure will focus on public transit

BY ZACH HILTON - June 2, 2026



Valley Transportation Authority is developing a Local Investment Plan, Santa Clara County's part of a five-county regional measure. VTA is focused on three primary outcomes: grow ridership, increase productivity, enhance the customer experience (including safety, security and cleanliness) all delivered in a financially sustainable way.

In August 2025, the VTA Board of Directors unanimously voted to join the five-county regional transportation sales tax measure. Morgan Hill Mayor Mark Turner represents the Morgan Hill/Gilroy seat on the VTA board for 2024-26; this seat comes back to Gilroy for 2026-28.



Zach Hilton

The Connect Bay Area Transit Committee is actively working to place a citizen's initiative on the Nov. 3, 2026 ballot to secure funding for regional public transit. The measure needs about 186,000 valid signatures to qualify, and the Connect Bay Area campaign said they have collected more than 300,000.

Guest View: Regional sales tax measure will focus on public transit | Gilroy Dispatch | Gilroy, California
Thanks to the diligent work of VTA leadership and our state delegation, Santa Clara County would retain 94.75% of the half-cent sales tax revenues for local priority projects.

Under SB63, the state legislation that authorizes the measure, sales tax revenues may be used "for public transit expenses and roadway re-pavement projects on roads served by fixed-route transit."

Currently, VTA is operating with a balanced multi-year budget and does not need a state loan to cover a deficit like other agencies.

The VTA board expects to approve the local investment plan at their June 4 meeting, after months of feedback sessions at city council meetings. VTA should focus on a back-to-basics approach, with safe and clean buses, clean and inviting bus stops and improvements to VTA's Downtown Gilroy Transit Center – while furthering the plans for VTA's Transit Oriented Development and amenities to attract riders.

Having inviting and tech-enhanced bus shelters for high ridership stops in Gilroy and Morgan Hill will enhance a better user experience. Without a focus on the basics of increased ridership, VTA won't sustain.

Implement Rapid 568 bus weekend service, invest in reducing the Rapid 568 and Frequent 68 headways via roadway improvements, transit signal priority and complete streets designs.

Gilroy and Morgan Hill are active project partners and seeking funding for the US 101/ SR 25/ Santa Teresa Boulevard Extension Project. The project will build a new two-lane roadway from Santa Teresa Boulevard (just north of Castro Valley Road) to the newly reconfigured US 101/SR 25 interchange.

Thank you, VTA, for all the work you do to increase ridership every day. The City of Gilroy has a vested interest in VTA since we are a member agency.

VTA is embedded into each member agency's commercial, industrial and residential development review process and works with city staff year-round to improve service. When we are promoting transit, it's great to tell the community to come down to the Monterey Road transit corridor and a bus will come every 15 minutes.

VTA is active in our community through tabling and sponsoring events, where they continue to spend time educating and encouraging ridership. Together we continue to make investments along the Monterey Transit Corridor to keep it a reliable form of transportation.

VTA invests back into the community through Transit Oriented Community grants.

Gilroy Transit Center serves as a key hub for multiple transit options. The VTA-owned 7.8-acre site on the west side of the tracks is identified for future mixed used, mixed-income transit-oriented development and will contribute to Gilroy's Regional Housing Needs Allocation (or RHNA) of 1,773 housing units by 2031.

VTA makes annual adjustments to service based on ridership while keeping a balanced budget. It's one reason why we aren't facing service cuts, and don't need a state loan to keep operations running.

Zach Hilton is a Gilroy City Council Member and a member of the VTA Policy Advisory Committee.

ZACH HILTON

Item #16
6-16-2026

From: Youngblood, Crystal on behalf of Haynes, Kirk
Sent: Wednesday, June 10, 2026 4:20 PM
To: Probation
Subject: Interim Assistant Deputy Chief Probation Officer - Special Salary Upgrade

**It is with pleasure that I announce the selection
of:**

Marisol Kaehler

**for the position of Interim Assistant Deputy
Chief Probation Officer, as a Special Salary
Upgrade.**

**The is effective June 8, 2026, with Marisol
assuming her new duties effective June 11,
2026.**

Congratulations Marisol!



Kirk Haynes, Chief Probation Officer
Fresno County Probation Department
Office phone: (559) 600-1298
Work cell: (559) 905-2325
E-mail: khaynes@fresnocountyca.gov

CONFIDENTIALITY NOTICE: This communication and its contents may contain confidential and/or legally privileged information. It is solely for the use of the intended recipient(s). Unauthorized interception, review, use or disclosure is prohibited and may violate applicable laws, including the Electronic Communications Privacy Act. If you are not the intended recipient, please contact the sender via reply e-mail and destroy all copies of the communication.

From: Youngblood, Crystal on behalf of Haynes, Kirk
Sent: Friday, October 25, 2024 4:35 PM
To: Probation
Subject: Probation Assistant Deputy Chief Probation Officer Special Salary Upgrade
Importance: High

It is with pleasure that I announce the selection of:
SJCO Marisol Kaehler

**for the temporary upgrade to Assistant Deputy
Chief.**

**This will be effective October 28, 2024.
Congratulations Marisol!**



Kirk Haynes, Chief Probation Officer
Fresno County Probation Department
Office phone: (559) 600-1298
Work cell: (559) 905-2325
E-mail: khaynes@fresnocountyca.gov

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- 413.92 Pay for special salary upgrading will start no later than the beginning of the third pay period but in each instance, only after all procedural requirements pertaining to special salary upgrading are completed.
- 413.93 Civil Service status and classification title for employees receiving a special salary upgrading shall remain unchanged. An employee who is assigned to a higher classification under paragraph 413.911 above, shall be paid at the higher rate for a period not to exceed nine (9) months. The Director of Human Resources may authorize special salary upgradings under paragraph 413.912 above even where there are no vacant positions in the higher classification.
- 413.94 Special salary upgrading shall not be approved if it is expected at the outset that the duration of the special upgrading will exceed nine months, and its purpose is to perform either the duties of an absent permanent position incumbent or those of a vacant permanent position. This nine-month limitation does not apply to upgradings made in accordance with paragraph 413.912 above. In such cases, positions shall be filled in the normal manner on a permanent basis by processes specified for either classified or unclassified positions.
- 413.95 Upgraded salary under this section shall be computed as though the employee were receiving a promotion (see paragraph 413.2). Upon termination of the special salary upgrading, the employee shall be returned to the salary of his own permanent position to which he would have been entitled if the upgrading had not occurred. (Ref. Special Salary Upgrading, Personnel Rules)

413.10 Peace Officers - Filling Encumbered Positions (Ref. Personnel Rule 4 - Selection Processes)

Provisions of the California Labor Code provide for fully paid absences during job-connected disability for Peace Officers. In such instances, when at the outset it is expected that such absence will extend for more than six months, the Director of Human Resources may approve the employment of an additional person in the classification of the absent employee. Filling of a position as described herein shall be by normal procedures as specified in the Personnel Rules subject to the right of the absent incumbent to return. If the incumbent returns to work, layoff procedures shall apply to excess personnel, if any. When it is expected that the Peace Officer's absence will extend less than six months, a special salary upgrading may be authorized in accordance with the provisions of paragraph 413.91 above notwithstanding the fact that the position is not vacant.

414 Effective Date of Changes (Ref. Personnel Rule 11 - Promotion, Transfer and Demotion)

In the event an employee is promoted, demoted, reclassified, transferred between departments, or his salary is upgraded, said action shall only be made effective at the beginning of a pay period.

415 Deleted 10/16/23 (SR 23-031)

416 Exceptional Salary Changes

416.1 Unusual Circumstances

In any case where by reason of unusual circumstances rigid adherence to the foregoing principles relating to salary adjustments or appointments would be discriminatory, unfair or detrimental to the best interest of the County, the Director of Human Resources may make such order relating thereto as in his opinion is not contrary to the general intent hereof and under all the circumstances is just and proper.

417 Salary Placement on Rehire from Layoff List (Ref. Personnel Rule 12 - Separations)

417.1 Employees who are separated from County service because of layoff and are subsequently rehired by the County from a layoff list shall be returned to the step of the current salary for the class they were in when they separated from County service. Employee's time served on such step prior to layoff shall be credited for purpose of salary review.

417.2 Employees who have either voluntarily demoted in lieu of layoff or displaced an employee in a lower class because of layoff shall be returned to the salary step they would have been on had they not been laid off. Employee's anniversary date would remain unchanged.

418 Layoff (Ref. Personnel Rule 12 - Separations)

As a result of layoff, when an employee accepts a position in a classification for a salary range lower than that in which he/she presently has status, Salary Resolution Sections 413.4 and 413.52 regarding demotion will apply.

419 Administrative Leave Pay Pending Disciplinary Action (Ref. Personnel Rule 10 - Disciplinary Action)

An employee who is placed on administrative leave with pay pending investigation of alleged misconduct shall receive his/her full salary notwithstanding his/her absence from the job, until such time as the employee may be served with an order for disciplinary action.

420 Employment from Reinstatement List (Ref. Personnel Rule 4 - Selection Processes)

Individuals on a reinstatement list selected to fill a permanent position will be placed on the normal hiring step for that classification. The Director of Human Resources may, upon recommendation of the Department Head, approve an above the normal hiring step up to and including the step the employee occupied at time of demotion or separation.

413.6 Reclassification Downward (Ref. Personnel Rule 3 - Classification)

When an employee is reclassified downward, the employee shall be placed either: (a) on such step of the new salary range as to receive the same salary the employee was receiving under the old salary range; or (b) the employee shall be placed on the step of the new salary range next higher than the employee's present salary if the employee's present salary is between steps of the new salary range; or (c) the employee's salary shall be Y-rated, if above the highest step available of the new salary range and shall remain unchanged until such time as general salary range adjustments increase the salary for the employee's new classification to a salary range which encompasses the employee's Y-rated salary. The employee's anniversary date will remain unchanged.

413.7 Lateral Transfer (Ref. Personnel Rule 3 - Classification)

413.7.1 This section applies to incumbents in salary range step classifications. When an employee transfers to a position in a different job classification with the same salary range, or to a position in the same job classification within a different department, the employee shall remain at their current salary step and the anniversary date will remain unchanged.

413.7.2 Deleted 10/16/23 (SR 23-031)

413.8 Reorganization or Special Circumstances (Ref. Personnel Rule 3 - Classification)

In instances relating to reorganization, or special circumstances, an employee accepting or wishing to accept a position in a classification having a salary range/salary band lower than that in which he presently has status may have his salary maintained in accord with paragraph 413.6, Reclassification Downward. If it is determined to be in the best interest of the County, the County Administrative Officer may authorize such action.

413.9 Special Salary Upgrading (Ref. Personnel Rule 11 - Promotion, Transfer and Demotion)

413.91 The Director of Human Resources may authorize a special salary upgrading for the incumbent of a permanent position who is temporarily assigned the full range of duties of a higher classification where determination is first made that such action will be in the best interest of the County. In making this determination the Director of Human Resources shall take into consideration the recommendations of the appropriate Department Head(s) involved. Upgradings may only be made in cases where:

413.911 A permanent position vacancy exists and organizational considerations are necessary prior to its being filled permanently, or

413.912 The best interests of the County would be served from either: a special project completion, training, or special assignment standpoint.

Item # 16
6-16-2024



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