PUBLIC COMMENT

Fw: Fresno County Supervisors OK Study, Blocking Measure C Replacement Path to Ballot

Joseph Thompson
416 W Audubon Dr
Fresno, CA 93711-6893

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

To: info@garrybredefeld.com; nathan@nathanmagsig.com; mike.karbassi@fre 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; senator.grove@senate.ca.gov; senator.strickland@senate.ca.gov; joyce.rivero@sen.ca.gov; assemblymember.macedo@assembly.ca.gov; rosalinda.alexander@asm.ca.gov; teamhilton@stevehiltonforgovernor.com; ray.appleton@cumulus.com; realtalkbrad@gmail.com

Date: Wednesday, July 15, 2026 at 12:25 PM PDT

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JUL 17 2026
CLERK. BOARD OF SUPERVISORS

STUDY TRANSIT, AGAIN? GOVERNMENT OF THE PEOPLE, BY THE PEOPLE, & FOR THE PEOPLE=CAPITALISM; GOVERNMENT OF THE SEIU, BY THE SEIU, & FOR THE SEIU=SOCIALISM?

Dear Dr. Bredefeld,

Please save taxpayers from paying for another "study" of public sector transit, which has been studied to death. Reliable, independent, unbiased studies, not paid for by public sector unions and powerful vested interests that control the transit agencies (unconstitutional because they govern without the consent of the people, their "directors" all being appointed, and thus not subject to voters' recall remedies under the California Constitution), have consistently shown that public sector transit, all modes, is conceived insolvent, born bankrupt.

Save our money; don't waste it on another study of socialist transit. The only reason we see those empty FAX-FUX-FNO buses on our streets is because there are powerful vested interests who make huge $$$ with taxpayers' subsidizing public sector transit to about 99% of fully amortized cost of transit.

Meanwhile, we gouge motorists to Hades and back with higher and higher gas taxes, sales taxes, etc., to keep pumping blood into a dying carcass. If public sector transit was a horse, then we'd do the humane think and put it out of its misery.

Both Federal and State experts retained to give us advice about transit funding all conclude the same: fund it with "user-fees" funding. He who gets a bus ride must pay for it. We ignore our experts' advice when we opt for public sector union dominated socialist transit like FAX-FUX-FNO.

A previous study by MIT of all the Nation's transit agencies awarded SCC's VTA "Worst-in-the-Nation" Award of all the transit agencies. A new study (see copy attached) shows that FAX has dethroned VTA as Worst-in-the-Nation with it earning only about 5% of its operating cost from its riders. That means that in Fresno taxpayers are paying about 95% of the operating costs incurred by socialist transit FAX. Add 100% of FAX's capital and fixed costs, all of which are paid for by the taxpayers, and you'll see that taxpayers are paying about 99% of the fully amortized costs of FAX-FUX-FNO. Great news for SEIU; but we're crucifying motorists to give away huge wages, salaries, benefits & pensions to the public sector unions. How much in campaign contributions are made by FAX brass, management employees and contractors to our local elected leaders? No that is a study that ought to be made; it's never been, just like in the other Counties where the public sector unions have the local elected leaders by their short hairs.

Save your/our money: the studies have already been done. Public sector transit is, was, and always will be a complete disaster. That's why Lady Thatcher privatized it in England; same with other Countries.

Suggestion Box Entry: Do a much overdue study of why when the Grand Jury indicted VTA in a ten year span (see one example attached) local County leaders in Worst-in-the-Nation SCC-VTA for felony taxpayer abuse, nothing was done---VTA went on its merry way, crucifying taxpayers worse each year. There's a badly needed study that taxpayers want to see.

If socialism works, whyy did the USSR go down in flames? If public sector transit works, then why do we pay Amtrak and its public sector unions billions of taxpayer subsidies every year?

If nationalized transport worked, then why did the railroads nationalized under the Wilson Administration have to be de-nationalized with the Transportation Act of 1920?

Studies of transit travesty transport abound; read Harvey A. Levine, ***National Transportation Policy: A Study of Studies*** (Lexington Books, 1978)---I can loan you my copy.

Let's do what Lady Thatcher did for Great Britain: privatize transit. The studies have already been done. We don't want socialism, and we don't want to condemn future generations to communism.

Or we could keep falling down the socialist rabbit hole, the same route taken by the USSR, the Road to Serfdom. If we don't reject socialism, it will morph into communism, and our children and grandchildren will curse our memories.

Caveat viator.

Joseph P. Thompson, Esq.

Past-Chair, Legislation Committee, Transportation Lawyers Assn.
Fresno, CA 93711 in your District

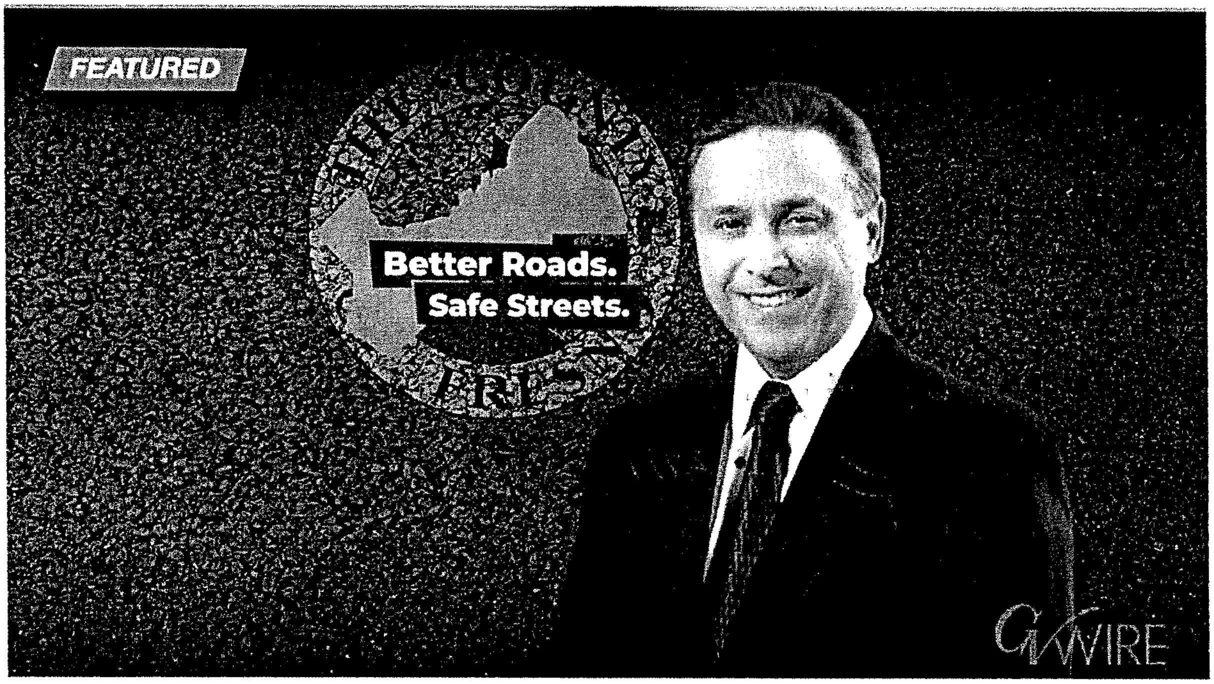
PUBLIC COMMENT: NEXT MEETING; REAL OR VIRTUAL; REGULAR OR SPECIAL;
STUDY SESSION OR PUBLIC WORKSHOP, OR PRIVATE RETREAT: All BoS

ID attached: See my bio attached FYI.

Public Comment.

----- Forwarded Message -----
From: GV Wire <info@gvwire.com>
To: "translaw@pacbell.net" <translaw@pacbell.net>
Sent: Wednesday, July 15, 2026 at 05:32:47 AM PDT
Subject: Fresno County Supervisors OK Study, Blocking Measure C Replacement Path to Ballot

View in browser



Fresno County Supervisors OK Study, Blocking Measure C Replacement Path to Ballot

Fresno County supervisors delayed a decision Tuesday on whether to place the Better Roads Safe Streets initiative on the November ballot, opting instead to consider additional review of the proposed transportation measure. The delay could create a challenge for supporters of the initiative, who must meet the final Aug. 7 deadline to...
Read More

Fresno County Supervisors OK Study, Blocking Measure C Replacement Path to Ballot

By **Edward Smith**
Published 24 hours ago on July 14, 2026

The Fresno County Supervisors considered whether to place the Measure C replacement, Better Roads Safe Streets, on the November ballot on Tuesday, July 14, 2026. (GV Wire Composite/Paul Marshall)

- Fresno County supervisors delayed a decision to place Better Roads Safe Streets on the November ballot.
- Board approved review of $7.3 billion transportation tax proposal on a 3-2 vote.

SHARE

The initiative faces Aug. 7 deadline to qualify for November ballot, and the review is expected to take 30 days.

Fresno County supervisors delayed a decision Tuesday to place the Better Roads Safe Streets initiative on the November ballot, opting instead to order additional review of the proposed transportation measure on a 3-2 vote.

Supporters of the initiative now want the county to quickly study the items laid out by board chair Garry Bredefeld and schedule a special meeting so the half-cent road tax can be approved before the Aug. 7 deadline to appear on the November ballot.

Andy Levine, a Fresno Unified trustee and Better Roads campaign spokesperson, said the board has had since January to request a study on the measure's impacts.

"What we're calling on now is to get the information that they need … do it efficiently, do it before the Aug. 7 deadline, call for a special meeting, get the information you need and still give voters the opportunity to decide this themselves," Levine said.

Supervisor Nathan Magsig said the county needs the study to protect against litigation. He said the complex initiative is so "prescriptive" that they need to understand what it all entails.

"Overall it'll give the county access to more dollars," Magsig said. "But it's so prescriptive on how the dollars have to be spent. I'm concerned that we open ourselves up to litigation."

Board chair Garry Bredefeld, Magsig, and supervisor Buddy Mendes voted for the study with supervisors Luis Chavez and Brian Pacheco opposed. The hearing before the vote lasted two hours and 20 minutes, reflecting the high stakes involved.

COG, Better Roads Crew Fields Magsig's Technical Questions

Ahead of the meeting, the Fresno Association of Realtors penned a letter directly to Magsig, who figured to be the deciding vote, pleading for him to oppose the study and allow the initiative to go forward.

J.P. Shamshoian, president of Realty Concepts and board member of Central Valley Community Foundation — which funded and backed the ballot initiative — said the measure would support local roads and increase property values.

The hour-plus of technical questions posed by Magsig required a crew to answer, including Fresno Council of Governments Executive Director Robert Phipps, Leadership Counsel for Justice and Accountability Executive Director Veronica Garibay, and Fresno Mayor Jerry Dyer.

How Would the Measure Reduce Traffic Congestion?

Magsig brought up concerns about strategies for traffic mitigation.

"I wish a county representative would have been a part of writing this, I don't think we would have been here today." — *Fresno County Supervisor Nathan Magsig*

While the ordinance limits road widening as a means of traffic reduction, Phipps said the measure uses sidewalks, bike paths, and bus routes to cut traffic.

The initiative also contains requirements that pavement quality be maintained above certain levels — 65 pavement condition index — before roads can be widened with tax measure money.

"We have not evaluated what it would cost the county to bring every road up to that standard," said Bernard Jimenez, assistant director of the Fresno County Planning Department.

Other concerns involved mandates for bike lanes and bus routes on some roads, particularly on less-traveled rural roads.

Garibay said the prescriptive nature of the initiative was intentional to balance "flexibility with accountability."

At the end, Magsig said the 34-page document was so prescriptive it opens the county up to litigation.

"I wish a county representative would have been a part of writing this, I don't think we would have been here today," Magsig said.

Magsig referred to the crafting of the ordinance after the county had torpedoed the original plan as it made its way through the COG.

2 Years Without Measure C

Initiative proponents called on supervisors to allow the measure to go before voters in November. Chavez and Pacheco echoed those sentiments.

Before the vote, Chavez offered a compromise in which the county moved forward with the study while also advancing the initiative to the ballot for voters to decide. That suggestion fell on deaf ears, however.

Mendota Mayor Victor Martinez said a lapse in road tax money would especially affect rural cities like his.

He said the matter should be left to voters, not supervisors.

"Families, businesses, farmers, emergency responders, and school buses depend on safe, reliable roads every single day," Martinez said. "Preventing this measure from appearing on the ballot denies the public the opportunity to make that decision for themselves."

Not having road tax money will also affect the county's ability to fix roads.

The county this year will receive $9 million from Measure C, which is the equivalent of about 90 staff, Jimenez said.

When Measure C stops collecting revenue in June 2027, money will eventually stop coming into the county – there is a wind down period while leftover money gets spent.

Without that money, layoffs will likely follow, Jimenez said.

New Initiative to Replace Measure C

The proposed measure would replace the county's existing Measure C transportation sales tax, which has funded major infrastructure projects including improvements to Highway 180, Highway 168, and local roads and bridges.

Measure C has generated more than $2 billion over 40 years and helped leverage about $8 billion in additional state and federal transportation funding.

If the replacement measure does not make the November ballot, the tax would expire at year's end, and the next opportunity for a transportation tax proposal would not come until 2028.

MORE TAXES FOR MORE BOONDOGGLES? IT'S DEJA VU ALL OVER AGAIN YOGI!

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

To: info@garrybredefeld.com; nathan@nathanmagsig.com; mike.karbassi@fresno.gov; ray.appleton@cumulus.com; realtalkbrad@gmail.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; assemblymember.macedo@assembly.ca.gov; rosalinda.alexander@asm.ca.gov; carl@reformca.net; teamhilton@stevehiltonforgovernor.com

Date: Monday, July 13, 2026 at 02:37 PM PDT

Dear Supervisors Bredefeld & Magsig; Councilman Karbassi; Mr. Appleton; Mr. Maaske;
Assemblymembers Tangipa, Macedo & DeMaio; Mr. Hilton

Recent reports show that Fresno transit makes only about 5% of its operating expenses from its passengers, below the legal limit. As a result, taxpayers, motorists' gas taxes, sales taxes, subsidize the remainder 95% of FAX-FUX-FNO operating expenses. The farebox recovery statute is violated, and motorists are gouged the additional money transit agencies like FAX here (and VTA in SCC, SBCCOG in SBC, TAMC in MC, SCCRTC in SCC, etc., etc., etc.). Taxpayers are paying all of the capital and fixed costs, which transit agencies don't include on their financial reports. They all do it. They use "off-book" accounting, like Enron did, and Bernie Madoff did.

With FAX violating the farebox recovery statute, doesn't that mean that they are DQed from receiving federal transit grant money?

VTA in SCC previously was awarded Worst-in-the-Nation Award by the MIT Study of all the Nation's transit agencies. But the new report (see copy attached) shows FAX results worse than

VTA's Worst-in-the-Nation Awarding-winning stats. So, does that mean that FAX has dethroned
VTA's prestigious award, Worst-in-the-Nation?

Subsidizing bankrupt-from-conception public sector transit may be good for the SEIU, and
the other public sector unions, but you are crucifying the motorists and taxpayers with such
unfair, unsustainable, and unsound public sector transit funding.

State and Federal government experts hired to advise how best to fund transit have all
concluded that "user-fees funding" is the best way. But we ignore our experts' advice, and
we force motorists and taxpayers to subsidize 99% of the fully-amortized cost of public sector
transit. As a result, motorists pay about 102% of the cost of our transport, and 99% of the cost
of public sector transit riders' costs. If transit was such an essential service, then why are almost
all bus seats transported empty? Who pays? Motorists & taxpayers. Who benefits? SEIU and
public sector unions. And CAHSRA has their Bullet Train using the same sick, bankrupt-from-
conception funding model. If public sector transit was a horse, we would put it out of its misery.

Time to privatize transit, and follow our experts' advice about user-fees funding. If we tax people
out of their cars, how in blazzez will you pay for public sector transit?

Caveat viator.

Joseph P. Thompson, Esq. e-Mail: TransLaw@PacBell.Net
Past-Chair, Legislation Committee, Transportation Lawyers Assn.
Fresno, CA 93711 in Mr. Tangipa's District; Dr. Bredefeld's District

PUBLIC COMMENT: NEXT MEETING; REAL OR VIRTUAL; REGULAR OR SPECIAL;
PUBLIC WORKSHOP OR PRIVATE RETREAT

CPC_Cost-of-Transit_Joffe-and-Joshi.pdf
3.1 MB

FRESNO 2020-Transit-Productivity-Evaluation.pdf
1.6 MB

FUNDING BOONDOGGLE TRANSIT 1-26-2022.pdf
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MEASURE C ELECTION 2026.wpd
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O'TOOLE URBAN PARASITE.pdf
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TDA Reform Task Force Report 01-23-20.pdf
2.6 MB

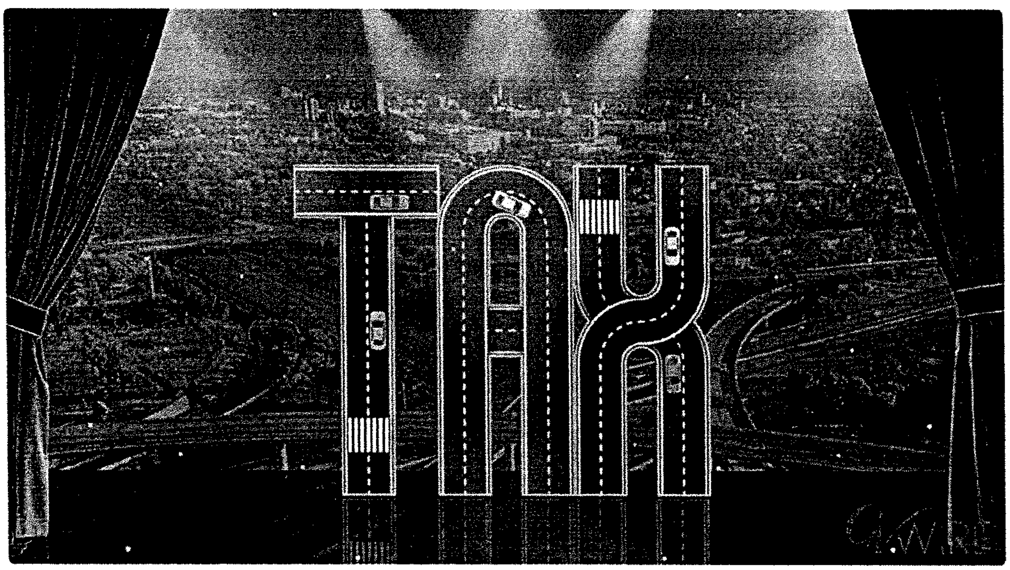
ATLLP97.V2.pdf
122.9 kB

GV WIRE

OPINION

High Stakes, High Drama in Fresno County Transportation Tax Showdown

By **Bill McEwen, News Director**
Published 3 days ago on July 10, 2026



On Tuesday, the Fresno County Board of Supervisors will decide whether the transportation tax measure reaches the November ballot. (GV Wire Composite/Paul Marshall)

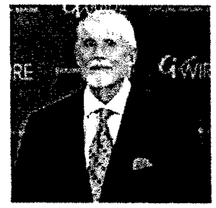
HIGHLIGHTS

- Yet again, there is another stop sign for backers of the Better Roads Safe Streets initiative to navigate.
- On Tuesday, the Fresno County Board of Supervisors will decide whether the transportation tax measure reaches the November ballot.

This drama is guaranteed to serve up frayed nerves, rapid heartbeats, and fiery rhetoric Tuesday at the Fresno County Board of Supervisors.

It already has been a long and winding road of detours and potholes in the future of the county's 40-year-old half-cent transportation tax.

Yet again, there is another stop sign for backers of the Better Roads Safe Streets initiative to navigate. This week, Garry Bredefeld, chair of the supervisors, revealed to GV Wire's Edward Smith how a board majority could halt the sales tax extension proposal in its tracks.



By Bill McEwen

Politics 101

Opinion

Bredefeld believes he was disrespected and had his ideas about the tax's main components summarily dismissed by progressive community activists with an outsized voice in its writing. Thus he would like nothing more than to see Better Roads Safe Streets become Tulare Street roadkill.

Bredefeld's Gambit

Bredefeld's gambit is this: If he can convince two other supervisors to order a study on the tax's impacts on the county, that would make the initiative miss the Aug. 7 deadline for the November ballot. The earliest it then could go to voters would be 2028.

I believe it would be best for supervisors to approve the initiative's petition and let the voters decide. But I'm not an elected official, nor am I an elected official keeping a close eye on my immediate and long-term political future.

The progressive activists organized by former Fresno Mayor Ashley Swearengin used their muscle and wiles to freeze out conservative voices in writing the proposed replacement for Measure C. But they also made a huge mistake in underestimating the levers held by the supervisors in the get-to-the-ballot process.

Much as Mitch McConnell used the U.S. Senate rules to foil Democratic Party interests time and again, Bredefeld figured out a way to make Better Roads Safe Streets potentially pay the ultimate price for its tactics.

Handicapping the Vote

So, how might Tuesday's vote stack up?

Pencil in rocked-ribbed conservatives Bredefeld and retiring supervisor Buddy Mendes to back the unneeded but politically useful study. Count on Luis Chavez, whose political leanings are those of a Blue Dog Democrat, to oppose it.

That leaves supervisors Brian Pacheco, a moderate, and MAGA conservative Nathan Magsig — both of whom are running for the state Legislature.

Pacheco's position is complicated. Bredefeld has knowingly or unknowingly put him in a vice.

better roads. And, if Pacheco says no to the study, his opponent will let voters know that the supervisor voted for a $7 billion tax.

Voter sentiment in California — even among Democrats — has turned against taxes. In one example of this swing, a Public Policy Institute of California poll found that "55% of Californians want to pay lower taxes."

That brings us to Magsig, who is virtually assured of winning election to the deeply red state Senate District 12 seat. Thus, he's the free agent in this showdown.

As written, the proposal benefits his hometown of Clovis as it helps fund transit. In addition, many of that city's top officials, including conservatives, are backing the measure. Would he betray them before heading off to Sacramento? Or will he decide the measure is flawed, pours too much money into transit at the expense of roads, and side with Team Bredefeld?

Stay tuned for Tuesday's outcome. And know that the whatever the verdict, the fight between right and left will intensify in Fresno.

RELATED TOPICS:

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South Carolina Governor Names Graham's Sister as Temporary Senate Replacement

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How Much Rain Might a 'Super' El Niño Dr on Fresno This Winter?

Bill McEwen, News Director

Bill McEwen is news director and columnist for GV Wire. He joined GV Wire in August 2017 after 37 years at The Fresno Bee. With The Bee, he served as Opinion Editor, City Hall reporter, Metro columnist, sports columnist and sports editor through the years. His work has been frequently honored by the California Newspapers Publishers Association, including authoring first place editorials in 2015 and 2016. Bill and his wife, Karen, are proud parents of two adult sons, and they have two grandsons. You can contact Bill at 559-492-4031 or at bmcewen@gvwire.com

 11-15-17

JOSEPH THOMPSON

High Speed Rail project is a giant boondoggle

The following was submitted by email to the Morgan Hill City Council as public input prior to the council's scheduled Nov. 15 workshop on the California High Speed Rail project.

I am a past President of Gilroy-Morgan Hill Bar Association, a member of the Transportation Lawyers Association, and past Chair of TLA's Legislation Committee. I have practiced transportation law in the South County for 38 years, and have done post-doctoral study of transportation law and policy at the Norman Y. Mineta International Institute for Surface Transportation Policy Studies, and at Transportation Research Board, Georgetown University; and at the Library of Congress. I am a graduate of SJSU, and the University of Santa Clara Law School, and I have 52 years of transportation industry experience dating back to my junior year at Cupertino High School, when I worked for the SPRR, and later at UPRR in San Jose (1970-1980).

My comments are personal, and not made on behalf of a client or any professional organization to which I belong.

For a state that cannot afford adequate fire suppression, or water storage, it is bad public policy to add to the public transit boondoggles that the taxpayers (mostly motorists) already shoulder, under the worst tax/fee burdens among all the states.

What the California High Speed Rail Authority is doing, which is not what voters voted for in Prop. 1A in 2008, is contrary to the conclusions of both the President's Blue Ribbon Commission on Transport Funding, and the California Transportation Commission. Both of them concluded that we ought to fund transport with "user fees."

Giving away transit rides, by any mode, with fares near zero, diverting the costs to motorists' gas and diesel taxes, is unfair, unsound, and unsustainable transport policy.

Taxing people out of their cars is a public policy plunging us down the Road to Serfdom, intended to cripple our state's economy.

We already pay our taxes for many wasteful boondoggles like Amtrak, Caltrain, ACE Train, BART, Light Rail and county transit, when it would be much cheaper for taxpayers if we just purchased each transit rider his own BMW, or paid his taxi fare, or his Uber fare.

> *"We already pay our taxes for many wasteful boondoggles like Amtrak, Caltrain, ACE Train, BART, Light Rail and county transit, when it would be much cheaper for taxpayers if we just purchased each transit rider his own BMW.*

California's voters voted for self-sufficient high speed rail, not a Supermassive Black Hole added to the already intolerable public sector transit Black Holes that our lost leadership forces us to subsidize.

This bad public policy is making California into Northern Venezuela. I urge local leaders to support the repeal of Prop. 1A.

Caveat viator.

Joseph Thompson is an attorney whose law offices are in Gilroy. He can be reached at translaw@pacbell.net.

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.

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RECEIVED
JUL 17 2026
CLERK, BOARD OF SUPERVISORS

From:	Shannon Sadecki <shannonsadecki@gmail.com>
Sent:	Friday, July 17, 2026 12:48 PM
To:	District 1; District 2; District 3; District 4; District 5; Clerk/BOS
Cc:	Shannon Sadecki
Subject:	Request for Adoption of Short-Term Rental Ordinances in Fresno County

Dear Chair and Members of the Fresno County Board of Supervisors,

My name is Shannon Sadecki, and I am writing to respectfully request that Fresno County take action to establish clear regulations and oversight for short-term rentals within unincorporated areas of the county.

My family recently purchased a home in the Shaver Lake area because we were seeking a peaceful, safe, and stable environment for our family. Unfortunately, we have experienced firsthand the challenges that can arise when short-term rentals operate without adequate county oversight, accountability, or consistent regulations. At this time, Fresno County does not have zoning ordinances specifically regulating short-term rentals, leaving communities and residents without meaningful protections.

Short-term rentals can provide benefits to tourism and local economies; however, without reasonable regulations, they can also create significant impacts on surrounding homeowners. Issues such as excessive noise, safety concerns, increased traffic, fire hazards, trash, parking issues, and a loss of residential community character can negatively affect full-time residents who call these areas home.

For my family, this issue is especially important because we have a 12-year-old son with complex special needs. Protecting his safety, stability, and well-being is our highest priority. We intentionally chose a home in what we believed would be a peaceful and secure residential setting where he could thrive. Unfortunately, the lack of short-term rental regulations has created an environment that does not provide the sense of safety and predictability we hoped for.

I am asking the Fresno County Board of Supervisors to consider developing a comprehensive short-term rental ordinance that includes, at a minimum:

- A permitting and registration process for all short-term rentals
- Density limits on short-term rentals
- Clear enforcement mechanisms for violations
- Safety requirements, including fire prevention standards
- Occupancy limits and restrictions
- Noise, parking, and trash regulations
- A local responsible contact available to respond promptly to complaints or emergencies.
- A process for neighbors to report concerns and receive timely responses
- Consideration of the impacts on permanent residents and vulnerable community members

Other counties and communities throughout California have recognized the need to balance tourism with protecting residential neighborhoods. Fresno County has an opportunity to create thoughtful regulations that preserve the character, safety, and quality of life of its mountain and rural communities while still allowing responsible vacation rentals to operate.

I respectfully ask the Board of Supervisors to prioritize this issue and begin the process of creating reasonable short-term rental regulations for Fresno County.

Thank you for your time, your service, and your consideration of this important matter. I would appreciate the opportunity to share my experiences and concerns further as the county evaluates this issue.

I am requesting this letter be read into the next board meeting minutes. I also mailed a hard copy via snail mail to **Fresno County Board of Supervisors** 2281 Tulare Street, Room 301 Fresno, CA 93721.

Sincerely,

Shannon Sadecki

39565 Sunset Rock Rd.
Shaver Lake, CA 93664
shannonsadecki@gmail.com
805-680-0157

From:	Triss Oliver Emmons <tracybohren@gmail.com>
Sent:	Friday, July 17, 2026 2:51 PM
To:	District 2
Cc:	info@fresnochamber.com; Clerk/BOS
Subject:	"State of the County" promotional video

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JUL 17 2025
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CAUTION!!! - EXTERNAL EMAIL - THINK BEFORE YOU CLICK

Report Suspicious

Chairman Bredefeld,

I am a Fresno constituent and a member of this community, writing to register my objection to the promotional video released July 15 announcing this year's State of the County event.

The money

$7,000 in sponsorship funds was spent on a movie-trailer-style video of you riding in a tank, boarding a helicopter, traveling in a Sheriff's boat, and firing an AR-style rifle at a paper target shaped like a smiley face. By the Chamber's own account, sponsorship dollars for this event exist to "honor the work of local government" and highlight "first responders, long-serving county workers, and others who go above and beyond." This video did none of that. It highlighted one elected official, in costume, doing none of his actual job. That is not a defensible use of sponsorship money raised in the name of public service, and it is not what the businesses who fund this luncheon signed up to pay for.

The message

A State of the County address exists to tell residents where their county stands: budget, services, public safety outcomes, what's working and what isn't. This video says nothing about any of that. It is a one-minute, twenty-one-second action-movie reel set to trailer music, with no policy content, no county data, and no message beyond "buy a ticket." It tells the people of Fresno nothing about the state of their county. It tells them what you look like holding a rifle.

The Sheriff's Office

Deputies do real, dangerous, unglamorous work every day in this county. Using Sheriff's aircraft and boats as movie props for an elected official's personal action sequence, capped with a joke about a bullet-hole smiley face, trivializes that work. It turns law enforcement into a backdrop for a campaign-style vanity reel. If this was meant, as you have said, as a tribute to law enforcement, it did the opposite: it made a punchline of the job.

I am asking the Board and the Chamber to account publicly for how this video was approved, to confirm no additional public or sponsorship funds will go toward the "longer version" reportedly planned for the September 24 event, and to return this event to its stated purpose. I expect this letter to be entered into the record for the Board and reviewed by Chamber leadership.

Sincerely,

Tracy Emmons

Distruct 2 constituent

STUDY DONE — SEE ATTACHED P.5

Fw: Newsom Signs Legislation to Spike Sales Tax to 11.25%

J. Thompson

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

To: info@garrybredefeld.com; nathan@nathanmagsig.com; mike.karbassi@fresno.gov; ray.appleton@cumulus.com; realtalkbrad@gmail.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

Date: Friday, July 17, 2026 at 09:27 AM PDT

ALL BofS
PUBLIC COMMENT

Dear Dr. Bredefeld,

Taxes for boondoggles? Taxes to subsidize socialist transit? Why don't people pay
for their own transport? Motorists pay about 102% of the cost of our transport, including
highway construction and Maintenance. Meanwhile, socialists in control of transit agencies
demand that motorists pay 99% of the transit riders' costs.

Studies by socialists predictably show that they need more money----our money. Reject
all studies by those who participate in the $$$$ flowing from crucifying seniors like us,
motorists like us, taxpayers like us.

Two of my friends became Mayor of Gilroy, and later Chair of VTA (the FAX equal in SCC).
The late Don Gage, former Mayor, former VTA Chair, told me that when a tax got approved,
the first disbursement went to their DC lobbyists with a 100% increase in the lobbyists' fees.
The blood-sucking leeches take more of our blood----and our elected leaders let them do it.

If you study transit studies, you find that on average they exaggerate their ridership about 50%,
and they underestimate their costs by about 50%. When things go south with their bankrupt

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CLERK. BOARD OF SUPERVISORS

boondoggle, they demand more taxes from us. Then they repeat the cycle. Fleece taxpayers,
wash, repeat; ditto; ditto; still screwing us today despite Grand Jury indictments five times
in ten years at VTA. They tell taxpayers: Let them eat cake (translated from French for
doggie doodoo). We tell transit leaders: Get your Knees off our Necks. They give us the
Single Finger Salute, and tell us to go F * * K ourselves as they pocket more of our money.

How long do we have to put up with the Socialist BS?

Reject any study you see from the Blood-suckers and their Lobbyists.

Supermassive Black Hole Bullet Train is doing it worse, shafting us, crucifying us---and
we let them do it? Why?

Joe Thompson
(408) 607---7351 cell phone
cc: Supervisor Magsig
cc: Councilman Karbassi
cc: Assemblyman Tangipa
cc: Mr. Appleton
cc: Mr. Maaske

----- Forwarded Message -----
From: Reform California News <info@reformcalifornia.org>
To: translaw@pacbell.net <translaw@pacbell.net>
Sent: Friday, July 17, 2026 at 08:17:49 AM PDT

Fw: Fresno County Supervisors OK Study, Blocking Measure C Replacement Path to Ballot

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

To: info@garrybredefeld.com; nathan@nathanmagsig.com; mike.karbassi@fresno.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; senator.grove@senate.ca.gov; senator.strickland@senate.ca.gov; joyce.rivero@sen.ca.gov; assemblymember.macedo@assembly.ca.gov; rosalinda.alexander@asm.ca.gov; teamhilton@stevehiltonforgovernor.com; ray.appleton@cumulus.com; realtalkbrad@gmail.com

Date: Wednesday, July 15, 2026 at 12:25 PM PDT

STUDY TRANSIT, AGAIN? GOVERNMENT OF THE PEOPLE, BY THE PEOPLE, & FOR THE PEOPLE=CAPITALISM; GOVERNMENT OF THE SEIU, BY THE SEIU, & FOR THE SEIU=SOCIALISM?

Dear Dr. Bredefeld,

Please save taxpayers from paying for another "study" of public sector transit, which has been studied to death. Reliable, independent, unbiased studies, not paid for by public sector unions and powerful vested interests that control the transit agencies (unconstitutional because they govern without the consent of the people, their "directors" all being appointed, and thus not subject to voters' recall remedies under the California Constitution, have consistently shown that public sector transit, all modes, is conceived insolvent, born bankrupt.

Save our money; don't waste it on another study of socialist transit. The only reason we see those empty FAX-FUX-FNO buses on our streets is because there are powerful vested interests who make huge $$$ with taxpayers' subsidizing public sector transit to about 99% of fully amortized cost of transit.

Meanwhile, we gouge motorists to Hades and back with higher and higher gas taxes, sales taxes, etc.,
to keep pumping blood into a dying carcass. If public sector transit was a horse, then we'd do the humane
think and put it out of its misery.

Both Federal and State experts retained to give us advice about transit funding all conclude the same:
fund it with "user-fees" funding. He who gets a bus ride must pay for it. We ignore our experts' advice
when we opt for public sector union dominated socialist transit like FAX-FUX-FNO.

A previous study by MIT of all the Nation's transit agencies awarded SCC's VTA "Worst-in-the-Nation"
Award of all the transit agencies. A new study (see copy attached) shows that FAX has dethroned VTA
as Worst-in-the-Nation with it earning only about 5% of its operating cost from its riders. That means
that in Fresno taxpayers are paying about 95% of the operating costs incurred by socialist transit FAX.
Add 100% of FAX's capital and fixed costs, all of which are paid for by the taxpayers, and you'll see
that taxpayers are paying about 99% of the fully amortized costs of FAX-FUX-FNO. Great news for
SEIU; but we're crucifying motorists to give away huge wages, salaries, benefits & pensions to the
public sector unions. How much in campaign contributions are made by FAX brass, management
employees and contractors to our local elected leaders? No that is a study that ought to be made;
it's never been, just like in the other Counties where the public sector unions have the local elected
leaders by their short hairs.

Save your/our money: the studies have already been done. Public sector transit is, was, and always
will be a complete disaster. That's why Lady Thatcher privatized it in England; same with other Countries.

Suggestion Box Entry: Do a much overdue study of why when the Grand Jury indicted VTA in a ten
year span (see one example attached) local County leaders in Worst-in-the-Nation SCC-VTA for felony
taxpayer abuse, nothing was done---VTA went on its merry way, crucifying taxpayers worse each year.
There's a badly needed study that taxpayers want to see.

If socialism works, whey did the USSR go down in flames? If public sector transit works, then why
do we pay Amtrak and its public sector unions billions of taxpayer subsidies every year?

If nationalized transport worked, then why did the railroads nationalized under the Wilson Administration
have to be de-nationalized with the Transportation Act of 1920?

Studies of transit travesty transport abound; read Harvey A. Levine, ***National Transportation Policy:
A Study of Studies*** (Lexington Books, 1978)---I can loan you my copy.

Let's do what Lady Thatcher did for Great Britain: privatize transit. The studies have already been done.
We don't want socialism, and we don't want to condemn future generations to communism.

Or we could keep falling down the socialist rabbit hole, the same route taken by the USSR, the
Road to Serfdom. If we don't reject socialism, it will morph into communism, and our children and
grandchildren will curse our memories.

Caveat viator.

Joseph P. Thompson, Esq.

See memo page 5

in California

Contents

Executive Summary

This study analyzes the financial performance of 85 California transit operators for fiscal year 2023, revealing a significant gap between revenue and expenses that necessitates over **$10 billion in annual taxpayer subsidies**. The report identifies long-term cost escalation, driven by what economist William Baumol termed "Cost Disease," as a core issue. It concludes that without significant policy changes, such as embracing automation and more cost-effective transit models, these subsidies will continue to grow.

Key Financial Findings

- **Overall Deficit**: In FY 2023, California's transit agencies generated $897 million in fares against $8.76 billion in operating expenses. When including non-fare revenue and capital costs for maintenance and replacement, the total taxpayer subsidy required to break even was **$10.31 billion**.
- **Farebox Recovery**: The statewide farebox recovery ratio was a mere **10.25%**. Performance varied dramatically, from the **California Vanpool Authority (CalVans)** at **96.77%** to the **City of Los Angeles** at **1.31%**, largely due to its fare-free policies.
- **Cost Per Mile**: Operating expenses per passenger mile were lowest for CalVans ($0.13) and the San Diego Metropolitan Transit System ($0.91), and highest for paratransit services like Access Services ($4.83) and bus-heavy systems in high-cost areas like the Alameda-Contra Costa Transit District ($4.35).
- **Largest Subsidies**: The largest systems required the biggest subsidies in absolute terms, led by the **Los Angeles County Metropolitan Transportation Authority ($2.45 billion)**, **San Francisco's BART ($1.39 billion)**, and **San Francisco's Muni ($1.09 billion)**.

Factors Driving High Costs

The study attributes the financial unsustainability of California transit to several factors:

- **Baumol's "Cost Disease"**: Transit is a labor-intensive industry where productivity gains are slow. However, wages must keep pace with other sectors of the economy, leading to a continuous rise in operating costs that outpaces inflation.
- **Low Ridership Density**: Many systems, particularly in suburban and rural areas, operate long routes with few passengers, driving up the cost per trip.
- **Inefficient Operations**: Slow bus speeds due to traffic and frequent stops, high administrative overhead, and costly capital projects that add few riders contribute to poor financial performance. For example, AC Transit's budget works out to roughly $15 for a typical four-mile ride.
- **Fare Policies**: Fare-free programs and lax enforcement, while intended to promote equity, significantly reduce revenue and can lead to safety and cleanliness issues that deter riders.

Policy Recommendations

The report argues that California transit's impact on climate change is negligible and that policy should therefore focus on financial sustainability. The key recommendations include:

1. **Embrace Automation**: Transitioning to automated trains and buses can significantly reduce labor costs, which are the primary driver of expenses. The study points to successful automated systems in Vancouver and Honolulu as models.
2. **Support Micromobility**: E-bikes, e-scooters, and neighborhood electric vehicles (NEVs) are more cost-effective alternatives for personal mobility that can solve the "first-mile/last-mile" problem and replace short transit trips.
3. **Focus on Cost-Effective Models**: Prioritize investments in proven, efficient modes like **vanpools**, **Bus Rapid Transit (BRT)**, and **app-based rideshare services**. The high cost and long timelines of rail projects make them a less attractive option.
4. **Consolidate Agencies**: Merging smaller, inefficient transit agencies into larger, regional ones can reduce administrative overhead and improve service coordination.

Introduction

We analyzed financial data reported to the federal government by 85 California transit operators for fiscal year 2023, the latest year for which complete National Transit Database data is available. Most systems reported large gaps between fare revenues and operating costs, necessitating large taxpayer subsidies. When capital expenditures and deferred maintenance are considered, the revenue shortfall is even greater.

An ongoing post-COVID ridership recovery may narrow the losses somewhat in FY 2024 and FY 2025, but transit costs were spiraling even before the pandemic and the need for taxpayer subsidies can be expected to increase going forward in the absence of policy change and adoption of emerging transit technologies.

While transit operations in California were a losing proposition overall, there was wide variability across operators. In this analysis, we look at the best and worst performing operators as well as best practices outside California to see what works. We conclude with policy recommendations.

Overall Picture

California transit agencies reported a total of $897 million of fare revenue and $8.76 billion in operating expenses during fiscal year 2023, resulting in an overall "farebox recovery ratio" (fare revenues over operating expenses) of just 10.25%.

But when evaluating the overall impact of transit on taxpayers now and in the future, factors other than fares and operating expenses need to be considered. In FY 2023, transit operators also collected $427 million in non-fare revenues from advertising, parking, and other services but they spent $2.88 billion on maintaining, improving, and replacing their capital stock. This latter amount excludes capital investments on service expansions. Factoring in these additional revenues and costs, we estimate that California transit needed $10.31 billion in taxpayer support to break even.

FY 2024 data should be available by December. To preview what the data may show, we also reviewed FY 2024 audited financial statements filed by some of the largest systems. These statements suggest some improvement over FY 2023 with aggregate 2024 statewide deficits likely to be in the vicinity of $9 billion.

Ranking Individual Systems

NTD provides data for 85 California systems overall, but many of these are quite small. In the rankings below, we focus on the 38 systems that had at least 2 million Unlinked Passenger Trips in FY 2023 *(by "unlinked" we mean that transfers during a single trip may be counted as separate trips*). We have published summary data on all 85 agencies in a shared Google Sheet at this link.

The tables in this section show the top five and bottom five agencies for key financial metrics. We also provide commentary for selected agencies with the rankings and include commentaries about larger agencies which do not appear in the rankings.

Farebox Recovery

A common metric for comparing transit system cost-effectiveness is the farebox recovery ratio, which is the quotient of passenger fare revenues and operating expenses reported to the National Transit Database. The next two tables show the large California transit systems with the highest and lowest farebox recovery ratios, respectively.

TABLE 1 – HIGHEST FAREBOX RECOVERY RATIOS, LARGE SYSTEMS

Transit Agency	Farebox Recovery Ratio
California Vanpool Authority	96.77%
University of California, Davis	67.44%
Anaheim Transportation Network	59.48%
Peninsula Corridor Joint Powers Board	25.05%
San Francisco Bay Area Rapid Transit District	24.04%

The California VanPool Authority (CalVans) has the strongest farebox recovery ratio and performs well on other metrics. Its vanpool aggregator model tightly aligns revenue with cost and minimizes subsidy. Vanpool drivers are volunteers. Like the passengers, they are using the van trips to commute. Riders (often with employer or pre-tax commuter benefits) pay full, predictable monthly charges that cover vehicle lease, fuel, insurance, and administration, yielding near-100% farebox recovery. On the cost side, CalVans records very little beyond administration, while vanpools generate long, commute-length trips, producing exceptionally high passenger-miles per trip.

Another large system with a high farebox recovery ratio is the Anaheim Transportation Network (ATN). ATN's ART buses are designed for the Anaheim Resort, Convention Center, and Disneyland area where demand is steady and time-sensitive. That market supports higher effective revenue per rider than typical local transit. Schedules are built around resort opening/closing times, which concentrates loads and improves productivity relative to cost.

San Francisco BART enjoys a well-above average farebox recovery ratio because the system charges relatively high fares. BART uses distance-based pricing rather than flat fares, so longer trips contribute more revenue toward costs. The network is designed for regional, long-haul travel; BART reports an average trip length of ~15 miles and a pre-pandemic role carrying over half of the Bay Area's transit passenger-miles. Those two factors — long trips and distance pricing — mean each mile traveled is supported by more fare revenue. The Peninsula Corridor Joint Powers Board, which operates Caltrain rail service between San Francisco, San Jose, and Gilroy, also reported relatively high farebox recovery attributable to higher, distance-based fares. Although BART and Caltrain have high farebox recovery ratios relative to other California transit systems, their ratios are well below pre-pandemic levels subjecting the two systems to large annual deficits as COVID-era federal support is exhausted.

TABLE 2 – LOWEST FAREBOX RECOVERY RATIOS, LARGE SYSTEMS

Transit Agency	Farebox Recovery Ratio
City of Los Angeles	1.31%
Access Services	4.01%
Stanislaus Regional Transit Authority	4.65%
SunLine Transit Agency	5.12%
City of Fresno	5.39%

Most of the City of Los Angeles' transit services were fare free during FY 2023. Indeed, Los Angeles Department of Transportation's (LADOT's) DASH buses were fare-free for nearly all of the FY2021–FY2024 period, and even after fares resumed in February, 2025, they were set at $0.50 (with many categories still riding free). That keeps fare revenue close to zero while operating costs remain substantial. LADOT reinstated and expanded free-ride programs alongside fare collection (e.g., DASH to Class/GoPass, Cityride, LIFE, Access, Metrolink/EZ pass holders). These erase or reduce the fare paid by many riders.

Urban transit agencies that go fare free or offer lax fare enforcement are at increased risk of encouraging vagrants and criminals to ride their systems. The resulting deterioration in cleanliness, orderliness, and safety can drive passengers to alternative transportation modes.

Although not among the lowest five agencies, Santa Clara Valley Transportation Authority (VTA) has posted below average farebox recovery ratios for many years — about 9% in FY 2019 compared to 6.04% now. Its light-rail productivity is weak with long crosstown trips that are uncompetitive with driving, depressing ridership and fare revenue. The California State Auditor also flagged VTA's capital spending that yields minimal added riders, underscoring structurally modest fare generation relative to costs. On the revenue side, VTA participates in Clipper START, giving 50% fare discounts to eligible low-income adults—which may be a compelling equity policy but one that lowers average fare per trip. Employee costs have kept spiraling over the last decade even as the number of trips have reduced. Bus speeds and reliability improvements are in progress (e.g., transit-priority lanes), but until ridership density and service speed materially improve, operating costs will outpace fare revenue, keeping VTA among California's lowest farebox-recovery large agencies.

Operating and Capital Expenses

For those who prefer fare-free transit or those who would just rather de-emphasize revenue collections, a more useful metric is Operating Expenses (OE) per Passenger Mile Travelled (PMT). Tables 3 and 4 show the large transit systems with the lowest and highest operating expenses per passenger mile.

TABLE 3 – LOWEST OPERATING EXPENSE PER PASSENGER MILE, LARGE SYSTEMS

Transit Agency	OE per PMT
California Vanpool Authority	$0.13
San Diego Metropolitan Transit System	$0.91
San Francisco Bay Area Rapid Transit District	$1.15
Peninsula Corridor Joint Powers Board	$1.30
University of California, Davis	$1.31

TABLE 4 – HIGHEST OPERATING EXPENSE PER PASSENGER MILE, LARGE SYSTEMS

Transit Agency	OE per PMT
Access Services	$4.83
San Mateo County Transit District	$4.55
Alameda-Contra Costa Transit District	$4.35
Central Contra Costa Transit Authority	$4.17
San Joaquin Regional Transit District	$4.16

Access Services, which administers paratransit on behalf of other transit providers in Los Angeles County, reported high operating expenses and low farebox recovery. The agency contracts with private providers to offer on-demand, door-to-door shared ride service. The agency is disadvantaged on financial metrics because the Americans with Disabilities Act (ADA) requires it to provide origin-to-destination service countywide, with tight on-time and eligibility standards. That produces very low productivity—few passengers per vehicle-hour and short, circuitous trips. As a result, passenger-miles per hour are low while labor, fuel, and contractor overhead keep climbing. With so few passenger miles over which to spread costs, OE per PMT is high. On the revenue side, ADA fares are capped at no more than twice the base fixed-route fare and cannot be distance-priced, so farebox recovery is chronically low regardless of demand. All that said, providing mobility to those with physical challenges may be seen as a public service particularly worthy of taxpayer support, so there is an argument for not assessing Access Services using the same financial yardsticks applied to agencies serving the general public.

San Mateo County Transit District's (SamTrans') high OE per PMT results from the fact that it largely provides short bus trips in an expensive area with moderate population density. The county's main thoroughfare, El Camino Real (ECR), has long lights which slow buses. ECR is the system's spine and carries a large share of riders, but it's congested with frequent stops (¼–½-mile spacing). ECR consumes ~20% of the bus operations budget and is "very long" and challenging to operate—amplifying the cost impact of low speeds. Coverage obligations on lower-density Pacific Coastside and suburban segments add miles with modest PMT returns, further worsening the ratio. SamTrans has launched speed/reliability measures on ECR (signal priority, stop consolidation, targeted lanes) but those are yet to be fully implemented. Increased compensation and lower operator productivity have worsened SamTrans' metrics. A Metropolitan Transportation Commission audit found that vehicle service hours per full-time equivalent employee decreased from 1187 in FY 2018 to 855 in FY 2023.

Alameda-Contra Costa Transit (AC Transit), which serves Oakland, Berkeley, Richmond, and adjacent cities in the East Bay, faces structural and administrative issues that result in high unit costs. The network is overwhelmingly served by traditional bus service with frequent stops. Only a small share of passenger-miles is served by faster submodes (e.g. Tempo Bus Rapid Transit). That means the system average reflects slow, stop-dense urban bus corridors rather than rail/BRT speeds. Peak operating speeds around 12–13 mph and closely spaced stops suppress passenger-miles per vehicle hour. Riders also take short trips (≈3.5 miles on average)—so even when buses are full, each boarding produces limited PMT. On the cost side, AC Transit faces a high cost per revenue hour (≈$260) and only ~17 UPT per Vehicle Revenue Hour (VRH), a combination that necessarily yields a high OE per PMT. The district's budget works out to roughly $15 for a typical four-mile ride—evidence of unusually heavy back-office spending. A board-approved $500k "sweetheart" consulting payout for departing General Manager Michael Hursh raises concern about AC Transit Board's financial stewardship. The Bay Area's labor-intensive, high-wage environment compounds this: labor is the dominant expense share.

Operating expense is an incomplete measure of the cost of providing transit. Capital must also be considered. There are various ways to measure the cost of transit capital on a per unit basis, none of which is perfect. One option is to add depreciation expense to the operating expenses, but NTD does not include depreciation expense. This value can be obtained from each entity's financial statements, but some transit providers do not report the depreciation expense related to their transit operations. NTD does collect capital expenditure data. But a large portion of transit agency capital spending is driven by expansion projects, which arguably should not be attributed to the cost of providing transit to current users. In the tables below, we only include transit agency capital expenses not related to expansions, i.e., those needed to replace and repair equipment and facilities. (This is admittedly an imperfect measure because, for example, vehicle replacements occur irregularly, and we look forward to finding and using more accurate metrics in future research.)

TABLE 5 – LOWEST OPERATING EXPENSE PLUS NON-EXPANSION CAPITAL EXPENDITURE PER PASSENGER MILE, LARGE SYSTEMS

Transit Agency	OE + Non-Expansion Capital per PMT
California Vanpool Authority	$0.13
San Diego Metropolitan Transit System	$1.20
University of California, Davis	$1.54
Anaheim Transportation Network	$1.70
Santa Barbara Metropolitan Transit District	$1.88

California Vanpool Authority's long trips keep Operating Expense per Passenger Mile Traveled quite low compared to other operators. Capital intensity is also low: most vehicles are leased, so renewal needs are modest and largely embedded in participant charges. Scale further compresses overhead per vehicle.

Another system with very low OE per PMT is the San Diego Metropolitan Transit System (MTS). Its Mid-Coast (UC San Diego) Blue Line extension added mileage and new destinations, lifting average trip length and spreading fixed costs over more passenger-miles. Extensive BRT services with limited stops, transit-signal priority, queue jumps, and targeted lanes (e.g., along I-15) to maintain higher cruising speeds and reliability, producing more passenger miles travelled (PMT) per vehicle-hour. MTS also re-timed and restructured bus routes around the County's rail spine, trimming duplicative mileage and focusing service where demand is strongest. Service frequency increases, including later-evening Trolley headways and a new overnight border–Downtown link, improved load factors without proportionate cost growth. The long-haul Blue Line from San Ysidro to

Westfield UTC in La Jolla concentrates PMT, while a modern fare system (PRONTO) reduces boarding friction and helps vehicles spend more time moving.

San Diego Metro's low costs contrast with the neighboring Orange County Transportation Authority (OCTA), which is in the middle of the pack on operating cost and subsidy metrics among larger California systems. Because OCTA relies on traditional bus service in a largely suburban county, it lacks routes that serve large numbers of passenger miles. OCTA is moving into rail service, but the new addition is unlikely to help. The new OC Streetcar, now slated to debut in spring 2026, will only span 4.15 miles and has ten stops. The system is opening after years of delays and escalating costs that have drawn criticism from the County's civil grand jury.

TABLE 6 – HIGHEST OPERATING EXPENSE PLUS NON-EXPANSION CAPITAL EXPENDITURE PER PASSENGER MILE, LARGE SYSTEMS

Transit Agency	OE + Non-Expansion Capital per PMT
Central Contra Costa Transit Authority	$6.20
San Joaquin Regional Transit District	$5.41
Alameda-Contra Costa Transit District	$4.99
Access Services	$4.88
San Mateo County Transit District	$4.82

The Central Contra Costa Transit Authority, doing business as The County Connection, is another suburban bus system that has high OE per PMT due to its heavy reliance on short, low-speed trips. The Authority purchased 28 diesel buses in FY 2023 as replacements for older vehicles, accounting for the large size of its Non-Expansion Capital Expenditure per PMT.

Sacramento Region Transit's (SacRT) operating expense plus non-expansion capital cost per PMT is not among the five highest, but at $4.77, is well above the statewide average for large California agencies for two main reasons. First, the district is in the middle of a light-rail modernization that adds temporary operating costs before ridership fully materializes. Second, SacRT's former microtransit service was unusually costly at over $47 per ride, which raised the average cost per passenger trip. SacRT discontinued SmaRT Ride at the end of 2024, replacing it with the SacRT Flex program, which is open to fewer riders (seniors, teens, and low-income individuals) and uses smaller vehicles.

Taxpayer Subsidies

The next two tables capture the overall cost of operating each system that must be covered by taxpayers. We estimate the taxpayer subsidy as the total of fare and non-fare revenue less operating and non-expansion capital costs. Because we are showing total subsidies rather than subsidies per mile or per trip, the rankings are driven by the relative size of the systems.

TABLE 7 – LARGEST TAXPAYER SUBSIDIES

Transit Agency	Total Taxpayer Subsidy
Los Angeles County Metropolitan Transportation Authority	$2,448,291,305
San Francisco Bay Area Rapid Transit District	$1,393,992,913
City and County of San Francisco (SF Muni)	$1,085,160,854
Alameda-Contra Costa Transit District	$560,033,055
Peninsula Corridor Joint Powers Board	$508,972,073

Although the list of most-subsidized systems largely mirrors the list of California's largest systems, the San Diego Metropolitan Transit System is notably absent despite providing the third highest number of passenger trips and passenger miles statewide. As discussed above, this system's heavy use of rail and BRT reduces its costs per PMT.

Los Angeles Metro is California's largest transit operator and the second largest in the U.S., spanning bus, BRT, rail, and paratransit. Its scale is underwritten by dedicated county sales taxes (Props A/C, Measures R/M), which together translate into well over $5.5 billion annually with an annual operating shortfall of almost $2.5 billion. LA Metro posts one of the state's lowest farebox-recovery ratios (low single digits post-pandemic) and middling operating-efficiency metrics versus large peers, reflecting slow bus speeds, complex service patterns, and heavy safety/cleanliness demands on the network. There have been significant concerns on safety, cleanliness, fare evasion, and reliability, which constrain ridership and revenue. LA Metro's response has been operational rather than fiscal: the NextGen Bus Plan and an expanding network of bus-priority lanes to lift speeds; higher entry gates to improve fare compliance; Transit Ambassadors and enhanced security (including a transition toward an in-house police department) to improve the customer environment. Since some of these measures had not been fully implemented in FY 2023, LA Metro could see enhanced revenue in subsequent fiscal years.

The City of San Francisco's Muni system has a high taxpayer burden in absolute terms and one that is particularly high on a per PMT basis. Fare revenue per mile is low and operating speeds are slow. San Francisco permanently expanded Free Muni for Youth (all riders ≤18 ride free), and maintains multiple low-/no-fare programs (people experiencing homelessness can ride free)—choices that meet equity goals but depress fare receipts. Meanwhile, most service operates in mixed traffic with dense stop spacing, yielding slow average bus speeds and short trips.

TABLE 8 – SMALLEST TAXPAYER SUBSIDIES

Transit Agency	Total Taxpayer Subsidy
California Vanpool Authority	$331,085
University of California, Davis	$3,693,445
Anaheim Transportation Network	$7,525,268
City of Culver City	$22,938,556
Gold Coast Transit District	$30,579,880

With its low expenses and strong revenue, CalVans almost pays for itself despite serving 3.6 million passenger trips and providing 105 million passenger miles of travel during FY 2023.

Potential Costs of Deferred Maintenance

For agencies that provide financial statements, it is possible to make some estimate of their deferred maintenance burden. Independent researcher Gregg Dieguez has applied a methodology originally developed by Fitch Ratings to measure the degree to which a transit system's assets have been exhausted. The Life Cycle Ratio is the system's average asset age divided by their average lifetime as implied by capital and depreciation data on its financial statements. The higher the ratio, the closer the system is to being obliged to replace its assets.

TABLE 9 – LOWEST LIFE CYCLE RATIOS (CAPITAL STOCK FURTHEST FROM REPLACEMENT AGE)

Transit Agency	Life Cycle Ratio
San Francisco Bay Area Water Emergency Transportation Authority (WETA)	24.55%
San Francisco Bay Area Rapid Transit District	33.48%
Anaheim Transportation Network	36.38%
Gold Coast Transit District	37.72%

San Diego Metropolitan Transit System	39.08%

San Francisco BART's appearance in this list may be surprising to passengers who have recently faced delays due to track and electrical system failures. Two structural features push BART's lifecycle ratio down relative to its peers. First, the system's core fixed assets—Transbay Tube, tunnels/structures, traction power, train control—have very long planned lives (often a half-century or more). Even at ~50 years old, many components are still within their design lives; recent retrofit work further extends service life, keeping lifecycle ratio modest. Second, BART just replaced its rail car fleet: the Fleet of the Future reached the initial 775-car milestone in 2024 and continues with Core Capacity cars, sharply lowering rolling-stock average age. Meanwhile, train-control modernization (CBTC) and Measure RR rebuild packages keep renewing power, track and structures in large blocks.

San Francisco's ferry operator, the Water Emergency Transportation Authority (WETA), has a relatively new asset base that is frequently refreshed. In just the past few years, WETA has opened or advanced new terminals—Richmond (2019), Seaplane Lagoon/Alameda Point (2021), and Mission Bay which is now moving into final design and construction—resetting terminal ages. On the fleet side, WETA has commissioned multiple new high-speed vessels (e.g., MV Dorado, 2022; "Karl," 2025) and is proceeding with all-electric ferries under its Bay Ferry 2050 Service Vision, further lowering average fleet age as these deliveries arrive. The agency has also secured state and federal grants for expansion and electrification, accelerating replacement cycles rather than stretching assets to end-of-life.

TABLE 10 – HIGHEST LIFE CYCLE RATIOS (CAPITAL STOCK NEAREST TO REPLACEMENT AGE)

Transit Agency	Life Cycle Ratio
California Vanpool Authority	94.88%
Access Services	87.52%
Riverside Transit Agency	80.72%
San Mateo County Transit District	76.27%
Long Beach Transit	72.50%

Riverside Transit Agency's (RTA) lifecycle ratio is elevated largely because the agency is timing fleet replacement to its hydrogen transition. Since late 2024, RTA has also been building a new hydrogen fueling station and staging zero-emission procurements, a strategy that often lets legacy buses run closer to their Useful Life Benchmark (ULB) while infrastructure and grants are finalized. Once the fueling facility is online and orders arrive, the average age of assets will fall. As a bus-only system with no rail assets to dilute the average, the ratio reflects bus fleet age more than facility condition.

Zero-Emission Bus (ZEB) transitions appear to have also slowed bus replacements at Long Beach Transit's (LBT) and SamTrans before and during FY 2023. The California Air Resources Board requires all bus operators to transition to fully zero-emission fleets by 2040, a policy which may spike bus system capital expenditures in the near future.

Small Systems

We devote less attention to smaller systems in this study because their impact on taxpayers is limited. But the following table is intended to capture the most inefficient small systems. It lists the six agencies with operating expenses and non-capital expansion expenses of more than $10 per passenger mile. These are the systems that should receive the strongest consideration for consolidation or replacement by private alternatives.

TABLE 11 – COSTLIEST SMALL SYSTEMS PER PASSENGER MILE (NON-EXPANSION CAPITAL INCLUDED)

Transit Agency	OE + NonExp Capital per PMT	OE + NonExp Capital per UPT	Farebox Recovery Ratio	Total Taxpayer Subsidy (FY 2023)
County of Kern	$25.63	$51.27	0.00%	$10,856,994
Tulare County Regional Transit Agency	$14.46	$28.87	4.24%	$18,531,559
City of La Mirada	$12.39	$36.47	2.06%	$993,126
City of Clovis	$10.40	$20.81	0.00%	$810,758
City of Fairfield, California	$10.14	$41.38	4.73%	$10,565,523
Santa Barbara County Association of Governments	$10.11	$20.22	0.00%	$1,889,646

Notably, three of these systems absorb taxpayer subsidies of more than $10 million, so non-trivial savings would be possible by replacing or reorganizing them.

Kern Transit's financial efficiency is very low because it delivers service across a very large, rural service area with long intercity corridors and significant demand-response obligations. The agency operates 12 fixed routes plus Dial-A-Ride across 906 square miles, linking small communities to Bakersfield and distant hubs like Lancaster, Ridgecrest, Lake Isabella, Delano, and Mojave. These long, low-density runs result in inferior financial metrics. (Kern Transit's PMT is an estimate since only UPT was reported to the National Transit Database).

Similarly, Tulare County Regional Transit Agency (TCRTA) covers a large, rural service area with long deadhead miles (i.e., miles over which the vehicles are operating but not taking passengers). As a relatively new multi-jurisdictional consolidation, it also carries integration and start-up costs as well as inherited fleet maintenance requirements—pushing costs up despite modest PMT.

The City of Fairfield's bus system suffers from low post-pandemic ridership on its commuter lines, resulting in long runs with light loads. Its paratransit responsibilities also add cost pressure. Fairfield is in Solano County which is also served by a countywide operator, Solano Transit (Soltrans). Administrative savings and better coordination might be achieved by merging the city and county bus systems. Soltrans is itself the result of a merger of two other Solano County municipal transit agencies (based in Vallejo and Benicia) in 2010, so this type of merger has a local precedent.

Although the City of La Mirada's bus system is experiencing losses that are an order of magnitude smaller, its dilemma is worthy of comment. The system's short trips, limited scope, and low fares yield minimal fare revenue and PMT, so unit costs and subsidy per mile are high. The service is contracted out to a private company, MV Transportation, but the terms do not seem favorable to the City. La Mirada may benefit from adopting the contracting model now being used by Huntington Beach, a much larger city that is spending less money annually for a private provider, Circuit Transit, that offers an app-based on-demand rideshare service.

Policy Analysis and Recommendations

Having established that California transit is heavily subsidized overall and having explored the best and worst systems from a financial perspective, we now turn to policy analysis. We begin with a discussion of the economic effect driving California's transit cost spiral.

An Economist's Insight Captures Transit's Dilemma

Writing in the 1960s, Economist William Baumol first described an effect that plagues labor-intensive industries such as the performing arts, education, and healthcare. Baumol's "Cost Disease" describes a phenomenon where sectors with inherently slower productivity growth experience rising costs relative to more technologically advanced sectors such as manufacturing. This occurs because wages in low-productivity sectors must still rise to compete for talent with high-productivity sectors, even if their own output per worker has not increased at the same rate. Since these sectors cannot offset higher wages with increased productivity, their unit costs inevitably rise, leading to persistent upward pressure on prices or required subsidies.

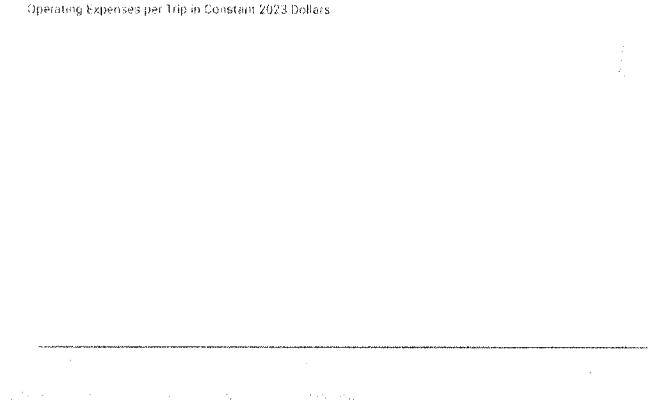
As Javier Morales-Sarriera discussed in a 2016 study, public transit also suffers from Baumol's Cost Disease. The operation and maintenance of vehicles and infrastructure require a significant human workforce. Unlike manufacturing, where automation can drastically increase output per worker, a single transit operator typically manages one vehicle, and tasks like track maintenance remain highly dependent on human labor, making significant productivity gains difficult to achieve. While wages for transit workers tend to rise in line with economy-wide wage growth, their output per worker does not increase proportionally.

For transit, the effect has been exacerbated by declining transit utilization. As average wages rose in the decades after World War II, many commuters switched to cars, and, more recently, some started commuting to their workplace fewer days per week if at all.

Figure 1 shows average operating cost per US transit trip in constant 2023 dollars since 1947.

Operating Expenses per Passenger Trip on US Transit

Operating Expenses per Trip in Constant 2023 Dollars



Inflation-adjusted operating costs per trip rose 744% between 1947 and 2019 before spiking during the COVID pandemic. In 2022 and 2023, costs started to fall back toward their pre-COVID trendline.

Although we do not know when this normalization process will end, we can be confident that the long-term trend toward higher costs per trip will resume given the enduring nature of Baumol's Cost Disease. As long as the transit sector remains labor-intensive and its inherent productivity growth lags that of the broader economy, the cost of delivering transit services will continue to outpace general inflation.

California policymakers hope to bend the declining utilization curve by concentrating the state's population near train stations and bus routes. By also pursuing policies that raise gasoline and electricity costs, they aim to arrest the trend toward the greater affordability of driving.

While these policies may stabilize and even raise ridership in the coming years, transit unions and management may be able to continue pushing up overall operating costs. So California should continue to follow the national trend toward higher costs per ride, although possibly at a slower rate.

But this picture could change if transit operations are automated.

Automated Transit

Waymo has proven that automated driving at scale is possible. By March 2025, the service was providing 700,000 monthly trips in the Bay Area and Los Angeles. The fact that Artificial Intelligence can reliably handle all the challenges of city driving provides convincing evidence that more transit automation should be possible in California.

Relative to driving, it is much easier to automate train service on a fixed route, especially on systems like BART that have no at-grade crossings. Comparable systems elsewhere have already adopted automation. One of the earliest to do so was Vancouver's SkyTrain in 1986. More recently, the Paris Metro has been both adding new automated lines and converting existing lines to driverless operations. In the U.S., Honolulu's Skyline became the first driverless metro system in 2023, but airport train systems have been offering automated service around the country for decades.

Buses are more challenging to automate, but progress is being made outside the U.S. Japanese startup Boldly, a subsidiary of SoftBank, is operating driverless bus pilots around the country. Among the more ambitious pilots is a 2.5-mile shuttle service between the train station and airport in Komatsu. Most of Boldly's service is provided by minibuses built in Estonia and France, but its premiere vehicle is a full-sized bus built in China and retrofitted with a package of radar, LIDAR, and software provided by Tier IV, a Japanese company that offers open source autonomous driving solutions.

The Japanese government is making a major investment in driverless buses due to a shortage of drivers, which is expected to get worse as the country's population ages.

In the U.S., Jacksonville is pioneering autonomous bus technology. The Jacksonville Transportation Authority's NAVI (Neighborhood Autonomous Vehicle Innovation) vans serve twelve downtown stops along a 3.5-mile route. Since the June 30, 2025 launch date, NAVI's nine passenger vans have had human safety monitors, but JTA plans to remove them in late 2026. The service is operated by Beep, a U.S.-based autonomous transit startup, and uses mobility software from Oxa, a U.K.-based company.

In California, the state's transit agencies can leverage advancements in Japan and Florida to provide riders with more frequent bus service at a lower cost. The Contra Costa Transportation Authority has been offering autonomous shuttle pilots in the East Bay, but major transit operators have yet to get on board.

Transit automation in California has begun to meet resistance from public employee unions. One labor backed group recently proposed including anti-automation language into a draft 2026 Bay Area transit tax measure.

Bikes, E-Bikes, E-Scooters and EVTOLs

Micromobility—encompassing conventional bicycles, electric-assist bicycles (e-bikes), and electric scooters (e-scooters)—has grown rapidly in California cities and suburbs. The relationship between micromobility and transit is complex. On one hand, shared bikes and scooters address the "first-mile/last-mile" (FM/LM) problem, acting as a feeder system for public transit. On the other hand, they often serve as a direct competitor, particularly for short trips. Like cars, micromobility options require no waiting and enable the user to get from origin to destination without switching transportation modes.

The growth of micromobility is being propelled by two parallel trends. The first is a boom in the consumer market for personally owned vehicles, most notably e-bikes. This surge in ownership is fueled by technological advancements, rising fuel costs, and state-level incentive programs.

The second trend is the maturation of shared micromobility systems, the fleets of dockless and station-based bikes and scooters that have become common in California cities. After a period of volatility, these systems are experiencing a strong, e-bike-led ridership renaissance.

Micromobility options are becoming available to a wider range of users. Three-wheeled e-trikes make micromobility available to individuals with weight and balance concerns. E-trikes range from cruisers with large cargo baskets to heavy-duty fat-tire versions and even recumbent styles with backrests for enhanced support. Specialized designs are also emerging, such as "reverse trikes" with two wheels in the front for more nimble steering and electric rickshaws capable of carrying passengers.

One step above the electric rickshaw is the neighborhood electric vehicle (NEV), which may be legally operated on California roads that have speed limits up to 35 mph. Laguna Woods, a city in Orange County with a high concentration of retirees, facilitates widespread usage of NEVs as well as golf carts. As California's population ages and NEV technology improves, this alternative may spread to more communities.

Micromobility options allow individuals or small groups to move around in vehicle footprints that are much smaller than traditional cars and SUVs. They thus address an objection transit advocates have against personal vehicles: that they consume too much scarce road space.

Another technology that promises to provide small group mobility while conserving road space is the eVTOL, Electric Vertical Take-off and Landing aircraft. Archer Aviation's Midnight eVTOL can transport four passengers up to 50 miles making it suitable for downtown to airport connections. Archer is partnering with the Los Angeles Olympic Committee to provide eVTOL service during the 2028 summer games.

Is California Public Transit Needed to Stave Off the Climate Catastrophe?

Transit spending is often framed in terms of the state's climate change policy. But because California produces such a small share of global greenhouse gas emissions and Californians' propensity to use transit is so low, investments in California transit cannot meaningfully impact the trajectory of global warming.

In the calendar year 2024, Californians took 955 million transit trips covering about 5.1 billion passenger miles in aggregate. If California transit agencies were all abolished and all of these trips were replaced by travel in fossil fuel passenger vehicles, greenhouse gas emissions would have increased by 204,000 metric tons. Given that global greenhouse gas emissions in 2024 were approximately 54 billion tons, abolishing California transit would have resulted in a mere 0.0004% increase in emissions last year.

Therefore, while advocates for adding rail extensions and maintaining bus lines often couch their support in terms of the need to avert a climate catastrophe, any individual service change has an immaterial impact on the trajectory of greenhouse gas emissions. The best argument for California climate policies is that they set an example for other states and other countries, but most other jurisdictions cannot afford to lose $10 billion annually on transit, so the example we set is unlikely to be followed.

Recommendations

While California transportation policy has no material impact on global climate change, political leaders and policymakers will maintain their preference for greener transportation alternatives.

But they can decarbonize transportation by supporting the transition to electric robotaxis, electric autonomous buses, e-bikes, e-scooters, and neighborhood electric vehicles. These modes are likely to be more cost-effective than traditional public transportation modes because they do not require paid operators, whose compensation is often maximized by public employee unions. These alternatives also do not require the same level of administrative staff, fixed assets, and costs necessary to operate and maintain traditional transit systems.

In addition to downsizing public transit overall, policymakers should encourage what works best within the industry. Vanpools, app-based rideshare, and bus rapid transit are proving to be relatively cost-effective. While rail often outperforms local buses in terms of cost per PMT, the high construction costs and long time frames associated with rail projects militate against increasing reliance on trains.

Finally, to reduce administrative costs and improve schedule coordination, the State should encourage transit agencies to merge.

Conclusion

Overall, California transit providers experienced $10 billion of losses in their 2023 fiscal year. While some improvement may occur in FY 2024 and 2025, the longer term trend is for losses to grow as fare revenues fail to keep up with growing labor and capital asset replenishment costs.

While transit imposes a substantial burden on California taxpayers, it will not save us from the worst effects of climate change. Transit policies should thus be assessed from a financial perspective.

Transit agency losses can be staunched by reducing our reliance on paid human operators. Just as office building operators saved money by transitioning away from human elevator operators for providing vertical mobility in the 20th century, California cities and suburbs should transition toward self-service and automated operations to lower the cost of horizontal mobility in the 21st century.

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Fw: Fresno County Supervisors OK Study, Blocking Measure C Replacement Path to Ballot

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

To: info@garrybredefeld.com; nathan@nathanmagsig.com; mike.karbassi@fresno.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; senator.grove@senate.ca.gov; senator.strickland@senate.ca.gov; joyce.rivero@sen.ca.gov; assemblymember.macedo@assembly.ca.gov; rosalinda.alexander@asm.ca.gov; teamhilton@stevehiltonforgovernor.com; ray.appleton@cumulus.com; realtalkbrad@gmail.com

Date: Wednesday, July 15, 2026 at 12:25 PM PDT

STUDY TRANSIT, AGAIN? GOVERNMENT OF THE PEOPLE, BY THE PEOPLE, & FOR THE PEOPLE=CAPITALISM; GOVERNMENT OF THE SEIU, BY THE SEIU, & FOR THE SEIU=SOCIALISM?

Dear Dr. Bredefeld,

Please save taxpayers from paying for another "study" of public sector transit, which has been studied to death. Reliable, independent, unbiased studies, not paid for by public sector unions and powerful vested interests that control the transit agencies (unconstitutional because they govern without the consent of the people, their "directors" all being appointed, and thus not subject to voters' recall remedies under the California Constitution), have consistently shown that public sector transit, all modes, is conceived insolvent, born bankrupt.

Save our money; don't waste it on another study of socialist transit. The only reason we see those empty FAX-FUX-FNO buses on our streets is because there are powerful vested interests who make huge $$$ with taxpayers' subsidizing public sector transit to about 99% of fully amortized cost of transit.

Meanwhile, we gouge motorists to Hades and back with higher and higher gas taxes, sales taxes, etc., to keep pumping blood into a dying carcass. If public sector transit was a horse, then we'd do the humane think and put it out of its misery.

Both Federal and State experts retained to give us advice about transit funding all conclude the same: fund it with "user-fees" funding. He who gets a bus ride must pay for it. We ignore our experts' advice when we opt for public sector union dominated socialist transit like FAX-FUX-FNO.

A previous study by MIT of all the Nation's transit agencies awarded SCC's VTA "Worst-in-the-Nation" Award of all the transit agencies. A new study (see copy attached) shows that FAX has dethroned VTA as Worst-in-the-Nation with it earning only about 5% of its operating cost from its riders. That means that in Fresno taxpayers are paying about 95% of the operating costs incurred by socialist transit FAX. Add 100% of FAX's capital and fixed costs, all of which are paid for by the taxpayers, and you'll see that taxpayers are paying about 99% of the fully amortized costs of FAX-FUX-FNO. Great news for SEIU; but we're crucifying motorists to give away huge wages, salaries, benefits & pensions to the public sector unions. How much in campaign contributions are made by FAX brass, management employees and contractors to our local elected leaders? Now that is a study that ought to be made; it's never been, just like in the other Counties where the public sector unions have the local elected leaders by their short hairs.

Save your/our money: the studies have already been done. Public sector transit is, was, and always will be a complete disaster. That's why Lady Thatcher privatized it in England; same with other Countries.

Suggestion Box Entry: Do a much overdue study of why when the Grand Jury indicted VTA 5 times in a ten year span (see one example attached) local County leaders in Worst-in-the-Nation SCC-VTA for felony taxpayer abuse, nothing was done---VTA went on its merry way, crucifying taxpayers worse each year. There's a badly needed study that taxpayers want to see.

If socialism works, wh~~e~~y did the USSR go down in flames? If public sector transit works, then why do we pay Amtrak and its public sector unions billions of taxpayer subsidies every year?

If nationalized transport worked, then why did the railroads nationalized under the Wilson Administration have to be de-nationalized with the Transportation Act of 1920?

Studies of transit travesty transport abound; read Harvey A. Levine, ***National Transportation Policy: A Study of Studies*** (Lexington Books, 1978)---I can loan you my copy.

Let's do what Lady Thatcher did for Great Britain: privatize transit. The studies have already been done. We don't want socialism, and we don't want to condemn future generations to communism.

Or we could keep falling down the socialist rabbit hole, the same route taken by the USSR, the Road to Serfdom. If we don't reject socialism, it will morph into communism, and our children and grandchildren will curse our memories.

Caveat viator.

Joseph P. Thompson, Esq.

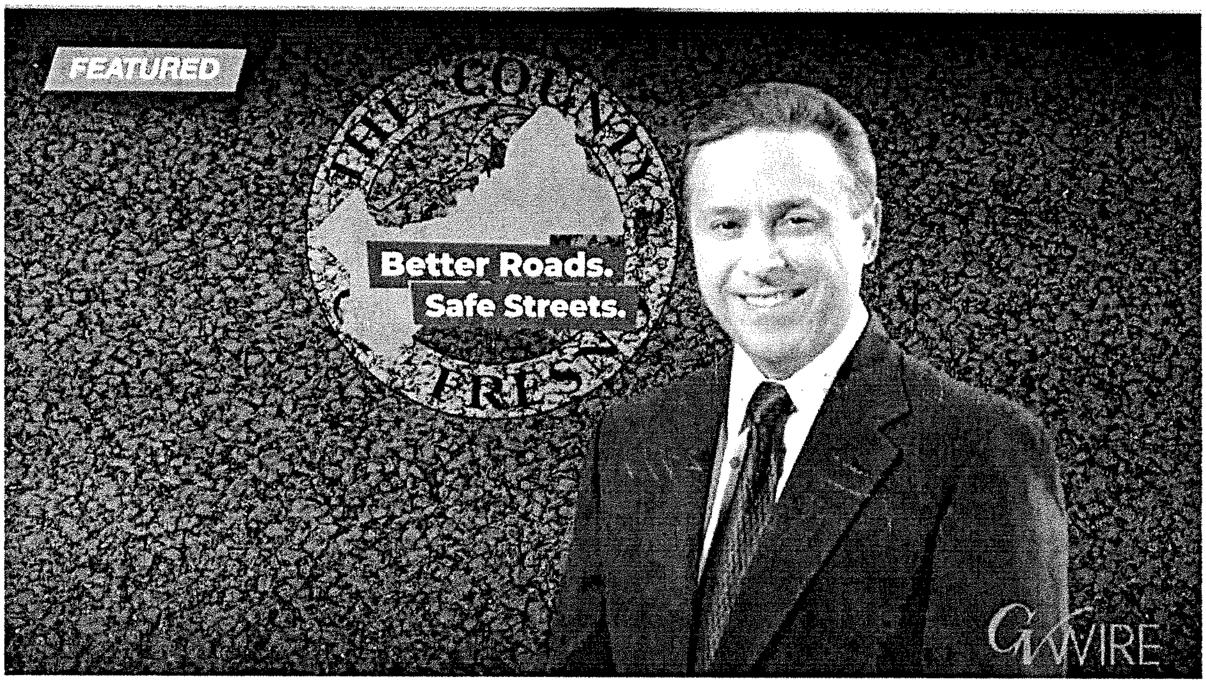
Past-Chair, Legislation Committee, Transportation Lawyers Assn.
Fresno, CA 93711 in your District

PUBLIC COMMENT: NEXT MEETING; REAL OR VIRTUAL; REGULAR OR SPECIAL;
STUDY SESSION OR PUBLIC WORKSHOP, OR PRIVATE RETREAT: All BoS

ID attached: See my bio attached FYI.

----- Forwarded Message -----
From: GV Wire <info@gvwire.com>
To: "translaw@pacbell.net" <translaw@pacbell.net>
Sent: Wednesday, July 15, 2026 at 05:32:47 AM PDT
Subject: Fresno County Supervisors OK Study, Blocking Measure C Replacement Path to Ballot

View in browser



Fresno County Supervisors OK Study, Blocking Measure C Replacement Path to Ballot

Fresno County supervisors delayed a decision Tuesday on whether to place the Better Roads Safe Streets initiative on the November ballot, opting instead to consider additional review of the proposed transportation measure. The delay could create a challenge for supporters of the initiative, who must meet the final Aug. 7 deadline to...
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Fresno County Supervisors OK Study, Blocking Measure C Replacement Path to Ballot

By **Edward Smith**
Published 24 hours ago on July 14, 2026

The Fresno County Supervisors considered whether to place the Measure C replacement, Better Roads Safe Streets, on the November ballot on Tuesday, July 14, 2026. (GV Wire Composite/Paul Marshall)

- Fresno County supervisors delayed a decision to place Better Roads Safe Streets on the November ballot.
- Board approved review of $7.3 billion transportation tax proposal on a 3-2 vote.

The initiative faces Aug. 7 deadline to qualify for November ballot, and the review is expected to take 30 days.

Fresno County supervisors delayed a decision Tuesday to place the Better Roads Safe Streets initiative on the November ballot, opting instead to order additional review of the proposed transportation measure on a 3-2 vote.

Supporters of the initiative now want the county to quickly study the items laid out by board chair Garry Bredefeld and schedule a special meeting so the half-cent road tax can be approved before the Aug. 7 deadline to appear on the November ballot.

Andy Levine, a Fresno Unified trustee and Better Roads campaign spokesperson, said the board has had since January to request a study on the measure's impacts.

"What we're calling on now is to get the information that they need ... do it efficiently, do it before the Aug. 7 deadline, call for a special meeting, get the information you need and still give voters the opportunity to decide this themselves," Levine said.

Supervisor Nathan Magsig said the county needs the study to protect against litigation. He said the complex initiative is so "prescriptive" that they need to understand what it all entails.

"Overall it'll give the county access to more dollars," Magsig said. "But it's so prescriptive on how the dollars have to be spent. I'm concerned that we open ourselves up to litigation."

Board chair Garry Bredefeld, Magsig, and supervisor Buddy Mendes voted for the study with supervisors Luis Chavez and Brian Pacheco opposed. The hearing before the vote lasted two hours and 20 minutes, reflecting the high stakes involved.

COG, Better Roads Crew Fields Magsig's Technical Questions

Ahead of the meeting, the Fresno Association of Realtors penned a letter directly to Magsig, who figured to be the deciding vote, pleading for him to oppose the study and allow the initiative to go forward.

J.P. Shamshoian, president of Realty Concepts and board member of Central Valley Community Foundation — which funded and backed the ballot initiative — said the measure would support local roads and increase property values.

The hour-plus of technical questions posed by Magsig required a crew to answer, including Fresno Council of Governments Executive Director Robert Phipps, Leadership Counsel for Justice and Accountability Executive Director Veronica Garibay, and Fresno Mayor Jerry Dyer.

How Would the Measure Reduce Traffic Congestion?

FAT BUSES, WASTE $ FOR NO GAIN, EXCEPT SEIU

Magsig brought up concerns about strategies for traffic mitigation.

"I wish a county representative would have been a part of writing this, I don't think we would have been here today." — *Fresno County Supervisor Nathan Magsig*

While the ordinance limits road widening as a means of traffic reduction, Phipps said the measure uses sidewalks, bike paths, and bus routes to cut traffic. NOBODY RIDES FAX.

The initiative also contains requirements that pavement quality be maintained above certain levels — 65 pavement condition index — before roads can be widened with tax measure money.

"We have not evaluated what it would cost the county to bring every road up to that standard," said Bernard Jimenez, assistant

Other concerns involved mandates for bike lanes and bus routes on some roads, particularly on less-traveled rural roads.

Garibay said the prescriptive nature of the initiative was intentional to balance "flexibility with accountability."

At the end, Magsig said the 34-page document was so prescriptive it opens the county up to litigation.

"I wish a county representative would have been a part of writing this, I don't think we would have been here today," Magsig said.

Magsig referred to the crafting of the ordinance after the county had torpedoed the original plan as it made its way through the COG.

2 Years Without Measure C

Initiative proponents called on supervisors to allow the measure to go before voters in November. Chavez and Pacheco echoed those sentiments.

Before the vote, Chavez offered a compromise in which the county moved forward with the study while also advancing the initiative to the ballot for voters to decide. That suggestion fell on deaf ears, however.

Mendota Mayor Victor Martinez said a lapse in road tax money would especially affect rural cities like his.

He said the matter should be left to voters, not supervisors.

"Families, businesses, farmers, emergency responders, and school buses depend on safe, reliable roads every single day," Martinez said. "Preventing this measure from appearing on the ballot denies the public the opportunity to make that decision for themselves."

Not having road tax money will also affect the county's ability to fix roads.

The county this year will receive $9 million from Measure C, which is the equivalent of about 90 staff, Jimenez said.

When Measure C stops collecting revenue in June 2027, money will eventually stop coming into the county — there is a wind down period while leftover money gets spent.

Without that money, layoffs will likely follow, Jimenez said.

New Initiative to Replace Measure C

The proposed measure would replace the county's existing Measure C transportation sales tax, which has funded major infrastructure projects including improvements to Highway 180, Highway 168, and local roads and bridges.

Measure C has generated more than $2 billion over 40 years and helped leverage about $8 billion in additional state and federal transportation funding.

If the replacement measure does not make the November ballot, the tax would expire at year's end, and the next opportunity for a transportation tax proposal would not come until 2028.

MORE TAXES FOR MORE BOONDOGGLES? IT'S DEJA VU ALL OVER AGAIN YOGI!

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

To: info@garrybredefeld.com; nathan@nathanmagsig.com; mike.karbassi@fresno.gov; ray.appleton@cumulus.com; realtalkbrad@gmail.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; assemblymember.macedo@assembly.ca.gov; rosalinda.alexander@asm.ca.gov; carl@reformca.net; teamhilton@stevehiltonforgovernor.com

Date: Monday, July 13, 2026 at 02:37 PM PDT

Dear Supervisors Bredefeld & Magsig; Councilman Karbassi; Mr. Appleton; Mr. Maaske;
Assemblymembers Tangipa, Macedo & DeMaio; Mr. Hilton

Recent reports show that Fresno transit makes only about 5% of its operating expenses from its passengers, below the legal limit. As a result, taxpayers, motorists' gas taxes, sales taxes, subsidize the remainder 95% of FAX-FUX-FNO operating expenses. The farebox recovery statute is violated, and motorists are gouged the additional money transit agencies like FAX here (and VTA in SCC, SBCCOG in SBC, TAMC in MC, SCCRTC in SCC, etc., etc., etc.). Taxpayers are paying all of the capital and fixed costs, which transit agencies don't include on their financial reports. They all do it. They use "off-book" accounting, like Enron did, and Bernie Madoff did.

With FAX violating the farebox recovery statute, doesn't that mean that they are DQed from receiving federal transit grant money?

VTA in SCC previously was awarded Worst-in-the-Nation Award by the MIT Study of all the Nation's transit agencies. But the new report (see copy attached) shows FAX results worse than

VTA's Worst-in-the-Nation Awarding-winning stats. So, does that mean that FAX has dethroned
VTA's prestigious award, Worst-in-the-Nation?

Subsidizing bankrupt-from-conception public sector transit may be good for the SEIU, and
the other public sector unions, but you are crucifying the motorists and taxpayers with such
unfair, unsustainable, and unsound public sector transit funding.

State and Federal government experts hired to advise how best to fund transit have all
concluded that "user-fees funding" is the best way. But we ignore our experts' advice, and
we force motorists and taxpayers to subsidize 99% of the fully-amortized cost of public sector
transit. As a result, motorists pay about 102% of the cost of our transport, and 99% of the cost
of public sector transit riders' costs. If transit was such an essential service, then why are almost
all bus seats transported empty? Who pays? Motorists & taxpayers. Who benefits? SEIU and
public sector unions. And CAHSRA has their Bullet Train using the same sick, bankrupt-from-
conception funding model. If public sector transit was a horse, we would put it out of its misery.

Time to privatize transit, and follow our experts' advice about user-fees funding. If we tax people
out of their cars, how in blazzez will you pay for public sector transit?

Caveat viator.

Joseph P. Thompson, Esq. e-Mail: TransLaw@PacBell.Net
Past-Chair, Legislation Committee, Transportation Lawyers Assn.
Fresno, CA 93711 in Mr. Tangipa's District; Dr. Bredefeld's District

PUBLIC COMMENT: NEXT MEETING; REAL OR VIRTUAL; REGULAR OR SPECIAL; PUBLIC WORKSHOP OR PRIVATE RETREAT

CPC_Cost-of-Transit_Joffe-and-Joshi.pdf
3.1 MB

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1.6 MB

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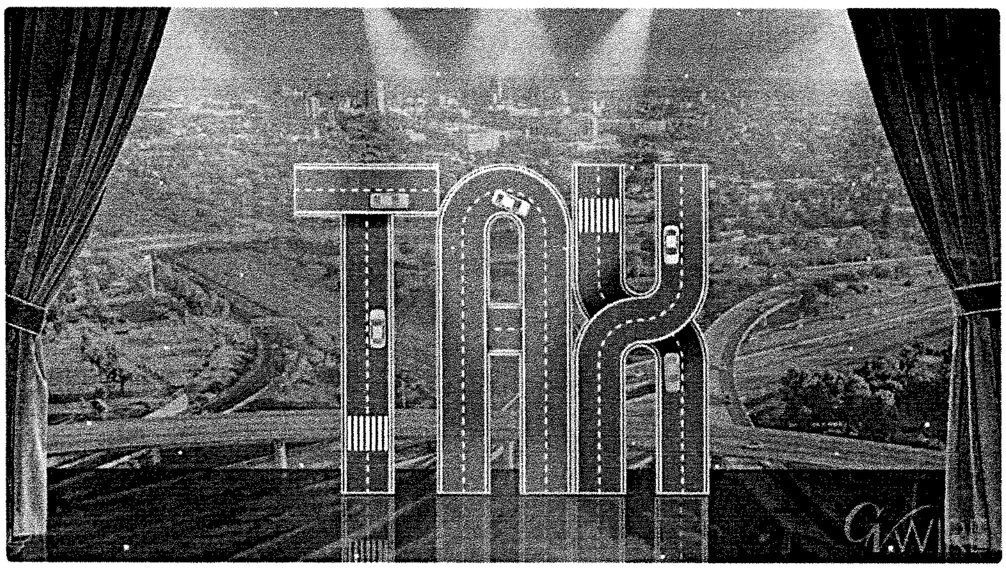
GVWIRE

OPINION

High Stakes, High Drama in Fresno County Transportation Tax Showdown

By **Bill McEwen, News Director**
Published 3 days ago on July 10, 2026



On Tuesday, the Fresno County Board of Supervisors will decide whether the transportation tax measure reaches the November ballot. (GV Wire Composite/Paul Marshall)

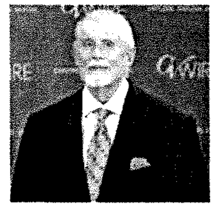
HIGHLIGHTS

- Yet again, there is another stop sign for backers of the Better Roads Safe Streets initiative to navigate.
- On Tuesday, the Fresno County Board of Supervisors will decide whether the transportation tax measure reaches the November ballot.

This drama is guaranteed to serve up frayed nerves, rapid heartbeats, and fiery rhetoric Tuesday at the Fresno County Board of Supervisors.

It already has been a long and winding road of detours and potholes in the future of the county's 40-year-old half-cent transportation tax.

Yet again, there is another stop sign for backers of the Better Roads Safe Streets initiative to navigate. This week, Garry Bredefeld, chair of the supervisors, revealed to GV Wire's Edward Smith how a board majority could halt the sales tax extension proposal in its tracks.



By Bill McEwen

Politics 101

Opinion

Bredefeld believes he was disrespected and had his ideas about the tax's main components summarily dismissed by progressive community activists with an outsized voice in its writing. Thus he would like nothing more than to see Better Roads Safe Streets become Tulare Street roadkill.

Bredefeld's Gambit

Bredefeld's gambit is this: If he can convince two other supervisors to order a study on the tax's impacts on the county, that would make the initiative miss the Aug. 7 deadline for the November ballot. The earliest it then could go to voters would be 2028.

I believe it would be best for supervisors to approve the initiative's petition and let the voters decide. But I'm not an elected official, nor am I an elected official keeping a close eye on my immediate and long-term political future.

The progressive activists organized by former Fresno Mayor Ashley Swearengin used their muscle and wiles to freeze out conservative voices in writing the proposed replacement for Measure C. But they also made a huge mistake in underestimating the levers held by the supervisors in the get-to-the-ballot process.

Much as Mitch McConnell used the U.S. Senate rules to foil Democratic Party interests time and again, Bredefeld figured out a way to make Better Roads Safe Streets potentially pay the ultimate price for its tactics.

Handicapping the Vote

So, how might Tuesday's vote stack up?

Pencil in rocked-ribbed conservatives Bredefeld and retiring supervisor Buddy Mendes to back the unneeded but politically useful study. Count on Luis Chavez, whose political leanings are those of a Blue Dog Democrat, to oppose it.

That leaves supervisors Brian Pacheco, a moderate, and MAGA conservative Nathan Magsig — both of whom are running for the state Legislature.

Pacheco's position is complicated. Bredefeld has knowingly or unknowingly put him in a vice.

better roads. And, if Pacheco says no to the study, his opponent will let voters know that the supervisor voted for a $7 billion tax.

Voter sentiment in California — even among Democrats — has turned against taxes. In one example of this swing, a Public Policy Institute of California poll found that "55% of Californians want to pay lower taxes."

That brings us to Magsig, who is virtually assured of winning election to the deeply red state Senate District 12 seat. Thus, he's the free agent in this showdown.

As written, the proposal benefits his hometown of Clovis as it helps fund transit. In addition, many of that city's top officials, including conservatives, are backing the measure. Would he betray them before heading off to Sacramento? Or will he decide the measure is flawed, pours too much money into transit at the expense of roads, and side with Team Bredefeld?

Stay tuned for Tuesday's outcome. And know that the whatever the verdict, the fight between right and left will intensify in Fresno.

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Bill McEwen, News Director

Bill McEwen is news director and columnist for GV Wire. He joined GV Wire in August 2017 after 37 years at The Fresno Bee. With The Bee, he served as Opinion Editor, City Hall reporter, Metro columnist, sports columnist and sports editor through the years. His work has been frequently honored by the California Newspapers Publishers Association, including authoring first place editorials in 2015 and 2016. Bill and his wife, Karen, are proud parents of two adult sons, and they have two grandsons. You can contact Bill at 559-492-4031 or at bmcewen@gvwire.com

YOU MAY LIKE

NEXT MEETING

FAX = SAME MISTAKES AS COG, VTA, ETC.

Joe

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February 20, 1999

7-23-26

The Honorable Rita Bowling, Chairwoman
Council of San Benito County Govts.
3220 Southside Road
Hollister, CA 95023-9631

Re: Taxpayers and Transportation Policy

Dear Mrs. Bowling,

Thank you for allowing me to address the COG Board of Directors at their meeting on Feb. 18, 1999. Regarding the Report dated 2/18/99 from Mr. Walt Allen, Transportation Planner, to the COG, "Rail Service Study for Hollister/Gilroy Branch Line," I would like to take this opportunity to reply to Mr. Allen's Report.

I. Assumptions. At the threshold, your special duties that the voters entrusted to you require that you question basic assumptions upon which the Report is based, and the authorship source of the Report. If the underlying assumptions are unquestioned, then you are in danger of having your decision premised on faulty, irrational information fed to you by persons and entities with their own self-interest, rather than the best interest of the residents of the County, distorting the truth and misshaping the facts.

1. The False God of Socialism Assumption: Public-Sector Transportation. The authors' first unstated assumption is that government should provide transportation free, or nearly so, to the public. No where in the Report is it revealed that such a philosophy of government has been shown by history to be ruinous for a society. If this assumption was correct, then the USSR would have won the Cold War. Blind acceptance of this assumption will condemn future generations to a sad fate where they will curse our memory. For an accurate description of the state of public-sector transportation erected on this False God of Socialism assumption, I urge you to read Solzhenitsyn, ***The Gulag Archipelago*** (1973), ch. 2, "The History of our Sewage Disposal System." The true cost of such a public-sector enterprise is not disclosed by the authors of the Report. In fact, so-called "senior transportation planners" at metropolitan planning organizations (MPOs) like MTC, VTA, TAMC, SCCRTC, etc., never include "negative externalities," i.e., adverse consequences, in their cost-benefit analyses, although they do include "positive externalities," e.g., congestion and smog reduction. Since the authors of those reports gain their income from the tax subsidies that all three levels of government disburse, they conceal the adverse consequences to justify their work and their existence. A thinking person with a duty to the electorate must ask, "What about cognitive dissonance? Are these reports distorting the truth to justify their authors gaining money at taxpayers' expense? Is the lunch really as free as these authors are telling us? Is the "Free Light Rail Shuttle" really free? How much money do these authors receive for their "consulting" to us? Could they survive in a free-enterprise environment? If they did not gain their income from tax dollars, would they be here to advise us how to proceed?"

If the authors' first assumption was correct, then why have Canada, Mexico, Great Britain, Australia, New Zealand, and many other countries de-nationalized their public-sector transportation industries during the past two decades? If they were correct in their assumption, then the Internet would have remained a government-owned message center for the Department of Defense. If their assumption was correct, then the railroads would have been built originally by the government. The railroads would have remained nationalized as they were for 18 months during World War I. If their assumption was correct, they would not conceal the fact that the number of employees per mile of rail lines in socialized countries is substantially greater than in the United States.

Thinking persons with a duty to the electorate will recognize immediately that this assumption is false. The public-sector cannot outperform the private sector. Serious studies have examined this assumption and concluded as I have, and as you should, that the public is better served whenever we harness free-enterprise capitalism to do the job. Before you accept the false God of Socialism assumption, I urge you to read the seminal works of three Harvard University Professors, José A. Gómez-Ibáñez and John R. Meyer, ***Going Private: The International Experience with Transport Privatization*** (Wash, D.C.: Brookings Institution, 1993), and John D. Donahue, ***The Privatization Decision: Public Ends, Private Means*** (New York: Basic Books, 1989).

The authors' first assumption is contrary to human experience and common sense. If it was accurate, then public housing projects would be preferable to private home ownership. If they were correct, then Americans would have been emigrating to the USSR to live in concrete tilt-up "Dirodonominiums" along public-sector railroads. In truth, the residents of those Soviet-planners' high-rise concrete towers fled to their country farms (dachas) every chance they got. If the proponents of socialist transportation were correct in their assumption, the Berlin Wall would have been torn down by people trying to get into East Germany. Is that what happened?

Reliance on the public-sector solutions that the authors tout will cause you to violate the mandate of the Government Code that local government officials preserve past generations' investment in our infrastructure. Worse than the Y2K bug on your computer's hard drive is socialism in your infrastructure. The California Transportation Commission (CTC) has recently recommended that local government base future transportation infrastructure on "user fees" rather than on new taxes. The authors' False God of Socialism assumption conveniently ignores both history and the CTC's instruction to local government. Will we learn from our history, or ignore it?

If the authors' False God of Socialism assumption is correct, John F. Kennedy would have said, "Ask not what you can do for your country. What can your country do for you?" If they were right about this, then the Populist Party platform plank, *viz.*, government ownership of railroads, telegraphs and telephones, would have carried the day during the elections of the 1890s decade, when public outcry to the Robber Barons crested. Williams Jennings Bryan's Plumb Plan would have kept the railroads government-owned after WWI if the authors' premise was correct.

If the authors' False God of Socialism assumption was correct, then Abraham Lincoln would not have said in his Second Inaugural Address that no man should dare to ask a just God's blessing to wring his bread from the sweat of another man's brow.

If the False God of Socialism assumption was correct, then Governor Wilson would never have recommended the "Yellow Pages Test" of government as he did in ***California Competes***.

The primary reason that the authors' Report omits mention of this assumption is that consultants and advocates for taxpayer-funded transit do not make any money unless they can convince elected officials, and dupe the public, into believing that there are no alternatives. If the tax dollars stopped, then they would be out of jobs. That is why you see them in the "revolving door" moving between MPOs and consultants' offices, milking the taxpayers by deceiving the elected representatives. As a general rule, they downplay the expense of public-sector transportation by an average of 50%, while at the same time they inflate "ridership" projections and anticipated revenues by an average of 50%. This finding was made after an exhaustive study of the previous 100 years of councils just like yours. Harvey A. Levine, *National Transportation Policy: A Study of Studies* (Lexington: Lexington Books, 1978).

2. The Pork Barrel Assumption: Politicians Know What's Best. This assumption, which I also call "The MTBE Assumption," is not stated by the authors. Like the False God of Socialism Assumption, you must adopt it before you can accept the recommendations in the authors' Report. If this assumption, politicians know best, was true, then the taxpayers would not have had to pay the \$1+ trillion to bail out savings and loans after TEFRA, and the transportation industries would not have suffered 95% attrition through failures and bankruptcies as it did after Congress enacted deregulation legislation. If this assumption was correct, then MTBE would not be universally condemned as a mistake by our government. Since politicians can brag about bringing home their respective pork barrel projects, and make it seem like they are doing something positive for their constituents, the politico-transit alliance promotes the myth of this Pork Barrel Assumption. Many commentators have, however, recognized the fallacy of this assumption, e.g., Robin Paul Malloy, *Planning for Serfdom: Legal Economic Discourse and Downtown Development* (Philadelphia, Pa.: U. Penn. Press, 1991). Is TEA-21 really Jim Jones Koolaid for your constituents?

3. The Spending Priorities Assumption: You'll Get Median Barriers When We Are Ready to Give Them to You and Not a Second Sooner.

Another assumption that is not stated by the Report's authors is that unelected bureaucrats, who get their paychecks regardless of their performance, will establish spending priorities that are in the best interests of the greatest number of people. However, this assumption has been proven wrong, and is a primary reason why Mexico, Canada, Great Britain, Australia, New Zealand, and many other developed countries, have de-nationalized their industries, including transportation, during the past twenty years.

Just take the example of the VTA in Santa Clara County. What is the highest priority the VTA has? Let's judge them by what they do, not what they preach. If you guessed safety of the motoring public, you guessed wrong. The first thing on their priority list is their own job preservation. Their actions reveal that nothing is so important as that, no matter what the social cost imposed on society. While the county's transit agency is operated for the best interest of the union employees and agency managers, who have vastly higher pay scales and fringe benefits than you find in private sector transportation companies, the public is forced to wait for highway safety improvements. It matters not that many of us are killed or injured by lack of median barriers on the highways. So long as they can double the annual retainer of their federal lobbyists, so long as they can spend money for aesthetics, pensions, "Free Light Rail Shuttles," and other schemes and self-serving plans, then the public be damned. No sooner had the ink dried on the Supreme Court's decision denying a hearing to the taxpayers' challenge to the Court of Appeals' decision in the $1.2 billion sales tax (Measure A&B) case, than the VTA's board of directors adopted a resolution doubling the $620,000 annual retainer that they pay their Washington, D.C., lobbyists, raising it to $1.2 million annually. This money is spent so that VTA can have more lobbying to get more taxpayers' dollars from Washington. The success of their lobbyists ensure that they get more of our tax dollars. Imagine that cycle repeated by all of the MPOs around the country every time reauthorization of transportation infrastructure is debated by Congress! Where will it end? Ask yourselves, if ISTEA reached

$186 billion, and TEA-21 rose to $218 billion, how many people, primarily middle-class taxpayers, will be forced to suffer declining standard of living in the future to support such abusiveness by our government and public servants?!?! Although there have been terrible highway crashes, taking a disgraceful toll of motorists of all ages, unborn, children, teens, adults, and elderly, VTA routinely transfers many millions of our transportation dollars to its employees bloated pension plans (most recently, January 1999, $52.29 million to PERS). The authors would have us ignore the bureaucrats' spending priorities. Their assumption is that we must close our eyes to the human suffering which those selfish decision-makers at our MPOs like VTA make every day with our money.

Ask yourselves: "Why did Mayor Brown threaten to privatize Muni when it was revealed that they were operating nearly 50% of their bus fleet without meeting CHP's safety standards for passenger buses?" Was Mayor Brown admitting that the private sector could do a better job? Do you believe that he would ever fulfill such a threat when it would mean the loss of vast political patronage in San Francisco for the Mayor? Are you willing to establish that model for our County? Are you willing to accept the priorities revealed by the VTA?

4. The Womb to Tomb Government Assumption: Unelected Bureaucrats Will Address Your Every Need.

A related assumption which the authors fail to mention in their Report is that we can trust bureaucrats, unelected and unresponsive to the electorate, to make wise decisions for everything we need from the womb to the tomb. This fallacy must be rejected for the same reasons that you denounce the False God of Socialism Assumption. Until Christ's Golden Rule becomes part of human nature, this assumption is false.

5. The Black Hole Government Assumption: Each Little Tax Increment Will be Painless for the Taxpayers.

The next unstated assumption, which I call "The Black Hole Government Assumption," is one in which the authors expect that each "little" tax increment imposed on the taxpayers will have no adverse effect. They think it will be painless. Their thinking can be shown for what it is by imagining yourself exposed to the ravages of a blood-sucking leech. One leech, say on your foot, takes a few tablespoons of your blood, is satisfied, and falls off. You survive. Two leeches will take twice as much of your blood. Again you survive. Now, keep adding leeches to this thought experiment (don't try this at home!). If your body was totally covered with leeches, you would be dead. Somewhere between the first leech, and total body coverage, a fatal number of leeches, all sucking their own little sip of your blood, attach themselves to you. That number will depend on many factors. Suffice it to say that each person has such a number, but there are an infinite number of leeches standing by ready to help themselves to everyone's blood.

A Black Hole Government has infinite gravitational pull that will cause it to grow indefinitely as long as it can suck-in more matter that comes within its grasp, just like its namesake in cosmology. The authors misguided assumption is that the leeches can be restrained, the black hole arrested, before the fatal point arrives for our society. In the interim, they may profit from the experience that society undergoes, until they, too, get a fatal dose of leeches or are bound irrevocably to the attraction of the black hole. But the authors, or their descendants, will suffer the same fate as the rest of us. Their thinking is, therefore, self-serving and short-sighted. We may excuse them as advocates for a theory, a philosophy, and all agree that in a democracy they have the right to express their opinion. But thinking persons with a duty to their constituents must see through their fallacies to the truth, and steer us away from the leeches, and clear of the Black Hole Government.

6. The Malignant Tumor Government Assumption: It Won't Spread. The authors next unspoken assumption that I call "The Malignant Tumor Government Assumption" presumes that we will keep this socialism from spreading to other parts of society. They say nothing about the malignancy spreading, for example, to retailing, food distribution, medical care, farms, etc. Their unstated assumption is that extending nationalized industry into transportation will not cause further spread of nationalization into other industries. The danger of the spread of socialism in our economy is taught to MBA candidates in our universities. It is widely accepted learning that in a global economy like our children are facing only countries which restrict their spending to income producing activities will prevail in the intense competition. Dunning, *Multinational Enterprises and the Global Economy* (Addison-Wesley Pub., 1993), at p. 529. Until we have elected leaders with the wisdom and courage to stop the spread of this malignancy, the authors and others touting their philosophy may facilitate the spread of this evil throughout our society and forcing us to the same fate as befell the USSR.

7. The Graffiti Taggers Assumption: Respect for Private Property. The authors next unstated assumption is that public-sector property will earn the same respect as private property. But like graffiti taggers, who despoil and vandalize others' property, the draftsmen of the Report, like many of their cohorts around the country, fail to state the obvious fact that people have greater respect for something they own, than for what other people own. Just look at a street in your community with renters and owners. Who takes better care of the property? Are graffiti taggers spray-painting their belongings? Or are they lurking around spraying paint on public property, carving their incomprehensible acronyms in the glass doors and windows of our small businesses?

<u>8. The Vacuum Assumption: This Scheme is the Only Thing Happening.</u> The next assumption that the authors fail to reveal in their Report is one wherein they pretend that no other tax-funded government program is already draining dollars from us, and that middle-class incomes have been increasing. As shown in the accompanying Petition, this assumption is false, and must be rejected for the same reasons as stated under the Black Hole Government Assumption. Many people have already reached the fatal number of leeches sucking their blood. Look at the number of bankruptcies and their rate of increase in this District. Look at the small business failure rate. Look at the sky-rocketing price of housing. If you have already been forced to tax the beds in our hospitals and convalescent homes to run the socialized buses, what will you have to tax to run socialized passenger trains?

<u>9. The Grantism Assumption: If the Money is Called a Grant Then it is Not a Tax Subsidy.</u> You will notice that the authors' Report distorts the meaning of words to conceal the truth as much as possible. For example, the use of the word "grant" instead of "taxpayers hard earned dollars," or "taxpayers' subsidy," is commonly used by authors like those of this Report. Whether the dollars from the taxpayers are called taxes, fees, grants, subsidies, or pork-barrel handouts from the Treasury, the effect is the same. And furthermore, the corollary assumption, that tax dollars from the federal government are somehow different from the taxpayers' dollars that are spent by local, regional and state governments is just as fallacious. The California Supreme Court has held that a fee is not a tax, and therefore, the Legislature need not comply with the California Constitution (2/3 supermajority requirement) whenever it enacts "fees" as opposed to enacting taxes. ***Sinclair Paint Co. v. State Board of Equalization***, 15 Cal.4th 866, 64 Cal.Rptr.2d 447, 937 P.2d 1350 (1997). This is contrary to the will of the people as shown by Proposition 13 and Proposition 218. So, it is vital that our local elected representatives voice our concern that the Constitution be enforced and that no new taxes be placed on the backs of the taxpayers. The impact of all these taxes by all the multiplicity of taxing authorities, joint powers boards, redevelopment agencies, municipalities, regional authorities, etc., whose malignant growth can be seen in the explosive growth of our Public Utilities Code in California (which has doubled in size during twenty years of "deregulation" of the industries), may be seen if you read the accompanying Petition.

<u>10. The Trojan Horse Assumption: Beware of Greeks (and Transit Advocates) Bearing Gifts.</u> The most insidious assumption that the authors make is that this federal money has no strings attached. Hailed by the politico-transit alliance as "devolution," i.e., returning power to local and state government, all of the ISTEA (Intermodal Surface Transportation Efficiency Act) reauthorization legislation, e.g., BESTEA, NEXTEA, HOTTEA, etc., was laced with poison like Jim Jones' Koolaid. Although bipartisan supporters never once mentioned it, the draftsmen of TEA-21 inserted broad federal preemption language ("no state or local government shall enact or enforce any law or regulation . . ."). While this was no problem for the politico-transit alliance, who got unprecedented sums for their pet projects out of the deal, the Tenth Amendment in the Bill of Rights was further decimated. Using the Commerce Clause as justification, the Supreme Court has approved this federal incursion of the States' rights in a wide spectrum of the Nation's economy, e.g., ***Kelley v. United States***, 116 S.Ct. 1566 (1996)[state regulation of intrastate trucking preempted by ICC Termination Act, Pub.L. No. 104-88], so TEA-21's draftsmen traded away the people's constitutional rights in exchange for the "demonstration projects" (pork barrel) that the politico-transit alliance sought. How does this work? For example, federal preemption of local government power by means of this language was recently approved by the Ninth Circuit Court of Appeals in the Stampede Pass Case (***City of Auburn v. Surface Transportation Board***), where the Court upheld Congressional prohibition of enforcement of environmental, zoning, and construction permit laws by the City of Auburn, Washington when the Burlington Northern Santa Fe Railroad decided to reopen its previously abandoned transcontinental route through the Stampede Pass without complying with their state laws. The federal formula also applies to airlines, 49 U.S.C. §41713(b)(4). Courts throughout the Nation have handed down similar decisions based on the broad federal preemption language. 18 ***Harvard Journal of Law & Public Policy*** 903, "Federal Preemption of State Consumer Fraud Regulations: **American Airlines, Inc. v. Wolens**," 115 S.Ct. 817 (1995).

The authors' Report never mentions this erosion of fundamental rights reserved to the people by the Bill of Rights. While temporary gifts are doled-out by campaign-fund, vote-hungry members of the politico-transit alliance, they are depriving future generations of the Founders' Constitution that we inherited from our fathers. I consider this to be the most egregious harm that is left unspoken by the Report. Acceptance of the Report by the COG Board will be a ratification of this violation of our constitutional rights. Since those rights have infinite value to America's unborn generations, whatever inducements are offered us in exchange are nothing more than an insult to democracy. Who has the courage to tell the Emperor that he is stark naked? What is more important, another glass of Kool Aid, or your grandchildrens' constitutional rights? A statesmen would rather fall on his sword; a politico-transit alliance comrade will lunge for the chum like sharks in a feeding frenzy.

II. Recommendations. I request that you give serious consideration to the accompanying Petition on behalf of the taxpayers, homeowners and small business owners of this County. I urge you to "do your homework" and read my paper for the background and evolution of this crucial issue facing us today, "ISTEA Reauthorization and the National Transportation Policy," 25 ***Transportation Law J.***, pp. 87-*et seq.* (1997). I have already given you copies of this paper, but to aid your decision making, I am enclosing a copy of a shorter version entitled "ISTEA Reauthorization and the National Transportation Policy: Overlooked Externalities and Forgotten Felt Necessities," which was published in the ***Transportation Lawyer*** (1997). Your special duties to the electorate and residents of the County, and, equally important, your duties to future generations of County residents, require that you adopt strategic transportation planning that is in the best interests of the greatest number of people, not the best interest of consultants and others who feast off the taxpayers. In honor of the self-reliant pioneers from the Donner Party, ranchers and farmers who originally settled this County, you must be guided by the American virtues of independence, self-reliance, and respect for private property which they bequeathed to us, and for which our fathers fought to preserve for us. Rejecting all forms of socialist planning for our transportation infrastructure, I believe that you should adopt the following recommendations to guide us into the next century.

1. The COG Board must refuse to become a partner with another government because partners are responsible for each other's debts.

2. The COG Board must reject the philosophy of public-sector transportation advocates like the transit planners at VTA, TAMC, and other MPOs.

3. The COG Board must obey the mandate of the Government Code to preserve previous generations investment in our infrastructure, chief of which is capitalism.

4. The COG Board must reject invitations to spread socialism into this County, which are extended by self-serving promoters of taxpayer-funded programs that impose unacceptable burdens on the middle-class, homeowners, small business owners, and cause housing to become more unaffordable. COG must denounce the politico-transit alliance and Soviet-style planners.

5. The COG Board must obey the instructions of the CTC to plan infrastructure on "user fees" and not on new taxes. COG must place the taxpayers' well-being as its highest priority.

6. The COG Board must instruct the staff of the County transportation agency to include all negative externalities in their cost-benefit analyses, including small business failures and personal bankruptcies, and their human suffering, resulting from excessive taxation by all levels of government.

7. The COG Board must demand truth in transportation from the staff of the County transportation agency, and any other proponent of public-sector transportation in any mode, i.e., highway, railroad, etc., so that our elected representatives have an accurate factual basis upon which to make decisions for strategic transportation planning.

8. The COG Board must discount the reports of consultants and proponents of public-sector transportation because their viewpoint is influenced by their desire to profit at the expense of the taxpayers. COG must not emulate Soviet-style models from wealthy, urban counties.

9. Before proceeding with any plan, the COG Board must find that it would be in the best interests of the taxpayers of this County to adopt the public-sector model of passenger train transportation and reject the free-enterprise model of the private sector.

10. The COG Board must consider the private-sector solution adopted in Stark County Ohio and the benefits for the commerce and business and tax base of this County that could be achieved if we followed their example and had a shortline railroad from the private sector build and operate an intermodal facility on the Hollister Branch Line near Highway 101, which is a NAFTA approved route under TEA-21. Tapping the substantial flow of intermodal traffic, Eastbound from the Salinas Valley, and Westbound into the Silicon Valley, will add tax revenues for the County, attract additional transportation business, reduce highway congestion, road maintenance expense, and improve air quality because of the traffic that is diverted off the highways to TOFC/COFC rail service. This intermodal traffic far exceeds any other available freight revenue that the Hollister Branch Line could offer a shortline railroad/intermodal facility operator.

11. The COG Board must adopt a policy of preferring free-enterprise transportation as the only long-term, sustainable transportation as history has shown, and reject public-sector, taxpayer funded transportation schemes promoted by people who delight in spending OPM ("other peoples' money) with no risk to themselves.

III. Action Request. Will you please include this reply to the Report, and the accompanying Petition, on your agenda for your meeting on March 18, 1999, at 1PM in Hollister, and consider it on behalf of the taxpayers, homeowners and small business owners of our County. Thank you for considering this request.

Respectfully yours,

JOSEPH P. THOMPSON

Encl.

Fw: Socialists Think Wealth Is Stolen. They're Wrong.

From: Joseph P Thompson (translaw@pacbell.net)
To: info@garrybredefeld.com; nathan@nathanmagsig.com
Date: Tuesday, July 21, 2026 at 08:30 AM PDT

WHO'S STEALING WHAT FROM WHO? SOCIALISM AIN'T WORKING IN FRESNO BECAUSE WE'RE MAXXXXXED - OUT: CALL OFF THE SOCIALIST DOGS EATING US OUT OF HOUSE AND HOME.

Dear Dr. Bredefeld, and Mr. Magsig,

Motorists are paying 102% of the cost of our transport, and 99% of the fully-amortized cost of public sector transit riders' cost.

Those 100% empty buses clogging our streets and being paid for by motorists gas & sales taxes. Why? Why gouge the Blazzez out of seniors like us so that you can reward the public sector unions with above-market wages, salaries, benefits & pensions? How much $$$$ campaign contributions do they make to local elected officials to keep the Graaaavvvyyy Train pumping?

Our wealth is being stolen----by public sector officials who divert our taxes to their special interest friends at the SEIU---seen those Purple Shirts protesting that they don't get paid enough?

Let's privatize, privatize, privatize: Like Lady Thatcher did in Great Britain with transport there (their new P.M. is crazy to try to undo Lady Thatcher's wisdom).

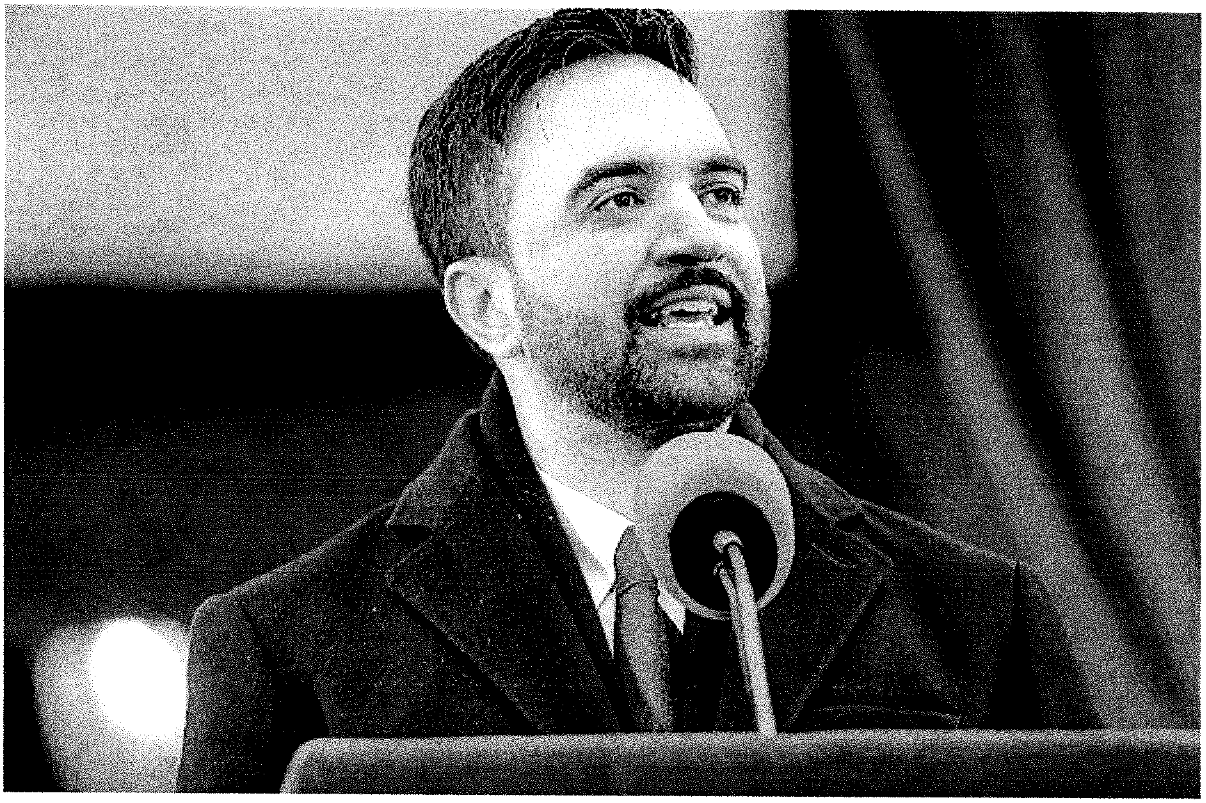
Next time I see a FAX-FUX-FNO 100% empty bus I'm going to think who is forcing
us to pay for the socialist transit boondoggles on our streets. We cannot afford the
socialism that is crucifying us now, and must not be forced to be crucified even worse
than we are.
Joe Thompson
Fresno, CA 93711 in Dr. Bredefeld's District

----- Forwarded Message -----
From: Cato Today <newsletters@cato.org>
To: "translaw@pacbell.net" <translaw@pacbell.net>
Sent: Tuesday, July 21, 2026 at 04:08:36 AM PDT
Subject: Socialists Think Wealth Is Stolen. They're Wrong.

View in Browser

CATO | TODAY

July 21, 2026



Socialists Think Wealth Is Stolen. They're Wrong.

By Marian L. Tupy

This article appeared in the *Washington Post*.

Value resides not in hours of toil but in the judgments of consumers. Writing a 500-page novel takes the same amount of physical labor as typing out 500 pages of the word "banana" repeatedly. Only the novel commands a price.

Read More →

All B. 15. - FRESNO

Fw: NEW TAX PROPOSAL FOR FRESNO TRANSIT; DEJAVU ALL OVER AGAIN, YOGI?

PUBLIC COMMENT.

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

To: info@garrybredefeld.com; nathan@nathanmagsig.com; mike.karbassi@fresno.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; assemblymember.macedo@assembly.ca.gov; rosalinda.alexander@asm.ca.gov; carl@reformca.net; ray.appleton@cumulus.com; katy@californiaglobe.com; teamhilton@stevehiltonforgovernor.com; editor@thebusinessjournal.com

Date: Sunday, July 26, 2026 at 11:14 AM PDT

JOE THOMPSON

RECEIVED JUL 30 2026 CLERK, BOARD OF SUPERVISORS

Dear Dr. Bredefeld,

Regarding the proposed tax increase on Fresno's taxpayers, if FAX-FUX-FNO is violating the State's farebox recovery statute, then why should taxpayers be forced to pay higher taxes to fund boondoggle public sector transit? Can the taxpayers bring a class action lawsuit to recover our money paid to FAX-FUX-FNO while they are violating
the law? If FAX-FUX-FNO grant applications to Uncle Sam say, which they all do, that the applicant will obey all laws, and they violate the farebox recovery statute, do they forfeit the grant and have to return it to the Treasury?

Look at the terms and conditions ("boilerplate") in FAX-FUX-FNO transit grant applications, where you'll see one of the conditions in granting the subsidy is that the transit agency obey all laws.

According to Mr. Rubin (see his reply message to me below), the farebox recovery rate in 2024 was only 6.48%, and 2.17%. Doesn't this violate the statutory farebox recovery rate? Why is the farebox recovery rate (percentage of transit costs paid by transit's riders) so low? The lower it is then the greater the taxpayers' share, which means motorists have to pay higher gas & sales taxes to pay the subsidies for the

boondogglers at FAX-FUX-FNO. This is unfair, and unsound and unsustainable transport policy. See my white paper on the ***National Transportation Policy, 49 USC 13101,***
which appeared in the ***Transportation Law Journal*** (copy attached), and in shortened version in ***Transportation Lawyer Magazine***.

Since SCC's VTA won the Worst-in-the-Nation award in the MIT Study of all the Nation's transit agencies, and now FAX-FUX-FNO is even worse than VTA, does that mean that FAX-FUX-FNO has dethroned VTA for "Worst-in-the-Nation" Award?

When Great Britain's transit became so insolvent like this, Lady Thatcher wisely denationalized their. Shouldn't we do the same here?

Joe Thompson
(408) 607--7351 cell phone

----- Forwarded Message -----
From: Joseph P Thompson <translaw@pacbell.net>
To: "tarubin@earthlink.net" <tarubin@earthlink.net>
Sent: Saturday, July 25, 2026 at 01:18:59 PM PDT
Subject: Re: NEW TAX PROPOSAL FOR FRESNO TRANSIT; DEJAVU ALL OVER AGAIN, YOGI?

That's mild compared with the legal term for such socialism. JPT

Sent from AT&T Yahoo Mail for iPhone

On Friday, July 24, 2026, 9:54 PM, tarubin@earthlink.net wrote:

TAR: Two transit agencies in Fresno County. First is the City of Fresno:

90027.pdf

For the 2024 reporting year, $5,000,320 in fare revenues against $77,117,356 in operating expenses – 6.48% farebox recovery ratio.

91007.pdf

$177,226 fare revenues against $8,159,149 in operating expenses – 2.17% farebox recovery ratio.

To utilize the accounting technical term, this sucketh.

You can do the County total yourself.

Have fun.

Tom Rubin

From: Joseph P Thompson <translaw@pacbell.net>
Sent: Friday, July 24, 2026 8:54 PM
To: tarubin@earthlink.net
Subject: Re: NEW TAX PROPOSAL FOR FRESNO TRANSIT; DEJAVU ALL OVER AGAIN, YOGI?

Dear Tom,
Yes. Thanks. It is all Fresno County.
Joe Thompson
(408) 607--7351 cell phone

On Friday, July 24, 2026 at 08:38:58 PM PDT, <tarubin@earthlink.net> wrote:

TAR: I haven't checked the data, but it sounds consistent with what I know.

Not sure which supervisor from which area, but, if we're talking about a rural area, or even a city away from the highly populated area by the coast, then the taxpayer subsidy is a lot higher.

Give me the area and I can pull up the data with little effort.

Tom Rubin

From: Joseph P Thompson <translaw@pacbell.net>
Sent: Friday, July 24, 2026 11:31 AM
To: Tom Rubin <tarubin@earthlink.net>
Subject: NEW TAX PROPOSAL FOR FRESNO TRANSIT; DEJAVU ALL OVER AGAIN, YOGI?

Dear Tom,

I'm trying to cut thru the "weeds" and put it into "simple" language for our Supervisor.

From: APPENDIX A: "Detailed analysis requested under SB125, 1.E. Sections 1-7, 10-11.

It states, "The services provided by transit agencies and the demographics of transit ridership, with detail on services provided, including persons with disabilities, or specific populations like low-income individuals and students. (SB125 1.E.1)"

Next it states,

"Overall services and ridership: There are over 200 public transit agencies in California that provide a variety of services, including buses . . . .

Next it states,

"2. Existing funding sources for transit with a breakdown of funding available for capital and operations. Including any constitutional and statutory limitations on these existing funding sources (SB125 1.E.2).

"In FY2022-23 transit agencies in California had approximately $12.5B in revenues (mostly in taxes) . . .

"These revenues (taxes) grew by about 5% per year from 2013 to 2023. California
transit dollars are primarily split across (taxes) federal, $3.98B, state, $3.88B, and local $3.38B, and farebox (riders pay fares) $1.48B. . . . . . ---

So, transit gets about $11.24B in tax subsidies, while it earns $1.48B in fares from paying riders.

So, 1.48/11.24 = 10.14%

OK.

So, is it fair to say, on this data, that farebox income is 10.14%. and so therefore, taxpayers' subsidies are more than 89%

? That's my question. I want to put it into simple language to enter into the discussion. OK?

All the best,

Joe Thompson
(408) 607---7351 cell phone
cc: Supervisors Bredefeld & Magsig; Councilman Karbassi; Assemblymembers Macedo, DeMaio & Tangipa; Messrs. Appleton & Hilton; Ms. Grimes; Editor Business Journal

ATLLP97.V2.pdf
?2.9 kB

2024 Annual Agency Profile - City of Fresno (NTD ID 90027)

Mailing Address: 2223 G ST
FRESNO, CA

FAX-FUX-FNO FUXING TAXPAYERS

Website: https://www.fresno.gov/transportation/

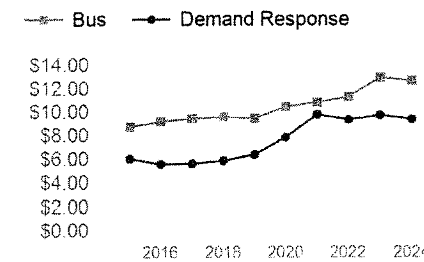
Geographic Coverage

imary Urbanized Area	Fresno, CA
quare Miles	159
opulation	717,589
ther Areas Served:	
ervice Area Population	591,531
ervice Area Sq. Miles	154

Service Consumed

Annual Passenger Miles Traveled (PMT)	26,638,216
Annual Unlinked Trips (UPT)	9,760,432
Average Weekday UPT	31,692
Average Saturday UPT	17,231
Average Sunday UPT	15,149

Operating Expenses per Vehicle Revenue Mile



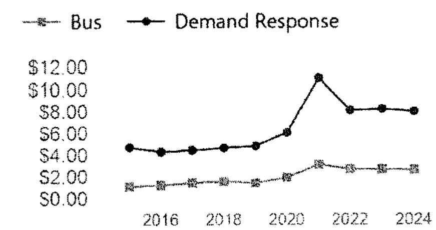
Assets

evenue Vehicles	178
ervice Vehicles	42
acilities	5
ane Miles	
ack Miles	

Service Supplied

Annual Vehicle/Passenger Car Revenue Miles (VRM)	6,268,644
Annual Vehicle/Passenger Car Revenue Hours (VRH)	542,661
Vehicles Operated in Maximum Service (VOMS)	152
Vehicles Available for Maximum Service (VAMS)	193

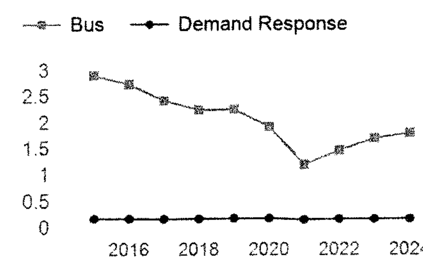
Operating Expenses per Passenger Mile



Modal Characteristics

ode	Directly Operated VOMS	Purchased Transportation VOMS	Annual Passenger Miles Traveled	Annual Unlinked Passenger Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles
emand Response	0	42	1,065,377	154,181	906,764	77,227	0.00
us	110	0	25,572,839	9,606,251	5,361,880	465,434	0.00
	110	42	26,638,216	9,760,432	6,268,644	542,661	0.00

Unlinked Passenger Trip per Vehicle Revenue Mile



etrics

	Service Efficiency		Service Effectiveness			
ode	OE per VRM	OE per VRH	UPT per VRM	UPT per VRH	OE per PMT	OE per UPT
emand Response	$9.45	$110.90	0.2	2.0	$8.04	$55.55
us	$12.79	$147.29	1.8	20.6	$2.68	$7.14
	$12.37	$142.11	1.6	18.0	$2.89	$7.90

2024 Annual Agency Profile - City of Fresno (NTD ID 90027)

SHAFTING TAXPAYERS ↓

2024 Funding Breakdown

Summary of Operating Expenses (OE)

Labor	$48,170,293	62.5%
Materials and Supplies	$8,972,345	11.6%
Purchased Transportation	$7,521,862	9.8%
Other Operating Expenses	$12,452,856	16.1%
Total Operating Expenses	**$77,117,356**	**100.0%**
Reconciling OE Cash Expenditures	*$8,675,192*	

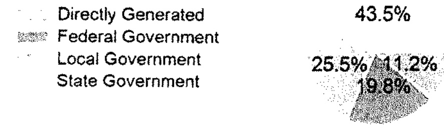
Sources of Operating Funds Expended

Directly Generated	$8,610,697
Federal Government	$15,270,924
Local Government	$19,682,201
State Government	$33,553,534
Total Operating Funds Expended	**$77,117,356**

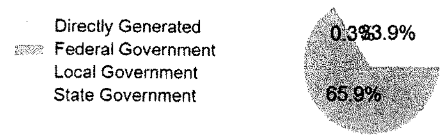
Sources of Capital Funds Expended

Directly Generated	$0
Federal Government	$14,704,860
Local Government	$60,000
State Government	$7,556,201
Total Capital Funds Expended	**$22,321,061**

Operating Funding Sources



Capital Funding Sources



Operating Expense Detail

Mode	Operating Expenses	Fare Revenues
Demand Response	$8,564,741	$200,070
Bus	$68,552,615	$4,800,250
	$77,117,356	$5,000,320

Uses of Capital

Revenue Vehicles	Systems and Guideway	Facilities and Stations	Other
$2,043,912	$0	$7,669	$0
$10,919,286	$226,536	$7,318,515	$1,805,143
$12,963,198	$226,536	$7,326,184	$1,805,143

2024 Asset Management

Transit Asset Management (TAM) Tier Tier I (Fixed Route VOMS)

TAM Sponsor NTD ID

Metrics

Mode	Vehicles Operated in Max. Service	Vehicles Available for Max. Service	%Spare Vehicles	Avg. Fleet Age (yrs)
Demand Response	42	55	31.0%	6.4
Bus	110	138	25.5%	9.7

2024 Annual Agency Profile - Fresno County Rural Transit Agency (NTD ID 91007)

Mailing Address: 2035 TULARE ST # 201
FRESNO, CA

Website: http://www.ruraltransit.org/

Service Consumed

Annual Unlinked Trips (UPT) 185,574

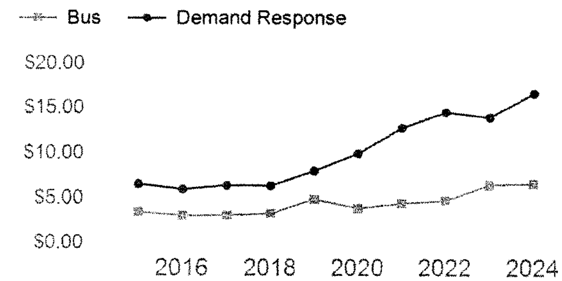
Assets

evenue Vehicles	177
ervice Vehicles	3
acilities	

Service Supplied

Annual Vehicle Revenue Miles (VRM)	670,883
Annual Vehicle Revenue Hours (VRH)	58,128
Vehicles Operated in Maximum Service (VOMS)	65

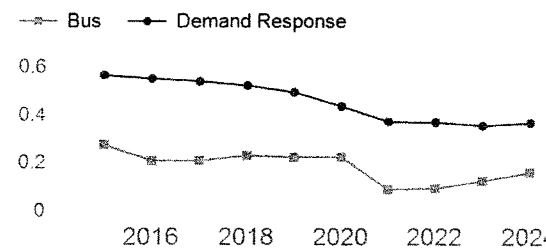
Operating Expenses per Vehicle Revenue Mile



Modal Characteristics

ode	Annual Unlinked Passenger Trips	Directly Operated VOMS	Purchased Transportation VOMS	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours
us	49,678	0	14	303,947	15,351
emand Response	135,896	0	51	366,936	42,777
	185,574	0	65	670,883	58,128

Unlinked Passenger Trip per Vehicle Revenue Mile



etrics

ode	Service Efficiency: OE per VRM	Service Efficiency: OE per VRH	Service Effectiveness: UPT per VRM	Service Effectiveness: UPT per VRH	Service Effectiveness: OE per UPT
us	$6.68	$132.30	0.2	3.2	$40.88
emand Response	$16.70	$143.26	0.4	3.2	$45.09
	$12.16	$140.37	0.3	3.2	$43.97

2024 Annual Agency Profile - Fresno County Rural Transit Agency (NTD ID 91007)

SHAFTING TAXPAYERS

2024 Funding Breakdown

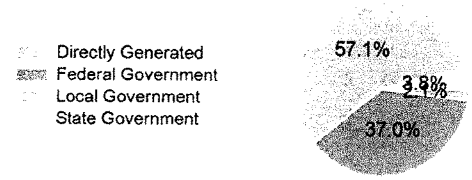
Summary of Operating Expenses (OE)

ode	Operating Expenses	Fare Revenues
us	$2,030,931	$120,730
emand Response	$6,128,218	$50,496
	$8,159,149	$171,226

Sources of Operating Funds Expended

Directly Generated	$171,226
Federal Government	$3,017,640
Local Government	$4,658,293
State Government	$311,990
Total Operating Funds Expended	**$8,159,149**

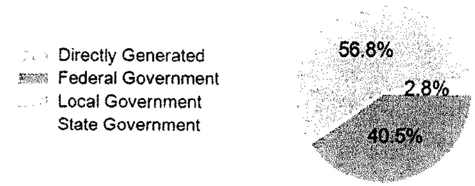
Operating Funding Sources



Sources of Capital Funds Expended

Directly Generated	$0
Federal Government	$4,358,356
Local Government	$6,114,492
State Government	$300,000
Total Capital Funds Expended	**$10,772,848**

Capital Funding Sources



2024 Asset Management

Transit Asset Management (TAM) Tier Tier II

TAM Sponsor NTD ID

Metrics

Mode	Average Fleet Age in Years
Bus	11.2
Demand Response	10.6

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

To: teamhilton@stevehiltonforgovernor.com; senator.strickland@senate.ca.gov; joyce.rivero@sen.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; info@garrybredefeld.com; mike.karbassi@fresno.gov; ray.appleton@cumulus.com; katy@californiaglobe.com

Date: Sunday, July 26, 2026 at 05:35 PM PDT

Dear Mr. Hilton,

Regarding Lady Thatcher's denationalizing British industries, including transport, with socialism and trade unionism taking England down the same route taken by the USSR, it was a wise and courageous decision. Rejecting socialism, embracing capitalism.

Public sector advocates in California today are making bold statements about the solvency of public sector transit. Their claims don't wash.

For example, see the National Transit Database for Santa Clara County's transit agency, which previously won the "Worst-in-the-Nation" Award from the MIT Study of all the Nation's transit agencies.

Some proclaim VTA to have a "balanced budget." They are not alone; all the Counties do it, with similar results in orders of magnitude generally less egregious in smaller Counties.

As you contend with the fraud, waste and abuse at the CAHSRA's SuperMassive Black Hole Bullet Train, I urge you to dig deeper into the ramifications of public sector transit in California, and ask, "What would Lady Thatcher do?"

Joseph P. Thompson
Fresno, CA 93711 in Mr. Tangipa's District

PS, Recent reports indicate that Fresno's FAX has dethroned San Jose's VTA for "Worst-in-the-Nation" Award next time MIT conducts a study of all the Nation's transit agencies.

cc: Senators Strickland & Grove; Senator-Elect Magsig; Assemblymembers DeMaio, Macedo & Tangipa; Supervisor Bredefeld; Councilman Karbassi; Mr. Appleton; Ms. Grimes

JPThompson

----- Forwarded Message -----
From: Joseph P Thompson <translaw@pacbell.net>
To: Michael Moore <mmoore@weeklys.com>; Katy Grimes <katy@californiaglobe.com>
Sent: Sunday, July 26, 2026 at 05:21:06 PM PDT
Subject: WILL YOU REPORT TRUTH IN TRANSPORTATION?

Dear Michael,

You ran an Article by one of the Gilroy City Councilman, saying that VTA had a "balanced budget."

Really? What does the government's data show for VTA? Balanced budget?

Or, not?

Attached is the VTA data reported by the National Transit Database for 2024.

It states, under "Operating Expense Detail," fare revenues $29,893,180, and operating expenses $485,889,007." So, they earn about $30M from riders, but have about $485M operating expenses.

That gives us .06152265, just over six percent farebox recovery on operations (excludes capital & fixed costs).

Since our law, Public Utilities Code Section 99268.2 requires transit agencies to earn 20% on urban services, and 10% on rural services, there appears to be a violation of the Statutory Farebox Recovery Rate.

If you add the operating expenses with the capital & fixed costs, $485,889,007 + $489,500,039 = $975,389,046 total expenses, operating and capital.

So, then what is the true farebox recovery rate for VTA? Do you see a "balanced budget" in these data?

Please let your readers know. The City Council is blocking-out my E-Mail Messages for reasons unknown.

What about data for 2025? In the past 40 years we've seen truth-in-transportation grace the pages of the Dispatch. Let's keep that going for future generations.

Joe Thompson
Past-President, 1999-2001, 2006, Gilroy-Morgan Hill Bar Assn.
(408) 607---7351 cell phone

cc: Ms. Katy Grimes

VTA 2024 FINANCES.pdf
126.7 kB

2024 Annual Agency Profile - Santa Clara Valley Transportation Authority (NTD ID 90013)

2024 Funding Breakdown

Summary of Operating Expenses (OE)

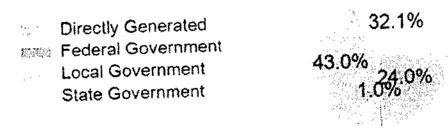
Labor	$346,742,086	71.4%
Materials and Supplies	$46,475,157	9.6%
Purchased Transportation	$27,024,399	5.6%
Other Operating Expenses	$65,647,365	13.5%
Total Operating Expenses	**$485,889,007**	**100.0%**

Reconciling OE Cash Expenditures *$150,436,189*

Sources of Operating Funds Expended

Directly Generated	$132,735,458
Federal Government	$5,409,625
Local Government	$237,598,290
State Government	$177,360,023
Total Operating Funds Expended	**$553,103,396**

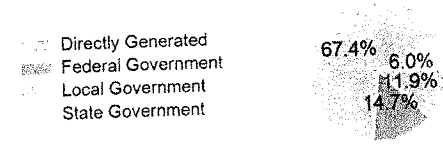
Operating Funding Sources



Sources of Capital Funds Expended

Directly Generated	$58,191,433
Federal Government	$71,794,238
Local Government	$329,966,640
State Government	$29,547,728
Total Capital Funds Expended	**$489,500,039**

Capital Funding Sources



Operating Expense Detail / Uses of Capital

Mode	Operating Expenses	Fare Revenues	Revenue Vehicles	Systems and Guideway	Facilities and Stations	Other
Demand Response	$26,883,858	$1,362,535	$0	$0	$0	$0
Heavy Rail	$0	$0	$10,358,062	$380,835,790	$2,096,613	$0
Light Rail	$136,390,816	$4,945,552	$48,746	$36,283,979	$17,029,499	$730,479
Bus	$322,614,333	$23,585,093	$16,580,808	$6,562,818	$17,133,269	$1,839,979
	$485,889,007	$29,893,180	$26,987,616	$423,682,587	$36,259,381	$2,570,458

2024 Asset Management

Transit Asset Management (TAM) Tier Tier I (Rail)

TAM Sponsor NTD ID

Metrics

Mode	Vehicles Operated in Max. Service	Vehicles Available for Max. Service	%Spare Vehicles	Avg. Fleet Age (yrs)
Demand Response	130	181	39.2%	8.2
Heavy Rail	0	0	0.0%	5.1
Light Rail	38	98	157.9%	22.7
Bus	352	437	24.1%	12.1

p. 2

23,585,552 Bus

29,893,180 TOTAL = .0615 2265

485,889,007

2024 Annual Agency Profile - Santa Clara Valley Transportation Authority (NTD ID 90013)

Mailing Address: 3331 N 1ST ST
San Jose, CA

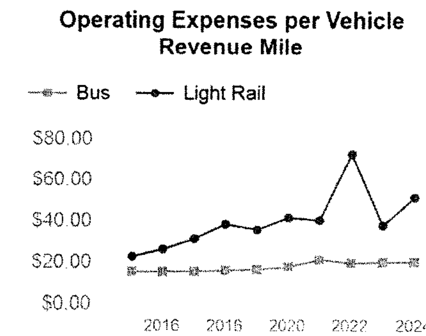
Website: http://www.vta.org/

Geographic Coverage

rimary Urbanized Area	San Jose, CA
quare Miles	285
opulation	1,837,446
ther Areas Served:	
alifornia Non-UZA,San Francisco--Oakland, CA,Gilroy--Morgan Hill, CA	
ervice Area Population	1,903,198
ervice Area Sq. Miles	346

Service Consumed

Annual Passenger Miles Traveled (PMT)	133,936,249
Annual Unlinked Trips (UPT)	27,710,782
Average Weekday UPT	88,040
Average Saturday UPT	51,353
Average Sunday UPT	44,484

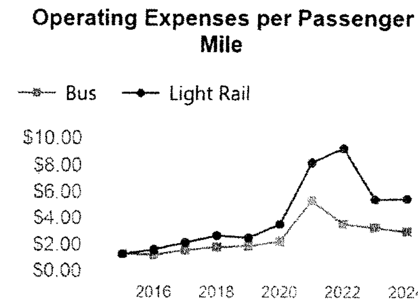


Assets

evenue Vehicles	695
ervice Vehicles	400
acilities	144
ane Miles	181.9
rack Miles	287

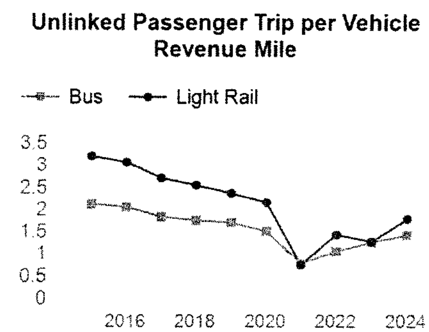
Service Supplied

Annual Vehicle/Passenger Car Revenue Miles (VRM)	22,120,547
Annual Vehicle/Passenger Car Revenue Hours (VRH)	1,785,683
Vehicles Operated in Maximum Service (VOMS)	520
Vehicles Available for Maximum Service (VAMS)	716



Modal Characteristics

ode	Directly Operated VOMS	Purchased Transportation VOMS	Annual Passenger Miles Traveled	Annual Unlinked Passenger Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles
emand Response	0	130	3,790,920	361,254	3,817,480	235,793	0.00
eavy Rail	0	0	0	0	0	0	0.00
ght Rail	38	0	24,410,341	4,723,010	2,618,995	186,281	81.00
us	341	11	105,734,988	22,626,518	15,684,072	1,363,609	0.00
	379	141	133,936,249	27,710,782	22,120,547	1,785,683	81.00



etrics

ode	Service Efficiency: OE per VRM	Service Efficiency: OE per VRH	Service Effectiveness: UPT per VRM	Service Effectiveness: UPT per VRH	Service Effectiveness: OE per PMT	Service Effectiveness: OE per UPT
emand Response	$7.04	$114.01	0.1	1.5	$7.09	$74.42
eavy Rail	$0.00	$0.00	0.0	0.0	$0.00	$0.00
ght Rail	$52.08	$732.18	1.8	25.4	$5.59	$28.88
us	$20.57	$236.59	1.4	16.6	$3.05	$14.26
	$21.97	$272.10	1.3	15.5	$3.63	$17.53

Fw: Trump proposes automatic CDL eligibility for some veterans: TT Daily

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

To: teamhilton@stevehiltonforgovernor.com

Cc: ca05tm.outreach@mail.house.gov; tomlorimcc@comcast.net; repkevinkiley@mail8.housecommunications.gov; repvincefong@mail8.housecommunications.gov; repobernolte@mail8.housecommunications.gov; senator.strickland@senate.ca.gov; joyce.rivero@sen.ca.gov; senator.grove@senate.ca.gov; nathan@nathanmagsig.com; carl@reformca.net; 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; mike.karbassi@fresno.gov; katy@californiaglobe.com; ray.appleton@cumulus.com

Date: Saturday, July 25, 2026 at 11:55 AM PDT

Re: Article in Transport Topics, "Union Pacific picks up CN's support for acquisition plan," below

Dear Mr. Hilton,

While stopping CAHSRA's SuperMassive Black Hole Bullet Train is an admirable recommendation,
what do we do with the remains? The UP-NS merger application is proceeding apace at SurfBoard
(successor to ICC), with power players voicing their interests. What about the "public interest"
condition that the SurfBoard is required to find, 49 USC 11324(c)?

Where is there anybody voicing the public interest of the California taxpayers, whose money
has been taken and diverted from private sector rail mandated by Prop. 1A, to a super-radical
horizontal socialist elevator demanding $1B/year operating subsidies from crucified taxpayers?

If you end-up with Stonehenge-Tangipa II monument to AB-377's help for socialists, then
what do you do with it? A California version of Lenin's Tomb?

Looking ahead to the needs of future generations, as Lady Thatcher did when she denationalized

British Rail and other socialist industries, it seems prudent that we take the partially completed
infrastructure already built and combine it with capitalist railroading, which have been the
backbone of America's economy for decades.

I recommend that we put CAHSRA in Ch. 9, do a liquidating plan of reorganization, trade the
Class Ones (UP and BNSF) the partially completed HSR infrastructure for restoration of intermodal
services in all of California's ag-shipping Counties. Intermodal freight is the AAR's members' #1
Top Money Maker; and intermodal service saves shippers on average 40% lower freight rates
at truck competitive service, namely, three-day Coast-to-Coast like the Class Ones offer to
"UPS Ground" tonnage.

Better we think past Stonehenge-Tangipa II and imagine a better California with intermodal
service for California's ag industry.

Joe Thompson
(408) 607---7351 cell phone
Fresno, CA 93711 in Mr. McClintock's District

----- Forwarded Message -----
From: Transport Topics <noreply@ttnews.com>
To: "translaw@pacbell.net" <translaw@pacbell.net>
Sent: Thursday, July 23, 2026 at 09:03:13 AM PDT
Subject: Trump proposes automatic CDL eligibility for some veterans: TT Daily

View in browser

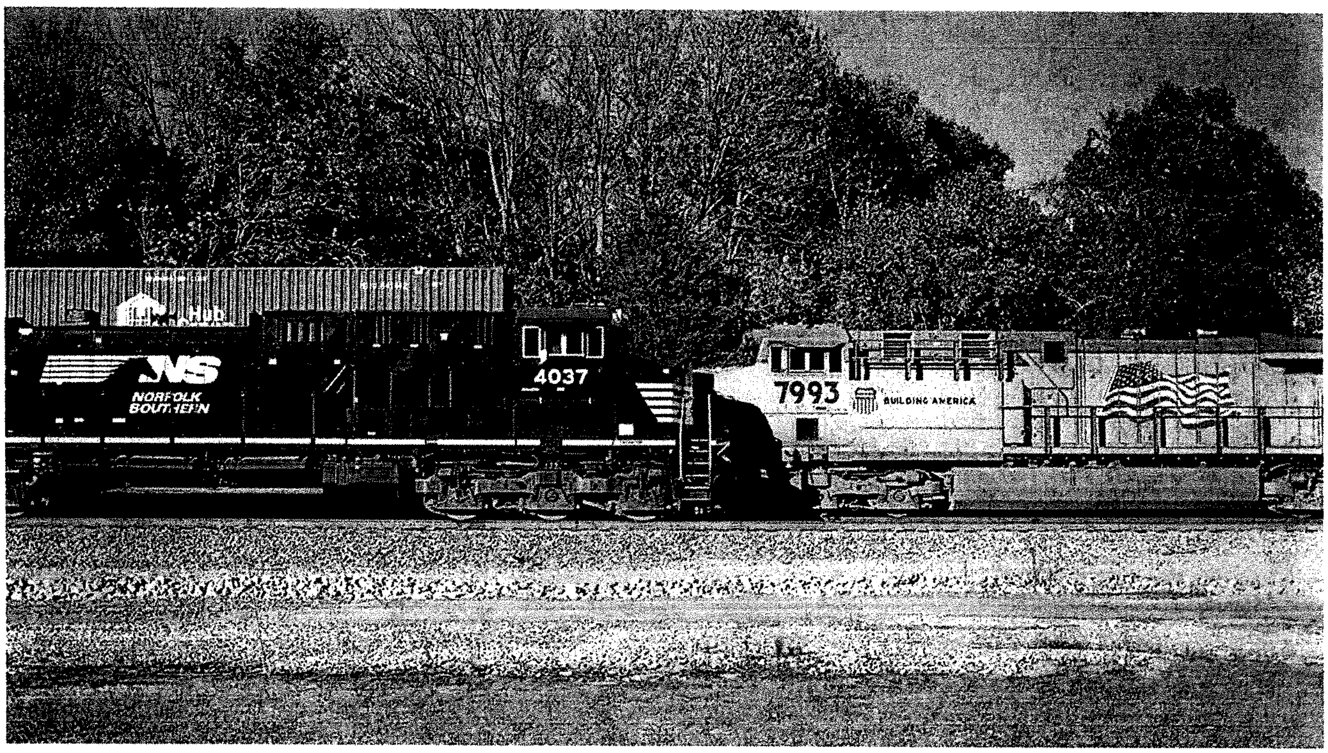
GOVERNMENT BUSINESS LOGISTICS

Union Pacific picks up CN's support for acquisition plan

UP seeks to buy Norfolk Southern in $85 billion deal

Josh Funk | Associated Press

July 23, 2026 10:22 AM, EDT



Norfolk Southern and Union Pacific freight locomotives in Burnside, Ky. (Luke Sharrett/Bloomberg News)

Key Takeaways:

OMAHA, Neb. — Union Pacific struck a deal with Canadian National to secure that rival's support for its proposed $85 billion acquisition of Norfolk Southern railroad.

The deal to create the nation's first transcontinental railroad has been divisive within the industry because it would concentrate so much market power in the hands of one company that would control more than 40% of all rail traffic and reduce the number of major freight railroads in the United States to five.

BNSF, CPKC and CSX railroads all strongly oppose the merger, but now Canadian National said it will support it after winning concessions from Union Pacific.

The U.S. Surface Transportation Board is just beginning to review the proposed $85 billion merger, but it has demanded more information from the railroads by the end of the month before it will move forward. Shippers have also lined up on both sides of the deal with some excited about the promises of faster cross-country deliveries while other companies mainly in the chemical and agriculture industries worry about the possibility of higher rates and service problems.

Vena

UP CEO Jim Vena said he believes these agreements with Canadian National will address many of the competitive concerns with the merger because CN will gain permission to be able to serve any customers that will see significantly reduced shipping options after the merger. And CN will take over Norfolk Southern's ownership of smaller railroads in St. Louis and Kansas City to ensure the merged railroad will never control the majority of those operations.

"This is truly more compelling today than we ever looked at it before," Vena said July 23 as he discussed Union Pacific's second-quarter earnings. "We think we have a strong case."

Canadian National will also gain access to tracks between St. Louis and Kansas City and a key rail yard in Kansas City that will help that railroad compete better for business to and from Mexico while Union Pacific will get the ability to move more traffic around the congested tracks in Chicago.

"As the rail industry considers significant structural change, it is essential that customers continue to benefit from meaningful competition and choice," CN President and CEO Tracy Robinson said.

Robinson

The Surface Transportation Board will review the deal under a tough new standard it adopted in 2001 after a series of disastrous rail mergers in the 1990s that led to shipment delays of weeks or even months. These untested rules require any merger of the six largest railroads to be in the public interest and show that it will enhance competition. When the Surface Transportation

Board approved the first major rail merger in more than two decades three years ago, it used a less stringent standard allowing Canadian Pacific's $31 billion acquisition of Kansas City Southern.

More Content About: Union Pacific, Norfolk Southern, Canadian Pacific Railway, Mergers

8/11/2026
Item # 11

HIGHER TAXES FOR BOONDOGGLE SOCIALIST TRANSIT? TAXING THE SNOT OUT OF US? SOCIALISM WORKS UNTIL YOU RUN OUT OF OTHER PEOPLE'S MONEY.

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

To: info@garrybredefeld.com; nathan@nathanmagsig.com; mike.karbassi@fresno.gov; ray.appleton@cumulus.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; assemblymember.macedo@assembly.ca.gov; rosalinda.alexander@asm.ca.gov; carl@reformca.net; katy@californiaglobe.com; teamhilton@stevehiltonforgovernor.com

Date: Saturday, August 1, 2026 at 06:59 PM PDT

Joe Thompson

Dear Supervisor Bredefeld, Supervisor Magsig, Councilman Karbassi;
Assemblymembers Macedo, DeMaio & Tangipa; Mr. Appleton; Ms. Grimes; Mr. Hilton

Our law, Pub.U. Sec. 99268.2 limits the amount that taxpayers are required to subsidize public sector transit (the "***Farebox Recovery Rate Statute***"), 20% maximum subsidy for urban transit, and 10% for rural transit. All over the State, the transit agencies violate this law.
And our government condones it?

Previously, SCC's VTA was awarded "Worst in the Nation" award by the MIT Study of the Nation's Transit Agencies. Now, new studies show that FAX-FUX-FNO earns only about 5% of its operating costs from its riders, forcing taxpayers to subsidize 95% of operating costs, and taxpayers also pay 100% of capital & fixed costs. See study attached hereto.

So, does that mean that FAX-FUX-FNO can claim the "Worst in the Nation" award from public sector boondoggle transit in SCC, known by taxpayers there as the "Very Taxing

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Authority"?

Instead of forcing motorists and taxpayers to pay higher gas taxes, and higher sales taxes,
why not reduce expenses instead? Taxpayers in Fresno are maxxxxxed-out, given the last
drop of our blood, crucified. We're getting the snot taxed out of us. Neighbors are driving
away in U-Haul trucks, past those empty FAX transit buses, 100% empty on Blackstone,
Fresno, Shaw, Herndon, Palm, etc., etc.

Instead of taxing seniors like us more, why not reduce the exhorbitant salaries, wages,
benefits & pensions that you lavish upon the public sector unions, e.g., SEIU?

Your radical socialist transit fiascoes are bankrupt from conception, insolvent worse
every passing day, only kept running by shafting, shafting, shafting seniors and taxpayers
like us to pay illegally-high transit subsidies.

On behalf of the taxpayers being skunked by farebox subsidies that violate our law,
let's see government obey the law. Nobody is above our law, not even the transit loonies
at FAX-FUX-FNO. Please bring a taxpayers' class action lawsuit against FAX-FUX-FNO
to claw-back the illegal subsidies that they have robbed from us, forcing us to pay intolerable
gas taxes, sales taxes, etc. It's time for us to do what Lady Thatcher did for British transit--
privatize it.

Caveat Viator.

Joseph P. Thompson, Esq.
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
Fresno, CA 93711
(408) 607--7351 cell phone

CPC_Cost-of-Transit_Joffe-and-Joshi.pdf
3.1 MB

E-mail: TransLaw@PacBell.Net

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Joseph P. Thompson

Attorney at Law

COMMENT –

NEXT MTG

952 School St. #376
Napa, CA 94559

TEL: 408/848-5506

Agenda Item 11
8/11/2026 BOS Agenda

Agenda Item #11

Good morning, Chair and Members of the Board. My name is Shannon Sadecki, and I'm a homeowner in Shaver Lake. Thank you for allowing me to speak today.

I'm here to ask Fresno County to begin the process of adopting reasonable regulations for short-term rentals in our unincorporated mountain communities.

Today, I'm submitting four photos. Two show excessive trash left outside a vacation rental, which attracts bears and other wildlife, creating a danger for both residents and visitors. Another shows multiple vehicles parked at a single rental property. When cars are parked on both sides of the road, it hinders emergency personnel access. It also prevents snowplows from safely clearing roads during winter storms. The fourth photo shows an open wood fire, highlighting the ever-present wildfire risk in our forest community. Cal Fire was called to extinguish an unattended renter fire on July 9th.

These are preventable problems.

I understand one concern has been how Fresno County would pay to regulate short-term rentals. The good news is that a well-designed program can largely pay for itself. Permit application fees, annual renewal fees, Transient Occupancy Tax revenue generated by these rentals, and fines for violations can all help fund administration, compliance, and enforcement. Many California counties already use this model successfully, ensuring that responsible operators help cover the cost of protecting the communities in which they operate.

Reasonable regulations could include occupancy limits, parking standards, trash management requirements, quiet hours, fire safety requirements, a local contact available 24 hours a day to respond to complaints, and limits on the number or density of short-term rentals permitted within a neighborhood to prevent entire residential areas from becoming commercial lodging districts. These are common-sense standards that protect both responsible property owners and the communities in which they operate.

Ideally, these issues would be addressed at the HOA level. However, four of the five members of our HOA Board own short-term rental properties. Whether intentional or not, that creates the appearance of a conflict of interest and makes it difficult for residents to rely solely on HOA governance. That's why County standards are so important. Public safety shouldn't depend on whether an HOA is willing or able to regulate these issues.

As a homeowner and the parent of a child with significant special needs, safety is especially important to my family. We chose Shaver Lake because we believed it would be a peaceful and safe place. We simply ask for the same reasonable protections that many other California communities have already put in place.

I respectfully ask the Board to direct staff to begin developing a short-term rental ordinance for Fresno County's unincorporated communities. Other California counties have demonstrated that these programs can be funded successfully, while improving public safety and preserving residential neighborhoods. Shaver Lake deserves those same protections.

Thank you for your time and consideration.


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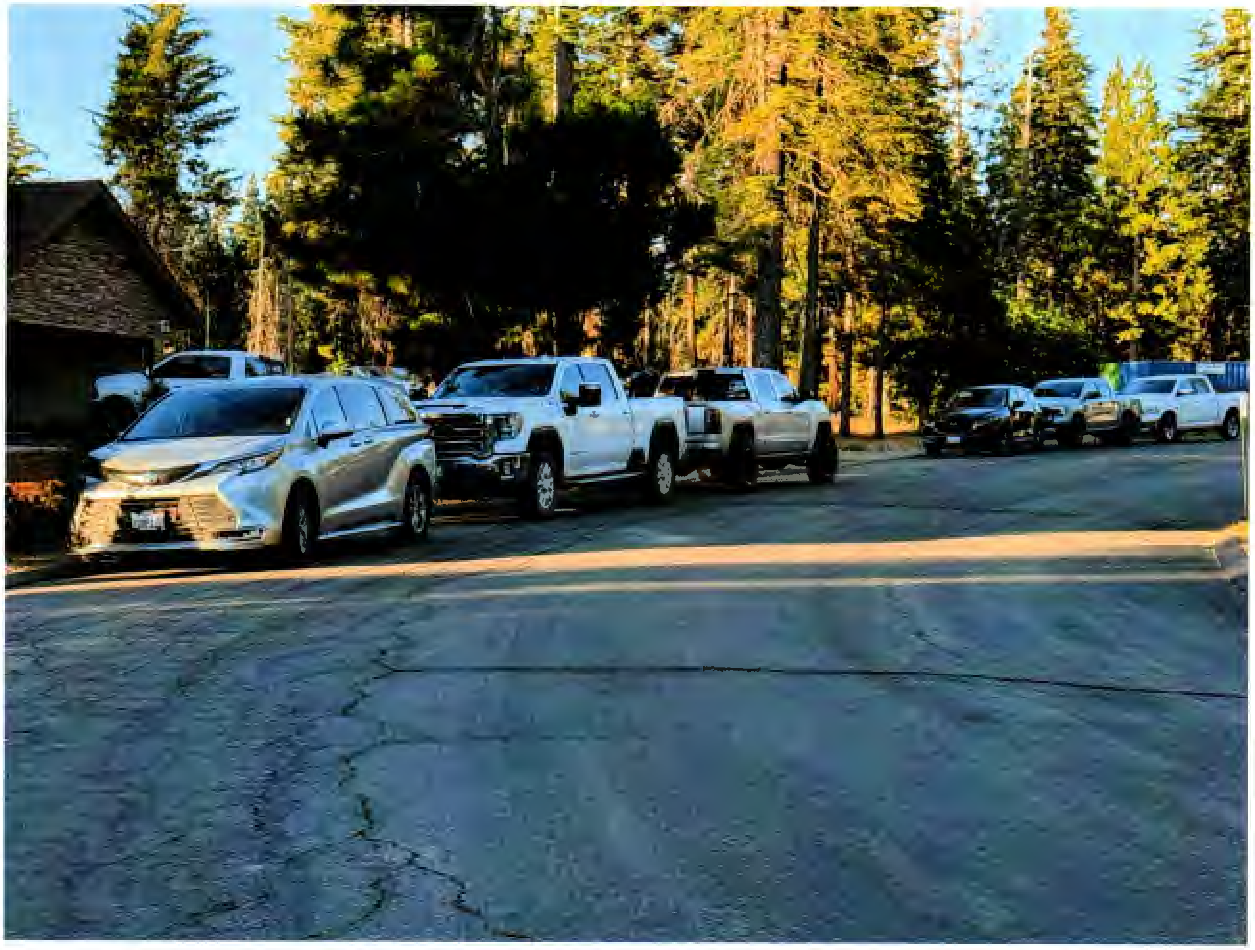


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