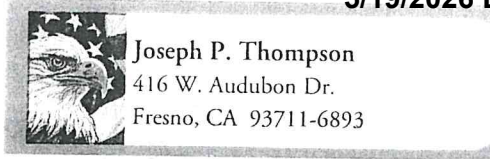


*All B. of S.
Public Comment*

Re: PETITION: Cut The Gas Tax NOW



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

To: info@davidtangipa4ca.com; assemblymember.tangipa@outreach.assembly.ca.gov; david@davidtangipaforassembly.com; assemblymember.tangipa@assembly.ca.gov; 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; carl@reformcalifornia.org; cdemaio@email.gastaxrepeal.com; senator.strickland@senate.ca.gov; joyce.rivero@sen.ca.gov; senator.grove@senate.ca.gov; teamhilton@stevehiltonforgovernor.com; reply-rbr9upqjmb-cwjqc8qvbe-ncryrcepikglls@info.stevhiltonforgovernor.com; ca05tm.outreach@mail.house.gov; tomlorimcc@comcast.net; repkevinkiley@mail8.housecommunications.gov; repvincefong@mail8.housecommunications.gov; repdavidvaladao@mail.house.gov; repobernolte@mail8.housecommunications.gov; info@garrybredefeld.com; nathan@nathanmagsig.com; tbrusseau@centralvalleygroup.com; ray.appleton@cumulus.com; info@kmjnow.com; realtalkbrad@gmail.com

Date: Friday, May 8, 2026 at 12:23 PM PDT



CLERK. BOARD OF SUPERVISORS

Dear Mr. Tangipa,

CC:-d:-Assembly members Macedo & DeMaio; Senators Strickland & Grove; Mr. Hilton & Congressmen McClintock, Kiley, Fong, Valadao & Obernolte; Supervisors Bredefeld & Magsig; Messrs. Appleton & Maaske

So, the tapeworm is eating your guts out? What do you do? If you only treat the symptoms, you're going to find that he's still eating your guts out. You gotta' terminate your tapeworm.

Motorists paying gas taxes, filling the Highway Trust Fund, are paying about 102% of the cost of our transport, while transit systems' riders pay only about 5% (like in Fresno with FAX-FUX-FNO) of the operating costs; only about 1% of fully amortized costs, including capital & fixed costs. What is wrong with this picture? Transit, like the tapeworm, is not paying taxes for their transport, like motorists do.

We have a double standard when it comes to transport funding. Even though the experts that we retained advised that we fund transport with "user fees," we don't even follow our own experts' advice.

Our National Transportation Policy, 49 USC 13101, requires (4x) that we use efficient transport, but we don't honor that, instead we use the least efficient transport, public-sector transit, and expect that the taxpayers will make-up for the socialist losses socialist transit sustains.

Instead, do something effective; treat the root cause, not a symptom. Privatize transit. If poor people want a ride, have them take Uber, Lyft, Taxis, shuttles, and send the bill to the taxpayers. We'd save hundreds of billions of dollars. The powerful vested interests who control public sector transit agencies, including FAX-FUX-FNO in Fresno, SBCCOG in SBC, VTA in SCC, TAMC in MC, SCCRTC in Santa Cruz County, etc., etc., one in each County----some Counties have two like SBC does, want to continue their lives like the over-fed tapeworms. But they have a problem if they kill the host.

Let's answer the late honorable Norm Mineta's "crucial question" with free-enterprise, capitalist

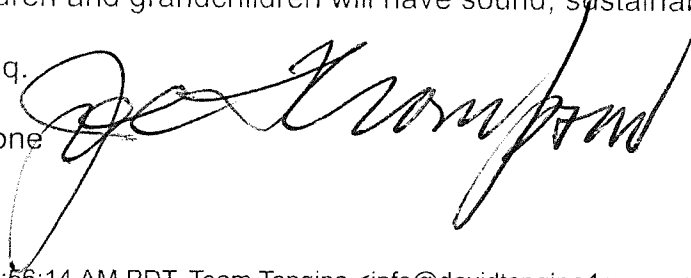
transport, where our children and grandchildren will have sound, sustainable, tapeworm-free lives.

Respectfully,

Joseph P. Thompson, Esq.

Fresno, CA 93711

(408) 607---7351 cell phone



On Friday, May 8, 2026 at 09:56:14 AM PDT, Team Tangipa <info@davidtangipa4ca.com> wrote:

California Patriot,

Did you see David's email below?

He's pushing to force Democrats in Sacramento to **cut the gas tax immediately**, but to make a real impact, we need more signatures behind him.

We're building a strong case, and David will take it to the California Democrats in the Assembly and State Senate to pressure them to take action!

Can you take 10 seconds to add your name?

Thanks for your support!

Team Tangipa

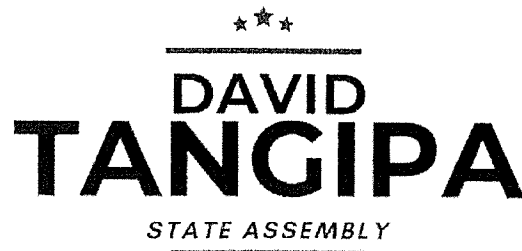
----- Forwarded message -----

From: **David Tangipa** <info@davidtangipa4ca.com>

Date: Tue, Apr 7, 2026 at 2:41 PM

Subject:  PETITION: Cut The Gas Tax NOW


To: <translaw@pacbell.net>



California Patriot,

Have you seen gas prices lately? Last week, I saw \$9.99 a gallon diesel for sale!

It's no secret that California has the **highest gas tax in the nation** at about **\$0.71 per gallon**.

Re: Major Update on Our Lawsuit Against Prop 50 

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

To: info@davidtangipa4ca.com

Cc: carl@reformca.net; assemblymember.macedo@assembly.ca.gov; rosalinda.alexander@asm.ca.gov; senator.strickland@senate.ca.gov; joyce.rivero@sen.ca.gov; senator.grove@senate.ca.gov; teamhilton@steviehiltonforgovernor.com; info@garrybrefeld.com; nathan@nathanmagsig.com; tbrusseau@centralvalleygroup.com

Date: Thursday, May 7, 2026 at 09:44 AM PDT

Dear Mr. Tangipa,

With your ill-fated AB-377, and Carl DeMaio's prediction yesterday during the Volunteers Zoom Meeting that the Dems will score a sweep on the current race, Governor and the other Statewide races, why don't we reserve our U-Haul Trailers now? Marxists, Bolsheviks, & Stalinists control Sacramento and most municipal governments; like the White Russians, we're being slaughtered, en masse.

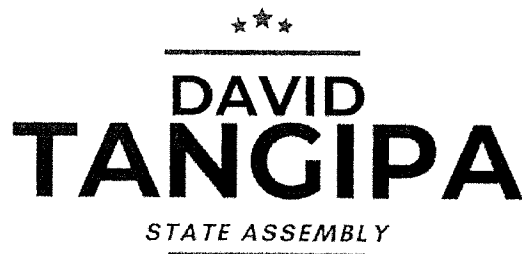
Nobody is taking any leadership to divert CAHSRA's SuperMassive Black Hole to the private sector, using the federal statute making "in the public interest" a condition to granting a railroad merger, e.g., UP current merger application at the Surfboard. 49 USC 11324(c). Not a single GOP State rep., Assembly or Senate, nor a single GOP Member of the House. Mr. Hilton said, on Ray Appleton's show when

I told them the private-sector solution to the socialists' Cesspool of Fraud, Waste & Abuse, that he liked the idea. And I could not even get an appointment at your District Office when I went over three three times and asked for one. Now I guess I'd have to go to Sacto to your Capitol Office????

Nobody honors the National Transportation Policy's requirement that transportation be done with the most efficient methods. Are you all taking campaign contributions from the public sector unions?

The bigger Cesspool of public sector transit continues unabated despite the fraud, waste and abuse, with the SEIU feasting off the motorists' gas taxes, and truckers' diesel taxes. W.T.F.
Joe Thompson
(408) 607---7351 cell phone

On Wednesday, May 6, 2026 at 12:29:14 PM PDT, David Tangipa <info@davidtangipa4ca.com> wrote:



California Patriot,

Last week, the Supreme Court handed down a major decision in Louisiana v. Callais, ruling that **race cannot be the predominant factor in drawing electoral maps** unless it is strictly required under the Voting Rights Act.

**COMMENT: CALIFORNIA GLOBE 5-5-2026: "SACRAMENTO DEMOCRATS PASS
BILL TO SHIELD HIGH-SPEED RAIL FAILURES FROM THE PUBLIC"**

By: Joseph Patrick Thompson

May 6, 2026 at 7:17 pm

Friends,

The only viable solution lies in the private sector.

Look at American railroad history—we denationalized the rails with the Transportation Act of 1920 after the Wilson Administration had nationalized them.

Replace taxpayer subsidies with high value freight revenue from TOFC & COFC.

Get some of that tonnage flowing on I-5 & Hwy 99 diverted to rail.

Intermodal is #1 top revenue maker for members of AAR.

Put CAHSRA in Ch. 9; do a liquidating plan.

Trade the Class Ones the partially completed infrastructure for restoration of intermodal facilities in all ag-shipping Counties.

Auction everything else off.

Have the Trustee recover fraudulent transfers.

The Bankruptcy Code gives him two extra years on the Statute of Limitations to recover fraudulently transferred assets.

The sooner we get it into the private sector, then the less our losses will be.

We cannot afford another public sector transit boondoggle, e.g., Amtrak, Caltrain, Metroliner, BART, Lite Rail, County Transit, which feast off taxpayers and will continue until we run out of money.

At the rate California is going: soon.

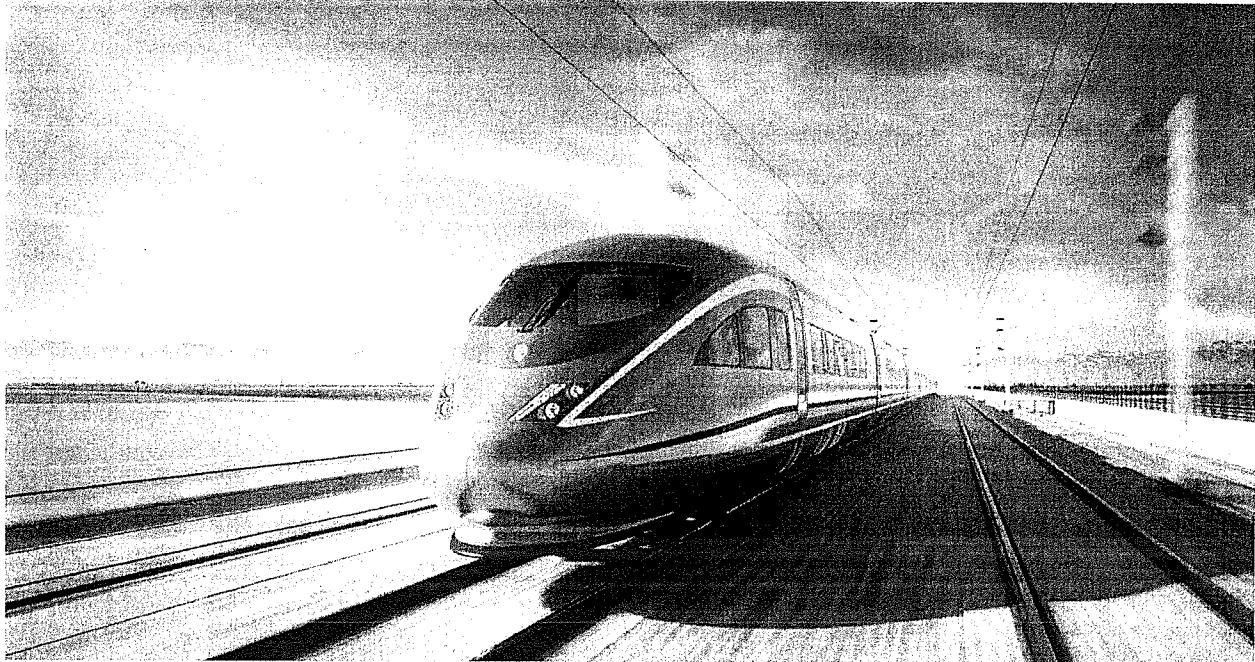
JPT

Sacramento Democrats Pass Bill to Shield High-Speed Rail Failures From The Public

californiaglobe.com/fr/sacramento-democrats-pass-bill-to-shield-high-speed-rail-failures-from-the-public/

Megan Barth

May 5, 2026



California high speed rail proposed train (Photo: hsr.ca.gov)

AB 1608 would rename and expand the powers of the High-Speed Rail Authority's Inspector General while creating broad exemptions to withhold records

California's high-speed rail project, originally pitched to voters as a \$33.5 billion endeavor under Proposition 1A in 2008, has spiraled into a staggering taxpayer nightmare with estimates now exploding as high as \$231 billion — a more than 700% increase. Against this backdrop of relentless cost overruns, Assembly Democrats are advancing legislation critics say is explicitly designed to conceal the extent of the waste and shield the failing project from public accountability.

AB 1608, authored by Assemblywoman Lori Wilson (D-Suisun City), would rename and expand the powers of the High-Speed Rail Authority's Inspector General while creating broad exemptions to withhold audit records, internal documents, and any information that could "reveal weaknesses" in the project. Opponents argue the measure severely limits taxpayer access, reserving fuller disclosure primarily for select Democratic lawmakers.

The staggering cost overruns have become the defining feature of the project. Originally sold to voters as a \$33.5 billion system connecting San Francisco to Los Angeles by 2028, the price tag has ballooned repeatedly — surpassing \$100 billion, then \$128 billion, \$135 billion, and now estimates pushing toward \$231 billion for the full system. Even the scaled-back Merced-to-Bakersfield segment faces massive shortfalls, with funding gaps of \$10–14 billion or more and completion timelines slipping deep into the 2030s.

Assemblywoman Alexandra Macedo (R-Modesto) blasted the bill as a cover-up. “Sacramento Democrats just voted to cover up high-speed rail’s failures,” she stated, labeling AB 1608 a “political shield” for secret audits hidden from the public.

Sacramento Democrats just voted to cover up high-speed rail’s failures. AB 1608 slams the door on transparency – secret audits, hidden from the public. Only Democrats will be allowed access. That’s not oversight. That’s a political shield. \$6,000,000,000 in overruns.... pic.twitter.com/7TPHc1dE24

— Assemblywoman Alexandra Macedo (@AsmwomanMacedo) May 4, 2026

State Sen. Tony Strickland (R-Huntington Beach), Vice Chair of the Senate Transportation Committee, has been a consistent voice against the fiscal disaster.

“The skyrocketing costs and lack of transparency surrounding this mismanaged high-speed rail project further erode the public’s trust,” Strickland said. “California does not have a revenue problem — we have a wasteful spending problem. This project stands out as one of the most significant examples of budgetary waste in the state. We are well beyond the original completion date of 2020, and the high-speed rail project today is not the same project that voters passed in 2008.”

Today, Assembly Democrats passed Assembly Bill 1608, an anti-transparency measure that would allow the Inspector General of the California High-Speed Rail to shield contracts of \$1 million or more from standard state agency oversight, citing sensitive reports and potential... pic.twitter.com/GwyPwzAdrl

— Senator Tony Strickland (@SenStricklandCA) May 5, 2026

Strickland has repeatedly called for defunding the rail project and redirecting resources to priorities like gas tax relief, noting that billions have already been spent with little to show beyond scattered concrete viaducts, columns, and eminent domain battles that have threatened and confiscated Central Valley farmland.

California Globe has tracked the project’s endless cost escalations for years: from early warnings of \$100 billion+ figures, to the 2025 reports of the “slush fund” climbing back toward \$130 billion, repeated funding gaps requiring billions more just for a partial segment, and the latest projections highlighting a project that has delivered virtually no operational service despite the massive taxpayer investment.

Supporters of AB 1608 claim the changes improve oversight while protecting sensitive data. Critics view it as the latest effort to insulate a chronically over-budget, behind-schedule failure from the very Californians paying the ever-rising bill — especially now that costs have ballooned dramatically and federal funding has largely vanished.

After the project swelled from \$33.5 billion to over \$130 billion (with higher estimates looming), Democrats now appear determined to hide the spending. Taxpayers are left wondering when — or if — Sacramento will finally hit the brakes on this runaway train.



Megan Barth is the Executive Editor of The California Globe and former, founding editor of the Nevada Globe. Specializing in investigative reporting, her work has appeared in national and local news. The highlights of her career include interviewing President Donald Trump, Vice President J.D. Vance, and FBI Director Kash Patel. When she isn't editing, writing, or talking, you can find her hiking and relaxing in Northern Nevada.

Fw: US States Have Revoked 28,000 Non-Domiciled CDLs: TT Daily

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

To: 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; rosalinga.alexander@asm.ca.gov; carl@reformca.net; senator.strickland@senate.ca.gov; joyce.rivero@sen.ca.gov; senator.grove@senate.ca.gov; teamhilton@stevehiltonforgovernor.com; ca05tm.outreach@mail.house.gov; repkevinkiley@mail8.housecommunications.gov; repvincefong@mail8.housecommunications.gov; repdavidvaladao@mail.house.gov; repobernolte@mail8.housecommunications.gov; info@garrybredefeld.com; nathan@nathanmagsig.com; tbrusseau@centralvalleygroup.com; mike.karbassi@fresno.gov

Date: Thursday, May 7, 2026 at 10:38 AM PDT

YOGI, IT'S DEJA VU ALL OVER AGAIN: Shippers in your District facing Driver Shortages?

Who ya' gonna' call? What are our intermodal options? Only one? Lathrop?

Dear Mr. Tangipa,

See Article below off today's ***Transport Topics***, "US States Have Revoked 28,000 Non-Domiciled CDLs."

What options do shippers in your District have when we face driver shortages? Where is the nearest piggyback ramp?

Intermodal service is done by our Class Ones on truck-competitive service, at on-average 40% lower freight rates, with less air pollution and highway surface and bridge support deterioration, compared with OTR dual driver sleeper cab trucks.

But if you ask your local transit agency brass, they think that intermodal service is when you put your bicycle on front of the transit agency bus. Even our former Representative to the House thought that; I know, I asked him about it 25 years ago.

Public sector transit brass know how to run empty and nearly empty transit buses, while

paying their public sector union employees extravagant wages, benefits & pensions. But, do they know anything about transportation? After nearly 30 years watching them closely, I'd say that they know socialist transit boondoggles, but nothing about transportation.

We've seen this in California for a long time now. When Bush II appointed NYM to be Secretary of Transportation, the SJM front page headline was, "Mineta Appointed Secretary of Transit." That says it all.

It's time to tear down the Iron Curtain in American transportation. Today we're about half slave to public sector transit, and half free enterprise transport. We cannot remain both. We must become one, or the other. For the sake of future generations of Americans, it better not be the route taken by the USSR, the Road to Serfdom.

Time to restore intermodal facilities to the ag-shipping Counties, at the very least. Our Class Ones, the envy of the World, know how to do it. Better not look to the transit agencies, who know only socialist transit "solutions."

Caveat viator.

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

Re: Have Your Voice Heard on Proposed Energy Cost Increases

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

To: senator.strickland@senate.ca.gov; senator.strickland@outreach.senate.ca.gov; senator.grove@senate.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; joyce.rivero@sen.ca.gov

Cc: info@garrybrefeld.com; nathan@nathanmagsig.com; tbrusseau@centralvalleygroup.com; teamhilton@stevehiltonforgovernor.com; reply-rbr9upqjmb-cwjqc8qvbe-ncryrcepikglls@info.stevhiltonforgovernor.com; mike.karbassi@fresno.gov

Date: Saturday, May 2, 2026 at 01:03 PM PDT

Dear Senator Strickland,

Thank you for your Message and request for comment, even though we live in Ms. Grove's District, & Mr. Tangipa's District

On the subject of over-regulation, burdensome regulation, and unconstitutional regulation, I abide by Governor Wilson's Executive Order (copy attached), which he made after the Regulatory Reform Roundtable made its recommendation to him.

I served on RRR for nearly three years in the '90-'s as a representative from the Association for Transportation Law, Logistics & Policy.

WHERE THE LEGISLATURE WENT WRONG: Rather than obey the Governor's Executive Order, and RRR's recommendation to reduce burdensome regulations, our Legislature, as you know, went in the opposite direction. They increased regulations by creating more regulatory agencies, and enlarging the jurisdiction of blood-sucking regulators, and in the end, wound up making California the "Small Business Killing Fields."

For more than 40 years I've gone to Bankruptcy Courts, from the Southern District, Central District, Eastern District, and Northern Districts, and heard small business owners ask their Bankruptcy Trustees at their First Meeting of Creditors,

"Why does the government hate me so much?"

While cheaters, fraudsters, con-men, thieves and bandits with brief cases abscond with billions of taxpayers' and victims' dollars, often with the aid and assistance of our vaunted regulatory agencies, e.g., EDD, and under the noses of deaf, dumb and blind enforcement departments like the AG, small and very small (no employees) business owners are forced into insolvency and bankruptcy by a government and its Legislature which says to them, "Let them eat cake."

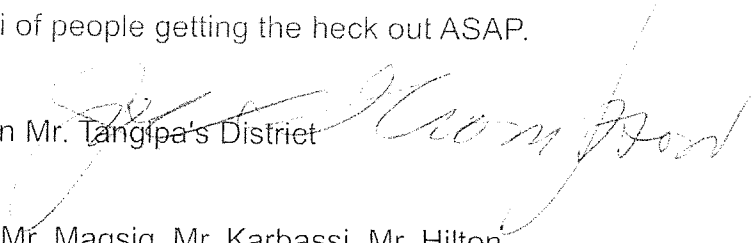
Small and very small business owners reply, "Get your boot off my neck."

For 45 years I've represented small and very small business owners in California before State and Federal Courts and Agencies, including the Bankruptcy Courts (all CA Districts), and while public sector unions get fat feasting off the taxpayers at the unelected transit agencies, who govern without the consent of the governed, their "directors" are all appointed, not

ected, our Marxist-led Legislature is driving honest small business and taxpayers to less-Marxists States. If current new tax and tax increase proposals appearing on the November Ballot are successful, then I think we're going to see the U-Haul Flight Flood become a Tsunami of people getting the heck out ASAP.

Thank you.

Joseph P. Thompson, Esq.
Fresno, CA 93711 in Ms. Grove's District, in Mr. Tangipa's District
(408) 607---7351 cell phone



cc: Ms. Grove, Mr. Tangipa, Dr. Bredefeld, Mr. Magsig, Mr. Karbassi, Mr. Hilton

On Friday, May 1, 2026 at 07:37:11 PM PDT, Senator.Strickland@Outreach.senate.ca.gov <senator.strickland@outreach.senate.ca.gov> wrote:

[Display errors? Click here to view in browser.](#)

Dear Joseph,

Many of the government policies driving up costs come from regulatory proposals issued by unelected boards such as the California Air Resources Board (CARB). I'm reaching out to make sure you have an opportunity to make your voice heard.

In May, the California Air Resources Board will consider major changes to its Cap-and-Invest program that could increase the cost of gasoline and electricity for California families. At a time when gas prices have reached \$6.06 or more per gallon of unleaded gasoline, Californians are already feeling the strain. That's why I wrote an op-ed urging CARB to pause its proposed regulations. [Click HERE](#) to read my Op-ed as published in CalMatters.

If you're concerned about rising energy costs, I encourage you to submit a public comment before the Monday, May 4 deadline. [Click HERE](#) to submit your electronic comment to CARB.

As always, my district office is here to help you navigate state government. You can contact me at Senator.Strickland@senate.ca.gov or call (714) 374-4000.

In Friendship,

Tony Strickland
Senator, California 36th State Senate

Senator Strickland represents California Senate District 36, proudly representing the cities and communities of Los Angeles and Orange Counties, including Artesia, Buena Park, Cerritos, Cypress, Dana Point, Fountain Valley, Garden Grove, Hawaiian Gardens, Huntington Beach, Laguna Beach,

8398

EXECUTIVE DEPARTMENT
STATE OF CALIFORNIA

FILED
In the office of the Secretary of State
of the State of California

SEP 20 1995

GILL JONES, Secretary of State
By: *Roberta Casnick*
Deputy Secretary of State



EXECUTIVE ORDER W-127-95

WHEREAS, in an increasingly competitive world, a strong economy is crucial for improving the quality of life for all the people of California; and

WHEREAS, a globally competitive California business sector is the engine that keeps California's economy strong; and

WHEREAS, my Administration has committed itself to economic development and regulatory reform, including eliminating red tape, streamlining the state permit process, reviewing regulations and curbing law suit abuse; and

WHEREAS, nearly three-fourths of state regulations impact California businesses, many of those regulations imposing excessive cost burdens on those businesses and limiting economic growth; and

WHEREAS, the objective of state regulations to protect the people and the environment of California can be accomplished with a well reasoned approach accounting for costs as well as benefits and minimizing the negative impacts on businesses and the economy; and

WHEREAS, in order to enhance the competitiveness of California businesses it is necessary to significantly reduce the excessive burden of existing state regulations;

NOW, THEREFORE, I, PETE WILSON, Governor of the State of California, by virtue of the power and authority vested in me by the Constitution and statutes of the State of California, do hereby issue this order to become effective immediately:

1. All state agencies are directed to review each of the nearly 28,000 regulations affecting the business sector within their respective jurisdictions, identify all regulations suitable for repeal, and submit formal recommendations to the Governor's Office. This process shall commence immediately.
2. Regulatory relief shall involve the input and consultation of both the business and environmental communities impacted by the various regulations. The process shall be sufficiently flexible to allow for the maximum reduction in regulatory burden consistent with the varied circumstances in the many departments within the Executive Branch.
3. Regulatory relief will be accomplished through the use of existing resources.

PAGE TWO

4. Each agency will submit to the Governor's Office the following by December 8, 1995.
 - (a) A plan and schedule of actions to eliminate or to modify those regulations identified.
 - (b) Any recommended legislative changes needed to reduce all excessive regulatory burdens in California.
5. Furthermore, I urge each fellow constitutional officer to undertake the same review and plan development in order to achieve comprehensive state regulatory reform.

IN WITNESS WHEREOF I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 20th day of September 1995.

P. Bush
Governor of California

ATTEST:

Bill Jones
Secretary of State



E-mail: TransLaw@PacBell.Net



Joseph P. Thompson
Attorney at Law

952 School St. #376
Napa, CA 94559

TEL: 408/848-5506