

POSSIBLE LETTER TO EDITOR?

*Public Comment:
NEXT MTG.*

From: Joseph P Thompson (translaw@pacbell.net)
 To: katy@californiaglobe.com
 Date: Wednesday, December 31, 2025 at 09:13 AM PST

Joe Thompson
RECEIVED
 JAN 06 2026

Dear Ms. Grimes,

As we end 2025, I want to stop and thank you for all that you are doing to help taxpayers halt the fraud, waste and abuse in California government. And pray that you have the courage to continue the fight in 2026. Attached is a Message that I sent to Reform California, and to some elected representatives, City, County State and Federal Government.

Thanks again.

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

SELL THE CAHSRA'S BULLET TRAIN TO AMTRAK?!?! 

Dear Mr. DeMaio,

Today, in a broadcast heard from Bakersfield to Redding, long time radio host Ray Appleton, in response to continuous complaints about the wasteful Bullet Train, was heard to say, "Sell it to Amtrak," in his long time desperation about the SuperMassive Black Hole Bullet Train. While I'm grateful for his shared long time desperation, I do question the wisdom of his "fix" for the Bullet Train wastefulness.

Q: Amtrak as a buyer of an insolvent railroad? In 1970, during the debate on creation of the North American Passenger Train Corporation (a/k/a Amtrak), advocates stood on the floor of the House and proclaimed, "It will be self-sufficient in three years."

Never happened. By 9-11-01, Traffic World reported that taxpayers' subsidies to Amtrak, in \$100 bills, would be a stack taller than the World Trade Centers stood.

And the hemorrhaging of taxpayers' money by Amtrak continues condoned by every Session of the Congress. If it was a horse, we would do the humane thing.

If Amtrak, in deep red ink, bought the Bullet Train, already in deep red ink, the outcome is obvious. The red ink would be deeper, taxpayers losses greater. That is not a solution that taxpayers want or need.

As I said to then Senator-Judge Quentin Kopp in 1996, sound, sustainable railroad solutions are only found in the private sector.

Bailing-out an insolvent railroad with another one would yield a worse trainwreck that you started with.

Railroads need profitable freight to haul. Passengers don't pay remunerative (cover all costs) fares on public sector carriers, e.g., Amtrak. Can you haul enough high revenue freight to offset your losses moving passengers?

Wells Fargo's stages did it; moving US Mail & bullion shipments to offset losses sustained moving their passengers.

The bellies of jumbo jets are crammed full of high value air freight to help make their operations moving passengers more profitable.

Even the French HSR started moving Fedex freight to offset their losses moving passengers.

For a time, Amtrak added high value California produce cars to the back of their passenger trains to generate more revenue. In past decades, Railway Express Agency (REA) high value express freight moved on the passenger trains; combining the high freight revenue with loss-leader passenger fares.

History of railroads in the USA teaches us that private sector railroad solutions are preferably. Lincoln knew that in 1864 when he rejected Congressman & Civil War General Grenville Dodge's urging to make the transcontinental railroad government owned.

After the Wilson Administration nationalized the railroads during WWI, Congress denationalized them in the **Transportation Act of 1920** because all knew that government could not run railroads.

Today, we ought to see high value freight diverted from highways to COFC & TOFC intermodal service in sufficient volumes to offset the losses of moving passengers on high speed rail. The tonnage flows on I-5 and Hwy. 99 in California today are amenable to switching to intermodal service, where freight rates for shippers average 40% lower, and where fuel savings are about 75% per ton/mile when you compare steel wheels rolling over steel rails with rubber tires on concrete and asphalt.

The Class Ones, UPRR and BNSF, ought to have the Stonehenge-Tangipa II, in exchange for intermodal service in each of California's ag shipping Counties. CAHSRA ought to be in a Ch. 9

Say "No" to socialist transit

Bankruptcy, where the sale could be approved by the Bankruptcy Court, and the Bankruptcy Trustee able to recover all the fraudulent transfers for the taxpayers.

In my opinion, that would be a better solution than selling Bullet Train to Amtrak.
Joe Thompson
(408) 607-7351 cell phone
Fresno, CA 93711 in Mr. McClintock's District

Fw: Checking PO Box this week

From: Joseph P Thompson (translaw@pacbell.net)
To: carl@reformca.net
Cc: 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; senator.strickland@senate.ca.gov; joyce.rivero@sen.ca.gov; ca05tm.outreach@mail.house.gov; tomlorimcc@comcast.net; ca01dlima@mail.house.gov; repkevinkiley@mail8.housecommunications.gov; repvincefong@mail8.housecommunications.gov; repdavidvaladao@mail.house.gov; repobernolte@mail8.housecommunications.gov; info@garrybredefeld.com; tbrusseau@centralvalleygroup.com; mike.karbassi@fresno.gov; jon@hjta.org; tgfdb@aol.com; info@kmjnow.com

Date: Monday, December 29, 2025 at 04:01 PM PST

SELL THE CAHSRA'S BULLET TRAIN TO AMTRAK?!?!

Dear Mr. DeMaio,

Today, in a broadcast heard from Bakersfield to Redding, long time radio host Ray Appleton, in response to continuous complaints about the wasteful Bullet Train, was heard to say, "Sell it to Amtrak," in his long time desperation about the SuperMassive Black Hole Bullet Train. While I'm grateful for his shared long time desperation, I do question the wisdom of his "fix" for the Bullet Train wastefulness.

Q: Amtrak as a buyer of an insolvent railroad? In 1970, during the debate on creation of the North American Passenger Train Corporation (a/k/a Amtrak), advocates stood on the floor of the House and proclaimed, "It will be self-sufficient in three years."

Never happened. By 9-11-01, Traffic World reported that taxpayers' subsidies to Amtrak, in \$100 bills, would be a stack taller than the World Trade Centers stood.

And the hemorrhaging of taxpayers' money by Amtrak continues condoned by every Session of the Congress. **If it was a horse, we would do the humane thing.**

If Amtrak, in deep red ink, bought the Bullet Train, already in deep red ink, the outcome is obvious. The red ink would be deeper, taxpayers losses greater. That is not a solution that taxpayers want or need.

As I said to then Senator-Judge Quentin Kopp in 1996, sound, sustainable railroad solutions are only found in the private sector.

Bailing-out an insolvent railroad with another one would yield a worse trainwreck that you started with.

Railroads need profitable freight to haul. Passengers don't pay remunerative (cover all costs) fares on public sector carriers, e.g., Amtrak. Can you haul enough high revenue freight to offset your losses moving passengers?

Wells Fargo's stages did it; moving US Mail & bullion shipments to offset losses sustained moving their passengers.

The bellies of jumbo jets are crammed full of high value air freight to help make their operations moving passengers more profitable.

Even the French HSR started moving Fedex freight to offset their losses moving passengers.

For a time, Amtrak added high value California produce cars to the back of their passenger trains to generate more revenue. In past decades, Railway Express Agency (REA) high value express freight moved on the passenger trains; combining the high freight revenue with loss-leader passenger fares.

History of railroads in the USA teaches us that private sector railroad solutions are preferably. Lincoln knew that in 1864 when he rejected Congressman & Civil War General Grenville Dodge's urging to make the transcontinental railroad government owned.

After the Wilson Administration nationalized the railroads during WWI, Congress denationalized them in the **Transportation Act of 1920** because all knew that government could not run railroads.

Today, we ought to see high value freight diverted from highways to COFC & TOFC intermodal service in sufficient volumes to offset the losses of moving passengers on high speed rail. The tonnage flows on I-5 and Hwy. 99 in California today are amenable to switching to intermodal service, where freight rates for shippers average 40% lower, and where fuel savings are about 75% per ton/mile when you compare steel wheels rolling over steel rails with rubber tires on concrete and asphalt.

The Class Ones, UPRR and BNSF, ought to have the Stonehenge-Tangipa II, in exchange for intermodal service in each of California's ag shipping Counties. CAHSRA ought to be in a Ch. 9

Bankruptcy, where the sale could be approved by the Bankruptcy Court, and the Bankruptcy Trustee able to recover all the fraudulent transfers for the taxpayers.

In my opinion, that would be a better solution than selling Bullet Train to Amtrak.
 Joe Thompson
 (408) 607-7351 cell phone
 Fresno, CA 93711 in Mr. McClintock's District

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

From: Joseph P Thompson <translaw@pacbell.net>
To: Carl DeMaio <carl@reformca.net>
Cc: assemblyca <assemblymember.tangipa@outreach.assembly.ca.gov>; David Tangipa <david@davidtangipaforassembly.com>; assemblymember.tangipa@assembly.ca.gov <assemblymember.tangipa@assembly.ca.gov>; ian.coolbear@asm.ca.gov <ian.coolbear@asm.ca.gov>; belle.castro@asm.ca.gov <belle.castro@asm.ca.gov>; emily.lynn@asm.ca.gov <emily.lynn@asm.ca.gov>; assemblymember.macedo@assembly.ca.gov <assemblymember.macedo@assembly.ca.gov>; Rosalinda Alexander <rosalinda.alexander@asm.ca.gov>; senator.strickland@senate.ca.gov <senator.strickland@senate.ca.gov>; joyce.rivero@sen.ca.gov <joyce.rivero@sen.ca.gov>; Garrybredefeld Info <info@garrybredefeld.com>; tbrusseau@centralvalleygroup.com <tbrusseau@centralvalleygroup.com>; Mike Karbassi <mike.karbassi@fresno.gov>; Jon Coupal <jon@hjta.org>; Tom Del Beccaro <tgfdb@aol.com>
Sent: Monday, December 29, 2025 at 09:47:00 AM PST
Subject: Re: Checking PO Box this week

Dear Mr. DeMaio,

cc:-d:- Assemblyman Tangipa, Assemblywoman Macedo; Senator Strickland; Supervisors Bredefeld & Magsig;
 - Councilman Karbassi

Thanks for sending me the tracer. I completed the Petition and mailed it back to you.
 I appreciate your efforts at achieving reform in California government. I think that you ought to focus on socialist boondoggle public sector transit, my candidate for "Porker of the Year."
SEE MY PREVIOUS MESSAGE:

Joseph P Thompson <translaw@pacbell.net>
To: Garrybredefeld Info <info@garrybredefeld.com>; tbrusseau@centralvalleygroup.com <tbrusseau@centralvalleygroup.com>; Mike Karbassi <mike.karbassi@fresno.gov>; assemblyca <assemblymember.tangipa@outreach.assembly.ca.gov>; David Tangipa <david@davidtangipaforassembly.com>; assemblymember.tangipa@assembly.ca.gov <assemblymember.tangipa@assembly.ca.gov>; ian.coolbear@asm.ca.gov <ian.coolbear@asm.ca.gov>; belle.castro@asm.ca.gov <belle.castro@asm.ca.gov>; emily.lynn@asm.ca.gov <emily.lynn@asm.ca.gov>; assemblymember.macedo@assembly.ca.gov <assemblymember.macedo@assembly.ca.gov>; Rosalinda Alexander <rosalinda.alexander@asm.ca.gov>; senator.strickland@senate.ca.gov <senator.strickland@senate.ca.gov>; Jon Coupal <jon@hjta.org>; Tom Del Beccaro <tgfdb@aol.com>
Sent: Sunday, December 28, 2025 at 11:28:24 AM PST
Subject: Fw: Vote for the 2025 Porker of the Year

COG TO TAXPAYERS: BEND OVER, SPREAD-'EM, AND TAKE A DEEP BREATH: THIS WON'T HURT (MUCH)!
 Dear Dr. Bredefeld, Mr. Magsig, Mr. Karbassi, Assemblymembers Tangipa & Macedo; Senator Strickland

FAX-FUX-FNO, local Champion Porker, has a New Year's Message for taxpayers: same message as last year, and the year before that, etc.

Making Somali Pirates and Fraudsters look like Boy Scouts and Choir Boys, our local transit agencies maximize fraud, waste and abuse, and then tell us it's good for us---empty bus seat transport is so good for us that they plan to do it to us with High Speed Rail.

Minnesota fraud, waste and abuse is mild in comparison with California's transit agencies fraud, waste and abuse when you add Caltrain, Metroliner, BART, ACE Train, SMART Train, Lite Rail and Dial-A-Rides of any name, e.g., Handy. Recent reports for Fresno shows that FAX-FUX-FNO earns about 5% of their costs from their riders. What the transit agencies don't report to local government, all over the State, is that they omit their capital and fixed

costs when calculating their farebox recovery rate. They use the same accounting method that Enron used, and Bernie Madoff used: "Off-Book Accounting," where capital and fixed costs are not disclosed in their annual financial reports. If a private carrier did that, they'd be prosecuted for violation of the Unfair Business Practices Act, and False Advertising, and RICO. So, local government leaders (appointed as "directors" to transit agencies) don't know, or don't care, just how insolvent their transit agencies are. All the benefits of the socialist transit go to the powerful vested interests who control transit policy; it's not just Fresno. The Legislature makes it possible in all Counties.

Good luck getting a private-sector solution on their agendas; I know, I tried unsuccessfully for ten years at SBCCOG, while serving as a Charter-Member of the Citizens Transit Task Force, and also their Citizens Rail Advisory Committee, and while being the only person in the County who had done post-doc study of transport law & policy. Didn't matter. The vested interests like things just as they are, and they don't give a rat's pitulee for taxpayers' burdens or motorists safety when it might interfere with their cash flow: from taxpayers to their wages, salaries, benefits and pensions.

Caveat viator.

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

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

From: Tom Schatz, Citizens Against Government Waste <membermgr@cagw.org>
To: "translaw@pacbell.net" <translaw@pacbell.net>
Sent: Tuesday, December 23, 2025 at 03:09:37 PM PST
Subject: Vote for the 2025 Porker of the Year



Joseph,

This is one of the most important decisions you'll make in the fight for fiscal responsibility this year.

Every December, Citizens Against Government Waste turns to our most dedicated supporters to help select the **Porker of the Year**—the public official who has done the most to squander taxpayer dollars.

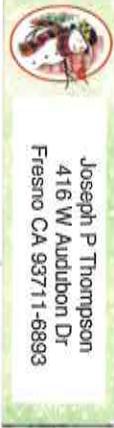
Now, it's your turn to weigh in and help us determine who should receive this dubious honor in 2025.

Here are three of this year's six contenders:

FRESNO CA 936

5 JAN 2026 AM 2 L

UNITED STATES
OF AMERICA
IN GOD WE TRUST
LIBERTY
FOR EVER USA



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

Board of Supervisors of Fresno County
Attn: Clerk-Public Comment, Next Meeting
2281 Tulare St. #301
Fresno, CA 93721

33-24-249853