

ALL B. 9 5. - PUBLIC COMMENT:

DAN WALTERS "18 YEARS AFTER CALIFORNIA VOTERS APPROVED THE BULLET TRAIN, PROGRESS AND FINANCES ARE STILL STALLED," THE WAY FORWARD IS?

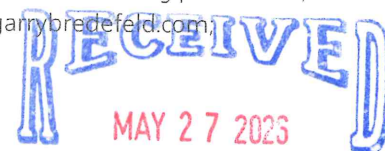
Item 15
6/2/2026 BOS
Meeting

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

To: ray.appleton@cumulus.com; realtalkbrad@gmail.com; kathy@californiaglobe.com

Cc: teamhilton@stevhiltonforgovernor.com; senator.strickland@senate.ca.gov; senator.grove@senate.ca.gov; joyce.rivero@sen.ca.gov; carl@reformca.net; assemblymember.macedo@assembly.ca.gov; rosalia.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@garrybredfeld.com; nathan@nathanmagsig.com; mike.karbassi@fresno.gov; jon@hjta.org

Date: Saturday, May 23, 2026 at 11:06 AM PDT



CLERK. BOARD OF SUPERVISORS

Dear Mr. Appleton, Mr. Maaske & Ms. Grimes,

CC:-d:-Mr. Hilton, Senators Strickland & Grove; Assemblymembers DeMaio, Macedo & Tangipa;

"" Supervisors Bredfeld & Magsig; Councilman Karbassi; Jon Coupal, Esq.

Why waste taxpayers' money to reward union jobs? Why not just hand them our money? We pay them to transport 100% empty bus seats almost 100% of the time, and transit advocates crow "success." Yeh.

For whom? Not for the taxpayers, motorists, who are being crucified to keep boondoggle socialist transit running.

Why make a bigger Amtrak? BART? Caltrain? Metroliner? ACE Train? SMART Train? Lite Rail? County Transit?

We voted for self-sufficient, no subsidy, high speed rail, not a soviet horizontal elevator. Privatize it ASAP. Use

Ch. 9 Bankruptcy for a liquidating plan. Why make our children and grandchildren and following generations

pay \$231B, plus interest, for a tomb, a deadweight anvil hung around their necks, Stonehenge-Tangipa II,

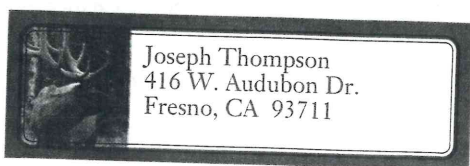
Lenin's Tomb California: "Look on my works, ye mighty . . ." Our generation's epitaph? Divert the slow-motion

train wreck into a railroad, relying on high value TOFC & COFC intermodal tonnage to replace taxpayers'

endless subsidies. Build on the bedrock of capitalism; not on the quicksand of socialism.

Joe Thompson (408) 607--7351 cell: E-Mail: TransLaw@PacBell.Net

DAN WALTERS CAHSRA WASTE 5-23-2026.pdf
472.8 kB



WASTING THE PEOPLE'S MONEY TO REWARD A UNION JOBS? WHY NOT JUST HAND THEM \$\$\$

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WHY MAKE A BIGGER AMTRAK? BART?

2026 Voter Guide Politics Immigration Housing Education Economy Environment California Voices I

CALTRAIN? METROLINER? LITE RAIL? ACE TRAIN?

SMART TRAIN? COUNTY TRANSIT?

18 years after California voters approved the bullet train, progress and finances are still stalled

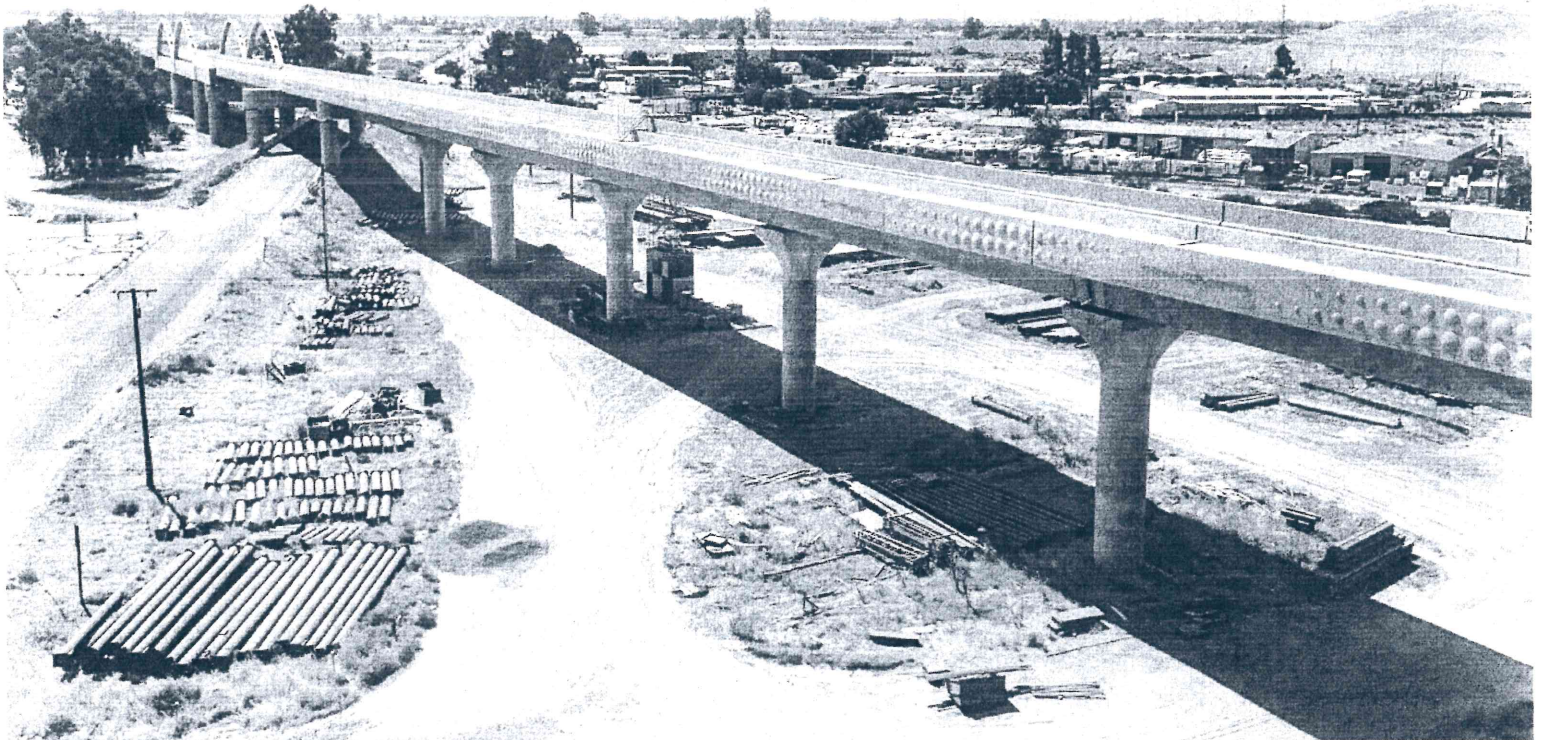


BY DAN WALTERS
MAY 22, 2026

WE VOTED FOR SELF-SUFFICIENT, NO SUBSIDY HIGH SPEED RAIL, NOT A SOVIET

Republish

HORIZONTAL ELEVATOR. PRIVATIZE IT ASAP, CH. 9 BANKRUPTCY IS THE WAY TO GO.



Construction site of the High Speed Rail ramp in Fresno on Sept. 12, 2025. Photo by Larry Valenzuela. CalMatters/CatchLight Local

WHY MAKE OUR CHILDREN PAY \$231B FOR OUR TOMB

STONEHENGE - TANGI PAT. LENIN'S TOMB CALIFORNIA?

Construction of the 1,911-mile transcontinental railroad connecting California with the eastern half of the United States began in 1863, while the nation was engaged in a bloody civil war, and was completed six years later when its two legs were joined at Promontory Summit in Utah.

California's bullet train project was launched in 2008 when voters passed a [\\$9.95 billion bond issue](#) on promises that it would be completed by 2020, whisking passengers from one end of the state to the other.

Eighteen years later, an [initial segment](#) in the San Joaquin Valley, linking a station near Merced with one near Bakersfield, is little more than a skeleton of concrete supports, dubbed Stonehenge by some critics, with no track, no trains and, therefore, no service.

It is a hot mess that's contributing to California's reputation for managerial incompetence — as a [recent episode of CBS network's "60 Minutes"](#) underscored. The program's interviews with project officials ripped open their inability to explain how and when the bullet train would be completed.

Oddly, as the project's financial viability has shriveled, Gov. Gavin Newsom, [once highly critical](#), has become its most visible champion, staging media events to tout even its tiniest advances.

READ NEXT



POLITICS

Some California high-speed rail records could remain secret under proposed law

By [Yue Stella Yu](#)

Twelve years ago, while serving as lieutenant governor, Newsom was scornful. In a [2014 recorded interview](#), he concluded, "The facts seem overwhelming that this project is not going to materialize in our lifetime."

Five years later, in his first State of the State address, Newsom once again questioned the bullet train's viability.

"Let's be real," [Newsom told legislators](#). "The project as currently planned would cost too much and take too long. There's been too little oversight and not enough transparency. Right now, there simply isn't a path to get from Sacramento to San Diego, let alone from San Francisco to L.A."

Newsom's remarks were widely interpreted as him wanting to pull the plug. But after construction unions and other advocates pushed back, he insisted he wanted to see the project become reality, with a lengthened the San Joaquin Valley segment.

Last February, his cheerleading took him to Kern County to [announce a small-scale rail project](#).

"Here on the high-speed rail system, we're now in the process of starting to lay track, 119-mile first phase, fully funded because of the investments we'll make through the cap-and-invest program through 2045," he said.

"Seventeen hundred people every single day — union jobs — go to work on this project. Fifty-eight large-scale structures have been completed; 29 others under way; 99% of the environmental work done. All of the hard work is behind us. Now we're going to see the fruits of that. We're going to start seeing precisely what you see here, real tracks, real progress."

All of the hard work done? Not by a long shot.

At best, it will take another six years — the same time span of the transcontinental railroad — before trains are carrying passengers, and that would only be between stations near two rural cities. Moreover, to get that far the project must borrow construction money by pledging its \$1 billion a year from emission auctions.

The saga's latest chapter is [a new business plan](#), pegging the cost of linking San Francisco to the Los Angeles area by 2040 at \$126 billion.

In response, the Legislative Analyst's Office [issued a report](#) that listed the plan's shortcomings, concluding that it didn't meet state law requirements for transparency on costs and other points.

The project was a mess when Newsom became governor; it will be a mess for his successor and it will probably be a mess when the next governor departs.

The old saying about beating a dead horse and hoping it will revive comes to mind.



POETRY FOUNDATION

Ozymandias

BY PERCY BYSSHE SHELLEY



I met a traveller from an antique land,
Who said: "Two vast and trunkless legs of stone
Stand in the desert. . . . Near them, on the sand,
Half sunk a shattered visage lies, whose frown,
And wrinkled lip, and sneer of cold command,
Tell that its sculptor well those passions read
Which yet survive, stamped on these lifeless things,
The hand that mocked them, and the heart that fed:
And on the pedestal, these words appear:
My name is Ozymandias, king of kings:
Look on my works, ye mighty, and despair!"
Nothing beside remains. Round the decay
Of that colossal wreck, boundless and bare
The lone and level sands stretch far away.

Copyright Credit: Percy Bysshe Shelley, "Ozymandias" from *The Poetical Works: In Four Volumes*. (London: Reeves & Turner, 1876.) Public domain.

Source: *The Poetical Works: In Four Volumes* (Reeves & Turner, 1876)

PUBLIC COMMENT; ARTICLE 5-25-2026 "STEVE HILTON WILL STOP THE "BULLSHEIT" TRAIN IN ITS TRACKS . . ." CALIFORNIA GLOBE ON-LINE EDITION

Item 15
06/02/2026 ROS
meeting

MAY 28 2026

CLERK, BOARD OF SUPERVISORS

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

To: teamhilton@stevehiltonforgovernor.com; katy@californiaglobe.com; ray.appleton@cumulus.com

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

Date: Monday, May 25, 2026 at 12:54 PM PDT

THEN WHAT COMES NEXT? IF THE SUGGESTION BOX IS OPEN?

Dear Mr. Hilton, Ms. Grimes, Mr. Appleton,

CC: Congressmen McClintock, Fong, Kiley; Senators Strickland & Grove; Assemblymembers DeMaio, Macedo & Tangipa;

Supervisors Bredefeld & Magsig; Councilman Karbassi; Jon Coupal, Esq.

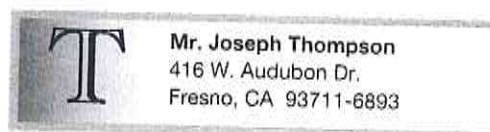
FYI. Here's my public comment that I posted following the Article:

Joseph Patrick Thompson

May 25, 2026 at 12:29 pm

Friends, So, do we have Stonehenge II as a monument to governance abuse? Or, do we divert to capitalist railroad? How about a Ch. 9 liquidating plan? Trade the Class Ones (UP & BNSF) the partially-completed infrastructure for restoration of intermodal facilities in all ag-shipping Counties. Have the Bankruptcy Trustee clawback all fraudulent transfers. The Bankruptcy Code gives an extra two years for the fraudulent transfer avoidance complaints to the usual Statute of Limitations. Sell off everything else. The RR's gain increased TOFC & COFC intermodal tonnage, which replaces taxpayers' subsidies now demanded by CAHSRA's "business" plan, actually an insolvency forever plan like Amtrak, Caltrain, Metroliner, BART, etc. We get less highway congestion, fewer big rig accidents, injuries & deaths; lower fuel consumption per ton/mile of freight; less road surface & bridge support deterioration repair expenses. Cleaner air by virtue of the efficiency of rolling steel-on-steel rather than dragging rubber tires on concrete or asphalt. Shippers have a viable option to OTR team drivers at competitive coast-to-coast schedules at on-average 40% lower freight rates. Our railroads are the envy of the World: let's use them to our advantage. Joe Thompson, Past-Chair, Legislation Committee, Transportation Lawyers Assn.

NEW--JPT:



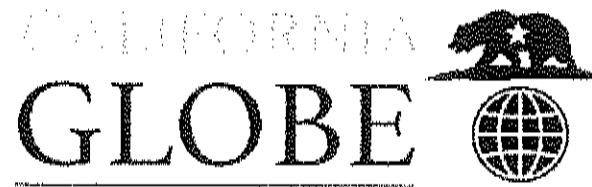
Even if it is not "stopped," we ought to divert it from public sector to private sector, which is what voters voted for in 2008 in Prop. 1A.

As I said to then Senator-Judge Quentin Kopp in 1996, only in the private sector do we have sound, sustainable transport solutions.

Soviet-style transit lasts only until you run out of other people's money.

Joe Thompson

Fresno, CA 93711 in Mr. McClintock's District, Dr. Bredefeld's District, Mr. Tangipa's District



Home > Articles > Steve Hilton Will Stop The 'Bullshit' Train In Its Tracks... 'If Only They Had Laid Any...'



In fact a "bullshit train" it's a bullshit train," says gubernatorial candidate Steve Hilton. "As governor I will stop it in its tracks. If only they had laid any."



or at will in - follow

HERE is the monument to 16 years of failed one party rule.

\$200 billion over budget, 30 years late - this is not a 'bullet train', it's a bullshit train.

As governor I will stop it in its tracks. If only they had laid any...

California Globe



Staff: [http://www.californiaglobe.com](#)

Real Time Updates

California Globe is a news and information website that provides a high quality and accurate view of the state of California. We are committed to providing you with the most up-to-date information on the state of California.



The 2009 budget promise was that this very new train was supposed to whisk us from San Francisco to Los Angeles in 2.5 hours in 2020, for only \$38 billion.

As you can Hilton reports, the latest scheme is that the train will take us from San Francisco to Merced on one regular train track, then from Merced to Palmdale on high-speed rail (wherever they finish it), then from Palmdale to Los Angeles, which will take 2.5 hours, which will now be finished by 2030 for \$731 billion.

California Gov. Gavin Newsom claims that "This is the only high-speed rail of its kind anywhere in the United States of America!"

It is quite clear that the **Brightline train in Florida** is actually up and running, completed in 2025, connecting from Miami to Orlando, with extensions, with top speeds of 125 mph on dedicated segments. It's privately operated, successful, profitable, and often called "higher-speed rail" rather than true HSR. There are train stations in Miami, Fort Lauderdale, Boca Raton, West Palm Beach, and Orlando, as well as Orlando International Airport. It takes 1.5 hours Miami to Orlando, and 2 hours West Palm Beach to Orlando.

The total cost for the rail from the Orlando train system: Approximately \$6 billion (including infrastructure, stations, maintenance facilities, track upgrades, grade crossing safety improvements, and rolling stock). This was provided, in whole or in part, by state, local, and federal support, by tax-exempt bonds and station contributions, according to CNBC.

California's new rail system is estimated \$28 billion in combined state + federal funding commitments through tax-exempt bonds, state bonds from Prop. 1A, pay-and-trade, and various federal grants, but also is expected to be paid for by ongoing construction, according to the *HSRA 2025 Supplemental Project Update Report*.

Richard Hornbush, the general manager of the California Operating Segment (Merced - Davis field) in the Central Valley, who will be in charge of the \$100 million of go-it-alone funds for track laying as of 2026) who will be in charge of right-of-way acquisition, and blended corridor upgrades.

But when it comes to the California High-Speed Rail Authority, the general manager will receive more than \$20 million to spend. That's a lot of money for a man who is not even working in the field.

For more information on the California High-Speed Rail Authority, please visit our website. **California High-Speed Rail Authority recently said on X.**



California Segments Analysis Since 1990 - California Globe

California Segments Analysis Since 1990 - California Globe - Proposition 1A:

California Globe

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Assembly Bill 1608

California Segments Analysis Since 1990 - California Globe - Assembly Bill 1608 ...

California Segments Analysis Since 1990 - California Globe - said in ...



@stevehilton · Follow

FRAUD COVERUP: Instead of stopping the massive fraud happening in state programs at your expense, CA Democrats are covering it all up by passing AB 1608 to allow the High Speed Rail project to hide evidence of fraud from the public! I confronted them on the Assembly Floor with [Show more](#)

1:13 AM · May 19, 2016



👍 207 🗨️ Reply 🌐 Copy link

Read 41 replies

...and how the Legislature of the State of California is covered by California Democrats in the California Legislature. ...and how the Legislature of the State of California is covered by California Democrats in the California Legislature. ...and how the Legislature of the State of California is covered by California Democrats in the California Legislature.



...and other documents related to the project, including the project's budget, schedule, and other key information. The documents are being made available to the public in order to ensure transparency and accountability in the project's management.

...
High Speed Rail Authority ...
...
project change order, board meeting materials, and various business plans. ...

...
California High-Speed Rail Authority: Its Flawed Decision Making and Poor Contract Management Have Contributed to Billions in Cost Overruns and Delays in the System's Construction.

...
...
...

... **posted to X**

The report states that the project's cost overruns are the result of a combination of factors, including poor contract management, flawed decision making, and a lack of transparency. The report also notes that the project's schedule has been significantly delayed, and that the project's budget has been exceeded by billions of dollars.

...
...
...

... **this bullshit train here**

Author Recent Posts



Steve Hilton, the Editor in Chief of the California Globe, is a long-time investigative journalist covering the California State Capitol, the co-author of California's War Against Donald Trump: Who Wins? Who Loses? and a contributor to "Business 2016." A California native, he lives in Redwood City, San Francisco, CA.

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April 6, 2026

Assembly Bill 1602 Assemblyman Carl DeMaio (R-San Diego) Assemblywomen Lori Wilson (D-Suisun City) Brightline
train in Florida, California Rep. Kevin Kiley California's High Speed Rail, Diane Harkey Florida Gov. Ron DeSantis, Gavin Newsom
Gov. Jerry Brown High Speed Rail High speed rail project High-Speed Rail boondoggle, Lou Thompson Senator Tony Strickland

ALL SUPERVISORS: PUBLIC COMMENT

Fw: DAN WALTERS "18 YEARS AFTER CALIFORNIA VOTERS APPROVED THE BULLET TRAIN, PROGRESS AND FINANCES ARE STILL STALLED," THE WAY FORWARD IS?

RECEIVED
MAY 28 2026

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

To: echalhoub@weeklys.com; greg.bozzo@cityofgilroy.org; dion.bracco@cityofgilroy.org; carol.marques@cityofgilroy.org; tom.cline@cityofgilroy.org; zachary.hilton@cityofgilroy.org; terence.frugazzi@cityofgilroy.org; kelly.ramirez@cityofgilroy.org; mark.turner@morganhill.ca.gov; allcouncilmembers@ci.gilroy.ca.us; chamber@gilroy.org; translaw@pacbell.net

CLERK. BOARD OF SUPERVISORS

Item 15
06/02/2026
BOS meeting

Date: Sunday, May 24, 2026 at 08:39 AM PDT

GUEST EDITORIAL, OR LETTER---YOUR CHOICE: PUBLIC COMMENT: MAYOR & CITY COUNCIL:-

CITIZEN'S REPLY TO DAN WALTERS: BAD TRANSPORT POLICY IS BAD PUBLIC POLICY; WE MUST REJECT THE ROUTE TAKEN BY THE USSR-- THE ROAD TO SERFDOM:

Friends, [Once again trying to send the City Council an E-Mail Message without their blocking me out---again?]

Regarding Mayors of Gilroy, Bakersfield, Fresno, Stockton, Riverside, Lancaster, Anaheim, Merced, Hanford, & Burbank letter 4-23-26 to

CAHSRA about raising taxpayers' subsidies to build and run the insane Bullet Train, is Gilroy only realizing its leaders' mistake supporting

communist high speed rail now? What about what I said during the pre-Election debate in 2008 at the Joint Gilroy-Morgan Hill Chambers'

sponsored debates at the Gilroy Chamber's Conference Room? Leaders have known at least since the creation of the VTA, radical socialist

OR FAX IN FRESNO = VTA

public sector transit making life impossibly expensive in SCC what a travesty public sector transit is, all modes, e.g., empty bus & train seat

transport that punishes taxpayers & motorists to reward public sector unions and those who take campaign contributions from them, right?

As I said to then Senator-Judge Quentin Kopp in 1996, who some call "Father of the Bullet Train," only private sector transport solutions are

sound & sustainable. Look at the fraud, waste & abuse at Caltrain; Amtrak; ACE Train; SMART Train; Lite Rail; Metroliner; etc. Gilroy's leaders

knew this in 2008, yet they rejected my position, and followed Hon. Rod Diridon's "cohort" down the same route taken by the USSR--the

Road to Serfdom--and they're still on it today, to their eternal shame. Once again, I urge that we have a capitalist railroad, like the one that

goes thru Gilroy today, and not another socialist boondoggle horizontal elevator. See more than 100 letters to Editor I've sent you on

this Socialist Trainwreck since 2000. See my many public comments to the CAHSRC, later CAHSRA, and the Assembly Transportation Committee

in the State Capitol.

Caveat viator.

Joe Thompson

(408) 607---7351 cell phone

E-Mail: TransLaw@PacBell.Net

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

Past Chair, Legislation Committee, Transportation Lawyers Assn.

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

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

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

To: ray.appleton@cumulus.com <ray.appleton@cumulus.com>; Brad Maaske <realtalkbrad@gmail.com>; Katy Grimes <katy@californiaglobe.com>

Cc: Steve Hilton <teamhilton@stevehiltonforgovernor.com>; senator.strickland@senate.ca.gov <senator.strickland@senate.ca.gov>; senator.grove@senate.ca.gov <senator.grove@senate.ca.gov>; joyce.rivero@sen.ca.gov <joyce.rivero@sen.ca.gov>; Carl DeMaio <carl@reformca.net>; assemblymember.macedo@assembly.ca.gov <assemblymember.macedo@assembly.ca.gov>; Rosalinda Alexander <rosalinda.alexander@asm.ca.gov>; assemblyca <assemblymember.tangipa@outreach.assembly.ca.gov>; David Tangipa <david@davidtangipaforassembly.com>; assemblymember.tangipa@assembly.ca.gov <assemblymember.tangipa@assembly.ca.gov>; David Tangipa <info@davidtangipa4ca.com>; ian.coolbear@asm.ca.gov <ian.coolbear@asm.ca.gov>; belle.castro@asm.ca.gov <belle.castro@asm.ca.gov>; emily.tymn@asm.ca.gov <emily.tymn@asm.ca.gov>; Garrybredefeld Info <info@garrybredefeld.com>; Magsig for State Senate <nathan@nathanmagsig.com>; Mike Karbassi <mike.karbassi@fresno.gov>; Jon Coupal <jon@hjta.org>

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"" Supervisors Bredefeld & Magsig; Councilman Karbassi; Jon Coupal, Esq.

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Ch. 9 Bankruptcy for a liquidating plan. Why make our children and grandchildren and following generations


pay \$231B, plus interest, for a lomb, a deadweight anvil hung around their necks, Stonehenge-Tangipa II,

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endless subsidies. Build on the bedrock of capitalism; not on the quicksand of socialism.

Joe Thompson (408) 607--7351 cell; E-Mail: TransLaw@PacBell.Net

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4/7/2026

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From: mailer-daemon@yahoo.com

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[M1ULmYMJN6emj0biz4n7tw.usb17])

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To: echalhoub@weeklys.com; mark.turner@morganhill.ca.gov; chamber@gilroy.org
Date: Sunday, May 24, 2026 at 08:43 AM PDT

Dear Erik & Mark and Friends,
It appears that the City Council is automatically blocking my emails to them.
Don't they want "public comment" any more?
Joe Thompson
(408) 607---7351 cell phone

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From: "mailer-daemon@yahoo.com" <mailer-daemon@yahoo.com>
To: "translaw@pacbell.net" <translaw@pacbell.net>
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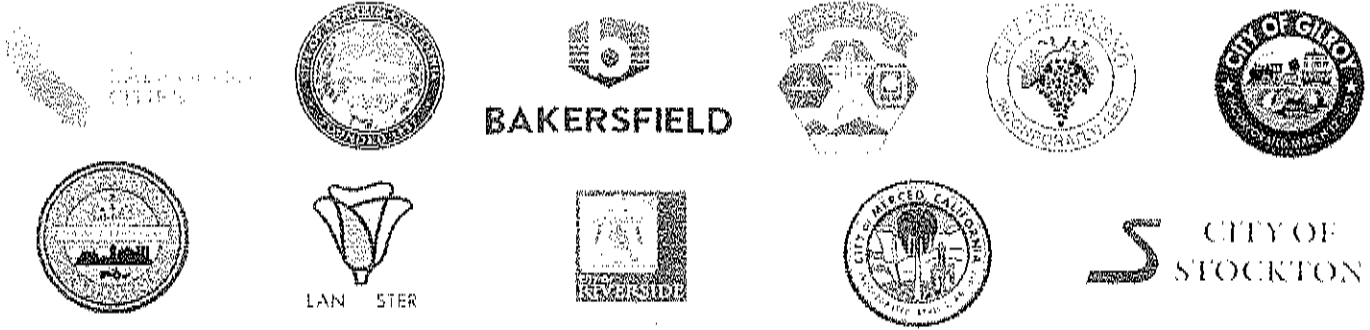
Date: Sunday, May 24, 2026 at 08:39 AM PDT

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April 23, 2026

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

Re: 2026 Draft Business Plan Comments on Proposed Tax Increment Financing District Authority

Dear Mr. Choudri,

On behalf of the undersigned mayors from cities throughout California, we write in the strongest possible terms to oppose the California High-Speed Rail Authority's indication in the 2026 Draft Business Plan they are seeking authority to establish state-controlled Tax Increment Financing (TIF) districts within a one-half-mile radius of proposed station areas for the purpose of capturing property and potentially sales tax growth to fund high-speed rail construction and related commercialization activities.

While we recognize the significant financial challenges facing the High-Speed Rail project and appreciate the Authority's efforts to identify innovative funding strategies, the proposed value-capture framework raises profound legal, fiscal, and policy concerns for local governments and the communities we serve.

At its core, the proposal contained in the 2026 Draft Business Plan is a direct attempt to divert locally controlled tax revenues, undermine voter-approved constitutional protections, and erode the fiscal stability of California's cities to backfill a project that continues to face severe financial uncertainty.

Constitutional and Legal Concerns

As outlined on page 32 of the High-Speed Rail Authority's 2026 Draft Business Plan, the proposal to divert local tax increment to a state entity appears inconsistent with multiple provisions of the California Constitution. Local sales tax revenues are expressly protected for local governmental purposes, and the Legislature is prohibited from reallocating or transferring those revenues. Similarly, Proposition 1A (2004) guarantees that cities, counties, and special districts retain their constitutionally protected share of property tax allocations. Mandatory diversion of property tax increment to a state authority that is not a constitutionally recognized taxing entity violates these protections and would almost certainly invite extensive litigation.

The High-Speed Rail Authority is not a local taxing district, as such, it has no constitutional claim to local tax revenues. Any attempt to divert increment to a state entity would almost certainly trigger protracted litigation and create enormous fiscal uncertainty for local governments statewide.

An Assault on Local Control

Equally concerning is the 2026 Draft Business Plan's suggestion that the Authority could exercise regulatory influence over land within station areas. Land use authority is constitutionally reserved to cities and counties. While the state may set standards, it cannot assume direct local planning powers.

This proposal crosses that line. It represents an unprecedented intrusion into local governance and sets a dangerous statewide precedent.

Threats to Local Fiscal Stability and Public Services

The proposed TIF model would divert future property tax growth—revenues that local governments rely upon to fund essential public services, including public health and safety, infrastructure maintenance, parks, housing programs, and local transportation improvements. Over the potential 45-year lifespan of a TIF district, these diversions would significantly constrain local fiscal capacity, particularly in communities already struggling with service demands and infrastructure backlogs.

Although school district property tax shares are typically excluded from existing TIF structures such as Enhanced Infrastructure Financing Districts (EIFDs) and Community Revitalization and Investment Authorities (CRIAs), the broader fiscal ecosystem is interconnected. Reduced city, county, and special district revenue capacity can indirectly affect school support services, public safety coordination, and community investment.

At a time when local governments are already confronting escalating infrastructure costs, housing pressures, and public safety challenges, the Authority's proposal would impose a long-term structural fiscal penalty on the very communities being asked to accommodate this project.

Departure from Established California TIF Frameworks

California's existing TIF tools—including EIFDs and CRIAs—are locally initiated, voluntary, and governed by public financing authorities with local representation. Participation by taxing entities requires affirmative consent, and project priorities are determined through locally adopted financing plans.

By contrast, the High-Speed Rail 2026 Draft Business Plan contemplates a state-directed value-capture model that would override local initiation, governance, and consent principles. This represents a fundamental departure from decades of established public finance policy in California.

Funding the Project Cannot Come at the Expense of Communities

California's cities support statewide infrastructure investment and our opposition to this proposal should not be interpreted as an indictment of the state's high-speed rail

project. But the responsibility for funding a state megaproject lies with the state—not with local taxpayers whose revenues are constitutionally protected for local purposes.


If the state believes additional funding is necessary, as it did in adopting last year's budget that allocated \$20 billion from the state Greenhouse Gas Reduction Fund (GGRF) to the high-speed rail project, it must pursue transparent, lawful, statewide solutions—such as voter-approved bonds or dedicated state revenue sources—rather than attempting to divert local tax growth through a legally dubious scheme.

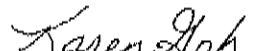
Conclusion


This proposal in the 2026 Draft Business Plan is fiscally reckless, legally vulnerable, and fundamentally unfair to the communities expected to host High-Speed Rail facilities. It would weaken local governments, destabilize public services, and undermine constitutional protections that California voters have repeatedly affirmed. Simply put: the state cannot solve a state funding problem by raiding local tax bases.


We respectfully urge the Legislative leaders to oppose this proposal and instead engage collaboratively with local governments to identify funding strategies that consider both statewide infrastructure goals and local fiscal integrity.

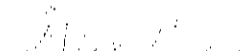
Sincerely,



Ashleigh Aitken
Mayor
City of Anaheim



Karen Goh
Mayor
City of Bakersfield

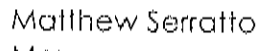

Tamala Takahas
Mayor
City of Burbank

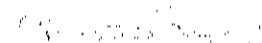

Jerry Dyer
Mayor
City of Fresno



Greg Bozzo
Mayor
City of Gilroy


Mark Kairis
Mayor
City of Hanford


R. Rex Parris
Mayor
City of Lancaster


Matthew Serratto
Mayor
City of Merced


Christina Fugazi
Mayor
City of Stockton


Patricia Lock Dawson
Mayor
City of Riverside

Cc: The Honorable Gavin Newsom, Governor, State of California
Members, Board of Directors, California High-Speed Rail Authority
The Honorable Monique Limón, California Senate President pro Tempore
The Honorable Robert Rivas, California Assembly Speaker
The Honorable John Laird, Chair of the Senate Budget and Fiscal Review
Committee
The Honorable Jesse Gabriel, Chair of the Assembly Budget Committee



Ozymandias = CAHSRA TODAY

BY PERCY BYSSHE SHELLEY

W. T. F.



I met a traveller from an antique land,
 Who said: "Two vast and trunkless legs of stone
 Stand in the desert. . . . Near them, on the sand,
 Half sunk a shattered visage lies, whose frown,
 And wrinkled lip, and sneer of cold command,
 Tell that its sculptor well those passions read
 Which yet survive, stamped on these lifeless things,
 The hand that mocked them, and the heart that fed:
 And on the pedestal, these words appear:
 My name is Ozymandias, king of kings:
 Look on my works, ye mighty, and despair!"
 Nothing beside remains. Round the decay
 Of that colossal wreck, boundless and bare
 The lone and level sands stretch far away.

Copyright Credit: Percy Bysshe Shelley, "Ozymandias" from *The Poetical Works: In Four Volumes*. (London: Reeves & Turner, 1876.) Public domain.

Source: *The Poetical Works: In Four Volumes* (Reeves & Turner, 1876)

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.

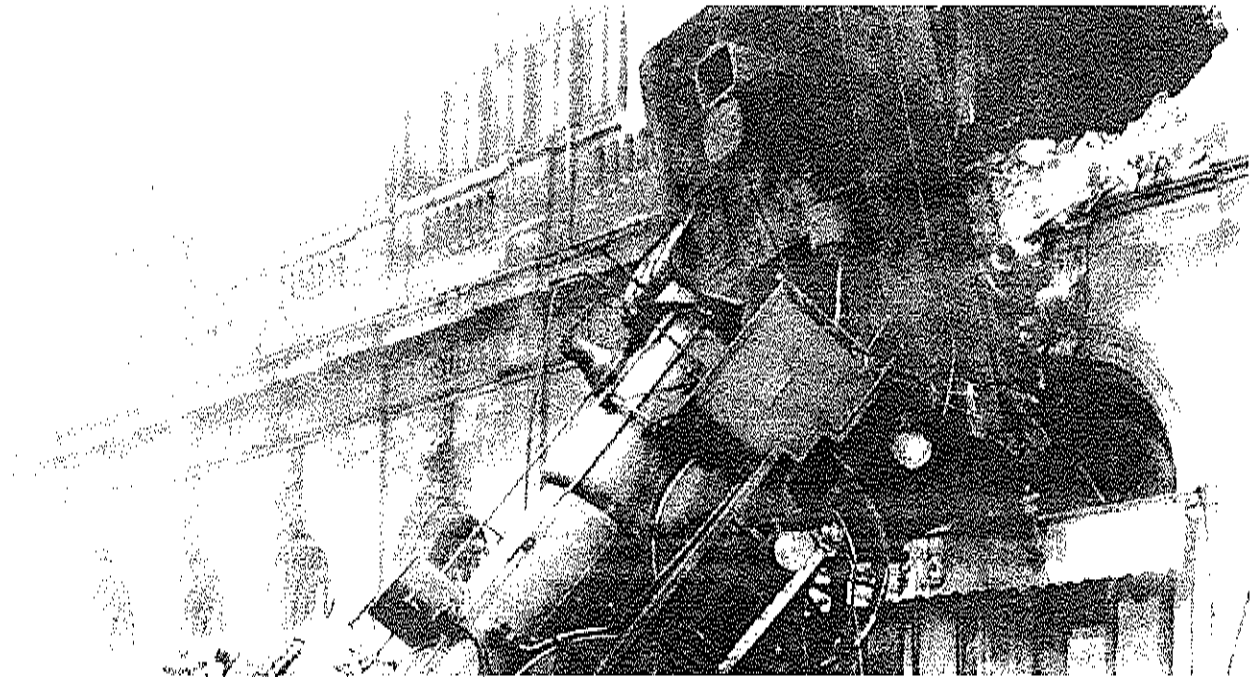
Joseph Thompson is an attorney whose law offices are in Gilroy. He can be reached at translaw@pacbell.net.

Socialism or Capitalism? – California Globe



California Globe

[Home](#)>[Articles](#)>Solution to Bullet Train Nightmare: Socialism or Capitalism?



Train wreck. (Photo: public domain)

The California Globe has received several emails from Joseph Thompson, a California retired attorney, who for decades has warned about socialized transportation.

He said if politicians sincerely believed in ending fraud, waste and abuse in government, they need to start with public sector transit boondoggles – specifically, California High Speed Rail.

Here is a letter he recently wrote to California’s members of Congress, state lawmakers and local elected officials:

Sell the CA High Speed Rail’s Bullet Train to Amtrak?!?!

Dear Friends,

Calls being heard to “fix” wasteful Bullet Train by selling it to Amtrak, would be like fixing fraud-ridden

COG by selling it to fraud-ridden VTA. Like throwing gasoline on a fire to extinguish it.

What would that be like for taxpayers?

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 apace, condoned by every Session of the Congress. **If it was a horse, we would do the humane thing. Instead, we kick the can down the road.**

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. As I repeated in testimony before the Assembly Transportation Committee

in the State Capitol in 2010. And as I said to the joint Gilroy & Morgan Hill Chambers of Commerce in 2008 at the Gilroy Chamber's Conference Room during their pre-election debates.

Bailing-out an insolvent railroad with another one would yield a worse train wreck 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 preferable.

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 Woodrow 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.

Can we learn from our history? Or are we doomed to continue our mistakes with socialism?

Today, we ought to see high value freight diverted from highways to COFC & TOFC intermodal service (*Doublestacking of containers: Container on Flat Car; COFC, Trailer on Flat Car; TOFC*) with the added advantage of not having to carry a trailer) 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 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

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

Charter-Member, SBCCOG Citizens Rail Advisory Committee, and Citizens Transit Task Force

Past-Chair, Legislation Committee, Transportation Lawyers Assn.

E-Mail: TransLaw@PacBell.Net

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GILROY DISPATCH

Letter: Bullet train report is more lipstick on the pig

BY JOSEPH P. THOM - September 3, 2025



Letter to the editor

News reports that the California High Speed Rail Association's newest "business plan" proposes getting 18 million annual riders from Gilroy is, as predicted, more lipstick on a bankrupt-from-conception socialist boondoggle.

The population of Gilroy is 60,390, with 47,200 adults. Morgan Hill's population is 45,952. So, in round numbers we're looking at about 100,000 people of all ages. How many would take the Bullet Train every workday to Merced to Bakersfield? Would they pay full fare, or like VTA, COG, etc., pay only about 1% of the cost of their rides?

Taxpayers, motorists, pay the balance of their costly rides. It would make Lenin blush. If they all rode Bullet Train, that would be .0055% of CAHSRA's pie-in-the-sky projected ridership.

So, it's safe to conclude that CHSRA's new "business plan" is pure, unadulterated horse-pucky as we liked to say when I had my law office there.

Gilroy's taxpayers, including crucified motorists, labor under "worst-in-the-nation" award winning VTA, awarded them for extraordinary fraud, waste and abuse by the MIT study of all the nation's transit agencies. In more than 45 years of representing small and very small business owners in Gilroy and South Santa Clara County, I saw business failures and bankruptcies at higher rates than the national average. Why's that? Confiscatory taxes/fees/fines/assessments and mandates?

In 2008, when the Gilroy and Morgan Hill chambers invited me to debate former Supervisor Rod Diridon in the pre-election debate on Prop. 1A, I said the same thing that I said to the "Godfather of the Bullet Train" in 1996, the Honorable Judge and Sen. Quentin Kopp. Private sector solutions are the only sound, sustainable transport solutions for local, state and federal governments.

I repeated my position in testimony before the Assembly Transportation Committee in the Capitol in 2010 in support of proposed legislation to defund the Bullet Train.

Nothing has changed over the years since to make me change my position. In fact, construction and operating costs have increased dramatically, and will increase more before it's completed. In a guest opinion published by the Gilroy Dispatch in 2008, I predicted that gas taxes would have to increase to \$10 per gallon to fund the CAHSRA's monstrosity. Their fiscal bottomless pit is now so deep that I now double my previous estimate to \$20 per gallon. But then, what will we do if we tax people out of their cars?

Instead of creating another socialist public sector transit boondoggle, I think that we ought to learn from our history, and switch to private sector rail, which is the only sustainable way to run a railroad.

CAHSRA has, predictably, answered AB 377 with a new "business plan" that's no different than their previous plan to crucify the taxpayers. Asking a blood sucking leech to have a new diet is an exercise in futility. We cannot afford the blood-sucking leeches that our leaders have *already* plastered on our backs. No wonder people are fleeing California in record numbers.

Joseph P. Thompson, Esq.

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SF San Francisco, United States

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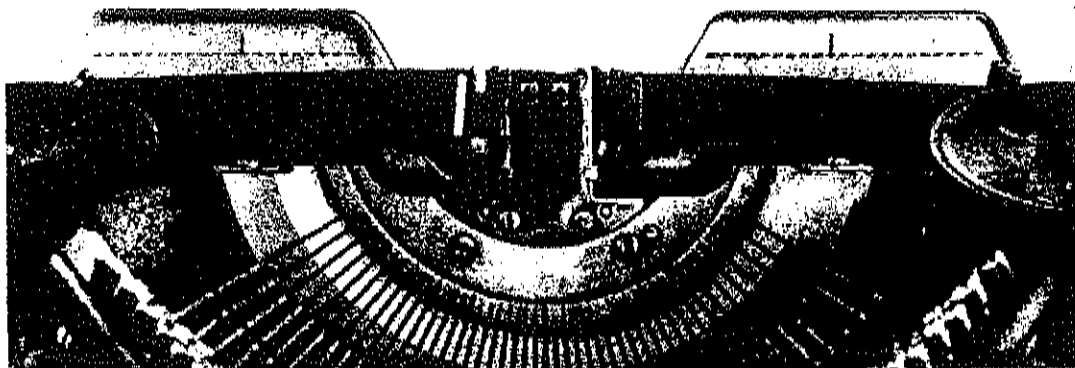
JOSEPH P. THOM

GILROY DISPATCH

Letter: Taxpayers cannot afford a transportation boondoggle

BY JOSEPH P. THOMPSON - June 12, 2025

LETTER TO THE EDITOR



Open letter to Hon. Sean Duffy, U.S. Secretary of Transportation.

Re: USDOT F.R.A.'s Notice of Proposed Determination 6-4-2025

In my opinion, the reason for the failure of the CAHSRA's high speed rail proposal is its reliance on the public sector model of transport funding as seen in the nation's history with Amtrak and other public sector transit boondoggles.

Despite "efficiency" appearing four times in the national transportation policy, long before creation of a federal department of governmental efficiency, in practice we seem dependent on taxpayer funded forms of

transit to the detriment of the taxpayers, e.g., motorists paying gas taxes, who are expected by the government to pay 102% of our transport costs.

Over the decades, state and federal transport funding experts have recommended that we fund our transport with user fees, that is, fares by the patrons. The Highway Trust Fund has been diverted to subsidize public sector transit systems. So, we don't even follow our own experts' advice for transport funding.

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In my opinion, we are giving the wrong answer to the late honorable Norman Y. Mineta, who in 1995 at the Institute at SJSU that now bears his name said, "The crucial question in transportation today is: What should government do, and what should it leave to others?"

Secretary Mineta was right then; and he's right today, God bless his soul.

As I said to HSRC before it became an "authority," if we put enough UPS, Fedex and Postal Service tonnage on the High Speed Rail, then we would not need to ask the taxpayers for a dime.

We ought to learn from our history. Wells Fargo added U.S. Mail and bullion to their passenger stage coaches to offset their losses moving passengers.

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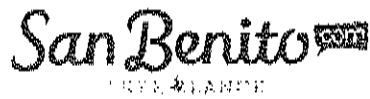
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Voters in California voted in 2008 for private sector HSR. We did not vote for another Amtrak, public sector transit boondoggle.

California taxpayers cannot afford to subsidize the transit boondoggles that we already have. Let's give the right answer to Secretary Mineta's "crucial question."

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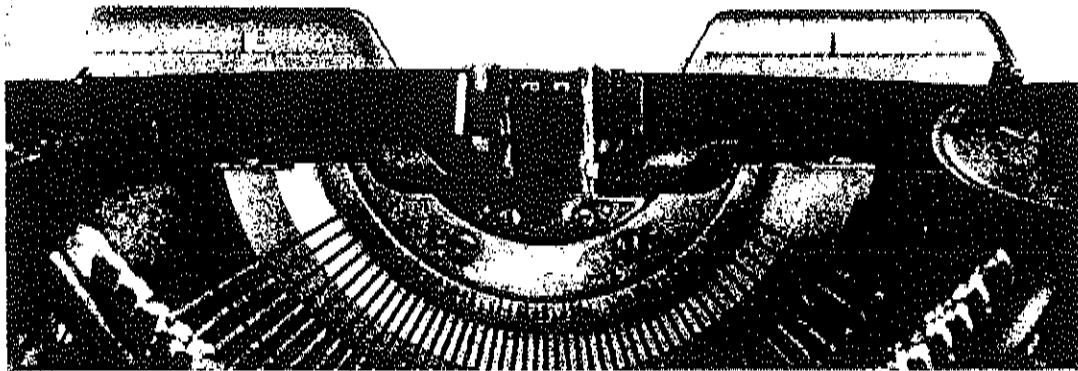
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Letter: Taxpayers cannot afford a transportation boondoggle

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Fresno

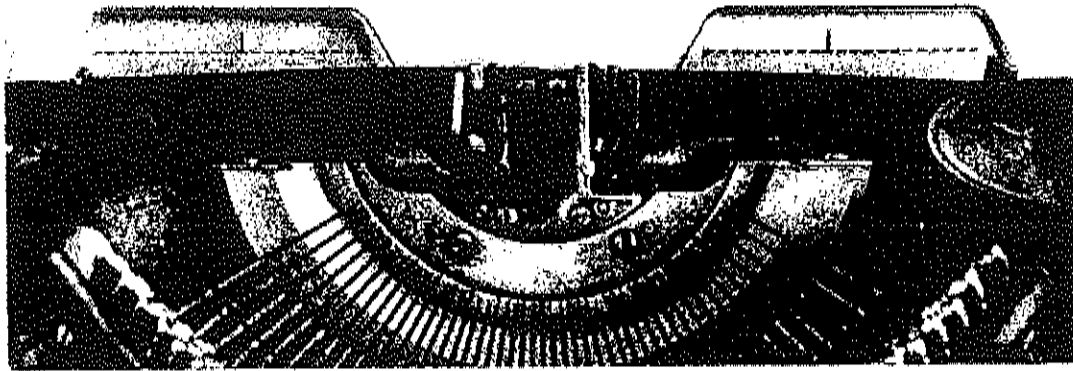
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I sent Secretary Duffy a copy of Granville Dodge's "How We Built the Transcontinental Railway," in which Congressman/General Dodge relates Lincoln's rejection to his urging at the White House in 1864 that the transcontinental railroad be government owned. In my opinion, we ought to be following Lincoln's advice for the private-sector solution to the nation's transportation.

Voters in California voted in 2008 for private sector HSR. We did not vote for another Amtrak, public sector transit boondoggle.

California taxpayers cannot afford to subsidize the transit boondoggles that we already have. Let's give the right answer to Secretary Mineta's "crucial question."

Joseph P. Thompson

Fresno

JOSEPH P. THOMPSON

GILROY DISPATCH

Bullet train would create a 'Marxist-Leninist, job-killing Black Hole pointed at the heart of Gilroy'

BY GILROY DISPATCH STAFF October 16, 2017

Dear Editor:

Jeers to proponents of California's Bullet Train, who would rape taxpayers and bankrupt small business owners to create a Marxist-Leninist, job-killing Black Hole pointed at the heart of Gilroy with unrestricted eminent domain power.

Dear Editor:

Jeers to proponents of California's Bullet Train, who would rape taxpayers and bankrupt small business owners to create a Marxist-Leninist, job-killing Black Hole pointed at the heart of Gilroy with unrestricted eminent domain power.

Cheers to private-sector railroads like UP, creating jobs, paying taxes, building enterprise development, bolstering communities along their rights-of-way.

Jeers to Bullet-in-the-Brain Train, hiding massive deficits to cover transport waste the same way the Valley Transportation Authority and other metropolitan planning organs of socialist government do, whose accounting fraud is perpetrated on the voters to convince them that Japanese and European tax rates and socialism make a better society than American free enterprise capitalism.

Cheers to Mexico, Canada, Great Britain, Australia, New Zealand and other countries who de-nationalized their railroads in what the Wall Street Journal described as "The Privatization Revolution" during the last two decades.

When will we learn from history?

Are we doomed to repeat the mistakes of the U.S.S.R.?

Caveat Viator!

Joe Thompson, Gilroy

Submitted Wednesday, Oct. 9 to ed****@****ic.com

GILROY DISPATCH STAFF

GILROY DISPATCH

Don't buy into the proposed state bullet train boondoggle

BY GILROY DISPATCH STAFF October 18, 2015

DEAR EDITOR:

I would like to add to Joe Thompson's assessment of the proposed bullet train proposal. I firmly agree that the state should not get into the rail business

DEAR EDITOR:

I would like to add to Joe Thompson's assessment of the proposed bullet train proposal. I firmly agree that the state should not get into the rail business. Proponents claim that the San Francisco to Los Angeles project would cost \$25 billion but anyone familiar with Boston's "Big Dig," one of the largest transportation projects ever attempted, should know that cost overruns have exceeded 300 percent of the original budget and is years behind schedule. A bullet train project of the size proposed would likely also end up the same way.

Supporters want to finance the project with state bonds but this is unwise at a time when California faces a \$24 billion budget deficit and already has record bond indebtedness. This is a time to be fiscally prudent. But the construction lobby and union interests have pushed hard to get initial financing on the ballot

Unfortunately a number of decisions have been made in Sacramento for political reasons and have not been in the best interest of the public, which is why the state is in its current predicament. If it is economically feasible, let the private sector take the risks and build the bullet train.

Warren Seitert, Gilroy

Submitted Thursday, Oct 17 to ed****@****ic.com

GILROY DISPATCH STAFF

GILROY DISPATCH

Simple math reveals Gov. Davis' huge bullet train cash drain

BY GILROY DISPATCH STAFF · October 18, 2012

DEAR EDITOR:

I think Gov. Davis bill to build a \$25 Billion dollar bullet train is a bigger fraud on the taxpayer than even Mr. Thompson portrayed in his letter.

DEAR EDITOR:

I think Gov. Davis bill to build a \$25 Billion dollar bullet train is a bigger fraud on the taxpayer than even Mr. Thompson portrayed in his letter.

Gov. Davis plans to spend \$25 billion on a high speed (2 1/2 to 3 hour Los Angeles to San Francisco) train paid for by the taxpayers of California. The proposed fare is \$90 one way or about what the airlines charge for a one-hour flight.

The real problem is that the interest on this \$25 billion will be about \$1.25 billion a year and this does not even touch paying off the original \$25 billion. Using \$10 per ticket sold going to pay the interest means that about 300,000 people will have to ride the train EVERY DAY, EVERY YEAR just to pay the interest on the bonds. The daily air flights carry a fraction of this number daily, so I doubt that the amount of train riders would even come close to the 300,000.

To pay the total bond debt would probably require about 500,000 trip fares per day. Is it even possible to run this many trains and cars in a 24-hour period? I believe that we may be looking at the biggest boondoggle in history of California. If I am correct and this train is the big black money hole I believe, than I would propose naming the train "The Gov. Davis White Elephant Bullet Special." Is this train really for the people's benefit or a giant slush fund to pay off all the political hacks in Sacramento?

Jim Hallum, Gilroy

Submitted Friday Oct. 18 to ed****@****ic.com

GILROY DISPATCH STAFF

Transit policy has run amok and the publicly funded track we're riding on is a huge waste

BY GILROY DISPATCH STAFF November 6, 2012

Dear Editor:

Is the issue facing us just transit or roads? Is it something greater? Transportation Secretary Mineta said,

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The crucial question in transportation today is: What should government do and what should it leave to others?

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I think he's right

Dear Editor,

Is the issue facing us just transit or roads? Is it something greater? Transportation Secretary Mineta said, "The crucial question in transportation today is: What should government do and what should it leave to others?"

I think he's right.

The real issue that we face is socialism or capitalism.

Do we want to throw over our Constitution, and try to make the Marx-Engels-Lenin-Trotsky-Stalin publicly-owned everything theory work today here in America, or do we cling to the quaint notion that privately-owned property is America's keystone to success?

The Politico-Transit Alliance and its supporters favor the big socialist (communist) government model regardless of the price we pay for it, and ask voters to ignore the history of the 20th Century. Underlying this struggle lies Mr. Mineta's Crucial Question and the internal inconsistencies in our National Transportation Policy. The "Divided House" of transportation policy continues to worsen as ever larger taxpayer subsidies (ISTEA in 1992, TEA-21 in 1998 (and, next year, TEA-3?) type "investments") are required to fund what would otherwise be bankrupt businesses.

It seems as if an "Iron Curtain" has been erected by those advocates of taxpayer funded transportation "business" and sustained by politicians for job preservation.

This artificial barrier between nationalized transportation and free enterprise transportation is maintained for turf protection, not economic, efficient transportation, notwithstanding the waste, nor the huge government deficits, nor the bankruptcies and business failures it causes.

While a privatization revolution has been occurring around the world, private sector transportation in the U.S. is being consumed by politically-fueled schemes of public ownership, which history has shown are not sustainable over the long-haul.

Voters who peel the onion to its core will see the question facing us: "Accept Sovietization of America with nationalized, public-sector transport, or retain the Nation's character carefully crafted by the Founders?" Which one do we want?

We are a house divided now. Will we become all slaves to publicly-owned transit, or do we cling to the liberty guaranteed us under our present Constitution?

Caveat Victor!

Joe Thompson, Gilroy

Submitted Thursday, Oct 24 to ed****@****ic.com

GILROY DISPATCH STAFF

GILROY DISPATCH

Taxes, fees and assessments are killing business in Gilroy and in California

BY GILROY DISPATCH STAFF November 14, 2019

Dear Editor:

I'm a member of the Debtor-Creditor-Commercial Law Section of the County Bar Association, and for more than two decades I have represented small business owners in the South County.

Dear Editor:

I'm a member of the Debtor-Creditor-Commercial Law Section of the County Bar Association, and for more than two decades I have represented small business owners in the South County.

If you've seen that "deer in the headlights" look on the faces of our local small business owners standing at the Bankruptcy Court for their first meeting of creditors, then you would, like me, be mystified at a proposal to increase government burdens on them. Be they taxes, fees, assessments, etc., we are already past the breaking point.

The abysmal small business failure rate (80 percent in the first five years of business), the historic all-time business bankruptcy rate, and the annual recession of Tax Freedom Day down the calendar, are indications of government blight. Suggestions that we follow here-brained schemes from VTA's Marx-Engels-Lenin-Trotsky-Stalin Ministry of Truth reminds me of medieval physicians sticking more blood-sucking leeches on dying patients. VTA's for-hire carriage of passenger business was conceived insolvent, born bankrupt, and wastes more tax subsidies each passing year. This is denied by politicians currying favor with public sector unions and it's exactly what small business owners are trying to avoid.

Seeking VTA's advice for business solutions, when the VTA's accounting practices make Enron honest in comparison, is fraudulent misrepresentation and deceit by our leaders. If VTA "solvency" is real, then San Jose Bus Lines was even more solvent on the day it filed a bankruptcy petition. Our small business owners need less government, fewer leeches, and a level playing field, something that Gilroy's leaders have denied them for more than 20 years. Caveat Viator!

Joseph P. Thompson, Gilroy

Submitted thursday, Nov. 14 to ed****@****ic.com

GILROY DISPATCH STAFF

GILROY DISPATCH

Let's quit funding transportation Soviet style

BY GILROY DISPATCH STAFF · December 16, 2012

DEAR EDITOR:

A transportation attorney reminded the Nation 144 years ago,

"

A house divided against itself cannot stand.

"

DEAR EDITOR:

A transportation attorney reminded the Nation 144 years ago, "A house divided against itself cannot stand."

Jeers to VTA transit socialists pasting band-aids on their malignant tumors. Cheers to paying for your own transportation.

Jeers to those transit-subsidy recipients who demand that their neighbors pay 99% of the cost of those rides so that they only pay VTA's unremunerative 1% (of generally accepted accounting principles) fares.

Cheers to believers in private property rights, e.g., Washington, Franklin, Madison, Hamilton, Jefferson.

Jeers to the idea that no tax is too great to achieve socialism's Utopia.

Cheers to self-sufficient people who don't demand transit welfare.

Jeers to the sophistry of the Politico-Transit Alliance, who blame motorists for everything from ozone holes, global warming and social injustice to potholes, asthma epidemics, and unaffordable housing.

Cheers to any member of the Assembly who has the guts to demand an end to Enron-style accounting practices at our transit agencies.

If we are going to repeal the Constitution, prohibit private property, adopt the Marx-Engles-Lenin-Trotsky-Stalin-Diridon-Gage theory of publicly-owned everything, let's go. The sooner we do the sooner the revolution that will restore sanity. Let's not drag it out for 80 years the way the Soviets did.

Joe Thompson, Gilroy

Submitted Friday, Dec. 6

GILROY DISPATCH STAFF

Watch out for higher tax and fee proposals and don't forget 'we're already past the breaking point'

BY GILROY DISPATCH STAFF · November 19, 2017

DEAR EDITOR:

I'm a member of the Debtor-Creditor-Commercial Law Section of the County Bar Association, and past-president of the Gilroy-Morgan Hill Bar Association.

DEAR EDITOR:

I'm a member of the Debtor-Creditor-Commercial Law Section of the County Bar Association, and past-president of the Gilroy-Morgan Hill Bar Association. For more than two decades I have represented small business owners in the South County.

If you've seen that "deer in the headlights" look on the faces of our local small business owners standing at the bankruptcy court for their first meeting of creditors, then you would, like me, be mystified at a proposal to increase government burdens on them. Be they taxes, fees, assessments, etc., we are already past the breaking point.

The abysmal small business failure rate (80 percent in the first five years of business), the historic all-time high business bankruptcy rate, and the annual recession of Tax Freedom Day down the calendar, are indications of government blight.

Suggestions that we follow hare-brained schemes from VTA's Marx-Engels-Trotsky-Lenin-Stalin Ministry of Truth reminds me of medieval physicians sticking more blood-sucking leeches on dying patients.

VTA's insolvency (VTA's for-hire carriage of passenger business was conceived insolvent, born bankrupt, and wastes more tax subsidies each passing year), denied by politicians currying favor with public-sector unions, is exactly what small business owners are trying to avoid.

Seeking VTA's advice for business solutions, when the VTA's accounting practices make Enron's honest in comparison, is fraudulent misrepresentation and deceit by our leaders. Our small business owners need less government, fewer leeches, and a level playing field, something that Gilroy's leaders have denied them for more than 20 years. Caveat Viator!

Joe Thompson, Gilroy

Submitted Friday, Nov. 15 to ed****@****ic.com

GILROY DISPATCH STAFF

GILROY DISPATCH

Valley Transportation Authority a mismanaged sinkhole for taxpayer dollars

BY GILROY DISPATCH STAFF - April 10, 2013

Dear Editor:

Be careful what you ask for, you may get it.

Dear Editor:

Be careful what you ask for, you may get it.

Asking for expanded Valley Transportation Authority transport service, bigger government, more waste of tax dollars, empty bus seats getting "free rides" at taxpayers' expense, has been shown by history to be dangerous.

Do we want to duplicate the U.S.S.R.'s fate? Like Iraq's Ministry of Information, VTA's "transit success" is comparable. Orwell lives right here in Gilroy. With the Bullet-in-the-Brain Train targeting downtown Gilroy, small business owners are fleeing, through the bankruptcy court in record numbers, and then right out of this socialist-dominated state. Repealing Prop. 13 to make it easier for more tax burdens on small business owners and homeowners will be like using weapons of mass destruction on the few small business owners left. Caveat Viator!

Joe Thompson, Gilroy

Submitted Wednesday, April 9 to ed****@****ic.com

GILROY DISPATCH STAFF