

Fw: Georgia-Pacific Explores Second Bankruptcy to Resolve Asbestos Claims, Executive Says

All SUPERVISORS: PUBLIC COMMENT:

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

To: repvincefong@mail8.housecommunications.gov; repkevinkiley@mail8.housecommunications.gov

Cc: ca05tm.outreach@mail.house.gov; tomlorimcc@comcast.net; repobernalte@mail8.housecommunications.gov; teamhilton@stevehiltonforgovernor.com

Date: Wednesday, June 17, 2026 at 09:02 AM PDT

IF THE SUGGESTION BOX AT T&I IS OPEN? REVERSE COURSE ON SOCIALIST TRANSIT BOONDOGGLES THAT WE CANNOT AFFORD, AND DON'T WANT--HAVE YOU SEEN ALL THOSE EMPTY BUS SEATS?

Dear Messrs. Fong & Kiley,

Instead of kicking the socialist transit fiasco down the road again, why not reverse course with the next reauthorization legislation?

The transit agencies in your Districts (in all Districts) are not obeying the farebox recovery statutes, and they fudge their financials by not following GAAP accounting Rules. Instead, they do what Enron did, what Bernie Madoff did: use "off-book" accounting where they omit their capital and fixed costs so that their reported insolvency is less insolvent than it really is.

If an applicant for federal transit money promises to obey all laws (see the fineprint), but they disobey the farebox recovery statute, and they don't apply GAAP accounting Rules, which IRS regs require of all taxpayers, then why do you continue to shovel more tax dollars at them?

Why don't we follow the National Transportation Policy, 49 USC 13101, and use efficient (NTP requires it four times)? Why do we use inefficient, wasteful, fraudulent, corrupt public sector transit? How much more lipstick are you going to put on the Pig?

Joe Thompson

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

cc: Messrs. McClintock & Obernolte & Hilton

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JUN 22 2025

CLERK. BOARD OF SUPERVISORS

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

To: senator.strickland@senate.ca.gov <senator.strickland@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>; Magsig for State Senate <pathan@nathanmagsig.com>; Steve
 Hilton <teamhilton@stevehiltonforgovernor.com>; Garrybredefeld Info <info@garrybredefeld.com>; Mike Karbassi
 <mike.karbassi@fresno.gov>; Katy Grimes <katy@californiaglobe.com>

Sent: Wednesday, June 17, 2026 at 08:22:41 AM PDT

Subject: Fw: Georgia-Pacific Explores Second Bankruptcy to Resolve Asbestos Claims, Executive Says

ANOTHER INSOLVENT, NEAR BANKRUPT RAILROAD IN THE NEWS TODAY

See below: "Brightline Bondholders Grant Extension on Debt Payment."

Dear Senator Strickland, Assemblymembers DeMaio, Macedo & Tangipa; Supervisors Magsig & Bredefeld; Councilman Karbassi;

Mr. Hilton; and Ms. Grimes,

When a private sector carrier is insolvent, near bankruptcy, we have legal remedies as reported here. When a public sector carrier goes deeper into insolvency, we hit taxpayers, motorists, for more tax subsidies to keep the otherwise dead animal alive.

How long do we keep hitting ourselves? Who benefits from such travesty of the for-hire carriage of passenger business? All

those empty buses clogging our streets and highways are another example of failed transport policy with insolvent carriers

kept running on the backs of taxpayers, not passengers. Socialism fails no matter how much money you throw at it.

CAHSRA is conceived insolvent, born bankrupt, like County Transit all over your Districts. It ought to be put into a Ch. 9

Bankruptcy with a liquidating plan of reorganization. We ought to trade the partially-completed infrastructure to the Class Ones

in exchange for their restoring intermodal facilities in all ag-shipping Counties. Liquidate everything else; have the Bankruptcy

Trustee clawback fraudulent transfers. We cannot afford to pump more and more taxes into a Pig that Won't Fly, ever. Do

we want to condemn our children and grandchildren with a SuperMassive Black Hole consuming ever-greater taxes? At what

point is the tipping point for public sector transit boondoggles, rail or bus? We are there if you read the proposed "budget"

from our Governor. The longer we wait to terminate this public sector trainwreck, then the harder it will be to reverse course.

Joe Thompson

(408) 607--7351 Fresno, CA 93711 in Mr. Tangipa's District

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

From: ABI Insolvency Informer <newsletters@abi.org>

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

Sent: Wednesday, June 17, 2026 at 06:18:28 AM PDT

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

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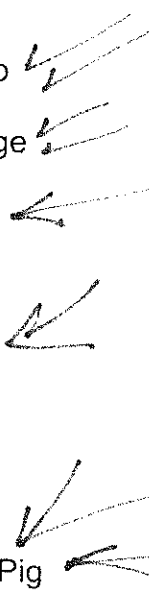
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(408) 607--7351 Fresno, CA 93711 in Mr. Tangipa's District



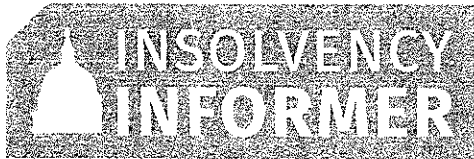
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June 17, 2026

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Featured Premium Content

FREE abiLIVE Webinar Today: Experts Set to Explore Airline Industry Distress!

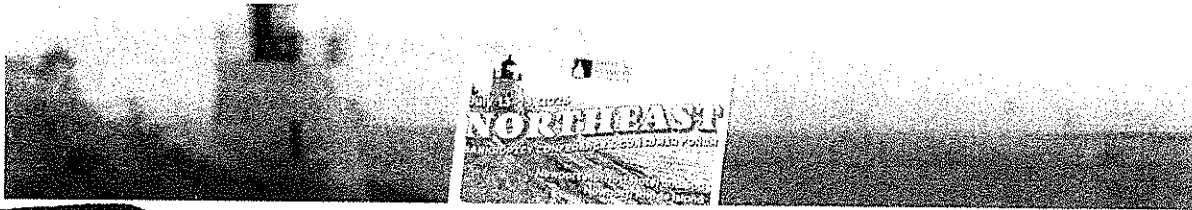
Spirit Airlines filed for liquidation and ceased operations on May 2, and other international carriers have also filed for bankruptcy in recent months citing increasing jet fuel prices, debt and regulatory issues. Is the airline industry on course toward stabilizing or is further distress on the horizon?

Join a distinguished panel of experts today to examine current airline industry distress and get their perspectives on the direction the industry may be headed on a FREE abiLIVE Webinar!



Editor's Picks

A Bestwall executive disclosed under oath that parent company Georgia-Pacific is exploring a second chapter 11 filing to replace the pulp-and-paper manufacturer's yearslong bankruptcy intended to resolve tens of thousands of asbestos-related lawsuits, *WSJ Pro Bankruptcy* reported. J. Joel Mercer, Bestwall's chief legal officer, said in his deposition that Georgia-Pacific has been negotiating on behalf of its Bestwall unit since the summer of 2025 with lawyers representing asbestos claimants for a potential settlement to be implemented in a new bankruptcy. According to a deposition transcript, Mercer said the idea of a second bankruptcy arose because injury lawyers didn't want to settle with Bestwall since it was created through the Texas Two-Step divisional merger. (Subscription required.) [READ MORE](#)



Brightline Bondholders Grant Extension on Debt Payment

Brightline Trains Florida LLC, the struggling \$6 billion private railroad between Miami and Orlando, struck a deal with holders of \$985 million of municipal bonds to extend a debt payment due Monday through the end of the month, according to a securities filing, Bloomberg News reported. In addition, holders of the 12% coupon bonds — backed by future commuter-rail access rights payable to Brightline by three South Florida counties — waived a default for a new \$22.2 million borrowing by Brightline on May 21. The filing didn't say who provided the loan, which was made without the consent of the commuter bondholders. (Subscription required.) [READ MORE](#)

Legendary Bids \$231.3 Million to Set Floor for Gebbers Auction

The Legendary Fruit Company has agreed to bid \$231.3 million for Brewsters Heights Packing and Orchards, setting the bidding floor for the Gebbers' bankruptcy auction this summer, the *Capital Press* reported. Legendary, which has operations in Chelan and Wapato in Central Washington, would pay \$75 million in cash and assume some of Brewsters' debts, according to court records. Brewsters, Gebbers Farms' flagship company, and 12 other Gebbers-related companies filed for chapter 11 bankruptcy on June 4. Brewsters hopes to auction off the bankrupt companies in mid-August and close the sale by the end of September. [READ MORE](#)

[More News Below...](#)

Fw: Failure Notice

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

cc: mmoore@weeklys.com

Date: Thursday, June 18, 2026 at 12:35 PM PDT

Dear Michael,

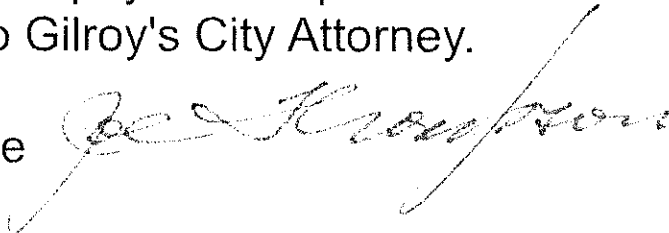
Under the Sunshine in Government Act, a/k/a Brown Act, public participation is to be encouraged. The theory of government is that it's better to suffer old fools like me, than possibly miss something important to consider. Why don't you give him a John Stuart Mill Moment?

If he's such a strong advocate for socialist transit boondoggles, and thinks that VTA has a balanced budget, why is afraid to receive responsible opposing viewpoints? Taxpayers and motorists would like to know how the "Worst-in-the-Nation" transit agency claims to have a balanced budget when they're using 99% taxpayer money to pay their operating expenses, and 100% taxpayer money to pay their capital & fixed costs.

I'll send a copy of this to Gilroy's City Attorney.

Joe Thompson

(408) 607---7351 cell phone




cc: Mr. Hilton; Councilman Hilton; City Attorney - hard copies by mail only

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

From: MAILER-DAEMON@yahoo.com <mailer-daemon@yahoo.com>
To: "translaw@pacbell.net" <translaw@pacbell.net>
Sent: Thursday, June 18, 2026 at 11:20:50 AM PDT
Subject: Failure Notice

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

<zachary.hilton@cityofgilroy.org>
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[khe_f16FOtCj9ZaZ0Pq1Xg.us553]

 BIO-TRANS.pdf
46 kB

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no public participation?

JOSEPH P. THOMPSON

Attorney at Law

952 School Street, #376, Napa, CA 94559

Cellphone (408) 607-7351

E-mail: TransLaw@PacBell.Net

SHORT VERSION:

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

LONG VERSION:

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

John Stuart Mill*

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

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

ITEM #20
06/30/2026

From: Cassian Hanlin <cassianhanlin@gmail.com>
Sent: Tuesday, June 23, 2026 9:02 PM
To: Clerk/BOS; District 1; District 5
Subject: Public Comment for June 30, 2026 Meeting - Call for Fiscal Responsibility

CAUTION!!! - EXTERNAL EMAIL - THINK BEFORE YOU CLICK

[Report Suspicious](#)

Dear Chairman Bredefeld, Supervisor Pacheco, Supervisor Magsig, and Members of the Fresno County Board of Supervisors,

As a constituent residing in District 1 and a professional within the legal community, I am writing to express my formal opposition to the recent legislative direction driven by the Board's current 3-2 voting majority.

On June 16, 2026, a narrow majority voted to pass a resolution declaring June as "Traditional Nuclear Family Month". While presented under the guise of family advocacy, this measure serves as a highly visible political distraction. It forces our local government into national culture war debates while deflecting public attention away from the severe, unaddressed operational crises facing Fresno County.

Performative ordinances of this nature are not cost-free; they actively obscure the following critical issues that this Board is failing to resolve:

1. **Severe Civil Liability & Legal Costs:** Implementing exclusionary mandates, including previous efforts to censor public library content, directly exposes Fresno County taxpayers to costly First Amendment and Equal Protection litigation, draining our regional General Fund on entirely avoidable legal defense fees.
2. **Infrastructure Neglect:** Our communities are facing compounding crises regarding water infrastructure security, failing public roadways, and unaddressed municipal utility needs that directly impact local business growth and agricultural stability.
3. **Staffing Depletion:** Vital county departments remain critically understaffed, jeopardizing the prompt and effective delivery of public services to Fresno families.

Supervisor Pacheco, thank you for voting against this divisive measure and standing up for pragmatic governance. Supervisor Magsig, as a critical swing vote for District 5, your constituents and neighbors rely on your office to act as a pragmatic anchor. I strongly urge this Board to separate itself from politically motivated agendas that compromise the county's fiscal health and invite federal or state civil rights challenges.

Please return this Board's focus to transparent governance, infrastructure investment, and actual municipal accountability.

Thank you for your time and your service to our community.

Sincerely,

Cassian Hanlin, J.D.
Fresno, CA

Fw: Failure Notice

ALL B. G. C.
PUBLIC COMMENT



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

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

To: mmoore@weeklys.com; kathy@californiaglobe.com; teamhilton@stevehiltonforgovernor.com

Date: Monday, June 22, 2026 at 12:32 PM PDT

Item 20
6/30/2026
BOS meeting

FOX BUSINESS REPORT TODAY; SHIPPERS TURN TO INTERMODAL: ? SO WHY HAS VTA, COG, AND TRANSIT ADVOCATES ALLOWED INTERMODAL FACILITIES TO BE CANCELLED IN CENTRAL CALIF. ?

Dear Michael,

Why don't you ask Councilman VTA-Support Zach Hilton why VTA has allowed intermodal facilities to be cancelled in the Region. After all, they are an "Authority" right? You ask him, I can't because he has my E-Mails Blocked-Off (see attached).

RECEIVED
JUN 25 2026
CLERK, BOARD OF SUPERVISORS

Here's the Fox Business Report today on shippers opting for intermodal. Too bad there isn't an intermodal facility closer than Lathrop (UPRR) or Stockton (BNSF). The ports are for foreign traffic, not domestic North American traffic, unlike the piggyback ramps that SPRR had in San Jose and Salinas. VTA knows how to gouge motorists for gas taxes, but they know diddly-squat about transportation, as Councilman Hilton's ignorance exposes. During the Vietnam War, I was graveyard shift supervisor at the San Jose Piggyback Ramp and Freight Terminal on Coleman Avenue.

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

FOX BUSINESS NEWS REPORT FOLLOWS HERE:

American retailers and manufacturers are increasingly turning to rail transportation as rising trucking costs and tighter capacity reshape freight

markets across North America, The Wall Street Journal reported Monday.

After years of favoring long-haul trucking for its speed and flexibility, many companies are revisiting intermodal shipping — a system that combines rail and truck transport — as freight rates climb toward their highest levels in nearly four years.

Industry executives say the shift is being driven by rising fuel costs, a shrinking trucking workforce, and improvements in rail service reliability. "Everybody's exploring intermodal," said Milton Magos, vice president of Mexico operations at freight brokerage Traffix. "They want to know how they can make their supply chain more reliable."

Data from the Association of American Railroads showed North American intermodal traffic increased about 6% in May compared with the same month a year ago, reaching 369,000 containers and trailers per week.

The gain marked the strongest year-over-year increase since March 2025, when companies accelerated imports ahead of anticipated U.S. tariff increases.

Intermodal transportation, which typically relies on trucks for the final delivery segment, has traditionally been viewed as slower and more complex than over-the-road trucking, according to The Wall Street Journal.

Freight can face delays at rail yards and terminals, and containers can be vulnerable to theft while awaiting transfer.

Despite those drawbacks, intermodal shipping generally offers lower costs and greater fuel efficiency than trucking, advantages that have become increasingly attractive as energy prices have risen amid tensions involving Iran.

At the same time, the trucking industry is emerging from a prolonged downturn that squeezed carriers with excess capacity and weak freight demand.

Industry officials say a growing number of trucking companies have exited the market the past year, while a Trump administration crackdown on foreign drivers has further tightened available capacity.

"The rising cost to transport goods via truck has forced more and more folks to think about whether intermodal is a viable alternative," said Mark Yeager, CEO of Redwood Logistics. "Those savings start to look more like 10%, 15%, 20% potential."

According to intermodal-service provider InTek Logistics, the average U.S. intermodal spot rate was \$1.16 per mile for the week ended June 16.

By comparison, the average spot rate for standard long-haul trucking reached \$3.05 per mile for the week ended June 13, according to DAT Freight & Analytics.

The trend is particularly pronounced along the U.S.-Mexico corridor, where some trucking companies report difficulty finding drivers willing to haul cross-border freight.

Magos said concerns about immigration enforcement have made some drivers reluctant to accept routes that cross the border, reducing available truck capacity and increasing interest in rail alternatives.

"Drivers are not necessarily willing, or as willing as in the past, to go and do these deliveries," Magos said. "This is tightening capacity."

Railroads and logistics providers have spent recent years investing in technology and service improvements aimed at reducing transit times and increasing shipment visibility, helping make intermodal shipping more attractive to customers.

Transportation giant J.B. Hunt Transport Services reported record first-quarter domestic intermodal volumes, reflecting the growing demand.

Company executives told investors that while many customers initially choose rail to reduce transportation costs, improved service reliability is encouraging longer-term commitments.

In 2023, J.B. Hunt partnered with BNSF Railway to launch a service that promises deliveries one day faster than traditional intermodal options.

Meanwhile, Schneider National said demand for its intermodal offerings has also increased this year.

"As reliability has strengthened, more shippers are increasingly viewing intermodal as a viable, cost-effective complement to over-the-road freight," said incoming Schneider CEO Jim Filter.

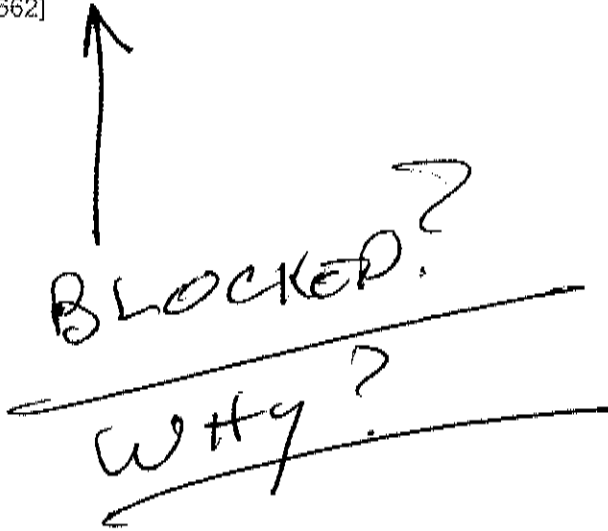
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From: "mailer-daemon@yahoo.com" <mailer-daemon@yahoo.com>
To: "translaw@pacbell.net" <translaw@pacbell.net>
Sent: Monday, June 22, 2026 at 11:24:00 AM PDT
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↑
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To: translaw@pacbell.net

Date: Monday, June 22, 2026 at 11:24 AM PDT

*Gilroy City
Councilman*

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<zachary.hilton@cityofgilroy.org>

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"BLOCKED" - Why?

Joe Scorsupran

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why?

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

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



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

JOSEPH P. THOMPSON

Attorney at Law

952 School Street, #376, Napa, CA 94559

Cellphone (408) 607-7351

E-mail: TransLaw@PacBell.Net

SHORT VERSION:

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

LONG VERSION:

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

Fw: Form Submission - Contact - HISTORY OF OPPOSITION TO CAHSRA'S SUPERMASSIVE BLACK HOLE BULLET TRAIN

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

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

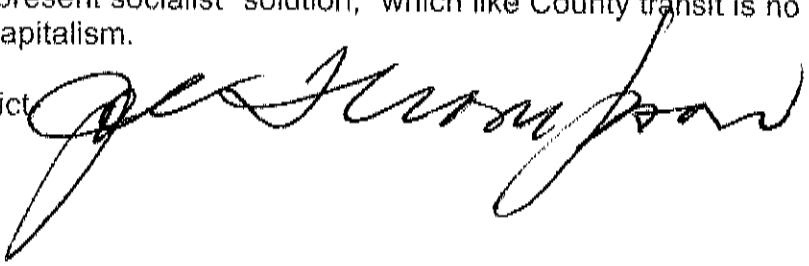
Date: Saturday, June 20, 2026 at 10:16 AM PDT

A PRIVATE-SECTOR SOLUTION FOR HIGH SPEED RAIL?

Dear Senators Strickland & Grove, Assemblymembers DeMaio, Macedo & Tangipa; Supervisors Bredefeld & Magsig; Councilman Karbassi, Mr. Hilton

Old friends in Gilroy reminded me of the urgent necessity to get California a viable, sound & sustainable solution to CAHSRA's SuperMassive Black Hole. As I've said to you, a private-sector solution is possible----all we need are leaders. Gilroy and its seven sister cities who have threatened CAHSRA because they want to take the property taxes to fund socialist HSR could, with the support of others, petition to place CAHSRA into a Ch. 9 Bankruptcy. Divert HSR from the present socialist "solution," which like County transit is no "solution," and build on the bedrock of capitalism.

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



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

From: Joseph P Thompson <translaw@pacbell.net>
To: james rogers <jrogers@garlic.com>
Cc: Chrys Diskowski <chrys@edgedesign.com>; Gilroy Growing Smarter <communications@gilroygrowingsmarter.org>; Carol & Ernie Marques <ekm@ix.netcom.com>; Sandie Silva* <sandieisabel@icloud.com>; Carolyn Tognetti* <clyntognetti@aol.com>; Dana Wolfe <kickham@aol.com>; Michael Moore <mmoore@weeklys.com>; Congressman Tom McClintock <ca05tm.outreach@mail.house.gov>; tomlorimcc@comcast.net <tomlorimcc@comcast.net>; Office of Rep. Vince Fong <repvincefong@mail8.housecommunications.gov>; Office of Rep. Kiley <repkevinkiley@mail8.housecommunications.gov>
Sent: Saturday, June 20, 2026 at 09:44:04 AM PDT
Subject: Re: Form Submission - Contact - HISTORY OF OPPOSITION TO CAHSRA'S SUPERMASSIVE BLACK HOLE BULLET TRAIN

Dear Connie,

If your suggestion box is open? I've been saying that we Californians ought to divert from socialist high speed rail, to private sector rail, which is what I wrote to then Senator-

Judge Quentin Kopp in 1996.

Why don't you recommend to the City Council that they and the other 7 Cities, who have threatened to sue CAHSRA to prevent local property taxes from being taken, petition the USBC to put CAHSRA into Ch. 9, and do a liquidating plan of reorganization.

SJV elected reps are worrying out loud about being left with Stonehenge II. It could happen. But if we had leadership willing to admit their mistake in supporting socialist HSR (the way they support socialist VTA, COG, etc.), and take the route that history has shown us is the sound, sustainable way, namely, private sector rail, e.g., UPRR, BNSF, etc., then our children and grandchildren won't have the HSR anvil hung around their necks (Stonehenge II).

In Ch. 9 the plan of reorganization would be to trade the Class Ones the partially completed infrastructure in exchange for restoration of intermodal facilities in all ag-shipping Counties. Running TOFC & COFC unit trains like the Salad Bowl Express of the 1960's, '70's & '80's would yield the economic benefits the socialists promise from socialist HSR (never happen).

High value traffic like perishables would replace taxpayer subsidies in the railroad manifests that would generate sufficient revenue for HSR. The Bankruptcy Trustee could seek clawback of the fraudulent transfers. Liquidate everything else. The Bankruptcy Code gives the Trustee an extra two years on the SOL to file his fraudulent transfer avoidance complaints. The

governing federal railroad merger statute, 49 USC 11324(c), which conditions STB approval for rail mergers on satisfying "the public interest" would provide the legal basis in conjunction with the UP-NS merger application now pending at the STB. And it would satisfy the "public interest" of California's taxpayers, and meet the express mandate for efficient transportation in the ***National Transportation Policy, 49 USC 11301.***

So, little Gilroy could lead the way, if we had leadership willing to do so.

Joe Thompson

(408) 607--7351 cell phone

PS: I'll send this to Michael Moore and see if he'll publish it. I'll also send it to City

Council, who have my E-Mails permanently blocked-off, but I'll have to U.S. Mail

it to them to circumvent their E-Mail block. joe

cc: Michael Moore

cc: City Council & City Attorney, Public Comment---next meeting. jpt

cc: Messrs. McClintock, Fong & Kiley

On Saturday, June 20, 2026 at 08:39:48 AM PDT, Joseph P Thompson <translaw@pacbell.net> wrote:

Dear Connie,

Sorry. I just came across the position paper you submitted to Dispatch Editor

from 2017. Some how I missed it until now. Obviously, I'm slipping in my old age.

I'm frustrated because the "new" Editor, who doesn't know me from the Man in the

Moon, has not been publishing my letters, and moreover, he's blocking-off my comments to Articles. Worse yet, the City Council is doing the same thing to my public comments. And they swear that they want public participation. Yeh, unless you disagree with them. They've joined with Fresno and other Cities in threatening CAHSRA for aiming HSR funding from local property taxes. A bit late they are voicing opposition to the CAHSRA's insanity, but only because their turf (local property taxes) are being threatened. Bad governance seems to be the watchword, and I hate to see Gilroy on that same track. When we moved to Gilroy in 1978 it was never that way. How do we turn the SS-Titanic-Gilroy around?
 Joe Thompson
 (408) 607---7351 cell phone

On Friday, June 19, 2026 at 09:02:06 PM PDT, james rogers <jrogers@garlic.com> wrote:

Thank You Mr. Thompson.

We are well aware of your position. I don't think any of us are holding our breath until High Speed Rail comes to or through Gilroy.

Sincerely, Connie Rogers, Chair

On Jun 19, 2026, at 11:36 AM, Squarespace <form-submission@squarespace.info> wrote:

Sent via form submission from [@gilroy_growing_smarter](#)

Name: JOSEPH THOMPSON

Email Address: TransLaw@PacBell.Net

Confirm Email Address: TransLaw@PacBell.Net

Phone: (408) 607-7351

Subject: HISTORY OF OPPOSITION TO CAHSRA'S SUPERMASSIVE BLACK HOLE BULLET TRAIN

Message: Friends, I could send you my comments that I submitted to HSRC before it became an "authority" (not that I sent them every time they invited public comment, and my testimony before the Assembly Transportation Committee in the State Capitol in support of proposed legislation to defund the Bullet Train, and many letters published in local newspapers in opposition to socialist high speed rail. I can still remember Hon. Bob Dillon saying "we already have high speed travel---it's called airlines." Remember? From the dias. We need to reject the route the USSR took; otherwise our leaders have us on the Road to Serfdom. I'm for Adam Smith solutions, and not those of Marx, Engels, Trotsky, Lenin, Stalin, and those here who blindly follow them. Joe Thompson (408) 607---7351 cell phone

You go to Bankruptcy Court for 45 years and you'd agree. Caveat viator.

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Re: Form Submission - Contact - HISTORY OF OPPOSITION TO CAHSRA'S SUPERMASSIVE BLACK HOLE BULLET TRAIN

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

To: jrogers@garlic.com

Cc: chrys@edgedesign.com; communications@gilroygrowingsmarter.org; ekm@ix.netcom.com; sandieisabel@icloud.com; clyntognetti@aol.com; kickham@aol.com; rmoore@weeklys.com; ca05tm.outreach@mail.house.gov; tomlorimcc@comcast.net; repvincefong@mail8.housecommunications.gov; repkevinkiley@mail8.housecommunications.gov

Date: Saturday, June 20, 2026 at 09:44 AM PDT

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Sent via form submission from [Gilroy Growing Smarter](#)

Name: JOSEPH THOMPSON

Email Address: TransLaw@PacBell.Net

Confirm Email Address: TransLaw@PacBell.Net

Phone: (408) 607-7351

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 BIO-TRANS.pdf
46 kB

WHY WOULD LOCAL NEWS EDITOR SUPPRESS FREEDOM OF SPEECH?

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

To: mmoore@weeklys.com; kathy@californiaglobe.com; mark.turner@morganhill.ca.gov; supervisorikosmicki@cosb.us; zachary.hilton@cityofgilroy.org; communications@gilroygrowingsmarter.org

Date: Monday, June 22, 2026 at 11:23 AM PDT

Dear Editor,

Twenty years ago when SBCCOG's Chairwoman tried to suppress my freedom of speech, I quoted John Stuart Mill to the COG's Directors, and followed-up with a Message.

Given your recent suppression of my comments on the newspaper Articles, I'd like to repeat that message to you--see below (and worse, Gilroy City Council's similar conduct):

Joe Thompson

(408) 607--7351 cell phone

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

PS, I gave the Mock Trial Demonstrations at the old Gilroy

Courthouse for the Gilroy Junior

High students during the continuing celebration of the

Bicentennial of the Constitution. jt

CC: Gilroy City Council & City Attorney: PUBLIC COMMENT-NEXT MEETING

QUOTE FROM 2006 TO SBCCOG on their attempt to suppress free speech:

John Stuart Mill*

But the peculiar evil of silencing the expression of an opinion is, that it is robbing the human race; posterity as well as the existing generation; those who dissent from the opinion, still more than those who hold it. If the opinion is right, they are deprived of the

opportunity of exchanging error for truth: if wrong, they lose, what is almost as great a benefit, the clearer perception and livelier impression of truth, produced by its collision with error.

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

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

John Stuart Mill*

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

Fw: Freight Brokers Urged to Strengthen Vetting Practices: TT Daily



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

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

To: assemblymember.tangipa@outreach.assembly.ca.gov; david@davidtangipaforasassembly.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;
info@garrybredefeld.com; nathan@nathanmagsig.com; mike.karbassi@fresno.gov

Date: Tuesday, June 23, 2026 at 12:06 PM PDT

SJV SHIPPERS SEE THE HAND-WRITING ON THE WALL? ANOTHER REASON WHY SHIPPERS IN YOUR DISTRICTS NEED AN INTERMODAL OPTION TO GET GOODS TO MARKETS:--

Dear Mr. Tangipa & Ms. Macedo,

CC:-d:-Supervisors Bredefeld & Magsig; Councilman Karbassi

Prudent transportation counsel are advising shippers to increase their vigilance in selecting motor carriers after the Supreme Court's decision holding freight brokers' liable for negligent driver hiring.

So, what does that mean for SJV shippers in your Districts? In a typical 24-hour dispatching day, top drivers are matched with the highest value freight revenue tonnage, and so on down the available drivers until at the bottom the least desirable drivers are matched with the lowest value freight revenue loads. Some shippers leave it all up to their freight brokers to "arrange" the transport of their tonnage, especially following the deregulation legislation when most shippers chopped-off their Traffic Manager and the company's Traffic Department. So, today the shippers in your Districts of the SJV are prone to be matched-up with the least desirable drivers by their freight brokers because SJV freight is on-average lower than freight tonnage originating in the Salinas Valley, Silicon Valley, North Bay vintners, etc.

So, SJV shippers in your Districts get the bottom of the barrel, and don't have a viable intermodal option because the transit socialists in charge of transport policy in your Districts don't know transport----they only know transit, moving empty bus seats at the expense of motorists' gas taxes. We see higher gas taxes to transport more empty bus seats, and the transit socialists at FAX-FUX-FNO call it "SUCCESS."

This means that without available nearby intermodal facilities your Districts' shippers have no intermodal service as an alternative to OTR team drivers on Coast-to-Coast, and trans-Mississippi, Eastern Canada, and Southeastern destinations. Until we dethrone the radical socialists who run the transit agencies, shippers in your Districts will continue to suffer from this bad public policy, and bad transport policy.

Joe Thompson

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

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

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

To: Rosa Herrera <rherrera@pacificstates.com>; Joe Burch <jburch@pacificstates.com>; Steve Lopes <slopes@lubeoil.com>; Dan Gonzalez <dgonzalez@lubeoil.com>

Sent: Tuesday, June 23, 2026 at 11:18:36 AM PDT

Subject: Fw: Freight Brokers Urged to Strengthen Vetting Practices: TT Daily

ALERT YOUR KEY PERSONNEL: ARTICLE BELOW- "FREIGHT BROKERS URGED TO STRENGTHEN VETTING PRACTICES":-

In the fallout from the Supreme Court's Montgomery decision, it is widely recommended that freight brokers improve their "vetting" of motor carriers so as to avoid possible liability for negligent hiring big rig vs. auto accidents, which all too often involve fatalities.

Not to be overlooked in this changing arena of liability for negligent hiring is the shipper, who selects the motor carrier by the action of the shipper's freight broker. The freight broker is, under this analysis, only the agent of the shipper, which is the principal of the agent.

The plaintiffs' bar will undoubtedly pursue this avenue of possible recovery of catastrophic damages given the potential size of jury verdicts.

So, I'd like to remind you of my previous Messages about this that I've sent to you during the past 10 years or so.

An ounce of prevention is worth a ton of attorney's fees.

I am attaching a copy of the Montgomery decision so that you can see the hand-writing on the wall for shippers.

Joe Thompson

(408) 607---7351 cell phone

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

From: Transport Topics <noreply@ttnews.com>

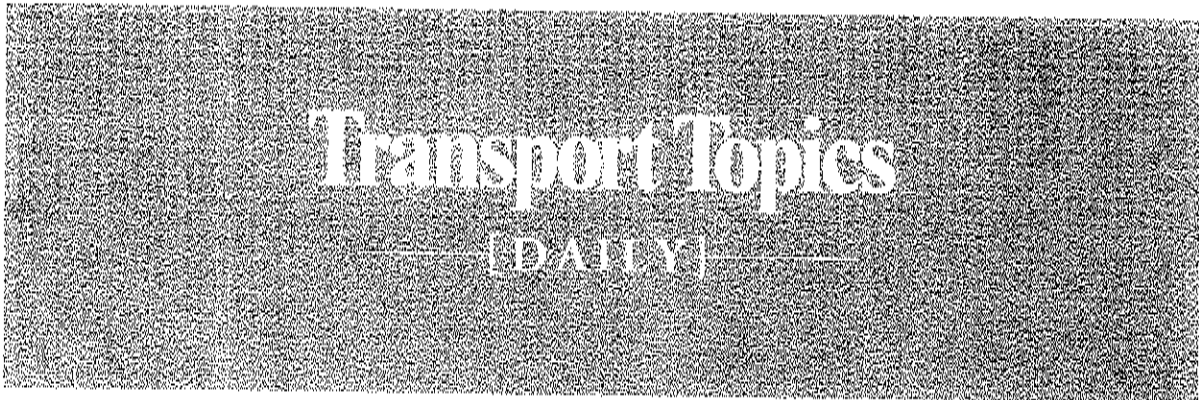
To: "translaw@pacbell.net" <translaw@pacbell.net>

Sent: Tuesday, June 23, 2026 at 09:05:20 AM PDT

Subject: Freight Brokers Urged to Strengthen Vetting Practices: TT Daily

[View in browser](#)

June 23, 2026



Sponsored By:

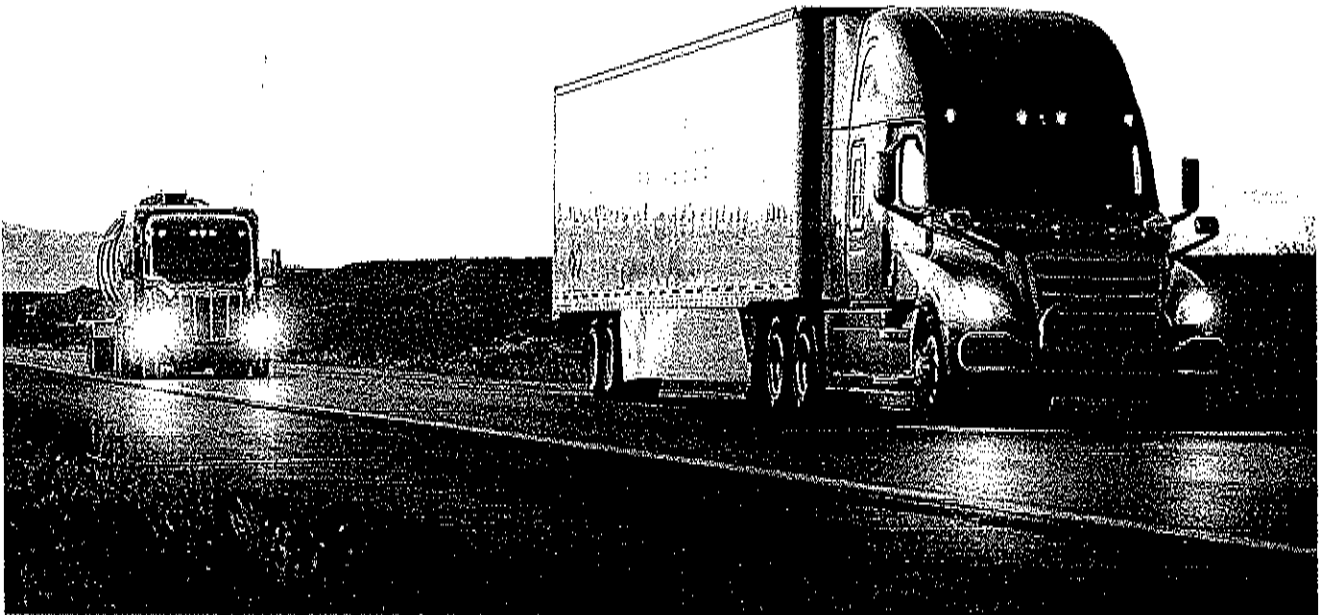
Volvo

V O L V O

Freight Brokers Urged to Strengthen Vetting Practices

Montgomery Decision Prompts Industrywide Reassessment of Carrier Selection Standards

Connor D. Wolf | Staff Reporter



(O2O Creative/Getty Images)

June 22, 2026 4:33 PM, EDT

Key Takeaways:

Legal experts are urging the freight brokerage industry to bolster its carrier-vetting practices in the wake of *Montgomery v. Caribe Transport II*.

The Supreme Court ruled that brokers aren't protected by federal law from state lawsuits regarding negligent-hiring claims. The presumed pre-emption stemmed from language in the Federal Aviation Administration Authorization Act that

prevents states from regulating certain broker functions. But it also contains a safety carve-out that had split lower federal courts.

“One starting point to keep in mind for all these discussions, and I’ve been telling clients the same, is that the brokers today are facing the very same risks that existed the day before Montgomery,” said Marc Blubaugh, co-chairman of the transportation and logistics group at the law firm Benesch. “What Montgomery did was remove one defense.”

Blubaugh pointed out that the defense was already facing challenges from federal and state courts leading up to the ruling. The Seventh and Eleventh circuit courts ruled that federal law pre-empted state-law negligent-hiring claims against freight brokers. The Sixth and Ninth Circuits had instead held that these state claims were not pre-empted by federal law.

“It has lit a fire under a lot of brokers,” said Josh Lovan, industry business adviser at J.J. Keller & Associates. “Most of your larger brokers have a pretty good idea of how to vet carriers. But a lot of your smaller brokerages, I think this is where it’s going to impact them heavily because they don’t necessarily move the volume of freight that these super carrier brokers do.”

The lower court split didn’t stop brokers from operating in and through states that have rejected the defense already. The unanimous decision by the highest court became necessary to resolve this patchwork of legal liabilities by clarifying what the law actually said.

“This ruling was monumental,” said Adam Green, senior vice president of logistics at the insurance brokerage firm Brown & Brown. “Before the ruling, freight brokers would use federal pre-emption as a strategy for themselves, their attorneys. The insurance companies would try to use federal pre-emption whenever a bodily injury or property damage claim arose.”

Green noted the circuit court successes were enough to make it a presumed protection even with the split. When state lawsuits did get brought up, he pointed out, the defense would often argue it should be in federal court, where they would then invoke the pre-emption.

Chance to Revisit Vetting

“But it does provide a very good opportunity for brokers to revisit their processes,” Blubaugh said. “It has made the issue more apparent to a number of brokers in the marketplace who maybe didn’t fully appreciate the fact that they faced this

exposure beforehand. So again, I think, it's a very healthy exercise for brokers to start evaluating what they have been doing."



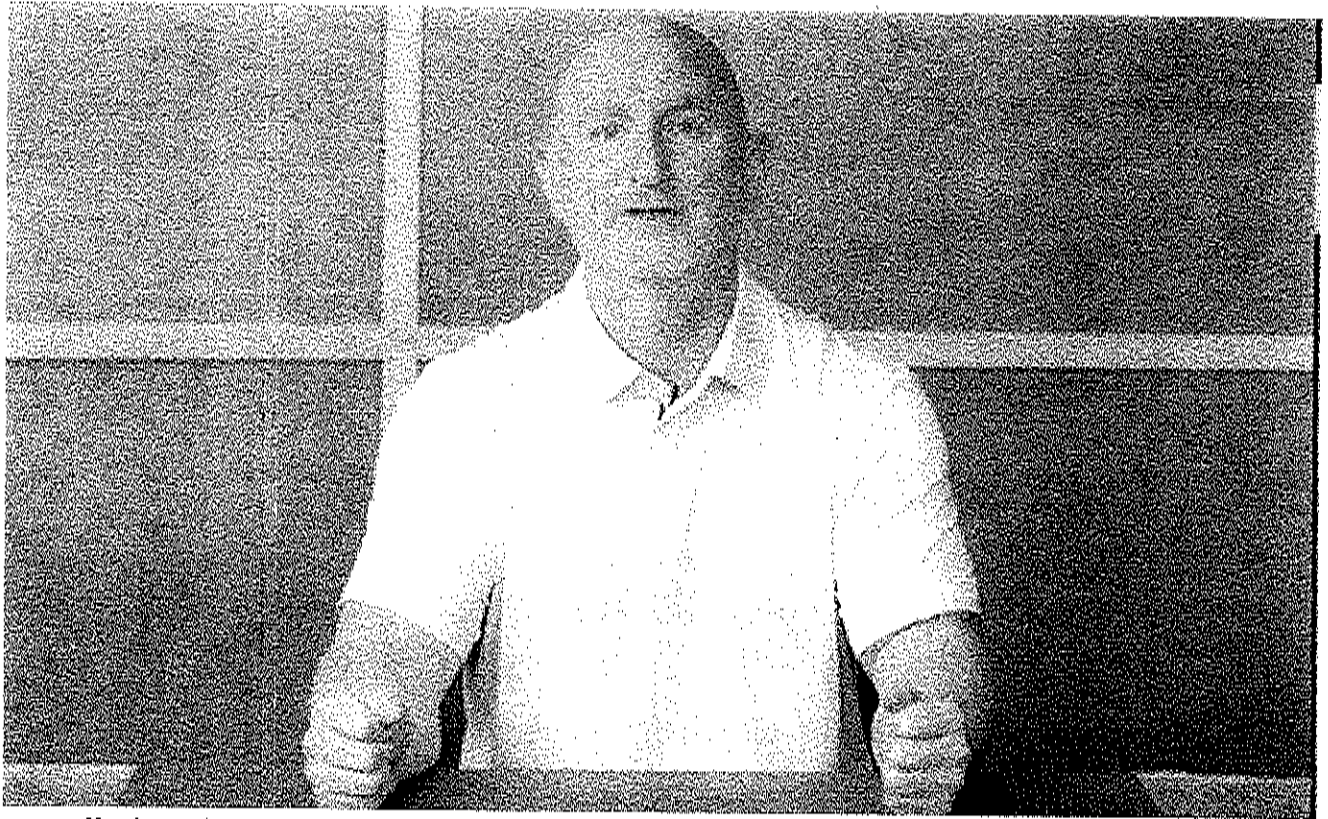
Marc Blubaugh of the law firm Benesch says it's essential that brokerage personnel who are tasked with onboarding and monitoring motor carriers are trained to understand and to follow the company's policy. (Benesch)

Blubaugh noted that the majority of brokers were doing much of this already, but he also suspects this was a wake-up call for many and that even good brokers are probably re-evaluating themselves. He stressed that every broker should have a written policy that governs how they onboard and monitor the ongoing eligibility of a carrier within its network.

"The second part of that, once they've got that in place, is ensuring that their personnel who have responsibility for onboarding and monitoring motor carriers are trained to understand and to follow the broker's policy," Blubaugh said. "The policy has to be operationalized in some fashion, whether it's through personnel or technology, to ensure that they're complying with it."

J.J. Keller issued a notice shortly after the ruling warning companies of the legal changes they now face. The safety- and regulatory-compliance services company has been assisting clients by helping them build their own carrier-evaluation processes or by leveraging its in-house Carrier Risk Review Service.

“It has to be fully documented, it needs to be a process that can be defensible in court, and it needs to be the same process every single time with every single carrier,” Lovan said. “You need to be able to justify exactly why you chose a specific carrier.”



J.J. Keller's Josh Levan says, “It’s important for [freight brokers] to ensure that they have written carrier-qualification guidelines in place.” (J.J. Keller & Associates Inc. via LinkedIn)

Lovan noted that brokers need to treat onboarding as an ongoing process instead of a one-time checkbox. He has seen proactive efforts to do that, including brokers reaching out to compare and discuss vetting processes.

“Most established freight brokers have focused on carrier vetting and qualification for the last 10 or 15 years,” Green said. “It’s important for them to ensure that they have written carrier-qualification guidelines in place, carrier-vetting procedures in place. They should be reviewing these vetting requirements and guidelines frequently.”

Green noted that what reasonable care means, and what a proper vetting process looks like, can be a moving target. He views the need to maintain an updated vetting process as brokers’ main takeaway. This means continuing to monitor a carrier even after it has passed the vetting process, which many brokers are trying to do.

Uncertainty Remains

“There’s a lot of panic, I should say, in the insurance marketplace,” Green said. “I’ve had dozens of calls, emails. I have freight brokers that are asking me to take a look, asking us to take a look, at what they’re doing, and asking for any advice or recommendations moving forward.”

Green has even heard from shippers who are now re-evaluating their vetting processes for carriers and brokers. He expects many shippers will be changing their contract and insurance requirements in the coming months to better protect themselves.

“The largest brokers have teams of data analysts and safety resources that they might lean on to base their own scoring protocol on,” Blubaugh said. “Whereas smaller companies are not really going to be in a position to do that.”

Blubaugh noted that it can be difficult to determine what that vetting process looks like beyond the obvious steps, such as brokers ensuring they are using a federally licensed motor carrier with a good safety rating. He noted there are additional criteria that experts and industry players have a range of opinions on.

“Most of our clients that have reached out to us are trying to be as proactive as they can be,” Lovan said. “Their in-house attorney teams are really concentrating on creating a process, or partnering with a third-party, to have a standardized process, and they’re really taking a look at states without tort reform.”

More Content About: [Supreme Court](#), [freight broker](#), [shippers](#), [motor carriers](#)