JPB Board of Directors
Meeting of November 5, 2026

Correspondence as of October 30, 2026

#	Subject
1.	Safety Caution: Damaged Eucalyptus Beside the Tracks South of San Antonio Station – City Removal Planned Nov. 9-13
2.	RE: Safety Caution: Damaged Eucalyptus Beside the Tracks South of San Antonio Station – City Removal Planned Nov. 9-13 – *Staff response*
3.	Follow-Up from 9/23 JPB TOPS - Bernardo Ave Undercrossing 35% Design Schedule
4.	Please mandate 5 days in DHQ Millbrae
5.	Re: Public Records Act request: lease records for the Caltrain right-of-way at Williams Ave / Diana St, San Francisco (Florence Fang Community Farm)
6.	October 28 MTC Commission Item 12 Business Case for MTC Jurisdictional Takeover and Capital Delivery of the Caltrain Lick-to-Gilroy Capacity Expansion Corridor
7.	[Req] Caltrain Shadow or Interview_ San Mateo County Youth Commission
8.	Inquiry Regarding Caltrain LCFS Sales
9.	Re: Public Records Act request: lease records for the Caltrain right-of-way at Williams Ave / Diana St, San Francisco (Florence Fang Community Farm) – *Staff response*
10.	RE: Inquiry Regarding Caltrain LCFS Sales – *Staff response*
11.	URGENT PUBLIC SAFETY: Failing Eucalyptus Over the Caltrain Tracks and a Commuter Sidewalk – City Refuses to Close Sidewalk, Caltrain Dismisses Risk, About 2,600 Trains Exposed Before Removal
12.	Re: Please mandate 5 days in DHQ Millbrae – *Staff response*
13.	Re: Request for status of administrative review — Citation 52001195 – *Staff response*

From:	Paul Simoes de Carvalho
To:	Board (@caltrain.com); Customer Service
Subject:	Safety Caution: Damaged Eucalyptus Beside the Tracks South of San Antonio Station – City Removal Planned Nov. 9-13
Date:	Thursday, October 22, 2026 4:01:23 PM
Attachments:	Gmail - URGENT – Request for Immediate ...ety (Limb Failure on October 17, 2026).pdf Showers_Drive_Limb_Failure_Oct17.MOV Tree Reported to City 3.jpg Tree Reported to City 1.jpg Tree Reported to City 2.jpg Google Earth Overhead Image.jpg

Some people who received this message don't often get email from paul.m.s.decarvalho@gmail.com. Learn why this is important

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear Caltrain Board and Customer Service,

Please see the attached security camera video of a large limb tearing off and falling from a eucalyptus beside your tracks, just south of the San Antonio station in Mountain View, at 8:57 a.m. on October 17. Also attached is the email I sent to the Mountain View City Council and City staff about the tree on October 20.

The City has approved removal of the tree and expects to take it down November 9-13, 2026, if no appeal is filed by October 30. I have already reached out to the City and asked it to notify Caltrain, and I hope it has contacted you. The City's reply did not say whether it had, so I wasn't sure Caltrain is aware of this, or whether November 9-13 is soon enough from a rail-safety standpoint. I am passing it along as a caution so your safety staff can decide whether any precautions are needed in the meantime.

The details:

- Location: the large River Red Gum eucalyptus between Showers Drive and the Caltrain tracks, between Pacchetti Way and Sondgroth Way, a short distance south of the San Antonio station. It is the largest tree on Showers Drive, roughly 60 to 80 feet tall, with a trunk about 12 to 16 feet around.

- What happened: on a clear morning with no storm, a living limb about two feet thick tore out of the trunk and fell across the sidewalk and both lanes of Showers Drive, 55 seconds after two pedestrians and a dog walked beneath it.

- The tree now: a fresh tear-out wound and a crack in the main stem. The City's arborist has assessed the tree as structurally sound and not an immediate hazard, and considers the cracks a natural response to growth. The City approved removal because of the tree's history of significant limb failures and because eucalyptus is now designated invasive in its Biodiversity and Urban Forest Plan.

- History: this tree also dropped part of itself onto the Showers Drive sidewalk and a traffic lane in June 2024. On February 4, 2024, a large tree fell across both tracks about 200 feet south of the San Antonio station, damaging the overhead wires and stopping service for hours (Mountain View Voice).

- Why it matters to Caltrain: the tree's fall zone takes in both tracks and the overhead wires. The limb fell toward the road this time, but the next failure could fall toward the tracks. At peak hours, about five trains an hour stop at San Antonio in each direction, so a train passes this tree every six minutes or so, and the removal date falls at the start of winter storm season.

I am not an arborist; my size and distance figures are estimates from photographs and satellite imagery. I would be glad to meet your staff at the site.

Thank you for looking into it.

Sincerely,

Paul M. Simoes de Carvalho
Major, U.S. Army (Retired)
President, Board of Directors, Crossings Showers Drive Townhomes Homeowners Association
138 Alley Way
Mountain View, CA 94040
650-906-4164

Gmail

Townhomes HOA <crossingsshowersdrivetownhomes@gmail.com>

URGENT – Request for Immediate Inspection and Hazard Pruning of the Large Tree on Showers Drive Between Pacchetti Way and Sondgroth Way, Which Threatens Our Townhome Buildings, Our Residents and Public Safety (Limb Failure on October 17, 2026)

Crossings Townhomes <crossingsshowersdrivetownhomes@gmail.com> Tue, Oct 20, 2026 at 9:30 AM
To: "Sylvia, Brenda" <Brenda.Sylvia@mountainview.gov>
Cc: ed.arango@mountainview.gov, Jennifer.Ng@mountainview.gov, Russell.Hansen@mountainview.gov, city.mgr@mountainview.gov, cityattorney@mountainview.gov

Dear Ms. Sylvia and City staff:

The attached video records the force with which the limb struck Showers Drive on October 17. Is the City prepared to see that same force come down on an unsuspecting pedestrian, a resident or an occupied vehicle while a bureaucratic process is undertaken?

The Board has today sent the following response to the City Council as a separate email. We send it to you as well so that staff has it on this thread.

Ms. Sylvia replied to our October 19 email that afternoon, blind-copying everyone we had written to, including the Council. This is the Board's response; we are sending it to staff separately. **The Board welcomes the City's decision to pursue removal of the River Red Gum eucalyptus on Showers Drive. But that decision addresses only the tree's long-term fate. It does nothing about the danger the tree poses today and every day until it comes down: to our 30 townhomes and the families who live in them, to the commuters and pedestrians on both sidewalks, to drivers on Showers Drive, and to Caltrain passengers on the tracks beside it.**

Our homes are within reach of this tree

On Google's satellite imagery, the front of our nearest building is about 70 to 90 feet from the tree, depending on where the trunk stands beneath its wide canopy. The tree stands roughly 60 to 80 feet tall, and its crown spreads wide at the top. Arborists treat the area within one to one and a half times a tree's height as its fall zone. For this tree, that is roughly 60 to 120 feet, which takes in our buildings at either distance. If the cracked stem or another major limb fails toward us, it will land on our front yards, fences and porches. At the upper height, it will hit our façades and roofs and punch through the glass windows that face Showers Drive, into the living rooms and bedrooms behind them. Residents use those porches and yards every day, and children and elderly residents walk in and out of those front doors. Every one of our 30 households also walks the Showers Drive sidewalk and parks on the street beneath and beside this tree, so every household's people and vehicles are within its reach. Northeast "Diablo" winds, which come several times each fall with gusts of 40 mph or more, push straight from the tree toward the building directly opposite. On October 17, on a calm morning, this tree dropped a living limb about two feet thick far enough to cross the sidewalk, both lanes and the median. The next failure could cross the remaining distance.

The City's response does not acknowledge our property, our residents or its own responsibility

The response mentions the roadway and pedestrian areas. It does not mention the homes across the street, the people who live in them, or what happens to them if the tree fails before removal.

Under California Government Code section 835, a public entity may be held liable for injury caused by a dangerous condition of its property when it had notice of the condition and time to protect against it. The City's own records, our emails and this exchange establish that notice beyond dispute. If this tree fails before it is removed, our members, their families and the Association will look to the City, under the Government Claims Act, for damage to our buildings, windows, roofs, porches, fences, yards and vehicles, and for any injury to, or death of, a resident or family member. We ask the City to state plainly, in writing, whether it accepts that responsibility. If it does not, please say so, so that our members and their insurers can plan accordingly.

The City's position is internally inconsistent

The response says the tree "does not pose an immediate safety hazard." It then cites the tree's "history of significant limb failures" and its proximity to the roadway and pedestrian areas as reasons to remove it. **The City's own Heritage Tree removal application lists "danger of falling" and "poor structure and/or an unbalanced canopy" as grounds for removal. A tree that qualifies for removal on those grounds is a hazard now, not only once a permit is final.**

The City has assessed this tree before, and the tree proved the assessment wrong

This is not the first time the City has looked at this tree and told us it was handled.

- **May 2021.** The City's Forestry and Roadway Manager, an ISA Certified Arborist, personally drove the location and decided the trees on Showers Drive "could wait."
- **June 6, 2024.** Part of this tree fell onto the sidewalk and a traffic lane.
- **June 13, 2024.** The Urban Forestry Manager promised that someone would "inspect the tree and determine the best course before reporting back to you." That report never came.
- **June 28, 2024.** The City's contractor was on site "addressing the limbs in question." The tree was pruned, declared dealt with and left standing.
- **May 2025.** Two large dead branches left behind by the City's contractors still had to be reported before staff scheduled their removal.
- **October 17, 2026.** Just over two years after that inspection and pruning, the same tree tore a living, fully leafed limb about two feet thick out of its trunk and threw it across the sidewalk, both lanes and the median. It came down on a calm, clear morning, less than a minute after two people and a dog walked beneath it.

So the City inspected this tree, pruned it and moved on, and the tree then produced its largest failure yet. Now, within days of that failure, the City again tells us the tree "does not pose an immediate safety hazard" and that the crack in its main stem is "superficial." It gives no inspector's name, no inspection date, no method and no written findings.

With respect, how much confidence can our members place in that judgment? This tree has failed in roughly 2011 to 2016, in June 2024 and in October 2026. It failed after the City said it could wait, and again after the City inspected and pruned it. **The City's assessments of this tree have not predicted its failures; the failures have kept proving the assessments wrong.** Eucalyptus are known for dropping large, healthy-looking limbs without warning, so a visual inspection cannot be the last word on whether it will fail again. Each failure has been larger than the last, and the next one may not land on an empty street. If the City's process could not foresee October 17, it cannot ask us to rely on that same process to tell us the tree is safe through this winter.

Why is there still no warning?

As of this writing, days after a limb about two feet thick came down across the sidewalk, there is nothing beneath this tree to warn anyone: no barricade, no cone, no tape and no sign. Commuters walk both sidewalks of Showers Drive to and from the San Antonio Caltrain station every morning and evening. Neighbors walk their dogs there, and families walk their children to school. None of them knows that the tree overhead dropped a massive limb on Saturday, or that its main stem now shows a crack. The City knows. The people walking beneath it do not.

Fair warning costs almost nothing. A sign takes minutes to post. A sidewalk closure with a detour to the opposite side of the street needs only cones and tape, the same materials the City crew had on site Saturday morning. Even if the City is confident in its "no immediate hazard" finding, a warning sign costs nothing and harms no one. The City has offered no reason for withholding it, and we can think of none.

It is not fair to ask the public to carry a risk the City will not even name. A pedestrian who walks under this tree has not chosen to accept its risk, because no one has told them it exists. The City has decided this tree should be removed because of its history of significant limb failures and its proximity to the roadway and pedestrian areas. Having reached that conclusion, it cannot fairly leave those same pedestrians to walk beneath it, uninformed, for the weeks or months removal will take. If the risk is real enough to justify removing a Heritage tree, it is real enough to justify a sign.

This is not an ordinary tree, and it should not be treated like one

It is not an ordinary street tree, and it is not an ordinary Heritage tree. Its trunk is roughly 12 to 16 feet around, three to four times the Heritage threshold. It stands about twice the height of the three-story townhomes across the street and towers over everything else on Showers Drive. Anything it drops falls farther and lands harder than a

limb from any tree around it. It is a eucalyptus, a species known for shedding large, living limbs without warning. It has failed repeatedly, including after the City inspected and pruned it. The standard practice of leaving the sidewalk open until a tree comes down may be acceptable for an average tree. It is not acceptable for this one.

The Caltrain tracks

The tree stands between Showers Drive and an active Caltrain line, a short distance from the San Antonio station. A limb or stem that fails on the track side could land across the rails moments before a train arrives. In the morning and evening peaks, roughly five trains an hour stop at San Antonio in each direction, each carrying hundreds of passengers. A train at speed cannot stop within the distance its engineer can see. A strike on debris, or a derailment beside a station platform, a busy road and a row of homes, would be a mass-casualty event. This is not hypothetical. On February 4, 2024, a large tree fell across both tracks about 200 feet south of the San Antonio station and stopped service for hours. The City's response does not say whether anyone has told Caltrain about Saturday's failure.

The Heritage Tree process is not a safety measure

The City's Heritage Tree definition depends on trunk size, and it does not exclude invasive species. Any tree with a trunk circumference of 48 inches or more qualifies, and this one is roughly three to four times that. Its listing as invasive in the Biodiversity and Urban Forest Plan does not remove it from the ordinance, which the Plan did not amend. So the City is right that the tree must go through the Heritage process. That process includes a 10-day posting period during which anyone may appeal, and an appeal goes to the Parks and Recreation Commission. Removal could be weeks or months away. In the meantime, the tree stands over our homes, the sidewalks, the street and the rail line with a fresh tear-out wound, a crack in its main stem and a canopy newly unbalanced by the loss of a major limb. Nothing in the response protects anyone during that time.

A bureaucratic process is not an emergency response

The City's answer to a tree that has just dropped a massive limb across a public street is a permit application. That is the same procedure a homeowner follows to take out a tree in a backyard. It is not a response to a tree that has failed, cracked and threatened homes, pedestrians, drivers and a commuter rail line.

On September 24, 2026, Assistant Public Works Director and City Engineer Ed Arango wrote to this Board that another of our requests had not been completed because of "other emergency and urgent items needing staff's attention." The City therefore already sorts its work into emergency and urgent items, and into everything else. We ask the City to explain that line. What makes an item an emergency or urgent, who decides, and on what criteria? In particular, what standard does the Director of Public Works apply? And why does a tree that has just dropped a massive limb across both lanes of a public street, with a crack in its main stem, over two sidewalks, within reach of 30 homes and beside an active rail line, fall on the wrong side of it?

If the City's criteria do not treat this tree as an emergency or urgent item, our members and the public deserve to see those criteria in writing. If the criteria do treat it as one, the City should be acting under them now, not filing a permit.

The question that matters most is when

The City's response gives no date, not for removal, not for any interim work, not even for the next step in the permit process. The calendar is not on the City's side. NOAA's Climate Prediction Center expects a very strong El Niño this winter, and independent forecasters say it is already the strongest on record by several measures. It has raised the odds of above-normal rain along the California coast and expects the effects to ramp up quickly through the core winter months. Strong Pacific storms bring rain-saturated soil and gusting winds, the two conditions under which large trees and limbs fail. This tree has already failed twice in good weather: in June 2024, and on the clear, calm morning of October 17. A tree that sheds a two-foot-thick limb on a calm day should not be left standing, cracked and unbalanced, to face a winter of storms. The hazard pruning must be done now, and the removal finished before the storm season arrives, not after a permit process that could run into the new year.

The inspection

The response says City arborists "have completed an assessment" and found the crack "superficial." It does not say when or how. Please tell us:

1. the date and time of every inspection of this tree since the limb failure at 8:57 a.m. on Saturday, October 17, 2026;

2. the name and qualifications of each person who inspected it, including whether they hold the ISA Tree Risk Assessment Qualification;
3. whether the inspector examined the crack at close range from the Showers Drive sidewalk on the south-southeast side of the trunk, the only place it can be seen, and how its depth was determined;
4. whether the inspection considered the risk to the townhome buildings across the street, and not only to the road and sidewalk;
5. whether the same staff or contractor who assessed and pruned the tree in 2024 made the October 2026 finding;
6. the arborist's completed ISA Basic Tree Risk Assessment Form, including the likelihood-of-failure and risk ratings assigned to the tree;
7. whether any test was used to measure the depth of the crack or the extent of decay, at the crack and at the tear-out wound, such as probing, sounding or a decay-detection device, and what it found.

Please send the written assessment itself. A one-sentence conclusion in an email is not a risk assessment, and our members are entitled to know what it rests on.

The Board therefore requests that the City:

1. **Tell us when, with exact dates and the documents behind them.** Within five business days, please provide:
    a. **The decision-maker and the decision date.** Who will decide the Heritage Tree removal permit, the date the application was or will be filed, and the date a decision is expected.
    b. **The posting dates.** The date the removal notice will be posted on the tree and at the site, and the date the 10-day appeal period ends.
    c. **Every agenda it will appear on.** The name of every committee, commission or board that will consider this tree, including the Parks and Recreation Commission sitting as the Urban Forestry Board and the City Council. Give the meeting date and agenda item number for each, or the date the City expects to place it on an agenda.
    d. **The work schedule.** Any work order, contractor assignment, purchase order or scheduling record for the interim hazard pruning and for the removal, including the contractor's name and the scheduled work dates.
    e. **Any other record that shows a date.** Calendar entries, staff emails, internal memos, task lists or tracking records that set, propose or discuss a date for inspecting, pruning, posting or removing this tree.
    f. **The completion dates.** A firm date for completion of the interim hazard pruning and a firm date for removal, which should be before the onset of this winter's storm season. If the City cannot commit to that, please explain in writing why not and what it will do in the meantime to protect our homes, our residents, pedestrians, drivers and Caltrain passengers.

   If the City has not yet set a date for any step, please say so plainly, step by step. A "not yet scheduled" in writing is itself an answer our members are entitled to have.
2. **Close the sidewalk and warn the public today.** Close the sidewalk beneath the tree, with a marked detour to the opposite side of Showers Drive, and close the adjacent lane. Post warning signs at both approaches on both sidewalks, and for drivers in both directions, until the tree is removed. If the City declines either step, explain in writing who made that decision, when, and on what basis.
3. **Carry out interim hazard pruning now.** Have an arborist holding the ISA Tree Risk Assessment Qualification remove the cracked and damaged wood and reduce the heavy limbs over Showers Drive, the sidewalks and the tracks, and especially those on the side facing our homes. If the City believes the Heritage Tree Ordinance prevents this work, please cite the provision. If the ordinance permits it, please explain why it is not being done.
4. **Provide the inspection records within 10 days.** Send the inspection details and written assessment requested above, the findings of the 2024 inspection Mr. Hansen promised and we never received, and any review of the 2024 pruning conducted after the October 17 failure.
5. **Confirm, within two business days, that the City has notified Caltrain.** The notice should cover the October 17 limb failure, the crack in the main stem and the risk to the tracks. Give the date, the sender and the recipient at Caltrain. If the City has not notified Caltrain, please do so immediately and confirm. Please also confirm who owns the tree and who will apply for the Heritage Tree removal permit.
6. **Notify the neighborhood in writing.** Send a written notice to all residents and property owners in the immediate area, including every household in our 30 townhomes, all of whom use the sidewalk and street parking beneath this tree, and the neighboring homes along Showers Drive between Pacchetti Way and Sondgroth Way. It should describe the October 17 failure, the condition of the tree, the City's plan to remove it, the expected timeline, and how to report any new cracking, movement or falling limbs. People who live within reach of this tree are entitled to hear about it from the City, not from a neighbor.
7. **State the City's responsibility.** State in writing whether the City accepts responsibility for damage to our members' homes and property, and for injury to or death of any resident or family member, caused by this tree before it is removed.
8. **Explain the City's emergency and urgent criteria.** Explain in writing what the Public Works Department, and the Community Services Department's Forestry and Roadway Division, consider an emergency or urgent item for a tree hazard such as this one, and who makes that determination. Please also answer directly the question we put to Mr. Arango: does this tree qualify as an emergency or urgent item, and if not, why not?
9. **Treat the following as a request under the California Public Records Act** (Government Code section 7920.000 and following). It is in addition to, not in place of, the request the City has already received. Please produce all records, in electronic form where they exist, in the following categories:

a. **Policies and criteria.** All policies, procedures, standards, guidelines, criteria, priority matrices, manuals, standard operating procedures, directives and training materials of the Public Works Department or the Community Services Department (including the Forestry and Roadway Division) that define or apply the terms "emergency," "urgent" or "priority," or otherwise rank or triage work. This includes tree hazards, fallen limbs, storm and after-hours response, road and sidewalk closures, and tree risk ratings.
b. **Determinations and delegations.** All determinations, delegations or directives by the Director of Public Works, the Community Services Director or their designees designating items or categories of work as emergency or urgent, and any record of who holds that authority.
c. **The current emergency and urgent list.** Every list, log, queue, tracker, dashboard or database of emergency or urgent items maintained by either department, as it stood on September 24, 2026 and as it stands on the date of the City's response, including each item's description, date opened, priority and status.
d. **Work logs and service requests.** Work orders, crew logs, dispatch and call-out logs, and AskMV or other service-request records, with their assigned priority levels, for tree, limb, roadway and sidewalk hazards from January 1, 2025 to the present.
e. **Mr. Arango's September 24, 2026 email.** All records identifying the "other emergency and urgent items" referred to in that email, and all records of how those items were prioritized ahead of the Board's request.
f. **Emergency tree work.** All records of tree removals or hazard pruning carried out by or for the City on an emergency or expedited basis in the past five years, including any Heritage tree removed or pruned without completing the standard permit process, and the authority relied on.
g. **Contracts.** All on-call, emergency or as-needed tree service contracts in effect in 2024 through 2026, including those with West Coast Arborists, and all task orders, emergency call-outs and invoices under them for Showers Drive.
h. **This tree since October 17.** All emails, text messages, memos, notes, photographs and other records about this tree created on or after October 17, 2026. This includes records of how to classify it, whether to close the sidewalk or post warnings, whether to notify Caltrain, the inspection and its findings, and the decision to pursue removal through the Heritage Tree process.

Under Government Code section 7922.535, please tell us within 10 days whether the City has disclosable records and when they will be produced. If the City withholds any record or part of one, please identify it and the specific exemption relied on, as section 7922.540 requires. If any part of this request is unclear, please contact us so we can help focus it, as section 7922.600 contemplates.

Our members did not plant this tree and cannot touch it. The City controls it, has been warned about it for five years, and has now decided it should come down. Until it does, the risk to our homes, our families, the people walking beneath it and the passengers on the trains beside it is the City's to manage.

Please direct all correspondence to the Board in writing, by email to CrossingsShowersDriveTownhomes@gmail.com or by mail to PO Box 1435, Mountain View, CA 94042-1435. Our directors are available to meet City staff at the site, including at our buildings, so that staff can see the distance for themselves.

Sincerely,

Paul M. Simoes de Carvalho
President, Board of Directors
Crossings Showers Drive Townhomes Homeowners Association
PO Box 1435, Mountain View, CA 94042-1435
650-429-8460 · CrossingsShowersDriveTownhomes@gmail.com

On Mon, Oct 19, 2026 at 4:05 PM Sylvia, Brenda <Brenda.Sylvia@mountainview.gov> wrote:

> Dear Mr. Simoes de Carvalho,
>
> Your email was forwarded to me for a response on behalf of the City Council and City Manager. The City Council, City Manager, and all others included in your original correspondence are blind copied on this response.

Thank you for reaching out and sharing the concerns of the Crossings Showers Drive Townhomes Homeowners Association regarding the large eucalyptus tree along Showers Drive, near the Caltrain tracks, particularly following the large limb failure on October 17. The safety of our community is a priority, and the City takes reports of potentially hazardous trees seriously. We appreciate the time and effort you put into documenting the tree's history and providing a detailed chronology of events.

City arborists have completed an assessment of the River Red Gum Eucalyptus tree and determined that it does not pose an immediate safety hazard. The crack identified in your correspondence is superficial and consistent with the tree's natural growth and expansion. However, given the tree's history of significant limb failures, its proximity to the roadway and pedestrian areas, and its designation as an invasive species in the City's recently adopted Biodiversity and Urban Forest Plan, the City intends to pursue its removal through the established Heritage Tree Ordinance approval process.

The ordinance allows consideration of a tree's condition, history of damage, and sound forestry practices when evaluating removal requests. As part of the mitigation effort, the City will plant two native replacement trees in the nearby roadway median, consistent with the Plan's biodiversity and urban forest goals.

The City has also received your Public Records Act request submitted through the City's records request system. That request will be processed separately in accordance with the City's established procedures.

Thank you again for bringing these concerns to our attention. We appreciate your engagement and commitment to our community.

Sincerely,



Brenda Sylvia

Assistant Community Services Director
Community Services Department

650-903-6420 | MountainView.gov

Twitter | Facebook | Instagram | YouTube | AskMV

From: Crossings Townhomes <crossingsshowersdrivetownhomes@gmail.com>
Sent: Monday, October 19, 2026 9:49 AM
To: City Council <City.Council@mountainview.gov>; , City Manager <city.mgr@mountainview.gov>; Ng, Jennifer <Jennifer.Ng@mountainview.gov>; Arango, Ed <ed.arango@mountainview.gov>
Cc: Hansen, Russell <Russell.Hansen@mountainview.gov>; , City Attorney <cityattorney@mountainview.gov>
Subject: URGENT – Request for Immediate Inspection and Hazard Pruning of the Large Tree on Showers Drive Between Pacchetti Way and Sondgroth Way, Which Threatens Our Townhome Buildings, Our Residents and Public Safety (Limb Failure on October 17, 2026)

Dear City Council and City Leadership Team:

The Board of Directors of the Crossings Showers Drive Townhomes Homeowners Association, whose 30 townhomes line Showers Drive across the street from this tree, writes to request that the City act now to make safe the large tree on Showers Drive that stands between the roadway and the Caltrain tracks, across from our members' homes. It is the largest tree on Showers Drive, and it threatens our property directly. The tree stands about 70 feet from the front of our nearest townhome building and is tall enough to reach it. If the tree, or its next major limb, falls toward us, it could strike our buildings' façades and roofs, their porches, fences and front yards, and the families living inside. **At 8:57 a.m. on October 17, 2026, a massive limb tore out of its trunk and fell across Showers Drive, blocking the road and the sidewalk. The part of the tree still standing now has a visible crack running up its main stem. See attached images. As of this morning, Monday, October 19, nothing has been blocked off and there is no warning of any kind: the sidewalk beneath the cracked tree is open, hundreds of commuters, residents and other pedestrians walk directly beneath it every day, and heavy weekday commute traffic passes under it in both lanes.** Routine trimming or monitoring is not enough. The tree needs substantial hazard pruning now, directed by a certified arborist, to remove the cracked and damaged wood and the heavy limbs over the road, the sidewalk and the tracks, before the next failure damages our homes or injures or kills someone.

One of our directors, Paul Simoes de Carvalho, witnessed the failure and has filed a separate complaint with the Police Department about the response that morning. That complaint concerns police conduct; this letter concerns the tree itself.

What happened on October 17, 2026

- **8:45 to 8:57 a.m.** In the 12 minutes before the limb fell, Mr. Simoes de Carvalho's Nest security camera, which looks along Showers Drive toward the tree, recorded at least 10 vehicles passing the tree, 7 southeastbound and 3 northwestbound, including two large white vans. It also recorded several pedestrians walking along Showers Drive. This was a Saturday morning.
- **8:56 a.m.** Mr. Simoes de Carvalho's Nest security camera recorded two pedestrians, one with a small dog, walking on the sidewalk directly beneath the tree, past the base of its trunk (see attached Image 7).
- **8:57:28 a.m.** Fifty-five seconds later, a massive, living limb tore out of the trunk and fell onto that same sidewalk and across Showers Drive, as the same camera recorded (see attached Image 8). It completely blocked both lanes, covered the sidewalk used by commuters walking to the San Antonio Caltrain station, and knocked down street signs. Mr. Simoes de Carvalho called 911 at 9:01 a.m.
- **9:05 a.m.** His photographs show a pedestrian walking on the sidewalk directly beside the fallen trunk, with low sun glare on the northwest approach.
- **9:05 to about 9:43 a.m.** With the road still open at both ends, cars came up on the limb, some at speed, then backed up or turned around in their lane. He, his wife and other residents waved off traffic themselves.
- **About 9:21 to 9:23 a.m.** At about 9:21, Mr. Simoes de Carvalho called 911 a second time and reported the crack in the main trunk of the standing tree. The first police officer arrived at about 9:23. The road and the sidewalk beneath the tree remained open, and residents continued to wave off traffic.
- **About 9:43 a.m.** A second police unit arrived; the road was then closed with caution tape. Neither officer closed the sidewalk beneath the tree as a precaution, even though the standing trunk had just shed a massive limb and now showed a visible crack. Pedestrians, including commuters headed to the San Antonio station, were left free to walk directly under it.
- **10:29 a.m.** A City crew was on scene with a utility truck, cones and tape. The limb still spanned the full width of the roadway, from the median to the far curb.

The standing tree now shows a fresh, jagged tear-out wound where the limb ripped from the trunk, with an open cavity beside it. A long vertical crack runs up the main stem. The broken end of the fallen limb has a darker, recessed center that may indicate internal decay. Selected images are attached; his original photographs and video, with their time stamps, are available on request.

The City was warned about this tree more than two years ago

This is not the first failure. Mr. Simoes de Carvalho has raised the trees on Showers Drive with the City since at least 2021, and this tree specifically since June 2024. Each time, the City answered with a deferral or a partial fix: it could wait, staffing was limited, limbs would be trimmed, an inspection report would follow.

Date	What happened
About 2011–2016 (approximate)	A large limb fell from the lower trunk and blocked Showers Drive. The healed scar it left, on the right side of the trunk about 10 feet up, is roughly half the width of the trunk at that height, which points to a limb of major size (see attached Image 2).
May 27, 2021	After Mr. Simoes de Carvalho reported the trees and overhanging branches on Showers Drive, Jakob Trconic, the City's Forestry and Roadway Manager and an ISA Certified Arborist, replied that he "personally drove the location" and, citing branches outside the right-of-way and "limited staffing," that he "felt this could wait" until a later trimming cycle.
February 2024	On February 4, 2024, during a storm, a large tree fell across both Caltrain tracks about 200 feet south of the San Antonio station, damaging the overhead wires and halting service at the station for hours (Mountain View Voice). The article does not identify the tree; the City's records should show whether it was this one.
June 6, 2024, 3:02 p.m.	Part of the tree fell onto the north Showers Drive sidewalk and one traffic lane. Mr. Simoes de Carvalho recorded it on video and saw one car nearly rear-end another that stopped in front of it.
June 13, 2024	Mr. Simoes de Carvalho emailed the City Council, City Manager and City Attorney, copying Urban Forestry, Public Works and Transportation staff, under the subject "Potentially Deadly Falling Tree Hazard along the Showers Drive Sidewalk." He sent the video and photos, described the tree's long history of falling branches, pointed out more large, heavy limbs hanging over Showers Drive, and noted that the San Antonio Caltrain station is a stone's throw away.
June 13, 2024	Russell Hansen, Urban Forestry Manager, replied that someone would "inspect the tree and determine the best course before reporting back to you."
June 28, 2024	Mr. Hansen wrote that the City's contractor, West Coast Arborist, "was on site today addressing the limbs in questions."
May 1–5, 2025	He reported two large dead tree branches left behind by City contractors the previous year. Lisa Au, Assistant Public Works Director, replied that staff had scheduled their removal within one to two weeks.
October 17, 2026	A massive limb tore out of the trunk and blocked Showers Drive again.

This is by no means a complete history of the tree's failures. It lists only what our members have documented or can recall; the City's own records, which we request below, should show more.

After the June 2024 report, the City's contractor removed several large limbs from this tree. That work did not deal with the tree's underlying weakness. Whether it helped, made no difference, or changed how the tree carries its weight is a question the City's own records and arborists should answer. He has no record of ever receiving the inspection findings Mr. Hansen promised. Five years of deferral and partial measures amount to neglect. That approach has now failed: two years later, the same tree dropped an even larger limb across the same road.

Why the danger must be addressed now

1. **It has already failed.** A large, living limb with full green foliage tore out of the trunk without warning. A healthy-looking canopy did not prevent that failure, and it will not prevent the next one.
2. **The remaining structure is compromised.** The tear-out wound, the open cavity beside it, the crack running up the main stem and the possible decay at the break are all signs of structural weakness. The tree also divides into several large leaders from one point, a well-known weak configuration. Removing several large limbs, as the City did in 2024, did not address that; the cracked and damaged wood itself has to come out.
3. **There is nowhere safe for it to fall.** On one side are both lanes of Showers Drive and a busy commuter sidewalk. On the other are the Caltrain tracks. A failure toward the tracks could put a limb or trunk in front of a train carrying hundreds of passengers, with a risk of derailment and mass casualties. A failure toward the road could strike cars, pedestrians or our members' homes across the street.
4. **The City's own standards recognize this hazard.** The City's heritage tree application lists "danger of falling," "poor structure or unbalanced canopy" and "close proximity to structures" as grounds serious enough to justify removing a heritage tree. This tree meets all three, so the hazard pruning we are asking for is the least the City should do.
5. **The City is on notice.** The City now has photographs of a major limb failure, a cracked stem and the risk to the rail line. It was warned in writing in June 2024, inspected, trimmed, and left standing. If the tree fails again and someone is hurt, the record will show the City knew.

The sudden loss of a limb this large has also changed how the tree carries its weight. Removing that much mass from one side of the trunk shifts the load onto the remaining stems and roots in a way the tree did not grow to bear. As a result, no one can say with confidence which way the tree, or its next major limb, would fall. It could come down across the street, onto the sidewalk on either side, or onto the Caltrain tracks.

In our view, the danger to the public has been underestimated. Every day, unsuspecting pedestrians use the sidewalks on both sides of Showers Drive and drivers use the street to reach and leave the San Antonio Caltrain station, with no warning of what is overhead. October 17 shows how close the call was. In the 12 minutes before the limb fell, at least 10 vehicles and several pedestrians passed the tree, and less than a minute before the limb came down across that sidewalk, two people and a dog walked directly beneath it (see attached Image 7). Given the tree's history, its new damage and its location, we consider the risk very high. We are writing to the City Council and the City's leadership, as well as to staff, so that those ultimately responsible are aware of the hazard.

We recognize that the City cares for many thousands of trees. This is not one of them in any ordinary sense. It is a eucalyptus, a species arborists widely recognize for dropping large, living limbs suddenly and without warning. It is the largest tree on Showers Drive and stands well above everything around it, so any limb it drops falls farther and with more force. It stands between a busy commuter sidewalk, both lanes of Showers Drive and an active Caltrain line. It has failed before, in June 2024 and now October 2026, and its trunk carries the large scar of an older limb failure. And it now carries a fresh tear-out wound and a crack in its main trunk. A tree with that species, that size, that location and that record calls for individual attention now, not a place in the routine maintenance queue.

On September 24, 2026, Ed Arango, Assistant Public Works Director and City Engineer, wrote to this Board that staff had not completed another of our requests because of "other emergency and urgent items needing staff's attention." We understand that the department must set priorities. We therefore ask directly: does a tree that has just dropped a massive limb across both lanes of a public street, that now has a crack in its main trunk, and that stands over a commuter sidewalk and an active rail line qualify as an emergency or urgent item? If it does, please tell us when it will be addressed. If it does not, please explain in writing why not, and what the City's criteria are for treating a tree hazard as urgent.

The tree's size and the crack in its main stem

The standing tree is large enough to reach the road, the sidewalk and the rail line if it fails, and the new crack makes failure more likely, not less. The estimates below come from Mr. Simoes de Carvalho's photographs; we are not arborists, and we ask the City to confirm them with measurements.

Size. The trunk is roughly 4 to 5 feet across at its base, judged against a pedestrian walking past it (see attached Image 6). The limb that fell was roughly 2 feet thick at the break, judged against the curb beside it (see attached Image 4), and it reached from the trunk across the sidewalk, the near lane and the median into the far lane (see attached Image 5). The tree stands about twice the height of the three-story townhomes across the street, which puts it at roughly 60 to 80 feet at least; a eucalyptus with a trunk that size is often taller.

How far it can reach. Arborists treat the area within one to one and a half times a tree's height as its fall zone. For a tree of 60 to 80 feet, that is roughly 60 to 120 feet in every direction, which takes in both lanes of Showers Drive, the commuter sidewalk, the median and the Caltrain tracks. A single limb has already covered most of that distance.

Whether it would reach the homes. On Google's satellite imagery, the front of the nearest townhome building, directly across Showers Drive, is about 70 feet from the tree (measured with Google Maps' distance tool; the trunk's exact position under the canopy is approximate, so allow 10 to 20 feet either way). A tree of 60 to 80 feet falling toward that building would land at or on its Showers Drive face: at the lower height, on the front yards, fences and porches; at the upper height, against the façade and roof. The crown spreads wide at the top, so its branches would reach farther than the trunk.

Which homes the wind would push it toward. A tree that fails in wind falls downwind. Showers Drive runs northwest to southeast here, with the townhomes to the southwest and the tracks to the northeast. The everyday afternoon wind at Moffett Field blows from the west and northwest, which would push a failing tree southeast along Showers Drive, toward the road and the townhomes farther along toward Sondgroth Way. Northeast "Diablo" winds, which reach the Bay Area roughly three to five times a year, mostly in the fall, with gusts of 40 mph or more, would push it southwest, straight across the street into the building directly opposite. Winter storm winds from the south and southwest would push it toward the Caltrain tracks. Wind is only part of the picture: the direction the trunk leans, where the remaining crown carries its weight and which way the crack opens matter as much, and the limb that failed on October 17 came down on a clear morning with no storm. Only an arborist's inspection can say which way the tree is most likely to go, and that is another reason to reduce the tree now rather than guess.

A train at rush hour. Consider the same failure as October 17, but toward the tracks instead of the road, on a weekday morning. The cracked stem splits without warning, as the limb did, and a section of trunk and crown lands across the rails moments before a peak-hour Caltrain commuter train comes through, carrying hundreds of passengers to or from the San Antonio station a short distance away. A train cannot stop within the distance its engineer can see, and the tracks here are lined with trees and shaded by this one. At best, the train strikes the debris at speed; at worst, it derails beside a station platform, a busy road and a row of homes. A collapse onto a train already passing would be worse still. This is not far-fetched. On February 4, 2024, a large tree fell across both tracks about 200 feet south of the San Antonio station, damaging the overhead wires and stopping service for hours. Caltrain's own timetable lists about five trains an hour stopping at San Antonio in each direction during the evening peak, and about five northbound and three to four southbound each hour in the morning peak. Even on the Saturday morning of October 17, a southbound train passed the tree about four to five minutes before the limb fell, and the next northbound train was due about 20 minutes after.

The crack. A long vertical crack now runs up the main stem toward the point where the tree divides into several large leaders (see attached Image 3). Its edges are split open and lined with a dark red streak, which in eucalyptus is typically kino, the resin these trees bleed from a fresh wound. A crack running into a multi-stem fork is a recognized sign that the union is splitting apart. It sits beside the open tear-out wound left by Saturday's failure (see attached Image 2), on a tree that has just lost a major limb and now carries its weight unevenly. The crack, about halfway up the main trunk, can be seen only from close range on the Showers Drive sidewalk, on the south-southeast side of the tree; it is not visible from the roadway. Mr. Simoes de Carvalho reported it to 911 on the morning of October 17 and asked that it be treated as a public safety hazard.

What that adds up to. Under the International Society of Arboriculture's tree risk assessment method, risk turns on three things: how likely the tree is to fail, how likely it is to hit something, and how bad the result would be. This tree has a fresh structural crack and a history of repeated limb failures, so the likelihood of failure is elevated. Traffic, pedestrians and trains pass under it every day, so the likelihood of impact is high. A falling stem of this size would cause severe or fatal harm. Eucalyptus are also known for dropping large limbs suddenly on calm, warm days with no warning, much as happened on the clear morning of October 17.

We ask that the City not rely on an opinion given from the roadside. The City should have an ISA-certified arborist with the Tree Risk Assessment Qualification inspect the crack, including its depth, and decide what must be cut, and it should keep the area beneath the tree closed until that work is done.

As of 9:30 a.m. on Monday, October 19, two days after the limb failure and the 911 report of the crack, there is still nothing on the sidewalk or the street beneath the tree to warn pedestrians or drivers: no barricade, closure, cone or sign. The sidewalk is open, and hundreds of commuters, residents and other pedestrians walk directly beneath this cracked, unstable tree every day, many of them on their way to and from the San Antonio Caltrain station. Weekday commute-hour traffic on Showers Drive is heavy, and every one of those drivers passes beneath it as well.

Requests

1. Today, send City staff to inspect the tree and the area beneath it, and close the sidewalk and the adjacent lane beneath it. This first inspection does not need to wait for an arborist. Then, within the next week, have an ISA-certified arborist inspect the tree, including the depth of the crack in the main stem, and carry out the hazard pruning that inspection calls for: remove the cracked and damaged wood, and reduce the heavy limbs over Showers Drive, the sidewalk and the Caltrain tracks. If the arborist finds the cracked stem cannot be made safe by pruning, remove that stem. Keep the closure in place until that work is done.
2. Notify Caltrain today of the limb failure and the risk to the tracks, if the City has not already done so.
3. Tell the Board in writing, within 10 days, who owns and is responsible for this tree: the City or Caltrain.
4. Tell the Board in writing the date the work will be done, and send the Board a copy of the arborist's findings.
5. Treat this email as a request under the California Public Records Act (Government Code section 7920.000 and following) for all records about this tree, and about any tree on Showers Drive between Pacchetti Way and Sondgroth Way next to the Caltrain tracks, going back as far as the City's records exist. This includes records of every cleanup of fallen limbs, branches or trees at this location, such as crew dispatch and call-out logs, after-hours and storm response records, debris removal and hauling records, and road or sidewalk closure records; tree inventory entries; inspection, risk assessment and arborist reports; pruning, trimming and removal work orders, including every record of the work done on this tree after the June 2024 report (the work orders, the scope of work, which limbs were removed and why, any arborist inspection or risk assessment before or after the work, photographs, and the contractor's invoices); contractor invoices and reports (including West Coast Arborists); AskMV, phone and email complaints and service requests; reports of fallen limbs or branches; any correspondence with Caltrain about these trees; and any internal emails or memos about whether to remove them. Please respond within 10 days, as the Act requires.

Please direct all correspondence to the Board in writing, by email to CrossingsShowersDriveTownhomes@gmail.com or by mail to PO Box 1435, Mountain View, CA 94042-1435. Our directors are available to meet City staff at the site, and Mr. Simoes de Carvalho can provide his original photographs and video.

Sincerely,

Paul M. Simoes de Carvalho

President, Board of Directors

Crossings Showers Drive Townhomes Homeowners Association
PO Box 1435, Mountain View, CA 94042-1435
650-429-8460 · CrossingsShowersDriveTownhomes@gmail.com

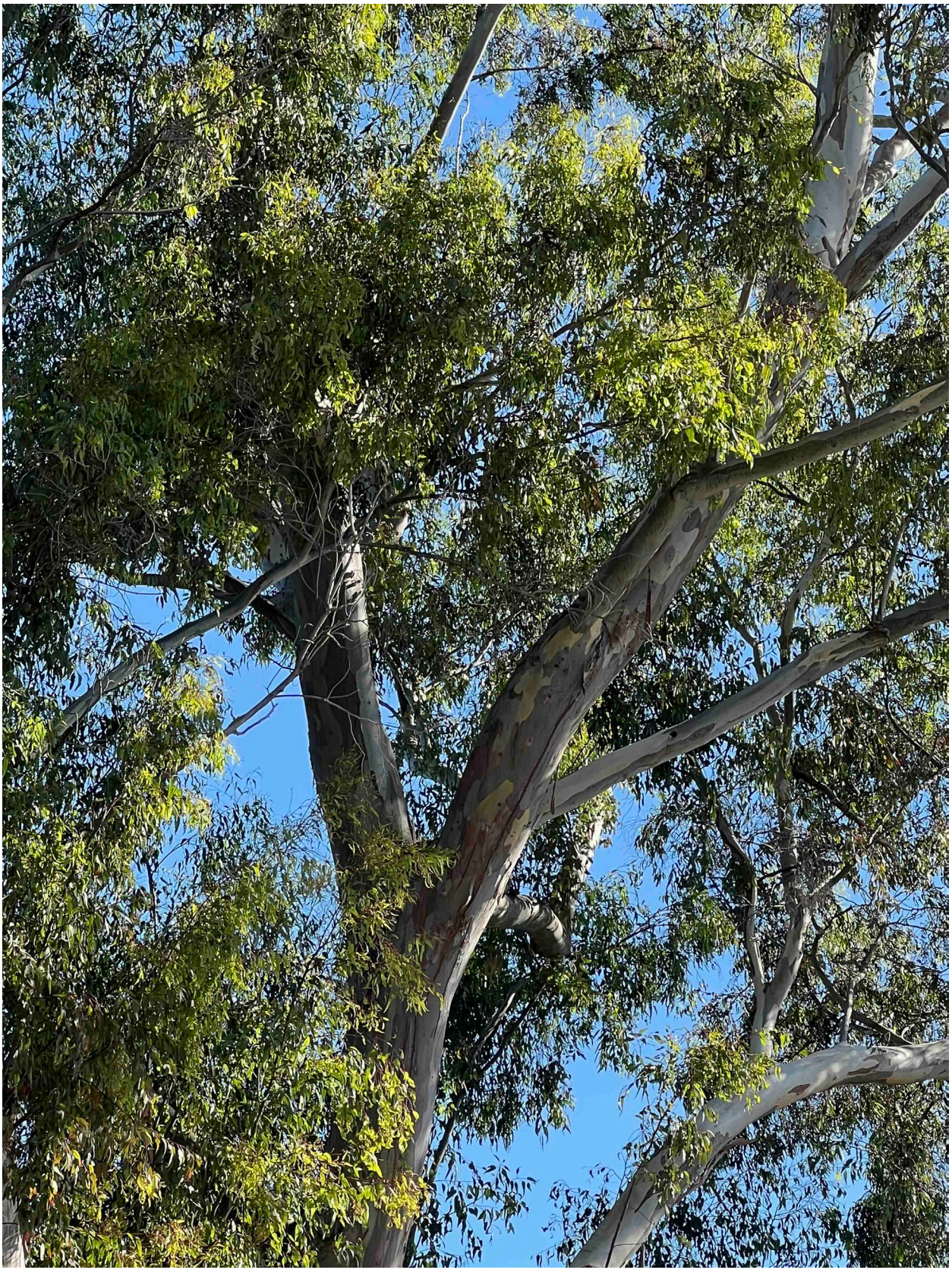
Attachments: Images 1–8 (an overhead view of the location, five photographs and two stills from a resident's security camera). Available on request: all photographs and video of October 17, 2026, with time stamps; Mr. Trconic's email of May 27, 2021; Mr. Simoes de Carvalho's June 13, 2024 email and the City's replies of June 13 and June 28, 2024; his June 6, 2024 video of the tree failure; his May 2025 email and the City's reply.

Attached images

1. **Image 1.** Overhead view of the location, marking the tree, the fallen limb and the Caltrain tracks.
2. **Image 2, 9:11 a.m.** The large healed scar (yellow) where a major limb fell years ago, roughly half the width of the trunk at that height, and above it the fresh tear-out wound (red) from October 17.
3. **Image 3, 9:11 a.m.** A long crack running up the main stem of the standing tree.
4. **Image 4, 10:29 a.m.** The broken end of the fallen limb: torn rather than cut, with a darker, recessed center. Its size shows what the next failure could bring down.
5. **Image 5, 10:29 a.m.** Looking down the median: the limb crosses both sides of Showers Drive, curb to curb.
6. **Image 6, 9:05 a.m.** A pedestrian walks directly beside the fallen trunk minutes after it came down. Low sun shines straight into drivers' eyes on this approach.
7. **Image 7, 8:56 a.m.** A still from a resident's Nest security camera across the street, 55 seconds before the limb fell. Two pedestrians, one with a small dog, walk on the sidewalk directly beneath the tree, past the base of its trunk (enlarged at top).
8. **Image 8, 8:57:27 to 8:57:30 a.m.** The same camera records the moment of failure: the road and sidewalk clear, the limb falling (circled), and the limb lying across the road and sidewalk with dust rising. It came down on a clear morning, with no storm and no warning.

Showers_Drive_Limb_Failure_Oct17.MOV
910K









From:	Caltrain BOD Public Support
To:	Paul Simoes de Carvalho; Board (@caltrain.com); Customer Service
Subject:	RE: Safety Caution: Damaged Eucalyptus Beside the Tracks South of San Antonio Station – City Removal Planned Nov. 9-13
Date:	Thursday, October 22, 2026 4:27:18 PM

To Paul Simoes de Carvhalho,

Thank you for contacting Caltrain.

Please rest assured, though, that the City of Mountain View had indeed contacted Caltrain regarding this issue, and this matter has already been escalated to the appropriate Caltrain staff for review.

However, we will happily include the information you have provided us here in the process. While our staff should already have what they need, the additional context and supporting documents you have provided could still be useful to the effort.

Thank you again for taking the time to reach out.

Your Caltrain BOD Public Support Team

From: Paul Simoes de Carvalho <paul.m.s.decarvalho@gmail.com>
Sent: Thursday, October 22, 2026 4:00 PM
To: Board (@caltrain.com) <board@caltrain.com>; Customer Service <customerservice@caltrain.com>
Subject: Safety Caution: Damaged Eucalyptus Beside the Tracks South of San Antonio Station – City Removal Planned Nov. 9-13

Some people who received this message don't often get email from paul.m.s.decarvalho@gmail.com. Learn why this is important

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear Caltrain Board and Customer Service,

Please see the attached security camera video of a large limb tearing off and falling from a eucalyptus beside your tracks, just south of the San Antonio station in Mountain View, at 8:57 a.m. on October 17. Also attached is the email I sent to the Mountain View City Council and City staff about the tree on October 20.

The City has approved removal of the tree and expects to take it down November 9-13, 2026, if no appeal is filed by October 30. I have already reached out to the City and asked it to notify Caltrain, and I hope it has contacted you. The City's reply did not say whether it had, so I wasn't sure Caltrain is aware of this, or whether November 9-13 is soon enough from a rail-safety standpoint. I am passing it along as a caution so your safety staff can decide whether any precautions are needed in the meantime.

The details:

- Location: the large River Red Gum eucalyptus between Showers Drive and the Caltrain tracks, between Pacchetti Way and Sondgroth Way, a short distance south of the San Antonio station. It is the largest tree on Showers Drive, roughly 60 to 80 feet tall, with a trunk about 12 to 16 feet around.

- What happened: on a clear morning with no storm, a living limb about two feet thick tore out of the trunk and fell across the sidewalk and both lanes of Showers Drive, 55 seconds after two pedestrians and a dog walked beneath it.

- The tree now: a fresh tear-out wound and a crack in the main stem. The City's arborist has assessed the tree as structurally sound and not an immediate hazard, and considers the cracks a natural response to growth. The City approved removal because of the tree's history of significant limb failures and because eucalyptus is now designated invasive in its Biodiversity and Urban Forest Plan.

- History: this tree also dropped part of itself onto the Showers Drive sidewalk and a traffic lane in June 2024. On February 4, 2024, a large tree fell across both tracks about 200 feet south of the San Antonio station, damaging the overhead wires and stopping service for hours (Mountain View Voice).

- Why it matters to Caltrain: the tree's fall zone takes in both tracks and the overhead wires. The limb fell toward the road this time, but the next failure could fall toward the tracks. At peak hours, about five trains an hour stop at San Antonio in each direction, so a train passes this tree every six minutes or so, and the removal date falls at the start of winter storm season.

I am not an arborist; my size and distance figures are estimates from photographs and satellite imagery. I would be glad to meet your staff at the site.

Thank you for looking into it.

Sincerely,

Paul M. Simoes de Carvalho
Major, U.S. Army (Retired)
President, Board of Directors, Crossings Showers Drive Townhomes Homeowners Association
138 Alley Way
Mountain View, CA 94040
650-906-4164

From:	Jason Dayvault
To:	Burt, Pat [Pat.burt@cityofpaloalto.org]; Pat Burt [pat@patburt.org]
Cc:	Board (@caltrain.com); Medina, Rico [rmedina@sanbruno.ca.gov]; Walton, Shamann [shamann.walton@sfgov.org]; Michelle Bouchard; Casey Fromson; Harrison, James [JHarrison@olsonremcho.com]; Zhenlin Guan
Subject:	Follow-Up from 9/23 JPB TOPS - Bernardo Ave Undercrossing 35% Design Schedule
Date:	Thursday, October 22, 2026 4:43:37 PM
Attachments:	image001.png

Good afternoon, Director Burt,

At the 9/23 JPB TOPS meeting, you asked Staff a question about the schedule for the completion of the 35% Design milestone for the Bernardo Avenue Undercrossing Project in Sunnyvale. This was part of Item 6 on that meeting's agenda.

Lin Guan, Director, Infrastructure Delivery (cc'd), has advised that this **35% Design milestone is scheduled to be completed by March 2027**.

Thereafter, the 65% Design milestone is scheduled to be completed by March 2028.

As always, please let us know if you have any other questions. Looking forward to seeing you in a couple of weeks at the next full Board meeting.

All the best,
Jason

Jason Dayvault, Business Operations Project Manager **(he/him)**
166 N Rollins Rd, Millbrae, CA 94030
Cell: 650.730.7415 | Email: dayvaultj@caltrain.com
Website: Caltrain



SAFETY
FIRST AND ALWAYS

From: Peter A Smith
To: Michelle Bouchard; Board (@samtrans.com); April Chan; Board (@caltrain.com); Board (@smcta.com); Theodore Burgwyn; Casey Fromson
Subject: Please mandate 5 days in DHQ Millbrae
Date: Thursday, October 22, 2026 8:03:12 PM

Some people who received this message don't often get email from peteasmith@proton.me. Learn why this is important

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear Ms. Chan and Ms. Bouchard

Please mandate 5 days in office as soon as possible. The agencies invested significant taxpayer funds or more than $130 million in new 80% empty headquarters.

To achieve the 3 days in office goal please implement a 5 day in office policy. During business hours entire floors are empty. A walk around the floors will confirm this and so will video footage and badging statistics which can be requested using California Public Records Act. Conference rooms and consult rooms are almost always empty and occupancy for those is less than 2%. Offices of managers/directors are also mostly empty and mostly unused. Offices for legal staff are empty 100%.

If planning and scheduling is done correctly, only 50% of ONE FLOOR will need to be occupied as hotel offices and hotel cubicles. 80% of the building can be used for social justice causes or rented out.

The taxpayers depend on JPB, TA and Samtrans to deliver on their missions every single day. These missions include 100% verifiably showing up for work every single day and 100% verifiably being present and 100% verifiably being available throughout the work week. Every employee whether or not they work directly with the public is part of how JPB, TA and Samtrans deliver on their missions. No reliable verification or anything less than 100% means no confirmed work done from home. A consistent 5 day work week strengthens the ability of JPB, TA and Samtrans to deliver the services the taxpayers expect and the taxpayers expect 100% verifiable figures for showing up to work. How is working from home 100% verifiably confirmed? No verifiable facts exist to confirm that work worth 8 hours is being done when working from home. If a public request is filed for verifiable metrics and dollar values to 100% verify what exactly will the records say is being delivered to the public while working from home. Some employees appear to be working from out of state per rumors and it needs to be verified by JPB, TA and Samtrans.

Because of paid time off for all employees a month is lost to building occupancy and the building is vacant for a month. One month of paid time off means that the headquarters at Millbrae is empty for a whole month. Of the remaining 11 months, the current 3 day in office policy is resulting in a little over 1 day in the office.

If the building is not 100% occupied please bus all the unsheltered folks from San Francisco and other parts of the bay area to use the empty spaces in the headquarters in Millbrae this winter season. They can use the empty conference rooms and empty consult rooms and empty manager offices during business hours as well. It will be a step toward social justice goals.

If the 5 day in office is not mandated, please bring in families from lower income households so their children and adults can use the unoccupied facilities to study and complete their school homework. Allow all travelers to San Francisco airport to rest and use the facilities at the conference rooms and consult rooms of the new headquarters so they can sleep during lay overs at the airport. Please allow free parking in the employee parking area so taxpayers do not have to spend money on parking. Please allow taxpayers to use the gym for free at the headquarters. After all the taxpayers paid for it and employees are not at headquarters for more than 20% of the time of full occupancy. Please allow service staff and service workers at fast food places in the area to use the headquarters for overnight sleep so they do not have to sleep in their cars between shifts. Please allow the dishwashers at headquarters in Millbrae to be used by families who do not have dishwashers in their apartments. If headquarters in Millbrae were a hotel running at 10-20% occupancy that hotel would go bankrupt.

If all companies in the Bay Area mandated 100% work from home, the ridership of public transit systems would be zero. It is important that we lead by example and come into the office 5 days a week.

Please mandate 5 days in office as soon as possible.

Sincerely

From:	Barbara Tassa
To:	Board (@caltrain.com)
Cc:	cacsecretary [@caltrain.com]
Subject:	Re: Public Records Act request: lease records for the Caltrain right-of-way at Williams Ave / Diana St, San Francisco (Florence Fang Community Farm)
Date:	Sunday, October 25, 2026 11:59:32 AM

Some people who received this message don't often get email from btassa@gmail.com. Learn why this is important

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Hello,
This is a second request for public records. See below.

On Wed, Oct 7, 2026 at 3:15 PM Barbara Tassa <btassa@gmail.com> wrote:

> Peninsula Corridor Joint Powers Board (Caltrain), Public Records Act Coordinator
>
> (**Attn**: JPB Secretary / Public Records — ask to route to Real Estate & Property Development), or mail to Peninsula Corridor JPB, Attn: JPB Secretary, 1250 San Carlos Ave., San Carlos, CA 94070.
>
> Under the California Public Records Act (Gov. Code § 7920.000 et seq.), I request the following records held by the JPB or SamTrans concerning the Caltrain right-of-way over the tunnel at 1 Diana Street / Williams Avenue, San Francisco (Assessor's Block 5415, Lot 006), occupied by the Florence Fang Community Farm and historically farmed by the DeMattei family:
>
> 1. Current lease — all lease, license, or occupancy agreements for this site (with amendments, renewals, exhibits, and rent schedules) between the JPB or its predecessor and the Florence Fang Community Farm / Florence Fang Asian Community Garden / AsianWeek Foundation, 1991 to present.
>
> 2. Historical lease — the same records for the DeMattei family (or any earlier farming operation) at this site, whether with the JPB or its predecessor railroad, Southern Pacific. If these predate the JPB's 1991 acquisition and are not in your custody, please say so and identify who holds them.
>
> 3. Correspondence — email and other written correspondence to, from, or among JPB/SamTrans staff or officials discussing the lease, rent, renewal, termination, or disposition of this property, Jan 1, 2013 to present.
>
> Please provide records electronically, notify me before any copying cost exceeds $25, and provide your determination within 10 days (Gov. Code § 7922.535). If withholding anything, cite the exemption and release all segregable portions.
>
> Thank you.

From:	Roland Lebrun
To:	MTC Commission
Cc:	Board (@caltrain.com); Baltao, Elaine [board.secretary@vta.org]; citycouncil@morganhill.ca.gov; Kim.Mancera@cityofgilroy.org; Christina Watson; cacsecretary [@caltrain.com]
Subject:	October 28 MTC Commission Item 12 Business Case for MTC Jurisdictional Takeover and Capital Delivery of the Caltrain Lick-to-Gilroy Capacity Expansion Corridor
Date:	Sunday, October 25, 2026 11:07:51 PM

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

TO: Sue Noack, Chair

Metropolitan Transportation Commission (MTC)

Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105

RE: Business Case for MTC Jurisdictional Takeover and Capital Delivery of the Caltrain Lick-to-Gilroy Capacity Expansion Corridor

Dear Chair Noack,

On behalf of the transit users, employers, and gridlocked commuters of the South Bay corridor, I hereby formally submit the enclosed Business Case respectfully requesting that the Metropolitan Transportation Commission (MTC) consider **immediately asserting direct jurisdictional authority over the 25-mile railway corridor between Tamien (Lick) and Gilroy.**

The State Route 101 corridor through South San Jose, Morgan Hill, and Gilroy is facing a severe, multi-decade transportation crisis—a structural "Carmageddon." Resolving this gridlock requires upgrading this line to support a minimum of **20 daily passenger round trips** operated on a completely blended, zero-impact alignment parallel to Union Pacific Railroad (UPRR) freight infrastructure.

Thirty-five years of local delivery attempts prove that **the Santa Clara Valley Transportation Authority (VTA) is structurally incapable of executing this expansion**. As detailed in the attached forensic timeline, this systemic failure began in **1991**, when **VTA allowed a binding $12 million contract option to fully acquire half of the physical right-of-way to lapse**. In the decades that followed, local capital accounts were repeatedly cannibalized—including a validated practice flagged by independent auditors where a flat **18.46% of all local transit operating costs** was siphoned out of capital project accounts **without mathematical or ballot-based justification** to cover general county operating deficits. Local initiatives completely collapsed in 2011 when VTA indefinitely suspended physical grading contracts.

Today, **VTA's remaining 2000 Measure A funds are entirely locked up to cover multi-billion-dollar cost overruns on the BART Phase II extension**. The local agency has completely retreated from heavy civil track delivery down to Gilroy, pivoting instead to purchasing Battery Electric Multiple Units (BEMUs) that satisfy ballot language on paper but lay down **zero inches**

of new track infrastructure.

The corridor is now trapped in an indefinite holding pattern under the California High-Speed Rail Authority's blended system plan. Because the state treats Gilroy as a future high-speed node rather than an immediate, high-capacity regional commuter trunk line, South Bay commuters remain stuck in traffic.

MTC possesses the independent financial insulation, the state-mandated regional authority, and the institutional leverage required to break the impasse with Union Pacific. I respectfully urge you to consider establishing a dedicated MTC Corridor Delivery Team, claiming the historical design files as well as all communications with Union Pacific and **executing a regional capacity buyout that finally untangles this vital Bay Area corridor.**

Respectfully presented for your consideration,

Roland Lebrun

Attachments

- Comprehensive Forensic Timeline (1991–2011)
- Forensic Capital Data and Financial Variances
- Step-by-Step Action Plan for MTC Takeover
- MTC Formal Board Resolution Template
- Comparative Analysis of Successful Regional Rail Takeovers
- Legal Summary

Comprehensive Forensic Timeline (1991–2011)

This timeline establishes the exact history of the corridor, documenting the shift from local ownership opportunities to total capital starvation and contract suspension:

- **1991 – The Lapsed Right-of-Way Option:** Under Section 4.4 of the Real Property Ownership Agreement (RPOA), the Peninsula Corridor Joint Powers Board (JPB) secured passenger trackage rights from Lick to Gilroy for $8 million, splitting the cost evenly between state Prop 116 bonds and VTA. Built into this framework was an exclusive **"Local Option Property" clause** allowing VTA to acquire full, joint-common title to **one-half of the physical 25-mile Lick-to-Gilroy rail line** for a gross price of $20 million. Factoring in an $8 million credit for the initial trackage rights fee, **VTA held a legally binding option to secure half the alignment <u>for a net cash outlay of exactly $12 million</u>**. VTA failed to execute this option due to an inability to negotiate a joint-use freight operating framework with Southern Pacific (UPRR's predecessor), cementing its status as a permanent tenant rather than a corridor owner.

- **November 2000 – Measure A Voter Mandate:** Santa Clara County voters approved Measure A, a 30-year, half-cent sales tax. The ballot explicitly mandated **"Improving Caltrain by double-tracking to Gilroy and electrifying from Palo Alto to Gilroy"**, providing VTA with a dedicated local funding stream to resolve the UPRR bottleneck.

- **December 2004 – The $47 Million Master Agreement:** Led by VTA Board Chairman Don Gage, VTA finalized a Master Agreement with UPRR. VTA paid **$47 million** to secure the contractual pathway for **up to 10 total passenger round trips** by 2010. However, UPRR conditioned the activation of the five *additional* train slots on VTA physically constructing dedicated passing tracks and grade-separated crossings at its own expense.

- **June 2006 – The First Revenue Deficit:** The Independent Auditor's Report for FY 2006 revealed that reduced taxable sales receipts had created a **substantial deficit** in the 30-year Measure A Revenue and Expenditure Plan. Simultaneously, the audit uncovered that out of $112.1 million in total Measure A project contributions, **$86.6 million (over 77%) was diverted straight to the Silicon Valley Rapid Transit (BART) extension**, while the Caltrain South County double-tracking project received $0 in direct capital assignments.

- **June 2007 – Peak Design Baseline:** Engineering design expenditures for "Caltrain South County" reached a single-year high of **$1.821 million**, pushing cumulative spending to $2.920 million. Phase 1 (8.3 miles from Coyote to San Martin) hit the **65% Design phase**, and Phase 2 (8.2 miles from San Martin to Gilroy) officially commenced Preliminary Engineering.

- **June 2008 – The 89% Capital Starvation and Operating Siphon:** Macias Gini & O'Connell LLP (MGO) filed an independent compliance report documenting the arrival of the Great Recession. Measure A sales tax collections collapsed, generating an immediate **$10.77 million single-year deficit**. In response, VTA starved the Gilroy line: out of an authorized final budget of **$17.925 million** for Caltrain South County, VTA spent just **$2.046 million**—leaving an unspent capital variance of **$15.879 million (89%)**

sitting on the table. Concurrently, auditors issued a red flag warning that VTA was siphoning **$29.63 million** out of Measure A accounts using an unvalidated flat rate of **18.46% of all VTA Transit operating costs**, with staff completely unable to explain how this flat charge related to expanded ballot services.

- **December 2008 – Official Budget De-Obligation of Phase 2:** As local sales tax revenues plummeted by **$42.27 million** in a single cycle, VTA dealt a severe blow to the corridor. The FY 2009 project summary officially recorded that while Preliminary Engineering for Phase 2 (San Martin to Gilroy) was complete, **"the project budget identified for Phase 2 has been de-obligated pending analysis of future ridership forecasts,"** indefinitely freezing the southern half of the expansion. VTA spent just $2.023 million of its $67.94 million remaining Caltrain upgrade appropriations, **withholding 97% of authorized construction funds** to maintain agency-wide liquidity.
- **December 2009 – The Fiber Optic Bottleneck:** Under pressure from South County leaders, VTA awarded a physical grading contract for the northern Phase 1 segment (8.3 miles). However, physical construction was immediately blocked from commencing due to a multi-mile **fiber optic cable relocation delay** and UPRR's refusal to grant final structural track approvals. VTA spent $5.75 million, focused strictly on utility clearing.
- **December 2010 – Supervisor Gage Terms Out:** Supervisor Don Gage termed out of office. Concurrently, VTA formally established a new capital code—"Caltrain Electrification / High Speed Rail"—expending an initial $250,000. The project description officially shifted delivery liability away from local funding, stating that local upgrades would now occur strictly **"in conjunction with the California High Speed Rail Project,"** signaling VTA's exit from independent civil construction.
- **June 2011 – Indefinite Project Suspension:** The FY 2011 compliance report recorded the total shutdown of the independent local project. VTA officially placed the Phase 1 grading contract on **temporary suspension**, stating that the scope was frozen due to *"recent uncertainties in the Caltrain program and the upcoming release of the High Speed Train (HST) environmental document."* VTA walked away from the corridor after spending a cumulative historical total of **$16.69 million** over eleven years—while the BART extension program had swallowed **$658.47 million (39 times more capital)**.

Forensic Capital Data and Financial Variances

The financial metrics below, pulled directly from independent compliance audits, provide the quantitative proof of local capital starvation that should be appended to the MTC submission:

Table 1: Single-Year Capital Expenditure Shortfalls (Caltrain South County)

This table demonstrates that even when the local board appropriated funds to build out the Gilroy alignment, the funds were systematically withheld to offset broader agency shortfalls:

- **FY 2008 South County Budget:** $17,925,000 | **Actual Spent:** $2,046,000 | **Unspent Local Capital Variance: +$15,879,000 (88.7% Starvation)**
- **FY 2009 Caltrain Track Upgrades Budget:** $67,942,000 | **Actual Spent:** $2,023,000 | **Unspent Local Capital Variance: +$65,919,000 (97.0% Starvation)**
- **Two-Year Combined Local Capital Withholding: $81,798,000**

Table 2: The Mega-Project Funding Imbalance (Cumulative Inception-to-Date)

This comparison underscores that county-level management consistently prioritized localized mega-projects over regional commuter trunk lines, leaving the Lick-to-Gilroy alignment underfunded:

- **FY 2007 Cumulative Totals:** BART Extension: $404,064,000 | Caltrain South County: $2,920,000 | **Funding Ratio: 138.3 to 1**
- **FY 2009 Cumulative Totals:** BART Extension: $548,229,000 | Caltrain South County: $6,989,000 | **Funding Ratio: 78.4 to 1**
- **FY 2011 Cumulative Totals:** BART Extension: $658,470,000 | Caltrain South County: $16,690,000 | **Funding Ratio: 39.4 to 1**

Table 3: Non-Authorized Capital Diversions (The VTA Operating Siphon)

This metrics outline the exact volume of Measure A capital cash siphoned out of project delivery accounts via the unvalidated 18.46% flat budgeted rate to prop up VTA's general transit fund:

- **FY 2008 Operating Assistance Diversion: $29,630,000**
- **FY 2009 Operating Assistance Diversion: $25,334,000**
- **FY 2010 Operating Assistance Diversion: $25,711,000**
- **FY 2011 Operating Assistance Diversion: $28,213,000**
- **Four-Year Cumulative Revenue Loss to Capital Accounts: $108,888,000**

Step-by-Step Action Plan for MTC Takeover

To transition this business case into immediate execution under MTC leadership, the

Commission should follow this three-phase delivery framework:

Phase 1: Jurisdictional Assertion & Asset Seizure

- Formally declare the Lick-to-Gilroy corridor an "Asset of Regional Significance" under MTC's Bay Area transit coordination mandate.
- Issue an administrative directive to VTA demanding the immediate transfer of all 1991 RPOA contract files, 2004 UPRR Master Agreement files, and the completed 65% and 95% engineering design packages.
- Request a formal accounting from the Measure A Citizens Watchdog Committee regarding unspent commuter rail balances through FY 2026.

Phase 2: Class I Railroad Executive Leadership Negotiations

- Bypass local UPRR operating managers and open direct negotiations between the MTC Executive Director, MTC Legal Counsel, and UPRR Corporate Headquarters in Omaha.
- Present a unified "Zero-Impact Capacity Buyout" package funded by Regional Measure 3 and SB 1 matching revenues as well as 2016 Measure B Caltrain Corridor Capacity Improvements earmarked for Morgan Hill and Gilroy.
- Structure the agreement under a "Tenants in Common" contract, securing full dispatching autonomy for passenger operations on an isolated, dedicated parallel track alignment.

Phase 3: Design, Procurement, and Construction Delivery

- Establish a dedicated MTC Corridor Construction Unit to update the 16.5-mile Phase 1 and Phase 2 civil designs to modern blended standards.
- Issue a single, comprehensive Design-Build heavy civil contract to bypass localized procurement bottlenecks that stalled the project in 2009.
- Prioritize the grade separation and quad-track buildout of the historical bottlenecks at the Llagas Creek Bridge and North Morgan Hill junctions, delivering the infrastructure required to reliably support 20 daily passenger round trips.

MTC Formal Board Resolution Template

RESOLUTION NO. 2026-XXXX

SUBJECT: Assertion of Regional Jurisdictional Authority over the Peninsula Corridor Caltrain South County Infrastructure Corridor (Tamien/Lick to Gilroy) for the Delivery of Enhanced Commuter Rail Capacity.

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area, pursuant to California Government Code Section 66500 et seq., tasked with optimizing transit connectivity, regional corridor capacity, and capital project delivery; and

WHEREAS, the 25-mile rail corridor between the Tamien/Lick station and the Gilroy Caltrain station (the "South County Corridor") is a vital regional transit artery carrying thousands of daily commuters parallel to the heavily congested State Route 101 corridor; and

WHEREAS, local delivery initiatives by the Santa Clara Valley Transportation Authority (VTA) have stalled for over fifteen years following the official suspension of physical grading contracts in June 2011, leaving the corridor trapped at a restrictive ceiling of five commute-restricted daily round trips; and

WHEREAS, forensic audits of local compliance records reveal a systemic diversion of dedicated capital funds—specifically a practice wherein an unvalidated flat rate of **18.46% of all county transit operating costs** was siphoned out of Measure A project accounts to cover general operations, resulting in a **$108.8 million capital drain** between 2008 and 2011 alone; and

WHEREAS, **VTA's remaining local 2000 Measure A revenues are entirely encumbered by multi-billion-dollar cost overruns on the BART Phase II extension**, preventing the local agency from funding or delivering the heavy civil track expansions required to clear the corridor's severe congestion; and

WHEREAS, achieving regional climate, economic, and transit goals requires the immediate delivery of infrastructure capable of supporting a minimum of **20 daily passenger round trips** operated on an isolated, blended alignment without adverse impacts to Union Pacific Railroad (UPRR) freight movements; and

WHEREAS, California Government Code Section 66515 empowers MTC to assume a direct role in resolving multi-jurisdictional transit deadlocks and optimizing regional allocations to ensure project delivery;

NOW, THEREFORE, BE IT RESOLVED BY THE METROPOLITAN TRANSPORTATION COMMISSION AS FOLLOWS:

1. **Declaration of Regional Significance:** The Commission formally declares the Lick-to-Gilroy Caltrain South County Corridor as an *Infrastructure Asset of Critical Regional Significance* requiring centralized regional intervention.

2. **Assumption of Lead Negotiating Standing:** MTC hereby asserts supreme regional authority over all future capacity, trackage rights, and real property negotiations with Union Pacific Railroad regarding the South County Corridor, bypassing local operational bottlenecks.
3. **Seizure of Historical Engineering Assets:** The Commission directs the Executive Director to issue an administrative demand to VTA for the immediate transfer of all completed 65% and 95% civil engineering design files, utility conflict maps, and UPRR Master Agreement records related to the historical South County project.
4. **Establishment of a Dedicated Delivery Unit:** The Commission authorizes the creation of the *MTC South County Rail Delivery Unit (SCRDU)*, tasked with updating the corridor's civil designs to modern blended standards, securing Federal Railroad Administration (FRA) matching grants, and managing a unified Design-Build procurement framework to construct a dedicated, triple/quad-track passenger alignment parallel to UPRR freight territory.

Comparative Analysis of Successful Regional Rail Takeovers

When presenting this business case to MTC Legal Counsel, it is vital to demonstrate that regional takeovers of local rail corridors are legally viable, highly effective, and standard practice across California when county-level delivery structures fail. Two primary precedents serve as the legal and operational blueprints for this intervention:

Case Study 1: The LOSSAN Corridor Restructuring (Southern California)

- **The Impasse:** The 351-mile Los Angeles–San Diego–San Luis Obispo (LOSSAN) rail corridor was originally managed by a loose coalition of individual county transportation commissions and local agencies (including Metro, OCTA, and SANDAG). Local funding fights, varying county tax priorities, and an inability to present a unified front to BNSF and UPRR freight executives resulted in severe corridor bottlenecks, missed capital project matches, and constrained passenger timetables.
- **The Regional Intervention:** In 2012, the California Legislature passed **Senate Bill 1225**, which authorized the local agencies to transfer administrative control of the corridor to a single, unified regional entity: the **LOSSAN Rail Corridor Agency**.
- **The Operational Outcome:** By centralizing management under a single regional board, the agency successfully standardized capital procurement, bypassed county-level budget siphoning, and unlocked hundreds of millions in state Cap-and-Trade and federal funding. This regional leverage enabled the execution of a comprehensive capacity buyout with freight operators, steadily expanding passenger service across county

boundaries.

Case Study 2: The Capitol Corridor Joint Powers Authority (Northern California)

- **The Impasse:** Initially managed directly by Caltrans, the commuter rail alignment between San Jose, Oakland, and Sacramento suffered from bureaucratic delay, rigid state purchasing rules, and zero institutional leverage when negotiating dispatching priority with the Southern Pacific/Union Pacific Railroad. Local counties along the line lacked the independent standing to demand track capacity additions.
- **The Regional Intervention:** In 1996, the state enacted **Assembly Bill 1720**, creating the **Capitol Corridor Joint Powers Authority (CCJPA)**. The state legally handed administrative control over to a regional board comprised of representatives from transit districts along the alignment, with the San Francisco Bay Area Rapid Transit District (BART) designated as the managing agency.
- **The Operational Outcome:** The regional management model transformed the line. CCJPA bypassed local county funding shortfalls by blending regional funding streams. Because it operated as a unified, high-volume tenant, it successfully negotiated a multi-phase infrastructure partnership with Union Pacific. This regional framework delivered extensive double-tracking, integrated signaling, and grade separations that scaled the corridor from a handful of daily runs to a high-capacity regional trunk line—completely independent of individual county transit deficits.

Legal Summary

Jurisdictional Factor	County-Level Structure (VTA)	Regional-Level Structure (MTC)
Class I Railroad Leverage	Weak; treated as a local commuter tenant with zero statewide network impact.	**Strong**; commands multi-county funding and legislative backing, capable of executing macro-capacity network buyouts.
Capital Shielding	Vulnerable; local sales tax revenues are subject to county-level cannibalization and mega-project overruns (BART Phase II).	**Insulated**; leverages regional pots (RM3), state SB 1 bonds, 2016 Measure B Caltrain Corridor Capacity Improvements, and direct federal infrastructure allocations shielded from local operational shortfalls.
Procurement Scope	Fragmented; restricted to piecemeal county contracts prone to utility and grading suspension (e.g., the 2011	**Unified**; utilizes streamlined, corridor-wide Design-Build frameworks spanning full regional segments.

contract default).

From: Maya Mok
To: Board (@caltrain.com)
Cc: Jei Horca
Subject: [Req] Caltrain Shadow or Interview_ San Mateo County Youth Commission
Date: Monday, October 26, 2026 8:01:16 AM

Some people who received this message don't often get email from mayakamok@gmail.com. Learn why this is important

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Hello Board of Directors,
I hope this email finds you well

As a **San Mateo County Youth Commissioner**, I am reaching out to you to ask about the opportunity to **shadow the Caltrain team** for a day and/or **interview an employee.**
The Commission's Program Coordinator, Jei Horca, is CC'd in this email.

The commission is creating videos to introduce the youth to different kinds of companies and career opportunities. Some of these videos will focus on engineering, designing, and planning careers associated with transportation and transit safety. The purpose of these videos is to give the youth community valuable insight into how the team operates while introducing them to potential careers in engineering and transportation technology. Furthermore, these videos would inform students about the internship opportunities Caltrain offers and what they would do in these programs.

I would appreciate the opportunity to shadow the Caltrain team and share this experience with the youth community. It will help introduce students to a potential career path and internship opportunities.
I look forward to hearing from you, and I would like to follow up with you in a week. Thank you very much for your time and consideration.

Sincerely,
Maya Mok
San Mateo County Youth Commissioner

From: Karen Rosenberg
To: Board (@caltrain.com)
Subject: Inquiry Regarding Caltrain LCFS Sales
Date: Monday, October 26, 2026 9:59:43 AM

Some people who received this message don't often get email from karen.rosenberg@statkraft.com. Learn why this is important

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Hello,

My name is Karen Rosenberg, and I work with Statkraft US LLC, a major participant in North American environmental commodity markets.

We are very interested in learning more about Caltrain's approach to LCFS credit commercialization and any potential future purchasing opportunities.

If possible, we would appreciate any information regarding:

- Whether Caltrain is currently generating and selling LCFS credits
- How LCFS credit sales are conducted (direct sales, solicitations, brokered transactions, exchange transactions, etc.)
- Whether Caltrain maintains an approved buyer list or notification distribution list for future opportunities
- Any qualification requirements for prospective counterparties
- The appropriate contact for discussions regarding future LCFS credit purchases

Thank you for your time and consideration. I look forward to hearing from you and appreciate any information you may be able to share.

Best regards,
Karen

Karen Rosenberg
Business Analyst
_ _ OFFICE +1 (415) 543 7777
_ _ MOBILE +1 (925) 787 0883
_ _ EMAIL karen.rosenberg@statkraft.com

Statkraft US LLC
221 Main Street, Ste 1630 San Francisco, CA 94105 USA
www.statkraft.com

From:	PRA
To:	btassa@gmail.com
Cc:	Board (@caltrain.com); cacsecretary [@caltrain.com]
Subject:	Re: Public Records Act request: lease records for the Caltrain right-of-way at Williams Ave / Diana St, San Francisco (Florence Fang Community Farm)
Date:	Monday, October 26, 2026 11:31:03 AM

Hello Barbara Tassa,

Thank you for contacting the Peninsula Corridor Joint Powers Board regarding request number 26-192. Please continue to use the NextRequest Public Records Portal system to stay up-to-date on your request as communications through the portal are automatically sent to the responsible assigned staff: https://caltrain.nextrequest.com/requests/26-192

As an update, staff are presently reviewing documents that may be responsive to your request.

We will promptly produce any responsive records in the possession of the agency that are neither privileged nor exempt from disclosure by the California Public Records Act. The agency will likely be making redactions to certain documents or withhold certain records on the basis of relevant exemptions. At this time, we estimate that it will take approximately 4 weeks for the agency to review and produce responsive records. This estimated timeline is subject to change depending on the volume of records that staff must review for this request.

As a reminder, the agency receives other PRA requests and responds to them as we receive them, prioritizing those received first in time. We appreciate your understanding and thank you for your patience and cooperation.

Thank you.

From: Barbara Tassa <btassa@gmail.com>
Sent: Sunday, October 25, 2026 11:59 AM
To: Board (@caltrain.com) <board@caltrain.com>
Cc: cacsecretary [@caltrain.com] <cacsecretary@caltrain.com>
Subject: Re: Public Records Act request: lease records for the Caltrain right-of-way at Williams Ave / Diana St, San Francisco (Florence Fang Community Farm)

Some people who received this message don't often get email from btassa@gmail.com. Learn why this is important

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Hello,
This is a second request for public records. See below.

On Wed, Oct 7, 2026 at 3:15 PM Barbara Tassa <btassa@gmail.com> wrote:

> Peninsula Corridor Joint Powers Board (Caltrain), Public Records Act Coordinator
>
> (**Attn**: JPB Secretary / Public Records — ask to route to Real Estate & Property Development), or mail to Peninsula Corridor JPB, Attn: JPB Secretary, 1250 San Carlos Ave., San Carlos, CA 94070.
>
> Under the California Public Records Act (Gov. Code § 7920.000 et seq.), I request the following records held by the JPB or SamTrans concerning the Caltrain right-of-way over the tunnel at 1 Diana Street / Williams Avenue, San Francisco (Assessor's Block 5415, Lot 006), occupied by the Florence Fang Community Farm and historically farmed by the DeMattei family:
>
> 1. Current lease — all lease, license, or occupancy agreements for this site (with amendments, renewals, exhibits, and rent schedules) between the JPB or its predecessor and the Florence Fang Community Farm / Florence Fang Asian Community Garden / AsianWeek Foundation, 1991 to present.
>
> 2. Historical lease — the same records for the DeMattei family (or any earlier farming operation) at this site, whether with the JPB or its predecessor railroad, Southern Pacific. If these predate the JPB's 1991 acquisition and are not in your custody, please say so and identify who holds them.
>
> 3. Correspondence — email and other written correspondence to, from, or among JPB/SamTrans staff or officials discussing the lease, rent, renewal, termination, or disposition of this property, Jan 1, 2013 to present.
>
> Please provide records electronically, notify me before any copying cost exceeds $25, and provide your determination within 10 days (Gov. Code § 7922.535). If withholding anything, cite the exemption and release all segregable portions.
>
> Thank you.

From: John Passmann
To: Karen Rosenberg
Cc: Board (@caltrain.com)
Subject: RE: Inquiry Regarding Caltrain LCFS Sales
Date: Monday, October 26, 2026 1:13:09 PM
Attachments: image001.png

Hi Karen,

Thank you for reaching out. I'll follow up with you directly with more information on Caltrain's LCFS credit sales.

Best,

John Passmann, Manager of Energy
166 N. Rollins Road, Millbrae, CA 94030
Cell: 650.730.0199
Website: **Caltrain**



SAFETY
FIRST AND ALWAYS

From: Karen Rosenberg <Karen.Rosenberg@statkraft.com>
Sent: Monday, October 26, 2026 10:00 AM
To: Board (@caltrain.com) <board@caltrain.com>
Subject: Inquiry Regarding Caltrain LCFS Sales

Some people who received this message don't often get email from karen.rosenberg@statkraft.com. Learn why this is important

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Hello,

My name is Karen Rosenberg, and I work with Statkraft US LLC, a major participant in North American environmental commodity markets.

We are very interested in learning more about Caltrain's approach to LCFS credit commercialization and any potential future purchasing opportunities.

If possible, we would appreciate any information regarding:

- Whether Caltrain is currently generating and selling LCFS credits
- How LCFS credit sales are conducted (direct sales, solicitations, brokered transactions, exchange transactions, etc.)
- Whether Caltrain maintains an approved buyer list or notification distribution list for future opportunities
- Any qualification requirements for prospective counterparties
- The appropriate contact for discussions regarding future LCFS credit purchases

Thank you for your time and consideration. I look forward to hearing from you and appreciate any information you may be able to share.

Best regards,
Karen

Karen Rosenberg
Business Analyst
_ _ OFFICE +1 (415) 543 7777
_ _ MOBILE +1 (925) 787 0883
_ _ EMAIL karen.rosenberg@statkraft.com

Statkraft US LLC
221 Main Street, Ste 1630 San Francisco, CA 94105 USA
www.statkraft.com

From:	Paul Simoes de Carvalho
To:	Caltrain BOD Public Support; Board (@caltrain.com)
Cc:	Customer Service; District5@bos.sccgov.org; assemblymember.berman@assembly.ca.gov; senator.becker@senate.ca.gov; City Council; , City Manager; , City Attorney
Subject:	URGENT PUBLIC SAFETY: Failing Eucalyptus Over the Caltrain Tracks and a Commuter Sidewalk – City Refuses to Close Sidewalk, Caltrain Dismisses Risk, About 2,600 Trains Exposed Before Removal
Date:	Monday, October 26, 2026 2:39:50 PM
Attachments:	Tree Reported to City 3.jpg Tree Reported to City 1.jpg Tree Reported to City 2.jpg Showers_Drive_Limb_Failure_Oct17.MOV City_Correspondence_Showers_Drive_Tree_Oct19-26_2026.pdf 20261017 Fallen Limb 1.jpg 20261020 Removal Tag.jpg 20261017 Fallen Limb 2.jpg 20261017 Fallen Limb 3.jpg

Some people who received this message don't often get email from paul.m.s.decarvalho@gmail.com. Learn why this is important

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Copy to: The Honorable Sam Liccardo, U.S. Representative, California's 16th Congressional District, via his office's constituent contact form.

Dear Caltrain Board of Directors, Supervisor Abe-Koga, Assemblymember Berman, Senator Becker and Members of the Mountain View City Council,

Bottom line: Between the October 17 limb failure and the City of Mountain View's planned removal of the tree on November 9-13, roughly 2,100 to 2,600 Caltrain trains, carrying on the order of 800,000 to 1,000,000 rider trips, will pass beneath a large, damaged eucalyptus whose fall zone covers both tracks and the overhead wires just south of the San Antonio station. The City has assessed this tree before and declared it handled, and each time the tree has proved the City wrong. Today the City again says it is no immediate hazard, while it waits out a Heritage Tree appeal period that could push removal into December, and on October 26 the City told my townhome Board in writing that it will not close the sidewalk beneath the tree or post a single warning sign. Caltrain's reply to my safety notice did not say whether anyone has inspected the tree, whether any interim precaution is in place, or whether Caltrain considers November 9-13 soon enough. I am asking Caltrain and the City to answer in writing, and I am asking our City, County, State and federal representatives one question above all: why is a heritage tree policy taking precedence over human safety? And a second: why are County, State and federal funds paying for a railroad to run trains past a known hazard roughly every six minutes at peak hours, and for a City that is holding the removal of that hazard hostage to a Heritage Tree permit process?

Caltrain's reply (in the email thread below)

On October 22 I sent Caltrain security camera video of a living limb about two feet thick tearing out of the trunk of this tree on a clear, windless morning, along with photographs, an overhead image and my correspondence with the City. Twenty-seven minutes later, the Caltrain BOD Public Support Team replied (full text below). It misspelled my name, was signed by no one, gave no contact person, and said only that the City had contacted Caltrain, that the matter "has already been escalated," and that "our staff should already have what they

need."

That reply tells me the matter was routed. It does not tell me it was assessed. It does not say:
- whether Caltrain's own safety or vegetation staff have inspected the tree since October 17;
- whether Caltrain has considered a speed restriction, increased patrols or any other precaution for trains passing it;
- whether Caltrain agrees that waiting until November 9-13 is acceptable from a rail-safety standpoint; or
- who at Caltrain is responsible for the decision.

A form acknowledgment sent within half an hour, before anyone could reasonably have watched the video, reads as dismissive of a documented threat to the public.

The exposure, by the numbers

Using Caltrain's current published timetable, 104 trains run past this tree each weekday (52 in each direction, including express trains that skip San Antonio) and 66 each weekend day. From Saturday, October 17 through Sunday, November 8 there are 15 weekdays and 8 weekend days:
- 15 x 104 + 8 x 66 = about 2,090 trains before the removal week even begins.
- If the tree does not come down until Friday, November 13, add 5 more weekdays (Veterans Day runs a weekday schedule): about 2,610 trains.
- Every additional weekday of delay adds another 104 trains.

Caltrain reports an average of about 40,800 weekday riders for fiscal year 2026, which works out to roughly 390 riders per weekday train across the system, and about 21,000 to 26,000 riders on weekend days. Over this period that is on the order of 800,000 rider trips through November 8 and about 1,000,000 through November 13, every one of them on a train that passes this tree. At peak hours a train passes it roughly every six minutes.

Why this tree is a real risk

- It is the largest tree on Showers Drive, a River Red Gum eucalyptus roughly 60 to 80 feet tall, with a trunk about 12 to 16 feet around, standing between Showers Drive and the tracks between Pacchetti Way and Sondgroth Way. Its fall zone covers both tracks, the overhead contact system, the sidewalk and both lanes of Showers Drive.
- On October 17 at 8:57 a.m., in calm, clear weather, a living limb tore out of the trunk and fell across the sidewalk, both lanes of Showers Drive and the median, 55 seconds after two pedestrians and a dog had walked beneath it. It left a fresh tear-out wound and a crack in the main stem.
- On February 4, 2024, a large tree fell across both tracks about 200 feet south of the San Antonio station, damaging the overhead wires and stopping service for hours (Mountain View Voice). The corridor has already shown what happens when a tree here comes down.
- The limb fell toward the road this time. Nothing about the tree's structure guarantees the next failure will. A train cannot stop within its sight distance, and the removal window falls at the start of the winter storm season.

A near miss is not proof of safety

Consider October 17 with a single change. Had the limb come down 55 seconds earlier, it

would have landed on two pedestrians and a dog. A limb about two feet thick falling from 60 feet or more would very likely have killed or gravely injured them. Had it failed toward the tracks instead of the road, it could have landed across the rails in front of a train, or on a train passing beneath it.

In either case, I believe the City would be viewing this event very differently. Showers Drive would have been an incident scene, the area beneath the tree would have been closed at once, and the tree would almost certainly have come down within days under emergency authority, with no 10-day appeal window and no wait for contractor availability. The arborist's finding that the tree is structurally sound would be a document to be defended, not relied on. The City would face claims under California's dangerous-condition law, on a record of notice going back to 2021. A failure onto the tracks would also bring federal rail safety investigators to Caltrain.

Nothing about the tree was different on October 17. Only the timing was. In aviation, rail and military safety practice, an event like this is a near miss, and a near miss is investigated as an accident that did not happen. The City is instead treating it as evidence that the tree is safe. The empty street on October 17 showed only that no one happened to be standing there.

I therefore ask the City Council directly: if the limb had fallen 55 seconds earlier, would the City still be relying on a Heritage Tree permit, an unpublished assessment and an open sidewalk? If the answer is no, the City should act now as it would have acted then.

The tree has proved the City's assessments wrong, again and again

The City has looked at this tree before and told us it was handled. Each time, the tree answered:
- May 2021: the City's Forestry and Roadway Manager, an ISA Certified Arborist, drove the location and decided the trees on Showers Drive "could wait."
- June 6, 2024: part of this tree fell onto the Showers Drive sidewalk and a traffic lane.
- June 13, 2024: the Urban Forestry Manager promised an inspection and a report back. The report never came.
- June 28, 2024: the City's contractor pruned the tree, the City considered it dealt with, and the tree was left standing.
- May 2025: two large dead branches the contractor left behind still had to be reported before the City removed them.
- October 17, 2026: little more than two years after that inspection and pruning, the same tree tore a living, fully leafed limb about two feet thick out of its trunk on a calm, clear morning and threw it across the sidewalk, both lanes and the median, less than a minute after people walked beneath it.

The City said it could wait, and it failed. The City inspected and pruned it, and it produced its largest failure yet. Now, within days of that failure, the City again says the tree is structurally sound, that it is not an immediate hazard, and that the crack in its main stem is a natural response to growth, without producing a written risk assessment, an inspector's name, a date or a method. The City's assessments of this tree have never once predicted its failures. Its failures have repeatedly proved the assessments wrong. No one should be asked to bet a commuter's life, or a trainload of passengers, on the next one.

Why is a heritage tree policy taking precedence over human safety?

The City has concluded that this tree must come down because of its history of significant limb failures. Having reached that conclusion, it is nonetheless handling the tree exactly as it would a homeowner's request to remove a healthy backyard tree: a notice posted on the trunk, a 10-day appeal period ending October 30, and removal scheduled for the week after. That process exists to protect trees. It asks whether a tree is worth keeping. It does not ask what happens to the people beneath it while the paperwork runs its course, and the City has not asked that question either.

If someone appeals, the delay grows. Under the City's Heritage Tree rules, anyone may appeal within the 10-day posting period for a $50 fee. The appeal goes to the Urban Forestry Board (the Parks and Recreation Commission), which meets on the second Wednesday of each month. That puts the earliest likely hearing at November 11, which is Veterans Day, or more likely December 9, with removal presumably held until the Board decides. Even without an appeal, the City now says removal during November 9-13 is "subject to completion of the required appeal period and contractor availability." The schedule is not a commitment. A $50 appeal could keep this tree standing over the tracks and the sidewalk well into December, through the heart of storm season, adding roughly 100 trains for every weekday of delay.

A tree's heritage status is a value worth protecting. It is not worth more than a human life. When a Heritage tree has failed repeatedly, has proved every assessment of it wrong, and stands over a public sidewalk, a city street and an active commuter rail line, the City should be acting under its emergency and public-safety authority, not under a permit procedure. I ask the City to explain, in writing, why the Heritage Tree process is being allowed to govern the timing here, and whether the City will remove the tree on public-safety grounds regardless of any appeal.

The sidewalk remains open

In its October 20 email to the City, our Board asked the City to post warning signs at the tree and to close the sidewalk beneath it until the tree is removed. The northern sidewalk of Showers Drive under this tree is a well-traveled commuter route to the San Antonio Caltrain station, and on October 17 the limb landed on it less than a minute after people had walked there. On October 26 the City answered: because its arborist found the tree is not an immediate hazard, it is "not planning to close the sidewalk or install warning signs at this time." That is the same kind of assessment this tree proved wrong in 2021 and again in 2024, and the City still has not produced it. Instead, it has routed our request for the inspection documentation into the Public Records Act process, which can take weeks. The public is being asked to walk beneath this tree on the strength of an assessment that no one outside City staff has been allowed to see. Closing it would cost the City a few barricades and signs, and it would give pedestrians a chance if another limb falls. I ask the City to reconsider, and to explain in writing why an unseen assessment of a tree with this record outweighs the cost of a few barricades and signs.

A question for our County, State and federal representatives

The City of Mountain View receives County, State and federal funding, including transportation and public-safety funds. Yet since October 17 the City has left a failing tree standing over a public sidewalk, a city street and an active commuter rail line, has refused in

writing, on October 26, to close the sidewalk or post a single warning sign, and has not answered, point blank, the questions our Board put to it in writing on October 20: who inspected the tree and how, what the written risk assessment says, whether the City accepts responsibility for injury or damage before the tree comes down, and what makes an item an emergency in the City's eyes. Why should County, State and federal funds continue to flow without question to a city that shows such disregard for public safety and will not answer direct questions about it? I ask each of you to put that question to the City, and to tell me what conditions, oversight or accountability come with the funding you provide.

The same question applies to Caltrain. Caltrain is funded by riders, by the Measure RR sales tax paid by residents of San Francisco, San Mateo and Santa Clara counties, by its member agencies, and by State and federal transit funds. County, State and federal dollars therefore support both the City that is leaving this tree standing over a public sidewalk and the railroad whose trains pass beneath it roughly every six minutes at peak hours. Why would County, State and federal funding sources approve of this level of risk, and of what I can only call recklessness, by a City that is letting its Heritage Tree process decide when a repeatedly failing tree comes down, and by a railroad that answered a documented hazard to its passengers with a form reply? Public funds come with an expectation of public safety. I ask each of you to say whether this meets that expectation, and if it does not, what you will do about it.

What I am asking

Of Caltrain:
1. Name the person responsible for this matter and have that person respond to me in writing.
2. Confirm whether Caltrain staff have inspected the tree since October 17, and share the findings.
3. State what interim precautions, if any, Caltrain has put in place for trains passing the tree, and if none, why not.
4. State whether Caltrain considers removal on November 9-13 acceptable from a rail-safety standpoint, or a later date if an appeal is filed, and if not, ask the City in writing to expedite it.

Of the Mountain View City Council:
5. Explain in writing why a Heritage Tree policy is being allowed to take precedence over public safety, and direct staff to remove the tree on public-safety grounds as soon as possible, regardless of any appeal. Answer directly: if the limb had fallen 55 seconds earlier, would the City be handling this tree the way it is now?
6. Provide now, outside the Public Records Act process, the written risk assessment behind the City's current finding that the tree is not an immediate hazard, and explain why the public should rely on it after the tree proved the City's 2021 and 2024 assessments wrong.
7. Reverse staff's October 26 decision not to close the northern sidewalk or post warning signs, and close the sidewalk until the tree is down.
8. Confirm in writing whether an appeal would delay the removal, and by how long.

Of Supervisor Abe-Koga, Assemblymember Berman, Senator Becker and Congressman Liccardo:
9. Ask Caltrain and the City of Mountain View why a heritage tree policy is taking precedence over human safety, and urge them to treat this tree as the public safety hazard it is, to expedite its removal, and to close the sidewalk beneath it until it is down.
10. Ask both agencies to tell you, and me, what they are doing in the meantime.

11. Ask the City of Mountain View how it reconciles the County, State and federal funding it receives with its handling of this tree, and why it has not answered the Board's October 20 questions.
12. Tell me whether the County, State and federal agencies that fund the City of Mountain View and Caltrain approve of the risk the City's Heritage Tree process and Caltrain's response are placing on the public, and if not, what conditions or oversight you will ask those agencies to apply.

I am not an arborist; my size and distance figures are estimates from photographs and satellite imagery. Attached are the security camera video of the October 17 limb failure, photographs, an overhead image, and the complete exchange between my townhome Board and the City of Mountain View from October 19 to 26, 2026: our four emails and the City's four replies, so you can judge for yourselves which of our questions the City has and has not answered. I would be glad to meet anyone at the site.

Thank you for your attention to this.

Sincerely,

Paul M. Simoes de Carvalho
Major, U.S. Army (Retired)
President, Board of Directors, Crossings Showers Drive Townhomes Homeowners Association
138 Alley Way
Mountain View, CA 94040
650-906-4164

Sources: Caltrain's current weekday and weekend timetable and fiscal year 2026 ridership release (https://www.google.com/url?q=http://caltrain.com&source=gmail&ust=1793125221117000&sa=E); Caltrain weekend ridership, August 2025 (Wikipedia, citing Caltrain); City of Mountain View Heritage Tree permit and appeal information, and Parks and Recreation Commission meeting schedule (https://www.google.com/url?q=http://mountainview.gov&source=gmail&ust=1793125221117000&sa=E); the Board's correspondence with the City of Mountain View, 2021-2026.

---------- Caltrain's reply of October 22, 2026 ----------
From: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>

To Paul Simoes de Carvhalho,

Thank you for contacting Caltrain.

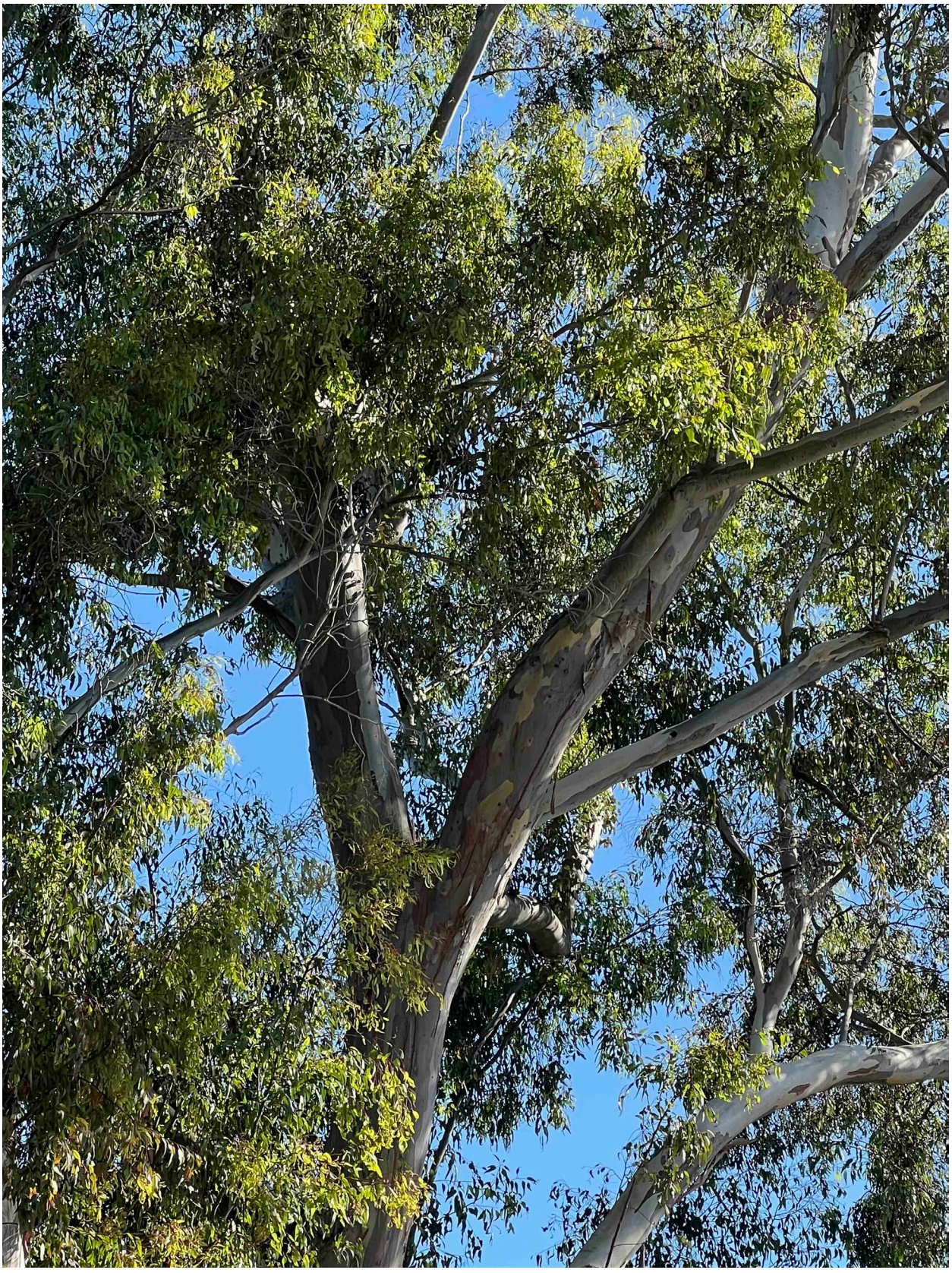
Please rest assured, though, that the City of Mountain View had indeed contacted Caltrain regarding this issue, and this matter has already been escalated to the appropriate Caltrain staff for review.

However, we will happily include the information you have provided us here in the process. While our staff should already have what they need, the additional context and supporting documents you have provided could still be useful to the effort.

Thank you again for taking the time to reach out.

Your Caltrain BOD Public Support Team









City of Mountain View

COMMUNITY SERVICES DEPARTMENT
URBAN FORESTRY DIVISION
231 North Whisman Road, P.O. Box 7540
Mountain View, CA 94039-7540
650-903-6273 | MountainView.gov

HERITAGE TREE REMOVAL

Location: 2100 SHOWERS DRIVE

Type of Tree: RIVER RED GUM (FACID #27339)

Upon the completion of a field inspection, Forestry Division staff has determined that the request to have the tree/trees removed be:

_X_ APPROVED **___ DENIED**

The following reason(s) are cited in rendering this decision:

CONDITION OF TREES: Tree lost a major limb on October 17, 2026, and has a history of previous limb failures. Current condition of tree poses a risk to pedestrians and the traveling public. Tree roots are impacting and causing damage to public sidewalk. Eucalyptus are designated as an invasive species and tree is to be replaced with two native trees.

This posting is for information purposes and is non-appealable.

For further information regarding this Heritage Tree Removal Notice, contact the Forestry Division Office at (650) 903-6273.

Date Posted: 10-20-2026

Russell Hansen
Urban Forest Manager




SPEED LIMIT
30
UNEVEN SURFACE



Correspondence with the City of Mountain View

The large River Red Gum eucalyptus on Showers Drive between Pacchetti Way and Sondgroth Way, beside the Caltrain tracks south of the San Antonio station. Limb failure October 17, 2026.

Contents, in date order: (1) Board to City Council and leadership, Oct 19, 2026; (2) City reply, Oct 19; (3) Board to Mayor and City Council, Oct 20; (4) City reply, Oct 22; (5) City follow-up, Oct 22; (6) Board reply, Oct 23; (7) City reply, Oct 26. Image and video attachments are not reproduced here.

1. Board to the City Council and City leadership

From: Crossings Showers Drive Townhomes HOA Board <crossingsshowersdrivetownhomes@gmail.com>
Sent: Monday, October 19, 2026, 9:49 a.m.
To: City Council; City Manager; Jennifer Ng; Ed Arango
Cc: Russell Hansen; City Attorney
Subject: URGENT – Request for Immediate Inspection and Hazard Pruning of the Large Tree on Showers Drive Between Pacchetti Way and Sondgroth Way, Which Threatens Our Townhome Buildings, Our Residents and Public Safety (Limb Failure on October 17, 2026)

Dear City Council and City Leadership Team:

The Board of Directors of the Crossings Showers Drive Townhomes Homeowners Association, whose 30 townhomes line Showers Drive across the street from this tree, writes to request that the City act now to make safe the large tree on Showers Drive that stands between the roadway and the Caltrain tracks, across from our members' homes. It is the largest tree on Showers Drive, and it threatens our property directly. The tree stands about 70 feet from the front of our nearest townhome building and is tall enough to reach it. If the tree, or its next major limb, falls toward us, it could strike our buildings' façades and roofs, their porches, fences and front yards, and the families living inside. At 8:57 a.m. on October 17, 2026, a massive limb tore out of its trunk and fell across Showers Drive, blocking the road and the sidewalk. The part of the tree still standing now has a visible crack running up its main stem. See attached images. As of this morning, Monday, October 19, nothing has been blocked off and there is no warning of any kind: the sidewalk beneath the cracked tree is open, hundreds of commuters, residents and other pedestrians walk directly beneath it every day, and heavy weekday commute traffic passes under it in both lanes. Routine trimming or monitoring is not enough. The tree needs substantial hazard pruning now, directed by a certified arborist, to remove the cracked and damaged wood and the heavy limbs over the road, the sidewalk and the tracks, before the next failure damages our homes or injures or kills someone.

One of our directors, Paul Simoes de Carvalho, witnessed the failure and has filed a separate complaint with the Police Department about the response that morning. That complaint concerns police conduct; this letter concerns the tree itself.

What happened on October 17, 2026

- 8:45 to 8:57 a.m. In the 12 minutes before the limb fell, Mr. Simoes de Carvalho's Nest security camera, which looks along Showers Drive toward the tree, recorded at least 10 vehicles passing the tree, 7 southeastbound and 3 northwestbound, including two large white vans. It also recorded several pedestrians walking along Showers Drive. This was a Saturday morning.
- 8:56 a.m. Mr. Simoes de Carvalho's Nest security camera recorded two pedestrians, one with a small dog, walking on the sidewalk directly beneath the tree, past the base of its trunk (see attached Image 7).
- 8:57:28 a.m. Fifty-five seconds later, a massive, living limb tore out of the trunk and fell onto that same sidewalk and across Showers Drive, as the same camera recorded (see attached Image 8). It completely blocked both lanes, covered the sidewalk used by commuters walking to the San Antonio Caltrain station, and knocked down street signs. Mr. Simoes de Carvalho called 911 at 9:01 a.m.

- 9:05 a.m. His photographs show a pedestrian walking on the sidewalk directly beside the fallen trunk, with low sun glare on the northwest approach.
- 9:05 to about 9:43 a.m. With the road still open at both ends, cars came up on the limb, some at speed, then backed up or turned around in their lane. He, his wife and other residents waved off traffic themselves.
- About 9:21 to 9:23 a.m. At about 9:21, Mr. Simoes de Carvalho called 911 a second time and reported the crack in the main trunk of the standing tree. The first police officer arrived at about 9:23. The road and the sidewalk beneath the tree remained open, and residents continued to wave off traffic.
- About 9:43 a.m. A second police unit arrived; the road was then closed with caution tape. Neither officer closed the sidewalk beneath the tree as a precaution, even though the standing trunk had just shed a massive limb and now showed a visible crack. Pedestrians, including commuters headed to the San Antonio station, were left free to walk directly under it.
- 10:29 a.m. A City crew was on scene with a utility truck, cones and tape. The limb still spanned the full width of the roadway, from the median to the far curb.

The standing tree now shows a fresh, jagged tear-out wound where the limb ripped from the trunk, with an open cavity beside it. A long vertical crack runs up the main stem. The broken end of the fallen limb has a darker, recessed center that may indicate internal decay. Selected images are attached; his original photographs and video, with their time stamps, are available on request.

The City was warned about this tree more than two years ago

This is not the first failure. Mr. Simoes de Carvalho has raised the trees on Showers Drive with the City since at least 2021, and this tree specifically since June 2024. Each time, the City answered with a deferral or a partial fix: it could wait, staffing was limited, limbs would be trimmed, an inspection report would follow.

- About 2011–2016 (approximate): A large limb fell from the lower trunk and blocked Showers Drive. The healed scar it left, on the right side of the trunk about 10 feet up, is roughly half the width of the trunk at that height, which points to a limb of major size (see attached Image 2).
- May 27, 2021: After Mr. Simoes de Carvalho reported the trees and overhanging branches on Showers Drive, Jakob Trconic, the City's Forestry and Roadway Manager and an ISA Certified Arborist, replied that he "personally drove the location" and, citing branches outside the right-of-way and "limited staffing," that he "felt this could wait" until a later trimming cycle.
- February 2024: On February 4, 2024, during a storm, a large tree fell across both Caltrain tracks about 200 feet south of the San Antonio station, damaging the overhead wires and halting service at the station for hours (Mountain View Voice). The article does not identify the tree; the City's records should show whether it was this one.
- June 6, 2024, 3:02 p.m.: Part of the tree fell onto the north Showers Drive sidewalk and one traffic lane. Mr. Simoes de Carvalho recorded it on video and saw one car nearly rear-end another that stopped in front of it.
- June 13, 2024: Mr. Simoes de Carvalho emailed the City Council, City Manager and City Attorney, copying Urban Forestry, Public Works and Transportation staff, under the subject "Potentially Deadly Falling Tree Hazard along the Showers Drive Sidewalk." He sent the video and photos, described the tree's long history of falling branches, pointed out more large, heavy limbs hanging over Showers Drive, and noted that the San Antonio Caltrain station is a stone's throw away.
- June 13, 2024: Russell Hansen, Urban Forestry Manager, replied that someone would "inspect the tree and determine the best course before reporting back to you."
- June 28, 2024: Mr. Hansen wrote that the City's contractor, West Coast Arborist, "was on site today addressing the limbs in questions."

- May 1–5, 2025: He reported two large dead tree branches left behind by City contractors the previous year. Lisa Au, Assistant Public Works Director, replied that staff had scheduled their removal within one to two weeks.
- October 17, 2026: A massive limb tore out of the trunk and blocked Showers Drive again.

This is by no means a complete history of the tree's failures. It lists only what our members have documented or can recall; the City's own records, which we request below, should show more.

After the June 2024 report, the City's contractor removed several large limbs from this tree. That work did not deal with the tree's underlying weakness. Whether it helped, made no difference, or changed how the tree carries its weight is a question the City's own records and arborists should answer. He has no record of ever receiving the inspection findings Mr. Hansen promised. Five years of deferral and partial measures amount to neglect. That approach has now failed: two years later, the same tree dropped an even larger limb across the same road.

Why the danger must be addressed now

1. It has already failed. A large, living limb with full green foliage tore out of the trunk without warning. A healthy-looking canopy did not prevent that failure, and it will not prevent the next one.
2. The remaining structure is compromised. The tear-out wound, the open cavity beside it, the crack running up the main stem and the possible decay at the break are all signs of structural weakness. The tree also divides into several large leaders from one point, a well-known weak configuration. Removing several large limbs, as the City did in 2024, did not address that; the cracked and damaged wood itself has to come out.
3. There is nowhere safe for it to fall. On one side are both lanes of Showers Drive and a busy commuter sidewalk. On the other are the Caltrain tracks. A failure toward the tracks could put a limb or trunk in front of a train carrying hundreds of passengers, with a risk of derailment and mass casualties. A failure toward the road could strike cars, pedestrians or our members' homes across the street.
4. The City's own standards recognize this hazard. The City's heritage tree application lists "danger of falling," "poor structure or unbalanced canopy" and "close proximity to structures" as grounds serious enough to justify removing a heritage tree. This tree meets all three, so the hazard pruning we are asking for is the least the City should do.
5. The City is on notice. The City now has photographs of a major limb failure, a cracked stem and the risk to the rail line. It was warned in writing in June 2024, inspected, trimmed, and left standing. If the tree fails again and someone is hurt, the record will show the City knew.

The sudden loss of a limb this large has also changed how the tree carries its weight. Removing that much mass from one side of the trunk shifts the load onto the remaining stems and roots in a way the tree did not grow to bear. As a result, no one can say with confidence which way the tree, or its next major limb, would fall. It could come down across the street, onto the sidewalk on either side, or onto the Caltrain tracks.

In our view, the danger to the public has been underestimated. Every day, unsuspecting pedestrians use the sidewalks on both sides of Showers Drive and drivers use the street to reach and leave the San Antonio Caltrain station, with no warning of what is overhead. October 17 shows how close the call was. In the 12 minutes before the limb fell, at least 10 vehicles and several pedestrians passed the tree, and less than a minute before the limb came down across that sidewalk, two people and a dog walked directly beneath it (see attached Image 7). Given the tree's history, its new damage and its location, we consider the risk very high. We are writing to the City Council and the City's leadership, as well as to staff, so that those ultimately responsible are aware of the hazard.

We recognize that the City cares for many thousands of trees. This is not one of them in any ordinary sense. It is a eucalyptus, a species arborists widely recognize for dropping large, living limbs suddenly and without warning. It is the largest tree on Showers Drive and stands well above everything around it, so any limb it drops falls farther and with more force. It stands between a busy commuter sidewalk, both lanes of Showers Drive and an active Caltrain line. It has failed before, in June 2024 and now October 2026, and its trunk carries the large scar of an

older limb failure. And it now carries a fresh tear-out wound and a crack in its main trunk. A tree with that species, that size, that location and that record calls for individual attention now, not a place in the routine maintenance queue.

On September 24, 2026, Ed Arango, Assistant Public Works Director and City Engineer, wrote to this Board that staff had not completed another of our requests because of "other emergency and urgent items needing staff's attention." We understand that the department must set priorities. We therefore ask directly: does a tree that has just dropped a massive limb across both lanes of a public street, that now has a crack in its main trunk, and that stands over a commuter sidewalk and an active rail line qualify as an emergency or urgent item? If it does, please tell us when it will be addressed. If it does not, please explain in writing why not, and what the City's criteria are for treating a tree hazard as urgent.

The tree's size and the crack in its main stem

The standing tree is large enough to reach the road, the sidewalk and the rail line if it fails, and the new crack makes failure more likely, not less. The estimates below come from Mr. Simoes de Carvalho's photographs; we are not arborists, and we ask the City to confirm them with measurements.

Size. The trunk is roughly 4 to 5 feet across at its base, judged against a pedestrian walking past it (see attached Image 6). The limb that fell was roughly 2 feet thick at the break, judged against the curb beside it (see attached Image 4), and it reached from the trunk across the sidewalk, the near lane and the median into the far lane (see attached Image 5). The tree stands about twice the height of the three-story townhomes across the street, which puts it at roughly 60 to 80 feet at least; a eucalyptus with a trunk that size is often taller.

How far it can reach. Arborists treat the area within one to one and a half times a tree's height as its fall zone. For a tree of 60 to 80 feet, that is roughly 60 to 120 feet in every direction, which takes in both lanes of Showers Drive, the commuter sidewalk, the median and the Caltrain tracks. A single limb has already covered most of that distance.

Whether it would reach the homes. On Google's satellite imagery, the front of the nearest townhome building, directly across Showers Drive, is about 70 feet from the tree (measured with Google Maps' distance tool; the trunk's exact position under the canopy is approximate, so allow 10 to 20 feet either way). A tree of 60 to 80 feet falling toward that building would land at or on its Showers Drive face: at the lower height, on the front yards, fences and porches; at the upper height, against the façade and roof. The crown spreads wide at the top, so its branches would reach farther than the trunk.

Which homes the wind would push it toward. A tree that fails in wind falls downwind. Showers Drive runs northwest to southeast here, with the townhomes to the southwest and the tracks to the northeast. The everyday afternoon wind at Moffett Field blows from the west and northwest, which would push a failing tree southeast along Showers Drive, toward the road and the townhomes farther along toward Sondgroth Way. Northeast "Diablo" winds, which reach the Bay Area roughly three to five times a year, mostly in the fall, with gusts of 40 mph or more, would push it southwest, straight across the street into the building directly opposite. Winter storm winds from the south and southwest would push it toward the Caltrain tracks. Wind is only part of the picture: the direction the trunk leans, where the remaining crown carries its weight and which way the crack opens matter as much, and the limb that failed on October 17 came down on a clear morning with no storm. Only an arborist's inspection can say which way the tree is most likely to go, and that is another reason to reduce the tree now rather than guess.

A train at rush hour. Consider the same failure as October 17, but toward the tracks instead of the road, on a weekday morning. The cracked stem splits without warning, as the limb did, and a section of trunk and crown lands across the rails moments before a peak-hour Caltrain commuter train comes through, carrying hundreds of passengers to or from the San Antonio station a short distance away. A train cannot stop within the distance its

engineer can see, and the tracks here are lined with trees and shaded by this one. At best, the train strikes the debris at speed; at worst, it derails beside a station platform, a busy road and a row of homes. A collapse onto a train already passing would be worse still. This is not far-fetched. On February 4, 2024, a large tree fell across both tracks about 200 feet south of the San Antonio station, damaging the overhead wires and stopping service for hours. Caltrain's own timetable lists about five trains an hour stopping at San Antonio in each direction during the evening peak, and about five northbound and three to four southbound each hour in the morning peak. Even on the Saturday morning of October 17, a southbound train passed the tree about four to five minutes before the limb fell, and the next northbound train was due about 20 minutes after.

The crack. A long vertical crack now runs up the main stem toward the point where the tree divides into several large leaders (see attached Image 3). Its edges are split open and lined with a dark red streak, which in eucalyptus is typically kino, the resin these trees bleed from a fresh wound. A crack running into a multi-stem fork is a recognized sign that the union is splitting apart. It sits beside the open tear-out wound left by Saturday's failure (see attached Image 2), on a tree that has just lost a major limb and now carries its weight unevenly. The crack, about halfway up the main trunk, can be seen only from close range on the Showers Drive sidewalk, on the south-southeast side of the tree; it is not visible from the roadway. Mr. Simoes de Carvalho reported it to 911 on the morning of October 17 and asked that it be treated as a public safety hazard.

What that adds up to. Under the International Society of Arboriculture's tree risk assessment method, risk turns on three things: how likely the tree is to fail, how likely it is to hit something, and how bad the result would be. This tree has a fresh structural crack and a history of repeated limb failures, so the likelihood of failure is elevated. Traffic, pedestrians and trains pass under it every day, so the likelihood of impact is high. A falling stem of this size would cause severe or fatal harm. Eucalyptus are also known for dropping large limbs suddenly on calm, warm days with no warning, much as happened on the clear morning of October 17.

We ask that the City not rely on an opinion given from the roadside. The City should have an ISA-certified arborist with the Tree Risk Assessment Qualification inspect the crack, including its depth, and decide what must be cut, and it should keep the area beneath the tree closed until that work is done.

As of 9:30 a.m. on Monday, October 19, two days after the limb failure and the 911 report of the crack, there is still nothing on the sidewalk or the street beneath the tree to warn pedestrians or drivers: no barricade, closure, cone or sign. The sidewalk is open, and hundreds of commuters, residents and other pedestrians walk directly beneath this cracked, unstable tree every day, many of them on their way to and from the San Antonio Caltrain station. Weekday commute-hour traffic on Showers Drive is heavy, and every one of those drivers passes beneath it as well.

Requests

1. Today, send City staff to inspect the tree and the area beneath it, and close the sidewalk and the adjacent lane beneath it. This first inspection does not need to wait for an arborist. Then, within the next week, have an ISA-certified arborist inspect the tree, including the depth of the crack in the main stem, and carry out the hazard pruning that inspection calls for: remove the cracked and damaged wood, and reduce the heavy limbs over Showers Drive, the sidewalk and the Caltrain tracks. If the arborist finds the cracked stem cannot be made safe by pruning, remove that stem. Keep the closure in place until that work is done.
2. Notify Caltrain today of the limb failure and the risk to the tracks, if the City has not already done so.
3. Tell the Board in writing, within 10 days, who owns and is responsible for this tree: the City or Caltrain.
4. Tell the Board in writing the date the work will be done, and send the Board a copy of the arborist's findings.
5. Treat this email as a request under the California Public Records Act (Government Code section 7920.000 and following) for all records about this tree, and about any tree on Showers Drive between Pacchetti Way and Sondgroth Way next to the Caltrain tracks, going back as far as the City's records exist. This includes records of

every cleanup of fallen limbs, branches or trees at this location, such as crew dispatch and call-out logs, after-hours and storm response records, debris removal and hauling records, and road or sidewalk closure records; tree inventory entries; inspection, risk assessment and arborist reports; pruning, trimming and removal work orders, including every record of the work done on this tree after the June 2024 report (the work orders, the scope of work, which limbs were removed and why, any arborist inspection or risk assessment before or after the work, photographs, and the contractor's invoices); contractor invoices and reports (including West Coast Arborists); AskMV, phone and email complaints and service requests; reports of fallen limbs or branches; any correspondence with Caltrain about these trees; and any internal emails or memos about whether to remove them. Please respond within 10 days, as the Act requires.

Please direct all correspondence to the Board in writing, by email to CrossingsShowersDriveTownhomes@gmail.com or by mail to PO Box 1435, Mountain View, CA 94042-1435. Our directors are available to meet City staff at the site, and Mr. Simoes de Carvalho can provide his original photographs and video.

Sincerely,

Paul M. Simoes de Carvalho
President, Board of Directors
Crossings Showers Drive Townhomes Homeowners Association
PO Box 1435, Mountain View, CA 94042-1435
650-429-8460 · CrossingsShowersDriveTownhomes@gmail.com

[Attachments to this email: Images 1–8 (an overhead view of the location, five photographs and two stills from a resident's security camera).]

2. City reply (Brenda Sylvia)

From: Brenda Sylvia, Assistant Community Services Director <Brenda.Sylvia@mountainview.gov>
Sent: Monday, October 19, 2026, 4:05 p.m.
To: CrossingsShowersDriveTownhomes@gmail.com (City Council, City Manager and others blind copied)
Subject: FW: URGENT – Request for Immediate Inspection and Hazard Pruning of the Large Tree on Showers Drive ... (Limb Failure on October 17, 2026)

Dear Mr. Simoes de Carvalho,

Your email was forwarded to me for a response on behalf of the City Council and City Manager. The City Council, City Manager, and all others included in your original correspondence are blind copied on this response.

Thank you for reaching out and sharing the concerns of the Crossings Showers Drive Townhomes Homeowners Association regarding the large eucalyptus tree along Showers Drive, near the Caltrain tracks, particularly following the large limb failure on October 17. The safety of our community is a priority, and the City takes reports of potentially hazardous trees seriously. We appreciate the time and effort you put into documenting the tree's history and providing a detailed chronology of events.

City arborists have completed an assessment of the River Red Gum Eucalyptus tree and determined that it does not pose an immediate safety hazard. The crack identified in your correspondence is superficial and consistent with the tree's natural growth and expansion. However, given the tree's history of significant limb failures, its proximity to the roadway and pedestrian areas, and its designation as an invasive species in the City's recently adopted Biodiversity and Urban Forest Plan, the City intends to pursue its removal through the established Heritage Tree Ordinance approval process.

The ordinance allows consideration of a tree's condition, history of damage, and sound forestry practices when evaluating removal requests. As part of the mitigation effort, the City will plant two native replacement trees in the nearby roadway median, consistent with the Plan's biodiversity and urban forest goals.

The City has also received your Public Records Act request submitted through the City's records request system. That request will be processed separately in accordance with the City's established procedures.

Thank you again for bringing these concerns to our attention. We appreciate your engagement and commitment to our community.

Sincerely,

Brenda Sylvia
Assistant Community Services Director, Community Services Department
650-903-6420 | MountainView.gov

3. Board to the Mayor and City Council

From: Crossings Showers Drive Townhomes HOA Board <crossingsshowersdrivetownhomes@gmail.com>
Sent: Tuesday, October 20, 2026, 9:00 a.m.
To: City Council; Mayor Emily Ann Ramos; Chris Clark; Alison Hicks; Ellen Kamei; John McAlister; Lucas Ramirez; Pat Showalter
Cc: City Manager; City Attorney; City Clerk
Subject: URGENT: Cracked Showers Drive Tree Threatens Public, Homes, Sidewalks and Caltrain without Warning

---

Dear Mayor, Members of the City Council and City Leadership Team:

The attached video records the force with which the limb struck Showers Drive on October 17. Is the City prepared to see that same force come down on an unsuspecting pedestrian, a resident or an occupied vehicle while a bureaucratic process is undertaken?

Please confirm receipt of this email and tell us who will respond.

On Saturday, October 17, the largest tree on Showers Drive tore a living limb about two feet thick out of its trunk and threw it across the sidewalk and both lanes, 55 seconds after two pedestrians and a dog walked beneath it. The standing trunk now carries a crack that the City calls superficial but has not documented. The tree is within reach of our 30 townhomes, two commuter sidewalks and the Caltrain tracks beside the San Antonio station. Staff's reply on October 19 says the tree is no immediate hazard and will be removed through the Heritage Tree permit process, with no date. Days after the failure, the sidewalk beneath it is still open, with no warning sign of any kind.

We ask the Council to direct staff, today, to close the sidewalk beneath the tree, post warning signs, and carry out interim hazard pruning, and to give our Board a firm removal date before this winter's storm season. The Board's full response to staff follows below.

Ms. Sylvia replied to our October 19 email that afternoon, blind-copying everyone we had written to, including the Council. This is the Board's response; we are sending it to staff separately. The Board welcomes the City's decision to pursue removal of the River Red Gum eucalyptus on Showers Drive. But that decision addresses only the tree's long-term fate. It does nothing about the danger the tree poses today and every day until it comes down: to our 30 townhomes and the families who live in them, to the commuters and pedestrians on both sidewalks, to drivers on Showers Drive, and to Caltrain passengers on the tracks beside it.

Our homes are within reach of this tree

On Google's satellite imagery, the front of our nearest building is about 70 to 90 feet from the tree, depending on where the trunk stands beneath its wide canopy. The tree stands roughly 60 to 80 feet tall, and its crown spreads wide at the top. Arborists treat the area within one to one and a half times a tree's height as its fall zone. For this tree, that is roughly 60 to 120 feet, which takes in our buildings at either distance. If the cracked stem or another major limb fails toward us, it will land on our front yards, fences and porches. At the upper height, it will hit our façades and roofs and punch through the glass windows that face Showers Drive, into the living rooms and bedrooms behind them. Residents use those porches and yards every day, and children and elderly residents walk in and out of those front doors. Every one of our 30 households also walks the Showers Drive sidewalk and parks on the street beneath and beside this tree, so every household's people and vehicles are within its reach. Northeast "Diablo" winds, which come several times each fall with gusts of 40 mph or more, push straight from the tree toward the building directly opposite. On October 17, on a calm morning, this tree dropped a living limb about two feet thick far enough to cross the sidewalk, both lanes and the median. The next failure could cross the remaining distance.

The City's response does not acknowledge our property, our residents or its own responsibility

The response mentions the roadway and pedestrian areas. It does not mention the homes across the street, the people who live in them, or what happens to them if the tree fails before removal.

Under California Government Code section 835, a public entity may be held liable for injury caused by a dangerous condition of its property when it had notice of the condition and time to protect against it. The City's own records, our emails and this exchange establish that notice beyond dispute. If this tree fails before it is removed, our members, their families and the Association will look to the City, under the Government Claims Act, for damage to our buildings, windows, roofs, porches, fences, yards and vehicles, and for any injury to, or death of, a resident or family member. We ask the City to state plainly, in writing, whether it accepts that responsibility. If it does not, please say so, so that our members and their insurers can plan accordingly.

The City's position is internally inconsistent

The response says the tree "does not pose an immediate safety hazard." It then cites the tree's "history of significant limb failures" and its proximity to the roadway and pedestrian areas as reasons to remove it. The City's own Heritage Tree removal application lists "danger of falling" and "poor structure and/or an unbalanced canopy" as grounds for removal. A tree that qualifies for removal on those grounds is a hazard now, not only once a permit is final.

The City has assessed this tree before, and the tree proved the assessment wrong

This is not the first time the City has looked at this tree and told us it was handled.

- May 2021. The City's Forestry and Roadway Manager, an ISA Certified Arborist, personally drove the location and decided the trees on Showers Drive "could wait."
- June 6, 2024. Part of this tree fell onto the sidewalk and a traffic lane.
- June 13, 2024. The Urban Forestry Manager promised that someone would "inspect the tree and determine the best course before reporting back to you." That report never came.
- June 28, 2024. The City's contractor was on site "addressing the limbs in question." The tree was pruned, declared dealt with and left standing.
- May 2025. Two large dead branches left behind by the City's contractors still had to be reported before staff scheduled their removal.
- October 17, 2026. Just over two years after that inspection and pruning, the same tree tore a living, fully leafed limb about two feet thick out of its trunk and threw it across the sidewalk, both lanes and the median. It came down on a calm, clear morning, less than a minute after two people and a dog walked beneath it.

So the City inspected this tree, pruned it and moved on, and the tree then produced its largest failure yet. Now, within days of that failure, the City again tells us the tree "does not pose an immediate safety hazard" and that the crack in its main stem is "superficial." It gives no inspector's name, no inspection date, no method and no written findings.

With respect, how much confidence can our members place in that judgment? This tree has failed in roughly 2011 to 2016, in June 2024 and in October 2026. It failed after the City said it could wait, and again after the City inspected and pruned it. The City's assessments of this tree have not predicted its failures; the failures have kept proving the assessments wrong. Eucalyptus are known for dropping large, healthy-looking limbs without warning, so a visual inspection cannot be the last word on whether it will fail again. Each failure has been larger than the last, and the next one may not land on an empty street. If the City's process could not foresee October 17, it cannot ask us to rely on that same process to tell us the tree is safe through this winter.

Why is there still no warning?

As of this writing, days after a limb about two feet thick came down across the sidewalk, there is nothing beneath this tree to warn anyone: no barricade, no cone, no tape and no sign. Commuters walk both sidewalks of Showers Drive to and from the San Antonio Caltrain station every morning and evening. Neighbors walk their dogs there, and families walk their children to school. None of them knows that the tree overhead dropped a massive limb on

Saturday, or that its main stem now shows a crack. The City knows. The people walking beneath it do not.

Fair warning costs almost nothing. A sign takes minutes to post. A sidewalk closure with a detour to the opposite side of the street needs only cones and tape, the same materials the City crew had on site Saturday morning. Even if the City is confident in its "no immediate hazard" finding, a warning sign costs nothing and harms no one. The City has offered no reason for withholding it, and we can think of none.

It is not fair to ask the public to carry a risk the City will not even name. A pedestrian who walks under this tree has not chosen to accept its risk, because no one has told them it exists. The City has decided this tree should be removed because of its history of significant limb failures and its proximity to the roadway and pedestrian areas. Having reached that conclusion, it cannot fairly leave those same pedestrians to walk beneath it, uninformed, for the weeks or months removal will take. If the risk is real enough to justify removing a Heritage tree, it is real enough to justify a sign.

This is not an ordinary tree, and it should not be treated like one

It is not an ordinary street tree, and it is not an ordinary Heritage tree. Its trunk is roughly 12 to 16 feet around, three to four times the Heritage threshold. It stands about twice the height of the three-story townhomes across the street and towers over everything else on Showers Drive. Anything it drops falls farther and lands harder than a limb from any tree around it. It is a eucalyptus, a species known for shedding large, living limbs without warning. It has failed repeatedly, including after the City inspected and pruned it. The standard practice of leaving the sidewalk open until a tree comes down may be acceptable for an average tree. It is not acceptable for this one.

The Caltrain tracks

The tree stands between Showers Drive and an active Caltrain line, a short distance from the San Antonio station. A limb or stem that fails on the track side could land across the rails moments before a train arrives. In the morning and evening peaks, roughly five trains an hour stop at San Antonio in each direction, each carrying hundreds of passengers. A train at speed cannot stop within the distance its engineer can see. A strike on debris, or a derailment beside a station platform, a busy road and a row of homes, would be a mass-casualty event. This is not hypothetical. On February 4, 2024, a large tree fell across both tracks about 200 feet south of the San Antonio station and stopped service for hours. The City's response does not say whether anyone has told Caltrain about Saturday's failure.

The Heritage Tree process is not a safety measure

The City's Heritage Tree definition depends on trunk size, and it does not exclude invasive species. Any tree with a trunk circumference of 48 inches or more qualifies, and this one is roughly three to four times that. Its listing as invasive in the Biodiversity and Urban Forest Plan does not remove it from the ordinance, which the Plan did not amend. So the City is right that the tree must go through the Heritage process. That process includes a 10-day posting period during which anyone may appeal, and an appeal goes to the Parks and Recreation Commission. Removal could be weeks or months away. In the meantime, the tree stands over our homes, the sidewalks, the street and the rail line with a fresh tear-out wound, a crack in its main stem and a canopy newly unbalanced by the loss of a major limb. Nothing in the response protects anyone during that time.

A bureaucratic process is not an emergency response

The City's answer to a tree that has just dropped a massive limb across a public street is a permit application. That is the same procedure a homeowner follows to take out a tree in a backyard. It is not a response to a tree that has failed, cracked and threatened homes, pedestrians, drivers and a commuter rail line.

On September 24, 2026, Assistant Public Works Director and City Engineer Ed Arango wrote to this Board that another of our requests had not been completed because of "other emergency and urgent items needing staff's attention." The City therefore already sorts its work into emergency and urgent items, and into everything else. We

ask the City to explain that line. What makes an item an emergency or urgent, who decides, and on what criteria? In particular, what standard does the Director of Public Works apply? And why does a tree that has just dropped a massive limb across both lanes of a public street, with a crack in its main stem, over two sidewalks, within reach of 30 homes and beside an active rail line, fall on the wrong side of it?

If the City's criteria do not treat this tree as an emergency or urgent item, our members and the public deserve to see those criteria in writing. If the criteria do treat it as one, the City should be acting under them now, not filing a permit.

The question that matters most is when

The City's response gives no date, not for removal, not for any interim work, not even for the next step in the permit process. The calendar is not on the City's side. NOAA's Climate Prediction Center expects a very strong El Niño this winter, and independent forecasters say it is already the strongest on record by several measures. It has raised the odds of above-normal rain along the California coast and expects the effects to ramp up quickly through the core winter months. Strong Pacific storms bring rain-saturated soil and gusting winds, the two conditions under which large trees and limbs fail. This tree has already failed twice in good weather: in June 2024, and on the clear, calm morning of October 17. A tree that sheds a two-foot-thick limb on a calm day should not be left standing, cracked and unbalanced, to face a winter of storms. The hazard pruning must be done now, and the removal finished before the storm season arrives, not after a permit process that could run into the new year.

The inspection

The response says City arborists "have completed an assessment" and found the crack "superficial." It does not say when or how. Please tell us:

1. the date and time of every inspection of this tree since the limb failure at 8:57 a.m. on Saturday, October 17, 2026;
2. the name and qualifications of each person who inspected it, including whether they hold the ISA Tree Risk Assessment Qualification;
3. whether the inspector examined the crack at close range from the Showers Drive sidewalk on the south-southeast side of the trunk, the only place it can be seen, and how its depth was determined;
4. whether the inspection considered the risk to the townhome buildings across the street, and not only to the road and sidewalk;
5. whether the same staff or contractor who assessed and pruned the tree in 2024 made the October 2026 finding;
6. the arborist's completed ISA Basic Tree Risk Assessment Form, including the likelihood-of-failure and risk ratings assigned to the tree;
7. whether any test was used to measure the depth of the crack or the extent of decay, at the crack and at the tear-out wound, such as probing, sounding or a decay-detection device, and what it found.

Please send the written assessment itself. A one-sentence conclusion in an email is not a risk assessment, and our members are entitled to know what it rests on.

The Board therefore requests that the City:

1. Tell us when, with exact dates and the documents behind them. Within five business days, please provide:

a. The decision-maker and the decision date. Who will decide the Heritage Tree removal permit, the date the application was or will be filed, and the date a decision is expected.

b. The posting dates. The date the removal notice will be posted on the tree and at the site, and the date the 10-day appeal period ends.

c. Every agenda it will appear on. The name of every committee, commission or board that will consider this tree, including the Parks and Recreation Commission sitting as the Urban Forestry Board and the City Council. Give the meeting date and agenda item number for each, or the date the City expects to place it on an agenda.

d. The work schedule. Any work order, contractor assignment, purchase order or scheduling record for the interim hazard pruning and for the removal, including the contractor's name and the scheduled work dates.

e. Any other record that shows a date. Calendar entries, staff emails, internal memos, task lists or tracking records that set, propose or discuss a date for inspecting, pruning, posting or removing this tree.

f. The completion dates. A firm date for completion of the interim hazard pruning and a firm date for removal, which should be before the onset of this winter's storm season. If the City cannot commit to that, please explain in writing why not and what it will do in the meantime to protect our homes, our residents, pedestrians, drivers and Caltrain passengers.

If the City has not yet set a date for any step, please say so plainly, step by step. A "not yet scheduled" in writing is itself an answer our members are entitled to have.

2. Close the sidewalk and warn the public today. Close the sidewalk beneath the tree, with a marked detour to the opposite side of Showers Drive, and close the adjacent lane. Post warning signs at both approaches on both sidewalks, and for drivers in both directions, until the tree is removed. If the City declines either step, explain in writing who made that decision, when, and on what basis.
3. Carry out interim hazard pruning now. Have an arborist holding the ISA Tree Risk Assessment Qualification remove the cracked and damaged wood and reduce the heavy limbs over Showers Drive, the sidewalks and the tracks, and especially those on the side facing our homes. If the City believes the Heritage Tree Ordinance prevents this work, please cite the provision. If the ordinance permits it, please explain why it is not being done.
4. Provide the inspection records within 10 days. Send the inspection details and written assessment requested above, the findings of the 2024 inspection Mr. Hansen promised and we never received, and any review of the 2024 pruning conducted after the October 17 failure.
5. Confirm, within two business days, that the City has notified Caltrain. The notice should cover the October 17 limb failure, the crack in the main stem and the risk to the tracks. Give the date, the sender and the recipient at Caltrain. If the City has not notified Caltrain, please do so immediately and confirm. Please also confirm who owns the tree and who will apply for the Heritage Tree removal permit.
6. Notify the neighborhood in writing. Send a written notice to all residents and property owners in the immediate area, including every household in our 30 townhomes, all of whom use the sidewalk and street parking beneath this tree, and the neighboring homes along Showers Drive between Pacchetti Way and Sondgroth Way. It should describe the October 17 failure, the condition of the tree, the City's plan to remove it, the expected timeline, and how to report any new cracking, movement or falling limbs. People who live within reach of this tree are entitled to hear about it from the City, not from a neighbor.
7. State the City's responsibility. State in writing whether the City accepts responsibility for damage to our members' homes and property, and for injury to or death of any resident or family member, caused by this tree before it is removed.
8. Explain the City's emergency and urgent criteria. Explain in writing what the Public Works Department, and the Community Services Department's Forestry and Roadway Division, consider an emergency or urgent item for a tree hazard such as this one, and who makes that determination. Please also answer directly the question we put to Mr. Arango: does this tree qualify as an emergency or urgent item, and if not, why not?
9. Treat the following as a request under the California Public Records Act (Government Code section 7920.000 and following). It is in addition to, not in place of, the request the City has already received. Please produce all records, in electronic form where they exist, in the following categories:

a. Policies and criteria. All policies, procedures, standards, guidelines, criteria, priority matrices, manuals, standard operating procedures, directives and training materials of the Public Works Department or the Community Services Department (including the Forestry and Roadway Division) that define or apply the terms "emergency," "urgent" or "priority," or otherwise rank or triage work. This includes tree hazards, fallen limbs, storm and after-hours response, road and sidewalk closures, and tree risk ratings.

b. Determinations and delegations. All determinations, delegations or directives by the Director of Public Works, the Community Services Director or their designees designating items or categories of work as emergency or urgent, and any record of who holds that authority.

c. The current emergency and urgent list. Every list, log, queue, tracker, dashboard or database of emergency or urgent items maintained by either department, as it stood on September 24, 2026 and as it stands on the date of the City's response, including each item's description, date opened, priority and status.

d. Work logs and service requests. Work orders, crew logs, dispatch and call-out logs, and AskMV or other service-request records, with their assigned priority levels, for tree, limb, roadway and sidewalk hazards from January 1, 2025 to the present.

e. Mr. Arango's September 24, 2026 email. All records identifying the "other emergency and urgent items" referred to in that email, and all records of how those items were prioritized ahead of the Board's request.

f. Emergency tree work. All records of tree removals or hazard pruning carried out by or for the City on an emergency or expedited basis in the past five years, including any Heritage tree removed or pruned without completing the standard permit process, and the authority relied on.

g. Contracts. All on-call, emergency or as-needed tree service contracts in effect in 2024 through 2026, including those with West Coast Arborists, and all task orders, emergency call-outs and invoices under them for Showers Drive.

h. This tree since October 17. All emails, text messages, memos, notes, photographs and other records about this tree created on or after October 17, 2026. This includes records of how to classify it, whether to close the sidewalk or post warnings, whether to notify Caltrain, the inspection and its findings, and the decision to pursue removal through the Heritage Tree process.

Under Government Code section 7922.535, please tell us within 10 days whether the City has disclosable records and when they will be produced. If the City withholds any record or part of one, please identify it and the specific exemption relied on, as section 7922.540 requires. If any part of this request is unclear, please contact us so we can help focus it, as section 7922.600 contemplates.

Our members did not plant this tree and cannot touch it. The City controls it, has been warned about it for five years, and has now decided it should come down. Until it does, the risk to our homes, our families, the people walking beneath it and the passengers on the trains beside it is the City's to manage.

Please direct all correspondence to the Board in writing, by email to CrossingsShowersDriveTownhomes@gmail.com or by mail to PO Box 1435, Mountain View, CA 94042-1435. Our directors are available to meet City staff at the site, including at our buildings, so that staff can see the distance for themselves.

Sincerely,

Paul M. Simoes de Carvalho
President, Board of Directors
Crossings Showers Drive Townhomes Homeowners Association
PO Box 1435, Mountain View, CA 94042-1435
650-429-8460 · CrossingsShowersDriveTownhomes@gmail.com

[Attachment to this email: Showers_Drive_Limb_Failure_Oct17.MOV, security camera video of the limb failure.]

4. City reply (Brenda Sylvia)

From: Brenda Sylvia, Assistant Community Services Director <Brenda.Sylvia@mountainview.gov>
Sent: Thursday, October 22, 2026, 9:08 a.m.
To: crossingsshowersdrivetownhomes@gmail.com (City Council, City Manager and others blind copied)
Subject: FW: URGENT: Cracked Showers Drive Tree Threatens Public, Homes, Sidewalks and Caltrain without Warning

---

Dear Mr. Simoes de Carvalho,

Your follow-up correspondence was forwarded to me for a response on behalf of the City Council and City Manager. The City Council, City Manager, and others included in your correspondence are blind copied on this response.

We understand the concerns raised by the Crossings Showers Drive Townhomes Homeowners Association. As previously communicated, a City arborist conducted a comprehensive assessment of the tree, including its overall structure, branch attachments, and cracks in the trunk. The arborist determined that the fallen limb made a clean break without compromising the structural integrity of the main trunk. The remaining branch attachments appeared normal for this species, and the cracks in the bark were determined to be a natural response to growth rather than an indication of structural damage. Based on these findings, the arborist concluded that the tree is structurally sound and does not pose an immediate safety hazard.

However, given this tree's history of significant limb failures and the fact that the Eucalyptus tree species was recently designated as an invasive species in the City's adopted Biodiversity and Urban Forest Plan, the City has approved the removal of this tree. Because the tree has been determined not to pose an immediate safety hazard, emergency removal is not warranted, and the City will proceed through the established Heritage Tree Ordinance process.

Heritage Tree Removal Process

Under Section 32.30(b)(1) of the City's Heritage Tree Ordinance, the Community Services Director has the authority to approve nondevelopment-related Heritage Tree removal applications. The Community Services Director has approved the removal of the eucalyptus tree.

In accordance with Section 32.31 of the City Code, the approval is subject to the required public notice and a 10-calendar-day appeal period. If no appeal is filed during that period, the removal may proceed without further approval from the Urban Forestry Board or City Council. If an appeal is filed, the matter will be considered by the Urban Forestry Board in accordance with the ordinance.

The anticipated schedule is as follows:

- Removal application processed: October 20, 2026
- Posting of notice and beginning of appeal period: October 20, 2026
- Expiration of appeal period: October 30, 2026
- Anticipated tree removal: November 9-13, 2026

As previously communicated, the City also intends to plant two native replacement trees in the nearby roadway median as mitigation for the removal, consistent with the City's biodiversity and urban forest goals.

Sincerely,

Brenda Sylvia
Assistant Community Services Director, Community Services Department
650-903-6420 | MountainView.gov

5. City follow-up (Brenda Sylvia)

From: Brenda Sylvia, Assistant Community Services Director <Brenda.Sylvia@mountainview.gov>
Sent: Thursday, October 22, 2026, 1:30 p.m.
To: crossingsshowersdrivetownhomes@gmail.com
Subject: Follow-up Discussion

Hi Paul,

I wanted to reach out to see if you would be interested in scheduling a phone call, Zoom meeting, or in-person meeting with me and our Urban Forestry Manager, Russell Hansen. Russell and I would be happy to meet with you to answer any additional questions, discuss your concerns, and provide further information or context that may be helpful.

If you're interested, please let me know your preferred meeting format and availability, and I'll coordinate a time that works for everyone.

Thank you for your consideration.

Sincerely,
Brenda

6. Board reply to the City

From: Crossings Showers Drive Townhomes HOA Board <crossingsshowersdrivetownhomes@gmail.com>
Sent: Friday, October 23, 2026, 9:05 a.m.
To: Brenda Sylvia <Brenda.Sylvia@mountainview.gov>
Subject: Re: FW: URGENT: Cracked Showers Drive Tree Threatens Public, Homes, Sidewalks and Caltrain without Warning

---

Dear Ms. Sylvia,

Thank you for your reply of October 22, and for setting out the City's schedule so clearly. The Board appreciates the City's decision to remove the eucalyptus on Showers Drive and is grateful to have the dates in writing for the anticipated removal during the week of November 9 to 13, 2026. We also welcome the City's plan to plant two native replacement trees in the median.

We shared this schedule with our townhome owners on October 22. We would be grateful if you would let the Board know if an appeal is filed or if the removal dates change, so that we can keep our members informed.

The Board has notified all of our townhome members of the danger this tree presents and has urged them to exercise caution around it until it is removed. We have asked members with questions or concerns to contact their City Council members.

The Board's other requests in its October 20 email remain open, and we would appreciate the City's confirmation of how and when it will respond to each of them:

1. Warning signs at the tree, and closure of the sidewalk beneath it, until the tree is removed.
2. The arborist's written assessment of the tree since the October 17 limb failure, the related inspection records, and the findings of the 2024 inspection.
3. Confirmation that the City has notified Caltrain of the October 17 limb failure and the risk to the tracks.
4. The City's written position on responsibility for any damage to our members' homes and property, or injury to residents, caused by the tree before it is removed.
5. The additional California Public Records Act request in that email, which is separate from the request the City has already received.

On the first item, we would also ask why the City has not closed the northern sidewalk of Showers Drive beneath the tree, and whether it will do so until the tree is removed. That sidewalk is a well-traveled commuter route to the San Antonio Caltrain station, and on October 17 the limb came down 55 seconds after two pedestrians and a dog had walked beneath it. Closing it would give pedestrians a chance if another limb falls before November 9.

Please also confirm that you have received this email.

Thank you again, and please pass the Board's thanks on to the City arborist and staff who worked on this.

Sincerely,

Paul M. Simoes de Carvalho
President, Board of Directors
Crossings Showers Drive Townhomes Homeowners Association

7. City reply (Brenda Sylvia)

From: Brenda Sylvia, Assistant Community Services Director <Brenda.Sylvia@mountainview.gov>
Sent: Monday, October 26, 2026, 9:56 a.m.
To: crossingsshowersdrivetownhomes@gmail.com
Subject: RE: FW: URGENT: Cracked Showers Drive Tree Threatens Public, Homes, Sidewalks and Caltrain without Warning

---

Hi Paul,

Confirming receipt of your correspondence. I appreciate you sharing the City's anticipated removal schedule with the homeowners and for conveying the Board's appreciation to City staff.

As previously communicated, the City's arborist assessed the tree and determined that it does not pose an immediate safety hazard. Based on that assessment, the City is not planning to close the sidewalk or install warning signs at this time.

We are proceeding with the removal process and anticipated schedule outlined in my October 22 email, with removal expected during the week of November 9–13, 2026, subject to completion of the required appeal period and contractor availability. We will notify you if an appeal is filed or if the anticipated removal schedule changes.

Your Public Records Act requests, including requests for inspection documentation, are being addressed separately through the City's established records request process.

Sincerely,

Brenda Sylvia
Assistant Community Services Director, Community Services Department
650-903-6420 | MountainView.gov

From: Caltrain BOD Public Support
To: peteAsmith@proton.me
Cc: Board (@caltrain.com)
Subject: Re: Please mandate 5 days in DHQ Millbrae
Date: Tuesday, October 27, 2026 12:26:25 PM

Hello Mr. Smith,

Thank you for your message. I am writing to acknowledge receipt by the leadership of all agencies you included on your email. We appreciate your suggestions and feedback.

Sincerely,
Your Caltrain BOD Public Support Team

From: Board (@caltrain.com) <board@caltrain.com>
Sent: Thursday, October 22, 2026 8:03 PM
To: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>
Subject: FW: Please mandate 5 days in DHQ Millbrae

From: Peter A Smith <peteAsmith@proton.me>
Sent: Thursday, October 22, 2026 8:02:46 PM (UTC-08:00) Pacific Time (US & Canada)
To: Michelle Bouchard <bouchardm@caltrain.com>; Board (@samtrans.com) <Board@samtrans.com>; April Chan <chana@samtrans.com>; Board (@caltrain.com) <board@caltrain.com>; Board (@smcta.com) <Board@SMCTA.com>; Theodore Burgwyn <Burgwynt@caltrain.com>; Casey Fromson <Fromsonc@caltrain.com>
Subject: Please mandate 5 days in DHQ Millbrae

Some people who received this message don't often get email from peteasmith@proton.me. Learn why this is important

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear Ms. Chan and Ms. Bouchard

Please mandate 5 days in office as soon as possible. The agencies invested significant taxpayer funds or more than $130 million in new 80% empty headquarters.

To achieve the 3 days in office goal please implement a 5 day in office policy. During business hours entire floors are empty. A walk around the floors will confirm this and so will video footage and badging statistics which can be requested using California Public Records Act. Conference rooms and consult rooms are almost always empty and occupancy for those is less than 2%. Offices of managers/directors are also mostly empty and mostly unused. Offices for legal staff are empty 100%.

If planning and scheduling is done correctly, only 50% of ONE FLOOR will need to be occupied as hotel offices and hotel cubicles. 80% of the building can be used for social justice causes or rented out.

The taxpayers depend on JPB, TA and Samtrans to deliver on their missions every single day. These missions include 100% verifiably showing up for work every single day and 100% verifiably being present and 100% verifiably being available throughout the work week. Every employee whether or not they work directly with the public is part of how JPB, TA and Samtrans deliver on their missions. No reliable verification or anything less than 100% means no confirmed work done from home. A consistent 5 day work week strengthens the ability of JPB, TA and Samtrans to deliver the services the taxpayers expect and the taxpayers expect 100% verifiable figures for showing up to work. How is working from home 100% verifiably confirmed? No verifiable facts exist to confirm that work worth 8 hours is being done when working from home. If a public request is filed for verifiable metrics and dollar values to 100% verify what exactly will the records say is being delivered to the public while working from home. Some employees appear to be working from out of state per rumors and it needs to be verified by JPB, TA and Samtrans.

Because of paid time off for all employees a month is lost to building occupancy and the building is vacant for a month. One month of paid time off means that the headquarters at Millbrae is empty for a whole month. Of the remaining 11 months, the current 3 day in office policy is resulting in a little over 1 day in the office.

If the building is not 100% occupied please bus all the unsheltered folks from San Francisco and other parts of the bay area to use the empty spaces in the headquarters in Millbrae this winter season. They can use the empty conference rooms and empty consult rooms and empty manager offices during business hours as well. It will be a step toward social justice goals.

If the 5 day in office is not mandated, please bring in families from lower income households so their children and adults can use the unoccupied facilities to study and complete their school homework. Allow all travelers to San Francisco airport to rest and use the facilities at the conference rooms and consult rooms of the new headquarters so they can sleep during lay overs at the airport. Please allow free parking in the employee parking area so taxpayers do not have to spend money on parking. Please allow taxpayers to use the gym for free at the headquarters. After all the taxpayers paid for it and employees are not at headquarters for more than 20% of the time of full occupancy. Please allow service staff and service workers at fast food places in the area to use the headquarters for overnight sleep so they do not have to sleep in their cars between shifts. Please allow the dishwashers at headquarters in Millbrae to be used by families who do not have dishwashers in their apartments. If headquarters in Millbrae were a hotel running at 10-20% occupancy that hotel would go bankrupt.

If all companies in the Bay Area mandated 100% work from home, the ridership of public transit systems would be zero. It is important that we lead by example and come into the office 5 days a week.

Please mandate 5 days in office as soon as possible.

Sincerely

From: Caltrain BOD Public Support
To: dan13jws@gmail.com
Cc: Board (@caltrain.com)
Subject: Re: Request for status of administrative review — Citation 52001195
Date: Tuesday, October 27, 2026 12:52:12 PM

Dear Daniel Jiang,

Thank you for your message regarding Citation #52001195. This citation has been dismissed in the interest of justice.

We apologize for the delay in resolution and appreciate your patience.

Sincerely,

Your Caltrain BOD Public Support Team

From: Board (@caltrain.com) <board@caltrain.com>
Sent: Monday, October 19, 2026 8:59 PM
To: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>
Subject: FW: Request for status of administrative review — Citation 52001195

From: Daniel Jiang <dan13jws@gmail.com>
Sent: Monday, October 19, 2026 8:59:29 PM (UTC-08:00) Pacific Time (US & Canada)
To: Board (@caltrain.com) <board@caltrain.com>
Subject: Request for status of administrative review — Citation 52001195

Some people who received this message don't often get email from dan13jws@gmail.com. Learn why this is important

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Hello,

I'm requesting assistance with a Caltrain citation that has remained on hold for approximately 20 months.

I received citation 52001195 on February 17, 2025, and submitted an administrative review through PTicket on February 20, 2025. I received confirmation of my submission but have not received a decision by email.

I no longer live at the California mailing address provided in my appeal and have not lived there for quite some time. To my knowledge, no correspondence regarding this citation has

arrived there, but I cannot confirm whether a decision may have been mailed to that address.

Could you please help confirm:

1. The current status of my administrative review;
2. Whether a decision has been issued and, if so, provide a copy by email;
3. If the review remains pending, when I can expect a decision and whether anything further is needed from me;
4. Whether there is any outstanding balance, late penalty, or collection activity; and
5. How I can update my mailing address.

My details are:

Name: Wangshu Jiang
Email used for the appeal: dan13jws@gmail.com
Citation number: 52001195
Citation date: February 17, 2025
Administrative review submitted: February 20, 2025, at 10:22 PM

I can provide my former mailing address or other identifying information if needed. If another department handles this matter, please forward my request or let me know whom to contact.

I would appreciate a response by email.

Thank you,
Wangshu Jiang