



SONOMA COUNTY FIRE TIMELINE

November 1, 2017

- In the late evening of Sunday, October 8, 2017, and the early morning hours of Monday, October 9, 2017, fire swept through the Santa Rosa area including areas adjacent to our tracks, and close to our facilities.
- In the next few slides we will present the timeline of our response to the Sonoma County Fires.

- On Sunday, October 8, 2017, at 9:36 p.m., the on-duty Controller at the Operations Control Center advised that the power was out at the Rail Operations Center and the facility was operating on generator power. About the same time, we were informed that there was a fire in the Tubbs area and the flames were being fanned by high winds.

- At approximately 11:10 p.m., Control was notified that there was a fire at 6th St. in Santa Rosa and that we had lost power in that area as well.
- Our signal system indicated that we had lost power to several other crossings.
- A Signal Supervisor was dispatched to investigate.

- On Monday, October 9, 2017, at approximately 12:30 a.m., the on-duty Controller called the Operations Manager and advised that the fire had reached the greater Santa Rosa area and furthermore, another fire near Shiloh Road in Windsor was reported.
- SMART Operations began the process of facility protection and relocation if necessary.

- At 2:30 a.m., it appeared that the fire had burned down to Bicentennial Way and Hwy 101, though information was hard to come by at this point. Some reports had Hwy 101 closed and that the fire had jumped 101 and was burning the area around Hopper. A Track Supervisor who was dispatched to this area provided us with reports and took this picture.



Coffey Park Area North of Piner Road

- At 3:30 a.m., the on-duty Controller informed the Operations Manager that the power was still out at the Rail Operations Center.
- Power was out at all crossings north of Guerneville Road.
- Power was out at our Signal and Track Maintenance Facility at Fulton.
- Highway 101 was closed at Bicentennial Way and no traffic was being allowed into the area.
- The Operations Manager attempted to reach the Rail Operations Center from Rohnert Park but was turned back at Bicentennial.
- The Track Supervisor reported that the tracks were clear but fire was burning on both sides of the track north of Piner Road (Coffey Park).
- There were reports that power poles had burned and electrical wires had fallen across our tracks.

BICENTENNIAL WAY AT HIGHWAY 101



ABOUT 1/2 WAY BETWEEN PINER ROAD AND SAN MIGUEL ROAD



- At 4:00 a.m., with the power out at two of our facilities and at crossings north of Guerneville Road, and with most of our train crews and other SMART staff unable to get to the Rail Operations Center, the General Manager suspended the morning service.
- The plan was at first light, we would reassess the right-of-way and the status of our facilities to evaluate whether we would be able to provide some type of service in the afternoon.

- At approximately 6:30 a.m., SMART's Chief of Police activated SMART's Emergency Operations Center (EOC).
- The General Manager, Operations Manager, Communications Manager and other personnel staffed our EOC.
- The Maintenance of Way Superintendent and Track Supervisor continued to monitor the right-of-way and report on the condition of our assets from the field.

- At approximately 8:00 a.m., the Maintenance of Way Division started connecting portable generators to crossings and signal houses in the Santa Rosa area, and north of Guerneville Road so that trains would be able to operate through the affected area with all grade crossing gates functioning.
- The field personnel reported that the track area was passable for trains, though the surrounding area was still smoldering.



Coffey Park at Daylight

- At approximately 11:30 a.m., with the track passable but Hwy 101 still closed, a decision was made to have crews that were able to report to work to go to the Rohnert Park Station where we would hi-rail them into the Rail Operations Center.

- At approximately 12:30 p.m., the Operations Manager provided status of vehicles, train control system and the available personnel.
- Because the area around the two northern stations were in the evacuation zone, we did not want to bring people into a restricted area.
- The General Manager approved operations plan to start a limited service between Santa Rosa Downtown Station and San Rafael Downtown Station on a modified schedule using three trains.
- Because of the power outages, we had no power at the Sonoma County Airport and Santa Rosa North Stations. Under those circumstances, fiber optic bandwidth becomes limited and was reserved for train control and signal systems. Card vending machines, validators, and CCTV system cameras were dropped by the system.

- At 2:49 p.m., we started limited afternoon service between Santa Rosa Downtown and San Rafael Downtown Stations. Because of the uncertainty of the power grid and not wanting to overburden our remaining systems, and to assist passengers in need of transportation, we offered free service to passengers until power service was stabilized. We remained on generator power for the remainder of the week both at the Rail Operations Center, and along the right-of-way powering our signal control houses and crossing gates.

