



# National Transportation Safety Board

Washington, D.C. 20594

June 22, 2022

Mr. Kenny Harris:

Reference: **Interview Regarding the August 15, 2021, Coolidge, Arizona Pipeline Rupture and Fire - NTSB case number PLD21FR003**

Attached is a transcript of your interview on March 9, 2022 as a part of the on-going investigation of the above referenced accident. Please review the transcript for accuracy and make any necessary editorial changes.

You may either reference the relevant page and line number along with the suggested change or redline a copy of the document. Please initial any changes when marking up or redlining the original document.

When replying be sure and checkmark one of the three statements below, even if you have no changes.

Please submit replies to me via email no later than **July 8, 2022**.

I have reviewed my transcript(s) from the above referenced accident and...

I have no comments to make.

My comments are submitted herewith.

My comments are marked on the attached copy.

Please note that these transcripts must be treated as confidential at this time. These transcripts are for your use only, and not for release outside of the investigation. If you have any questions, please contact me by phone or email.

Thank you for your assistance and cooperation,

Alex C. Colletti

**Pipeline Accident Investigator**

National Transportation Safety Board

Office of Railroad, Pipeline, and Hazardous Materials Investigations

[REDACTED], SW

Unit [REDACTED]

Washington, D.C. 20594



UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

\* \* \* \* \*

Investigation of: \*

\*

NATURAL GAS PIPELINE RUPTURE \*

IN COOLIDGE, ARIZONA, \*

Accident No.: PLD21FR003

ON AUGUST 15, 2021 \*

\*

\* \* \* \* \*

Interview of: KENNY HARRIS, Line Patroller  
Kinder Morgan

Via Microsoft Teams

Wednesday,  
March 9, 2022

APPEARANCES:

ALEX COLLETTI, Pipeline Operations and Integrity  
Management Group Chairman  
National Transportation Safety Board

KIM WEST, Incident Investigator in Charge  
National Transportation Safety Board

TIFFANY BAKER, Program Analyst  
Pipeline and Hazardous Materials Safety Administration

RYAN WEIGHT, Senior/Lead Investigator  
Arizona Office of Pipeline Safety

DAVE CARROLL, Operations Manager  
Kinder Morgan

DANE JAQUES, Attorney  
Law Firm of Steptoe & Johnson

I N D E X

<u>ITEM</u>	<u>PAGE</u>
Interview of Kenny Harris:	
By Ms. Colletti	7
By Ms. West	29
By Ms. Baker	34
By Mr. Weight	40
By Mr. Carroll	46
By Ms. Colletti	49
By Ms. Baker	52
By Mr. Weight	53

I N T E R V I E W

(1:07 p.m. ET)

1  
2  
3 MS. COLLETTI: We are now on the record for the Kenny Harris  
4 interview. Good morning to some of you; good afternoon to others.  
5 Today is March 9, 2022. It is now 1:07 p.m., Eastern Time. My  
6 name is Alex Colletti. I'm the Pipeline Operations and Integrity  
7 Management Group Chairman for this accident for the National  
8 Transportation Safety Board in Washington, D.C. We're holding  
9 this interview remotely via Microsoft Teams.

10 This interview is being conducted as part of the  
11 investigation into the Kinder Morgan natural gas transmission  
12 pipeline rupture and fire that occurred on August 15th, 2021, in  
13 Coolidge, Arizona. The NTSB case number for this accident is  
14 PLD21FR003.

15 This interview is being recorded and may be transcribed at a  
16 later date. A copy of the transcript will be provided to the  
17 interviewee for review prior to being entered into the public  
18 docket. This is your opportunity to correct things that the  
19 transcriber may have incorrectly transcribed. It's not your  
20 opportunity to add on and elaborate things. So if you have  
21 something that's factual that you'd like to add, during the  
22 interview is the best time. A lot of times it's misspellings or  
23 something couldn't be heard, those kind of things.

24 Kenny, you're permitted to have one other person present  
25 during the interview. This person is of your choice, an attorney,

1 spouse, supervisor, friend, family member, or nobody at all. For  
2 the record, Kenny, please state the spelling of your full name,  
3 your job title, and who you have selected to be present during the  
4 interview.

5 MR. HARRIS: Kenny Harris. And you want me to spell my name?

6 MS. COLLETTI: Yes, please. The recorders will want it.

7 MR. HARRIS: K-e-n-n-y, H-a-r-r-i-s.

8 MS. COLLETTI: Great. And then who have you selected to be  
9 present with you during the interview?

10 MR. HARRIS: Mr. Jaques. He's on here right now.

11 MS. COLLETTI: Great. Now we're going to go around the  
12 circle and introduce ourselves. We'll start off with the rest of  
13 our NTSB folks, and then we'll go to PHMSA, Arizona Corporation  
14 Commission, and then Kinder Morgan. As a note for everyone, that  
15 will also be the order that we do questions.

16 So, without further ado, Kim?

17 MS. WEST: Yes, good morning or good afternoon, depending on  
18 where you're at. My name is Kim West. I'm a Pipeline  
19 Investigator also with the National Transportation Safety Board.  
20 But my role with this case is I'm the Incident Investigator in  
21 Charge, and that's it for me.

22 MS. COLLETTI: So Kim is my boss on this case, so be nice to  
23 her.

24 MS. WEST: Very loosely, by the way.

25 MS. COLLETTI: All right, Tiffany, you're up.

1 MS. WEST: Look forward to it.

2 MS. BAKER: All right. I'm Tiffany Baker. I am with PHMSA  
3 Southern Region Office out of Atlanta, Georgia. My title is  
4 Program Analyst. I'm also an inspector and investigator when  
5 necessary. And that's it for me.

6 MS. COLLETTI: All right. Ryan?

7 MR. WEIGHT: Ryan Weight, Senior/Lead Investigator with the  
8 Arizona Office of Pipeline Safety or AZOPS. And I was one of --  
9 I'm one of five investigators from our office that looked into  
10 this incident, but I'm the only one representing our office that  
11 is on the NTSB's operations and maintenance and integrity group  
12 portion that's focusing on this portion of the investigation as a  
13 whole.

14 MS. COLLETTI: Great. Thanks, Ryan.

15 And then we've got -- in the room I know we have Dave  
16 Carroll.

17 MR. CARROLL: Yeah. I'm Dave Carroll. I'm the Operations  
18 Manager for Kinder Morgan and El Paso Metro Gas out of the Phoenix  
19 operating area. And the location of the incident back in August  
20 is within my area.

21 MS. COLLETTI: Great. And then Dane?

22 MR. JAQUES: Yeah. And Dane Jaques. I'm with the Law Firm  
23 of Steptoe & Johnson in Washington, D.C., and I'm here on behalf  
24 of Mr. Harris.

25 MS. COLLETTI: Great. I am recognizing that I forgot to ask

1 you guys to spell your names because I didn't spell mine either.  
2 Alex Colletti. It's A-l-e-x, C-o-l-l-e-t-t-i. So we'll go around  
3 again and do that. Sorry, guys.

4 MS. WEST: And it's Kim West, K-i-m, W-e-s-t.

5 MS. BAKER: And that's Tiffany Baker, T-i-f-f-a-n-y, Baker is  
6 B-a-k-e-r.

7 MR. WEIGHT: Okay, for Ryan Weight, that's R-y-a-n, and last  
8 name is W-e-i-g-h-t.

9 MR. CARROLL: And David Carroll, D-a-v-i-d, C-a-r-r-o-l-l.

10 MR. JAQUES: And Dane Jaques. That's spelled D-a-n-e, J-a-q-  
11 u-e-s.

12 MS. COLLETTI: Okay, great. Well, thanks, everyone.

13 Now that we've got that all out of the way, Kenny, I really  
14 appreciate you agreeing to interview with us today. We appreciate  
15 your time. It's an important task we have to collect the  
16 information we can from your memory of that day. We're going to  
17 ask you to provide a lot of details for us, as much as you can  
18 remember. Please don't speculate. Just provide what you can  
19 remember. If I ask you a question or someone else does, and you  
20 don't remember or you don't know, it's completely fine to say, "I  
21 don't know." However, the more you can give us, the better.

22 INTERVIEW OF KENNY HARRIS

23 BY MS. COLLETTI:

24 Q. Before we really dive in to the accident, can you talk a  
25 little bit about your background? I know you've been with the



1 company for a while, but where all you've worked, your  
2 qualifications, things like that.

3 A. Yeah. I've been with the company for 43 years. I started  
4 out in Texas for Colorado Interstate Gas and went to Wyoming with  
5 the same company. I went to Kansas for the same company. I went  
6 back to Wyoming and then came down to Arizona. I've been here for  
7 19 years for El Paso and then Kinder Morgan. And I've done every  
8 type of work on the pipeline. I'm right now on measurement. I've  
9 worked on valves, regulators, been in pipeline operations. I've  
10 done corrosion, compressors, about everything you can do on a  
11 pipeline. And I'm (indiscernible). I know these lines real well  
12 because I used to patrol them. It was my job when I first came  
13 here.

14 Q. Okay, you're a line patroller. Nice, great. Yeah, I --

15 A. Well, I used --

16 Q. Yeah, I remember -- well, I know you're in measurement now.  
17 I remember you'd been in quite a number of groups, so it's always  
18 nice to talk to somebody that's not green and knows what they're  
19 talking about. So I like to get that out of the way first and get  
20 an idea of who I'm talking to.

21 Well, let's back up a little bit to the day of the rupture on  
22 the 15th. And I want you to take a moment if you need to think  
23 through where you were at the time when you got a call. You know,  
24 were you at your friend's house? Were you at home? Were you  
25 asleep? Starting with when you received any kind of notification

1 of what was going on and then take me through the whole day until  
2 you got home to when the lines were blown down and you were off  
3 duty for the day. So take your time. This is our -- I expect you  
4 to talk for a long bit and nobody's going to interrupt you. All  
5 right?

6 A. Okay. This was on August the 15th. I've got it written down  
7 in my book here. But I was at home. I was about ready getting up  
8 at that time. Even weekends I get up early to -- but I received a  
9 call probably a little before my time I left my house. I'll give  
10 you the time I left my house right here. It's in this book right  
11 here. August 15th. Okay, I got a call from David Carroll said we  
12 had a line rupture. And they said it was on the 2000 line. So I  
13 left my house right after I got the call. I left my house at 5:53  
14 (indiscernible). And I can see the line -- the fire from my house  
15 when I left.

16 So I left my house and, after I left, I was going to go to  
17 valve 39 but they changed me to go -- they changed me to go 38.  
18 Because there's another guy that was going to go over there 39.  
19 So I decided to go to 38, and I drove down [REDACTED] Road. From  
20 (indiscernible) [REDACTED] Road. Drove all the way over to  
21 our -- almost to our compressor. We got a compressor off this  
22 line. And when I got there, there was a roadblock set up for the  
23 explosion. The police had a roadblock set up. So I didn't get  
24 across there, and I was going to try and make it to 39 no matter  
25 what. So I went on down [REDACTED] Road, went on over to [REDACTED]

KH

1 (ph) Boulevard that goes out -- it goes out to where you go a  
2 different way to get (indiscernible). You go across a couple  
3 canals. When I got there, it was blocked back towards [REDACTED]  
4 where the explosion was at. So I went up to the crossing there.  
5 And we had a monsoon the night before, a lot of rain. I couldn't  
6 get down the road because it was flooded there. And I figured if  
7 I went over on the canal I wouldn't make it anyway because it's a  
8 dirt canal, and they got ~~coals~~ <sup>hoes</sup> KH (ph) that gets washed down in there  
9 and you can't drive down it.

10 So, in the meantime, I just said, well, I'm going to go back  
11 and try another way. So I got up there, went back up to the  
12 little town called [REDACTED], where I first came from, and when I  
13 got there, there was, like, an undercover cop. Another cop had  
14 the road blocked off. And I pulled up there and told the guy, I  
15 said that fire is going to keep burning until we get  
16 (indiscernible). I've got to find some way to get there. He told  
17 me you can't get up to the fire. I said, no, I ain't going there.  
18 I'm going to the valve on the back side.

19 So he called down. There's another cop he told me to go see.  
20 And this is a city policeman for Coolidge. So when I got up  
21 there, he says, well, how are you getting to this valve? I said  
22 I'm going to go down Highway [REDACTED] go the back way in, and then I'm  
23 going to take [REDACTED] (ph) Road to get over a pipeline.  
24 He said I know exactly how to go there. You follow me. I said  
25 okay.

1 So we zigzagged through town, to the edge of town, and got on  
2 the highway, it's [REDACTED] Boulevard, that goes over to [REDACTED]  
3 [REDACTED] (ph) Road to get on Highway [REDACTED] I can't remember how many  
4 miles it is. It's a few miles. But we was going pretty fast. He  
5 had his lights on, escorting. Everybody's getting out of the way.

6 So then we got to [REDACTED] We turn off [REDACTED] went up to [REDACTED]  
7 [REDACTED] Road, which is a paved road, so we can get over to our  
8 pipeline the fastest way. And when we got to the pipeline, I  
9 passed him up. He started following me from our pipeline gate  
10 into the valve because he wanted to see if we got it off so he can  
11 relay it back to everybody else.

12 Okay, okay. Then, after I got up to the gate there, he  
13 followed me in, and we went just a few miles and there was a deep  
14 wash, a real deep wash. There was already a pickup stuck in  
15 there, a Toyota. And I went on through it. I went  
16 (indiscernible) couldn't get through there and he got stuck in the  
17 thing. So before that, he told me to -- no matter what, you get  
18 to that valve. So I left him there. And there was a couple guys  
19 on a motorcycle and a lady -- I think she was married to one of  
20 the guys -- that were riding motorcycles down through there.

21 So after I left the wash, I think it's about four miles up to  
22 the valve. I made it in to the valve 38. And when I got there,  
23 there was already one of our guys there, ~~Rick~~ <sup>Brett KH</sup> Berry (ph). And he  
24 wasn't qualified to shut the valve, and I told him I'm qualified.  
25 So I went -- as soon as I got there, I called Gas Control like

1 we're supposed to before you shut a valve off, and I called David  
2 Carroll up.

3       Okay, so when we get -- we started -- we opened the lid up.  
4 There was an actuator we got to get it to shut off. It's like  
5 a -- takes gas pressure. And you run an actuator to get the valve  
6 to shut (indiscernible) faster. We pulled the valve and that  
7 wouldn't work because the pressure was too low. So when we, when  
8 we got on there, there's like a bypass deal that's got hydraulics  
9 on it. You push a lever, and when you push that lever, you can  
10 use a hydraulic pump.

11       So by the time I start pumping this valve, Thomas came up.  
12 He's another operations guy. He came up. So we all took turns  
13 shutting this valve off. It's kind of (indiscernible). So we got  
14 that thing off. Yeah, I wrote it down, too, in the book. It was  
15 off at 8:16 when we got it off.

16       Okay, as soon as we get that off, Thomas -- I only had two  
17 red tags to red tag it out. So Thomas was over there. In the  
18 meantime, one of the guys drove a motorcycle down to the -- where  
19 the guy was stuck at. He said the guy's stuck down there. I  
20 said, okay, I'll leave the valve here because we already got it  
21 off. Thomas can red tag it out. And I was going to go down and  
22 pull the city policeman out.

23       So I take off, go back down there. It took two attempts to  
24 get him out of the wash. I got him out. And he follows me back  
25 down to the valve which involved a different way, but at the time

1 I didn't know he was going to go that way. So when I got down  
2 there, James Pegg (ph), which is the -- he's like the operations  
3 lead over these guys, they were all down there waiting. And they  
4 already had it red tagged out and everything when I got back down  
5 there. But we couldn't leave until we get clearance, so we all  
6 stayed there.

7 So in the meantime, we get -- I don't know, it took 15  
8 minutes or so (indiscernible). We go ahead and leave. When we  
9 took a different route out that old Brett (ph) found -- because  
10 he's a line locator. He knew a different route I didn't know. We  
11 went out, actually, a bunch of zigzagging fields with a lot of  
12 aeration ditches and stuff to make it back out.

13 And then, after that, I went home and everybody went their  
14 own ways. I didn't go home. I went to the Kosogoni (ph) office.  
15 That's basically where I went.

16 When I, when I got the valve off, I called David Carroll in  
17 gas control up to -- you got to do it when you get it off. That's  
18 just what we always do (indiscernible). We usually call the gas  
19 control every time (indiscernible) something that involves  
20 any man ne va ve KH  
(indiscernible).

21 Q. Yeah, makes sense. They've got to know everything, right?  
22 That's the --

23 A. Yeah, yeah. And I think it's, like, ten miles from that [REDACTED]  
24 [REDACTED] Road into that valve, on a dirt road. And it was  
25 rough. It was real rough because of the monsoon rains.

1 Q. Now, is that a road that you had driven before, Kenny?

2 A. Yeah, I've driven it lots of times. When I did corrosion I'd  
3 drive down through there. I used to patrol the lines. We had to  
4 do that every six months. And then I'd go out and service the  
5 valves. And over 19 years, I don't know how many times I went  
6 down there. I went down there -- and it's, like, just a two-  
7 tracker road with a pipeline. You know, we've got the two lines  
8 that runs together out there, the 1600 and the 2000. So most of  
9 the time we're between them or they're on one side of us.

10 Q. And what's the name of that road again? I know you said it.  
11 I just --

12 A. The pipeline road, there's really no name. But the road we  
13 took to go down there is the main Highway [REDACTED] that goes back to  
14 [REDACTED] from [REDACTED]. But there's another road they paved. It  
15 goes over to the dump over there, the city dump. It's called [REDACTED]  
16 [REDACTED] Road, and we get on that to go over to the pipeline.  
17 Because you save a few miles <sup>Kh</sup> if you go up to the pipeline where it  
18 crosses over by Tom <sup>Mx</sup> Nicks <sup>Kh</sup> (ph) and Norel (ph).

19 Q. Yeah.

20 A. You save a few miles if you go down to [REDACTED] Road.

21 Q. Okay. And I want to make sure I understand correctly, but  
22 you essentially went your normal way to head to Mainline Valve 38.  
23 When you got there, it was blockaded off or was it inaccessible  
24 from washout?

25 A. It was inaccessible from a washout. And it -- well, I don't

1 know if it was washed out or it was under water. I couldn't tell.

2 Q. It was under water and you don't want to enter like that.

3 You don't know how deep it is. Yeah.

4 A. And then you've got -- and there's an irrigation ditch you

5 got -- you know, you've got to cross there. A big canal,

6 actually. A big canal.

7 Q. So after that, you tried a different location, and that's

8 where you met -- there was another blockade with police officers.

9 That's where you met the two officers that you talked to, and one

10 of whom took you down the [REDACTED] --

11 A. No, I met, I met the undercover guy -- I think it was an

12 undercover guy. He was, like, in a Charger on the road there.

13 Q. Yeah.

14 A. And he told me to go up to the next one, the next -- it's a

15 little town called [REDACTED] I went up to there.

16 Q. So when you got to [REDACTED] that's where you met the officer

17 that you followed from there?

18 A. Yeah.

19 Q. Now, how did --

The City Patrolman KH

20 A. (Indiscernible) called him up. Told me I was coming down

21 there.

22 Q. Now, how did he know where the -- do you know -- I mean, how

23 did he know how to get there?

24 A. The cop?

25 Q. Yeah, yeah.



- 1 A. Oh, he's been down there all his life. He said I know  
2 exactly where you're going. Going to go to [REDACTED] Road.  
3 He didn't know our pipeline, but he knew where [REDACTED]  
4 Road -- it's a well-known road. Everybody goes down there.  
5 That's where -- actually, our city dump is down there.
- 6 Q. Okay, okay. So everybody's familiar with that.
- 7 A. Yeah.
- 8 Q. So if he hadn't been there and hadn't known [REDACTED], would  
9 you have known that you could go that way, as well?
- 10 A. Oh, yeah, yeah. I've <sup>driven th s</sup> <sup>KH</sup> (indiscernible) for years. There used  
11 to be a dirt road there when I was going back through there years  
12 ago.
- 13 Q. So [REDACTED] is paved, then, versus --
- 14 A. Yeah, it's paved. It's paved over to their dump, and then,  
15 and then they cross our pipeline and everything, and then we just  
16 take off that --
- 17 Q. And then the last --
- 18 A. -- to go (indiscernible).
- 19 Q. The last bit is a dirt road?
- 20 A. Yeah.
- 21 Q. Do you guys maintain that dirt stretch, that last bit? Or do  
22 you know if -- or is that maintained by the city?
- 23 A. No, it's -- if it gets real bad, they will, but it's kind of  
24 primitive, you know.
- 25 Q. Yeah.

1 A. If you go out there and make a real good road out there,  
2 they're going to -- everybody's going to be traveling on it, so we  
3 just get it for good enough we can go down through there and  
4 patrol our lines.

5 Q. Yeah.

6 A. You know? You know, you don't make it like a county road but  
7 it's, you know, it's a two-track road, the only thing you can get  
8 down there.

9 Q. Right, right. I know -- I mean, monsoon season out in  
10 Arizona is no joke. I've been out there for it and I've seen the  
11 road conditions. So, you know, to me it's not super unusual for a  
12 road to be washed out, out there, right, at least at this time of  
13 year -- at that time of year?

14 A. Yeah.

15 Q. Yeah.

16 A. The night before, there was a -- I got called out over to  
17 Uniben (ph), and that had flooded, killed three people over there,  
18 flash flooding.

19 Q. Oh, wow.

20 A. So this is the night -- the next morning after that. So  
21 we've had some -- a lot of rain down through here during that  
22 time.

23 Q. Yeah. So have you guys had access getting to other sites,  
24 not in emergency events but, you know, in the course of your  
25 normal work recently? Have you had any trouble getting to, say, a

1 different valve station or --

2 A. Yeah, most of the time when -- after it's monsoon, yeah.  
3 There's times that, you know, it will be 6 foot of water. You  
4 can't get across. You've got to wait until it goes down.

5 Q. Okay. So what do you guys do? What do you do in that  
6 circumstance? Do you, you know, put off that inspection for, you  
7 know, next week or --

8 A. Oh, you try to find, you try to find another way in best you  
9 can. But if you can't get a way in, you just got to -- if you  
10 can't make it in, I don't guess, you know.

11 Q. Yeah.

12 A. Most of the time there's another way in.

13 Q. Yeah.

14 A. You can find it somehow.

15 Q. Yeah. Just got to get creative. So you mentioned that Brett  
16 knew a different -- was it Brett or was it Thomas? Brett?

17 A. Brett.

18 Q. Brett knew a different way in?

19 A. He's our, he's our line locator.

20 Q. Okay. So I know the line locators, I mean, they walk the  
21 line as part of it. They're out there. They're probably the more  
22 familiar with the right-of-way than anybody else. Is that really  
23 what you would credit with him knowing how to get there or --

24 A. Well, how he found it, there's some farmer -- he knows all  
25 the farmers down there, and they've told him ways to get back down

1 through there, you know. I just don't like going around the farm  
2 fields like that, but I didn't know that was there anyway. I've  
3 been here 19 years, and he knew it before I did --

4 Q. Yeah.

5 A. -- how to get in there.

6 Q. Well, if he's doing a lot of outreach stuff, that would make  
7 sense that he's talking --

8 A. Yeah, yeah. He goes, you know, a lot of places I don't go.

9 Q. Okay, okay. When was the last time you'd been out at  
10 Mainline Valve 38 just for work, for anything? Do you remember?

11 A. Three years ago. Because I don't, I don't have no meter  
12 stations out there, so I don't really go down through there.

13 Q. Okay, okay. Now, you are in -- your home is in Casa Grande?  
14 Are you, are you one of the closer guys to 38, then, or is  
15 there --

16 A. Oh, there was, like, two of us lived there pretty close, and  
17 I could see it from my house. I could see the fire from my house.

18 Q. Okay, yeah.

19 A. I'm probably about -- I don't know how many miles. Maybe 7,  
20 8 miles from there.

21 Q. Okay. So --

22 A. I can see it from valve 38, too, when we got down to --

23 Q. Oh, yeah, I'm sure, I'm sure, yeah. Probably lighting up the  
24 sky, unfortunately.

25 So I got the times for when you left your house, and I've got

1 the time for when the valve was closed, but I don't have a rough  
2 idea of when you got to the site, about what time that was. If  
3 you don't know or you don't remember, that's okay.

4 A. It was, it was, it was a little before I shut the valve off.  
5 What I wrote in my book was 8:53, so it would have been a little  
6 bit before that. When I got down there -- it took about 15, 20  
7 minutes, maybe, to get it off.

8 Q. Yeah, yeah. That's what I'm trying to figure out is about  
9 how long it took. So about 15 to 20 minutes to --

10 A. Yeah.

11 Q. I know, I know that's a lot of work on the -- doing the  
12 hydraulics and stuff, and so --

13 A. Yeah.

14 Q. -- (indiscernible). Yeah.

15 A. We had it, we had it off and (indiscernible). And then I  
16 came back and they already had the tag-outs on it.

17 Q. Yeah.

18 A. It was eight-sixteenth.

19 Q. Yeah, that's the -- so that was the off time. I'm talking  
20 about the --

21 A. That's when I got the valve closed.

22 Q. Yeah.

23 A. That's when I got it closed.

24 Q. Yeah. I was talking about when you arrived, so probably --

25 A. Yeah, I don't have that.

1 Q. If you don't have that, that's okay.

2 A. We used to have, we used to have on our phones -- we used to  
3 have it in our phones, but they're not in there no more. Mine  
4 only went back to December. I got one of them mobile phones, one  
5 of the little tiny ones.

6 Q. Okay, so -- but you think it was around 15 to 20 minutes to  
7 get the valve to sufficient enough pressure?

8 A. Yeah, to get, to get it off --

9 Q. To open -- to get it --

10 A. (Indiscernible).

11 Q. Yeah? Okay, okay. Great. So when you -- and I want to make  
12 sure I understand this. But when you went and followed that  
13 police officer, he's taking you that way, it's really the way you  
14 would have gone anyway if you hadn't encountered him; is that, is  
15 that correct?

16 A. Yeah. And probably it would have took me a little -- a lot  
17 longer because we wouldn't have drove that fast.

18 Q. Because you wouldn't have had the, because you wouldn't have  
19 had the lights, okay. So he's taking you out there --

20 A. Yeah.

21 Q. -- not to show you where it is but to provide you an escort,  
22 essentially?

23 A. Yeah, because I told -- he knew, he knew I had to get there.  
24 I told him, I said I had to get -- I told that guy the same thing.  
25 You got to get one of us in there somehow, or I'll get in there

1 somehow, you know, no matter what. If he wouldn't have let me in,  
2 I would have drove a different route. I could have went all the  
3 way around town and came back in the back way still.

4 Q. Yeah, yeah. So if it, if it hadn't been washed out in the  
5 way you normally get in there, about how long would it take to get  
6 from your house? Do you know?

7 A. I'd have to say probably -- going down the irrigation ditch  
8 and all that, I'd say probably 30 minutes less, maybe. Thirty  
9 minutes. I don't know. Really --

10 Q. Yeah, it's hard. I mean if you hadn't been out there in  
11 three years, it's hard to know, right?

12 A. Yeah.

13 Q. Yeah.

14 A. Yeah. That is -- well, if it's normal roads, yeah, you can  
15 get out there faster. But with the roads like it was then, it  
16 would have been real, real muddy, so I don't know if I'd even made  
17 it down across the canal because it's elevated up in the air, you  
18 know.

19 Q. Yeah, yeah.

20 A. You could slide off the canal or slide off in a, in a  
21 farmer's field or something.

22 Q. Yeah, yeah. You've got a company truck, right? That's --

23 A. Yeah.

24 Q. Is that what you were driving?

25 A. That's what I was driving, company truck, yeah.

1 Q. I know some folks, depending on where they're at, where their  
2 station, they might leave them at the compressor station instead  
3 of taking them home or, you know, it depends. But you had yours  
4 with you at home, okay.

5 A. Yeah.

6 Q. What do you drive? What is that?

7 A. It's an F-150 half-ton, four-wheel drive.

8 Q. Four-wheel drive, okay. Okay, so -- yeah, that's what I  
9 remember. Most of the stuff out there is pretty heavy duty  
10 but -- let me see here.

11 In terms of qualifications and stuff, so you were qualified  
12 to close that valve because of your measurement work or because of  
13 emergency response duties or --

14 A. It's -- in our job, we have to be qualified to shut valves.  
15 They've got meter stations has valves on them, too, so --

16 Q. Yeah.

17 A. -- mainline valves --

18 Q. Okay. So that's part of your measurement work. It's not  
19 necessarily a response thing.

20 And most -- now, I know Brett's newer, right, I think, if I'm  
21 recalling, as a line patrol?

22 A. Yeah, he's been here for a little while, but I don't know how  
23 long.

24 Q. Yeah. So he's not qualified to operate a valve. Is that  
25 normal for a line controller, most of them?



1 A. Yeah. They don't fool with valves and stuff like that. I  
2 think Brett's been around people and watch them or shut them off.  
3 He's watched all that stuff we've done.

4 Q. Yeah.

5 A. So I think, you know, you know, I ain't saying he couldn't  
6 have done it, but I think he could have, you know. I don't know.

7 Q. Yeah.

8 A. But you're -- if you're not qualified, you don't want to  
9 touch stuff like that.

10 Q. Yeah, yeah, yeah. That's a great way to get fired, right, or  
11 to hurt yourself. There's a whole, there's a whole bunch of  
12 reasons not to do that.

13 A. Yeah.

14 Q. Yeah. So you got there. He's just hanging out, waiting on  
15 you guys, waiting on somebody else to come? I'm kind of  
16 wondering, you know, why he got sent out in the first place, but  
17 that's more of a hearsay thing and supposition. If he can't turn  
18 the valve, you know, what's he going to do?

19 A. Actually, we've gotten calls from different people. You  
20 know, like Brett, I think he got a call from someone not even with  
21 the company.

22 Q. Yeah.

23 A. I don't know for sure, but I think it was told to me. And  
24 then our other measurement guy got called from the power plant.

25 Q. Yeah. Is that Frank, Frank?

- 1 A. Yeah.
- 2 Q. Yeah.
- 3 A. No, no, James.
- 4 Q. Oh, that's right.
- 5 A. He's in measurement, too. He got called.
- 6 Q. Yeah, yeah. Frank is, Frank is an ENC (ph) now. That's
- 7 right. That's --
- 8 A. Yeah.
- 9 Q. Yeah. That's right.
- 10 A. And I think everybody got calls because there was houses
- 11 around there, people lives around there, and then people -- we do
- 12 it with the power plant and they know us so --
- 13 Q. Yeah, yeah. So who sent you out?
- 14 A. Dave, Dave Carroll sent me out.
- 15 Q. Dave, Dave Carroll sent you out, okay.
- 16 A. Yeah, yeah. And then sometimes -- yeah, yeah, he called me
- 17 out. Yeah, he -- and I answered right away. I went and looked
- 18 outside when I left and seen it. And I said, oh, man, I got to
- 19 get there, man.
- 20 Q. Yeah.
- 21 A. You know?
- 22 Q. Is there -- do you know, are there any guys that live closer
- 23 to 38 than you do?
- 24 A. Thirty-eight? No. Me and Brett is probably the same because
- 25 he's in [REDACTED]. I probably be -- actually, I probably -- I'm

1 probably the closest one, actually, to it.

2 Q. Closest one, okay. And he just got there first because he  
3 knew a different way in from the line patroller?

4 A. I think he, I think he -- they called him a little bit  
5 earlier, whoever seen it, you know. I don't -- Brett maybe got a  
6 call from the office. I don't know. If I -- even if I would have  
7 got a call like that, I would have left -- from someone else -- if  
8 I seen that flame, I would have left.

9 Q. Yeah.

10 A. I wouldn't wait to --

11 Q. Yeah.

12 A. You know?

13 Q. I mean, that's what, that's what you're trying to do, right?

14 A. Yeah.

15 Q. So speaking of training, I want to back up to that and talk  
16 about more general stuff. Now, I know what it was like when I was  
17 there, but that's been a hot minute. So what kind of emergency  
18 response training do you guys do? Do you run drills? Do you have  
19 annual table tops? Like, what's that look like for you?

20 A. We did it like -- we done did a bunch of different things.  
21 We even done live simulations before. We've done when we get the  
22 cops involved. But we've done table top ones where they'll take a  
23 station out and say if this happens, and they -- like, they call  
24 certain people out, and they got to figure how to get to that  
25 valve, tell them how to get to the valve, and what we do to shut

1 it off. And, you know, you got to protect people first and then  
2 your -- you know, you can go down the line. You can't -- you  
3 know, you've got to protect people first. That's the number one  
4 thing we do. But you can, you can do table simulation, you know,  
5 when you can do it. But you can do a live one, too, you know. It  
6 depends on what we do. Yeah, we go over it.

7 Q. How often do you do those, do you think?

8 A. I don't know, we -- in fact, we did one not too long before  
9 this. We did one table one. (Indiscernible) during the pandemic  
10 can't get together anyway.

11 Q. Yeah, I know. That's why we're here.

12 A. But we did one. I can't remember how much -- how close it  
13 was to -- it was a few months before that. It wasn't on this  
14 line, but it was on another line, you know. It was up on Phoenix  
15 up here that they brought it up and simulated it.

16 Q. Okay. And when you do those, do you guys, like, drive out to  
17 the sites to check drive times and things like that or --

18 A. Well, on a simulation like that, we didn't. We just did it  
19 in the office.

20 Q. The table top one?

21 A. Yeah.

22 Q. Yeah, okay.

23 A. They had it where everybody can see it on the map, see  
24 everything.

25 Q. Yeah, yeah.

- 1 A. And the main thing, you know, is the valve numbers.
- 2 Q. Yeah, yeah.
- 3 A. In that section.
- 4 Q. And that reminds me of a good question is: I know originally  
5 you were going to get sent out to 39, it sounds like, when you  
6 first left, and then they ended up sending Frank Sanchez there  
7 instead.
- 8 A. Yeah.
- 9 Q. So when did it get changed from 39 to 38? And I know from  
10 your house they're probably in the same direction for a fair  
11 amount of the while, correct?
- 12 A. I was, I was barely, barely left my house. I was probably  
13 maybe 2 -- maybe a mile from that valve 38.
- 14 Q. Okay, okay.
- 15 A. And I (indiscernible) Frank, yeah, he was pretty close,  
16 probably, and <sup>Roge o</sup> <sup>KH</sup> ~~in Ragerio (ph)~~ <sup>understood</sup> <sup>KH</sup> I (indiscernible) he was going  
17 over there.
- 18 Q. Oh, really? You passed him on the way?
- 19 A. Yeah.
- 20 Q. Yeah, okay, okay.
- 21 A. Yeah.
- 22 Q. Yeah, I --
- 23 A. So I don't know if Frank (indiscernible) I don't know. I  
24 don't know. I didn't -- when I went over by the valve, there was  
25 no one there yet, so I don't know.

1 Q. Yeah, okay. Now, the valve station for 38, is it a fenced  
2 yard? What's it look like when you get there?

3 A. It's got a brick wall around it, fenced, because they've  
4 got -- they're building houses around it, so you don't want it to  
5 look like the houses.

6 Q. Got you. Make it look a little prettier for the public.  
7 That makes sense.

8 MS. COLLETTI: I think I've got my questions on this one,  
9 though I'm sure people's other questions will spark for me for  
10 next round. So I'm going to hand it off to Kim West, and we'll go  
11 around the circle.

12 Are you doing all right? Do you need, do you need a break?  
13 I'd offer you a bottle of water, but I'm a little far away so --  
14 doing all right?

15 MR. HARRIS: Doing okay.

16 MS. COLLETTI: Okay, all right.

17 Well, Kim, fire away.

18 MS. WEST: Okay.

19 BY MS. WEST:

20 Q. Thanks again for answering the questions. I just have a few  
21 basic ones just to get an understanding. I don't think I captured  
22 a few points that you made. One of them was I don't think I  
23 understood -- you were asked to initially go to 39 but then  
24 switched back to 38. Did I hear that you lived, like, a mile away  
25 from 38? I'm sorry. I haven't been there to the site.

1 A. I don't know. It might be a little bit more than a mile.  
2 Maybe two miles from it. I was probably a mile from it when I  
3 changed my mind.

4 Q. So you're pretty close. So when you talked about 30 minutes  
5 (indiscernible).

6 A. I think, I think the main reason why is because I knew that  
7 line so well, you know. You know, and they're -- because there's  
8 only, like, two or three of us that live down here. Maybe three  
9 of us live down here. I can't remember who all -- how many lives  
10 down here, you know.

11 Q. Yes.

12 A. But I think that's the reason why.

13 Q. Okay. So that makes more sense to me. The other question I  
14 don't think I understand is: The distance between valve 37 and  
15 38, it's not -- I don't know if that's something you can answer,  
16 but I'm just trying to get a sense of how far apart these valves  
17 are. Probably as the crow flies it may be -- it will be on a map,  
18 but I'm just wondering if you happen to know.

19 A. Twenty-something, probably. Twenty-something miles.

20 Q. Oh, okay.

21 A. And 37 is -- Highway ■ divides us in Tucson and -- but I've  
22 been, I've been in that valve, too, 37. I've been down there. I  
23 help Tucson sometimes, and I've been down and over to that valve  
24 before, too.

25 Q. That's quite a distance.

1 A. Yeah, I wasn't assigned that valve. I wasn't never assigned  
2 that valve but I've been down there because we help them, you  
3 know, sometimes, with their (indiscernible) jobs.

4 Q. So I'm just going to switch a little bit. I didn't think I  
5 understand about the valve itself. Is this in a vault or above  
6 ground? I know you said it was fencing around it so --

7 A. The valve, the valve is below ground, but you've got a  
8 actuator at the top with -- it's like a -- it's a ball valve you  
9 shut. It's got an actuator that has a head on it, and when you  
10 pull the valve it will shut that valve. It will shut it off. And  
11 if the actuator is working, it's used gas during the actuator to  
12 shut off fast.

13 Q. So help me understand. So when the valve -- when you go to  
14 shut it off, this is gas actuated; it's not a manual? Or did you  
15 override it?

16 A. No, we had to go override it because there was not enough  
17 pressure on the actuator because the line's bled down enough.

18 Q. Ah, okay. At this point, the line was being bled down, so  
19 there wouldn't be enough gas --

20 A. Yeah, because of the rupture.

21 Q. Yeah.

22 A. Yeah.

23 Q. Uh-huh, okay.

24 A. That's the reason they got the bypass hydraulic so you can  
25 get it off and stuff like that. You can even do it with pressure



1 with the hydraulic if you wanted to. But, you know, usually you  
2 use the pressure to do it.

3 Q. Pressure that goes to the valve itself? So you wouldn't have  
4 to --

5 A. Yeah, that's when you do it, when it's, when it's, when it's  
6 setting there not all pressured up; you use the actuator.

7 Q. That's the way it's designed?

8 A. Yeah.

9 Q. But in this case, as the pressure is low, you had to manually  
10 move the valve itself?

11 A. Yes, yeah.

12 Q. And how many turns does that take?

13 A. I don't know. It's -- normally, they're pretty longwinded.  
14 You've got to just keep pumping it and keep pumping it, and it  
15 just moves, you know, every pump you make. That's the reason we  
16 took turns.

17 Q. So you said it's like a hydraulic lever? I'm having a hard  
18 time picturing this.

19 A. The lever has got hydraulics in it, and you push a button to  
20 go one way to get it to work, start working, because if you don't  
21 push that button, it ain't going to do nothing.

22 Q. Okay. So --

23 A. That's part of the training when you learn how to do them  
24 valves. You know, you'll learn.

25 Q. So you push the button --

1 A. It's like a, it's like a push button, like the palm of your  
2 hand and you push it in.

3 Q. Uh-huh.

4 Q. And when you push that in, it overrides your pressure  
5 actuator so you can use the hydraulic to shut it. So no matter  
6 what, that valve should go off, under pressure or over pressure,  
7 no matter what.

8 Q. Is it --

9 A. If you -- the hydraulic overrides it even when you got  
10 pressure on it so you can still shut it off that way, too, if you  
11 want to.

12 Q. It can bypass with just manually anyway?

13 A. Yeah, yeah.

14 Q. Probably for this purpose, right?

15 A. The reason why, yeah.

16 Q. In case of emergency you want to bypass it so you can use  
17 your hydraulics to get it shut down in emergency?

18 A. Yeah, exactly.

19 Q. I see. And I'm still not picturing -- so you push a button  
20 and you have a lever? Do I understand correctly that you have to  
21 manually --

22 A. No, it's like a, like a pump. You ever seen those old, old  
23 pumps?

24 Q. Yes.

25 A. For water? It has a pump like that handle. It has two of

1 them on there, one to open it and one to shut it.

2 Q. So it takes physical strength to get that --

3 A. Not a lot of physical strength. It just takes it a long  
4 time. You've just got to keep going up and down with it, you  
5 know. You lift it up and down.

6 Q. So then you have to switch off because it's tiring?

7 A. Yeah. In order to get it shut faster, that's what we did.  
8 We just did it that way.

9 Q. Okay. That explains my other question. And you already  
10 explained about why Brett was there.

11 What kind of valve is it?

12 A. The actuator is Shafer and -- that's the actuator. The valve  
13 is probably a Cameron ball valve, probably, is what I'm thinking  
14 it is.

15 Q. Okay, all right. Now, bear with me. I just had -- I think  
16 you've answered most of my questions but -- yeah, actually, you  
17 did. That was it. Thank you. Not too painful, was it?

18 A. Nope, that wasn't.

19 MS. WEST: All right. Thanks again. I appreciate you  
20 answering the questions. I understand better. Thank you.

21 MS. COLLETTI: All right, Tiffany, you're up.

22 MS. BAKER: All right.

23 BY MS. BAKER:

24 Q. Good afternoon, Kenny. How are you?

25 A. Real good. How are you?

1 Q. All right. Can you hear me okay?

2 A. I can hear you real good.

3 Q. All right, all right. So I just -- I want to back up a  
4 little bit because I don't want to beat the horse to death, but I  
5 just want to make sure I'm following the sequence of events that  
6 you stated here earlier. So I guess I have the valve situation  
7 backwards here because did you initially say you were going to go  
8 to 38 or to 39? Which valve were you going to go to first before  
9 it switched?

10 A. Thirty-nine.

11 Q. So you were going to go to 39 but got switched to go to 38  
12 instead?

13 A. Yeah. And I think the main reason why because I know the  
14 back ways and all that. Or I thought I knew all the back ways  
15 until Brett found the other way.

16 Q. Okay. No worries. But you live closer to 39 than you do to  
17 38, correct?

18 A. Yeah, I do.

19 Q. Okay. Got you.

20 A. And then the other guy, he's not that far from me, you know.  
21 We live, we live pretty close together.

22 Q. Got you. And you mean the -- the guy you're referring to is  
23 the guy who ended up actually going to 39?

24 A. Frank.

25 Q. Frank?

1 A. Yeah, Frank, yeah.

2 Q. All right. So you said when you were trying to get to valve  
3 38, once you were redirected, who made the redirecting call?  
4 Because I know you said Dave called you initially when you were  
5 leaving your home. Who called --

6 A. Frank.

7 Q. -- to redirect you?

8 A. Frank told me it would be better for me to get to 38.

9 Q. So Frank contacted you to go to 38?

10 A. Yeah. He knows, he knows this area right better than me,  
11 actually. You know, he started down here when he first started  
12 the company so --

13 Q. That makes sense. All right. So when you were trying to get  
14 to 38, you said the first stumbling block you ran into was an  
15 actual roadblock on your normal route that you would have taken,  
16 correct?

17 A. Well, yeah, I seen the roadblock, yeah, and then I went on  
18 down to -- probably another mile down and I got -- they had it  
19 already blocked off on one side of the road to cross so I could go  
20 across there. I went up to the -- you're a little ways from the  
21 pipeline, but there's a place you can go across the canal and then  
22 backtrack to our pipeline. So I got down there and it was all  
23 flooded, you know, with water. I said I ain't got no chance of  
24 going through there, you know, so I decided I'd go down to the  
25 other way I went.

1 Q. But the roadblock that you initially saw, was that area  
2 flooded?

3 A. It's on the, it's on the road of [REDACTED] [REDACTED] Road is  
4 where -- it was [REDACTED] and [REDACTED] (ph) Road is where it ruptured  
5 at. This road goes straight over to there. That's the way I was  
6 going because it's a straight shot from my house almost that way.  
7 And then I just --

8 Q. Okay. So my question about the roadblock was: Was there  
9 anybody at that roadblock that you could have spoken to, to get  
10 through initially? Or did you just decide to (indiscernible)?

11 A. Well, I decided, I decided to go back. I decided to go back  
12 the other way. That's the way I was going to go to begin with. I  
13 was going to go up there down the highway because it's faster.  
14 But when I seen the roadblock, I cut across the residential areas  
15 and then went back into the --

16 Q. So was there a cop at that roadblock?

17 A. Oh, yeah. They had it blocked off all down through there.  
18 Yeah, above every place you could get on the highway they had it  
19 blocked off.

20 Q. Okay. So the initial roadblock cops were there, but you did  
21 not engage to get through?

22 A. No, I didn't get -- not them ones I didn't. Because  
23 that's -- you could see -- I guarantee I was half-mile from the  
24 fire there.

25 Q. Okay. So once you left and you decided to veer off to go to

1 the other location which was the canal -- and that's where you  
2 spotted the flooding, right?

3 A. Yeah.

4 Q. So you said that you think that was to (indiscernible). So  
5 then you backtrack, and then you said you went through -- was that  
6 La Palma?

7 A. I came up -- yeah, I came back to a little town called La  
8 Palma. And that's where the roadblock was where they had the -- I  
9 call it an unmarked car because it was a Charger there. That's  
10 when I talked to the cops.

11 Q. And that's when you stopped and talked to -- okay, you talked  
12 to the cop. And that was the same -- and he sent you to the next  
13 guy down the road who then escorted you?

14 A. No, he called there -- he called down there to him, and the  
15 other guy told me to go down there.

16 Q. Okay, all right. So let me ask you this: In your normal  
17 route, the straight shot that you would have gone through, how  
18 long would it have taken you to get from your home going the  
19 original route to the valve 38?

20 A. On a clear day?

21 Q. On a -- yeah, we'll call it a clear day.

22 A. Probably 30 minutes.

23 Q. So 30 minutes?

24 A. (Indiscernible).

25 Q. Thirty minutes faster?

- 1 A. Maybe 45.
- 2 Q. Thirty or 45 minutes, I'd say.
- 3 A. You said faster or total?
- 4 A. You could get there -- it's probably faster if I can go that  
5 way, but you couldn't go that way.
- 6 Q. Got you. And what (indiscernible) time did it take you, say  
7 from the time you left your house -- you said that was at 5:53  
8 a.m., and you said you arrived at the valve after all the twists  
9 and turns. But how long do you think it would have taken you  
10 leaving at 5:53 in the morning to have gotten to the valve you got  
11 to taking the route you have taken just from the get-go? Does  
12 that make sense? If you would have just went the way the cop  
13 escorted you initially, how long do you think that would have  
14 taken you?
- 15 A. Initially? If he would have took me around there?
- 16 Q. Let's just say you were going in the direction that you were  
17 escorted through [REDACTED] --
- 18 A. It would, it would have took me longer if he wouldn't have  
19 escorted me around.
- 20 Q. Yeah, but from your house. I'm saying from your house, if  
21 that was the initial route that you just wanted to take on your  
22 own, how long --
- 23 A. (Indiscernible)?
- 24 Q. -- do you think that would take you, that route? If you  
25 don't know, that's fine. I'm just --



1 A. (Indiscernible).

2 Q. Yeah.

3 A. And without them escorting me? It would be probably 30  
4 minutes or less. Because he escorted me around, and we got around  
5 there pretty fast, you know, because you can only drive 50 on that  
6 road out there. It's just a two-lane road.

7 Q. Yeah. I was just trying to -- I was trying to cut out the  
8 timeline of all of the twists and turns and other ways you were  
9 making --

10 A. Yeah, yeah.

11 Q. So I was just trying to see directly, like, as far as the  
12 mileage from your home going along that route what type of mileage  
13 you were covering in that --

14 A. He probably saved me 30 to 45 minutes. He probably get --

15 Q. Okay. I think that kind of clears up what I wanted to get  
16 to. Thank you so much, Kenny. I appreciate your time.

17 A. Okay.

18 MS. COLLETTI: Thanks, Tiffany.

19 Ryan, do you have any questions?

20 MR. WEIGHT: Just a few because I know that this has been  
21 covered when I -- when we talked with Frank.

22 BY MR. WEIGHT:

23 Q. Kenny, do you remember, to the best of your knowledge, what  
24 time -- in fact, let me put my camera on here so there's a name  
25 and a face all booted up. Okay, all right.

1           Okay, Kenny, can you hear me okay?

2   A.    I can hear you real good.

3   Q.    All right.

4   A.    Real good.

5   Q.    Okay.  To the best of your knowledge, just can you reiterate  
6 what time did Dave call you to say that there was something going  
7 on?

8   A.    I say it was probably 6:45 maybe or 6:40, somewhere around  
9 there.  I used to have it in my phone but I don't have it no more,  
10 so I don't know exactly what time.

11   Q.    So maybe 6:45-ish or whatever was actually --

12   A.    Yeah, it could have been five minutes already or something,  
13 give or take five minutes.  I don't know for sure.

14   Q.    All right.  And then from the time -- and then, to the best  
15 of your knowledge, what time did you -- how long was it -- how  
16 many minutes was it from the time that Dave first called you to  
17 when you got in your company truck and left to respond?

18   A.    I don't know.  I was already ready, I was already up, so it  
19 took about 15 minutes or so.  It don't take me very long when they  
20 call me and I take off.

21   Q.    All right.  So maybe 15 minutes, then, from when you got  
22 called by Dave to when you left?

23   A.    Yeah.

24   Q.    Okay.  So then, to the best of your knowledge, how many  
25 minutes from after you left your home to respond did you talk to

1 Frank? And that's when the decision was made for you to go to  
2 valve 38 as opposed to going to valve 39?

3 A. He called me -- I barely got in my pickup and started going  
4 down the road when he called me.

5 Q. Okay. So maybe within a minute or so?

6 A. No, it was maybe a little bit more than that. Five or six  
7 minutes, maybe, or a little bit more. I don't know.

8 Q. All right. And so we're looking now at about -- okay. So 15  
9 minutes from when Dave called you to when you left, and then maybe  
10 five minutes from when you left to when you and Frank had your  
11 conversation, and that's when it was -- and that's when Frank said  
12 I'm at valve 39; can you go to valve 38? Is that kind of how  
13 that --

14 A. I left my house at 6:53, I wrote down.

15 Q. 6:53. And then, and then maybe by 6:55-ish, between 6:55 and  
16 7 is when you had your conversation with Frank; is that --

17 A. Yeah, exactly.

18 Q. Okay. And then was this -- when you had this conversation,  
19 was this an instruction from Frank, or was this something that you  
20 and Frank kind of came to an agreement? Was he already -- did he  
21 say that he was -- do you remember him saying if he was already at  
22 valve 39?

23 A. No, he never said that. He just told me he'd prefer me to go  
24 to valve 38, and I said okay.

25 Q. All right, okay. So it was more like a direction from Frank,

1 then? He says I'll go to 39; can you go to 38?

2 A. And I think the main reason why because I knew the back ways  
3 in there.

4 Q. Okay, all right. So I guess earlier you estimated that it --  
5 you know, let's take the monsoon season out of the picture. So  
6 let's say that if you were responding today, it hadn't rained in a  
7 while, roads were in pretty decent shape, you said on average  
8 about 30 minutes from your home to valve 39 going through your --  
9 I mean to valve 38, pardon me. To 38, going through -- going  
10 pretty much straight [REDACTED] and then over the canal at [REDACTED]  
11 there. And I've seen it on Google Earth, so I kind of get a -- I  
12 have a decent idea of where you're coming from -- to get to your  
13 right-of-way.

14 A. That's --

15 Q. So you said --

16 A. I would probably only -- if I had went that way, probably on  
17 a normal day you probably would save maybe 30 minutes and that's  
18 it.

19 Q. Okay, so about half-hour?

20 A. Yeah.

21 Q. And then --

22 A. It would have been (indiscernible) when I shut that valve at  
23 8:15. I would have probably maybe got it at 7:50 or so, you know.

24 Q. All right. So --

25 A. And that way, that way has a lot of gates goes through, too,

1 that way. But, you know, they don't, they don't make that much  
2 difference.

3 Q. Did they, did they -- was it like your right-of-way gate once  
4 you get there or is it just --

5 A. Yeah, they got, they got, they got cowboy gates out there  
6 for -- to keep the cows separated and stuff like that. Sometimes  
7 they're open; sometimes they're not.

8 Q. Okay. But nothing that you'd have to get out and unlock?  
9 You'd just get out, get out and just move the gate and then close  
10 it once you get through it?

11 A. There's one, there's one gate that way you've got to lock.

12 Q. Okay. And then, and then your company -- so Kinder Morgan  
13 does have a lock at that gate to allow you to get access to your  
14 right-of-way at that location?

15 A. Yeah, there's one right there before the, before the valve  
16 down there. It divides the (indiscernible) from the farmer's  
17 land.

18 Q. Okay. And then, to the best of your knowledge, again, taking  
19 the monsoons out of the equation here, you know, pretending like  
20 it's conditions like it is here right now, you know, dry,  
21 practically no rain in the last few days or whatever, no washouts,  
22 if you, if you left your home and drove the way that you drove  
23 with the police escort, but let's say that there's no police  
24 escort, that's just the way that you would drive out there, how  
25 many extra minutes would that have taken to get to valve 39 -- or

1 38, excuse me, valve 38.

2 A. Without the escort?

3 Q. Yeah.

4 A. Probably, I don't know, 30 minutes longer, maybe.

5 Q. Okay. So somewhere up to 60 minutes? Somewhere up to 60  
6 minutes, then, you know, going up through [REDACTED] going down the  
7 [REDACTED] Highway, and then, and then going on the road that was  
8 mentioned, and then driving [REDACTED] on your right-of-way from that  
9 road? Could you please refresh me on that? Something [REDACTED] Road.

10 A. [REDACTED] Road.

11 Q. Okay. So --

12 A. (Indiscernible).

13 Q. -- going (indiscernible), going south through -- going [REDACTED]  
14 on Highway [REDACTED] and then going on [REDACTED], and then  
15 intersecting your right-of-way off of [REDACTED], and then  
16 going and then backtracking into valve 38. So you're saying that  
17 that was -- it would be closer to an hour on a dry day?

18 A. To get there, yeah, probably, probably so.

19 Q. All right, okay. All right, well, Kenny, I appreciate it. I  
20 have no further questions for you for right now. You know, if  
21 there's another couple that I may think of that dawns on me, I'll  
22 try to get those asked and get your opinion on those. So, again,  
23 thank you for your time, sir.

24 A. Okay.

25 MS. COLLETTI: Thank you, Ryan.

1 Dave Carroll, do you have any questions?

2 MR. CARROLL: Yes, I do.

3 BY MR. CARROLL:

4 Q. I want to make sure I understood something. You said your  
5 book there says that you left the house at 5:53?

6 A. Yeah.

7 Q. But you said that Dave -- I called you at 6:45?

8 A. 6:45 or 6:40 is what I'm thinking.

9 Q. If you left -- you left before I called you? You left the  
10 house at 5:53.

11 A. No, it would have been, it would have been 5:45 when you  
12 called me.

13 Q. Okay. I just wanted to make sure we got that --

14 A. (Indiscernible).

15 Q. -- you know.

16 A. Yeah, 5:45 it didn't even happen yet. It would have been too  
17 late, 6:45, before I (indiscernible). Yeah, I'm getting my times  
18 messed up now.

19 Q. I know. We're throwing a lot of questions at you.

20 A. Okay. 5:53 is when I left (indiscernible). That's what I  
21 wrote down (indiscernible). So you would have called me about  
22 5:45, maybe 5:40, somewhere around there. 5:40 is probably what  
23 you probably called me.

24 Q. Okay. And when you got to the first roadblock, was the  
25 roadblock because of the fire, or was it because of flooding? Do

1 you know?

2 A. No, it was, it was because of the fire. They didn't want no  
3 one to go down through there. Basically, I rode from [REDACTED] --  
4 the town of [REDACTED] almost all the way into [REDACTED]  
5 (indiscernible) the main -- what is that highway? [REDACTED] or is it  
6 [REDACTED] or is it [REDACTED] that runs through there?

7 Q. Okay. And you said there were police officers at the first  
8 roadblock, and you didn't stop there. You went to the second one,  
9 and that's where --

10 A. I could get across because they only had it marked off where  
11 you can turn and go back towards (indiscernible) that way. But  
12 they only had like I'm going to [REDACTED] so I went right through  
13 there. I didn't even have to stop. I just went right through  
14 there.

15 Q. Okay. And then -- okay, and then you said it's approximately  
16 [REDACTED] miles from [REDACTED] down the two-track road --

17 A. Yeah.

18 Q. -- to the pipeline?

19 A. Yeah.

20 Q. And do you know how far it is once -- coming down [REDACTED] -- how  
21 many miles that is?

22 A. I don't know how many miles that is. I don't know. I don't  
23 know how many miles that is, really.

24 Q. Okay. And do you know if Frank had his company's truck or  
25 Frank had his personal truck?



1 A. I don't know. I never seen him. I didn't see him all day  
2 long.

3 Q. Okay. And Frank was the one who redirected you to valve 38?

4 A. Yeah.

5 Q. Okay. And as far as the actuator, when you get to valve 38,  
6 you tried to use the pneumatic controls with gas power and there  
7 wasn't enough gas in the pipeline, so you pushed a lever over?

8 A. Yeah.

9 Q. And then you pump manually just like you would if you were  
10 jacking up a vehicle?

11 A. Yeah, exactly.

12 Q. Pump up and down. And it takes quite a while to turn that  
13 valve?

14 A. Yeah, exactly.

15 Q. Okay. Was there other flooding in the area that you  
16 experienced in that time frame? We had other projects going on in  
17 that same time frame? Did you have to --

18 A. Oh, yeah. Hell, we had ~~ropes and ranch~~ <sup>flooded</sup> ~~(ph) offloaded~~. We <sup>KH</sup>  
19 had -- I got called out to (indiscernible) <sup>KH</sup> and it was flooded down  
20 there. Those were the two people that killed that down there.  
21 That was the night before, so we had rain all around.

22 MR. CARROLL: Okay, okay, Alex, that's all the questions I  
23 have.

24 MS. COLLETTI: Okay, great. Well, everybody, be thinking of  
25 your questions because this is my second and final round of

1 questions for Kenny. I don't like to go past two rounds. I've  
2 only done it a few times.

3 BY MS. COLLETTI:

4 Q. Kenny, how are you doing? Do you need a break or are you  
5 doing all right?

6 A. No, I'm okay.

7 Q. Okay. Well, thanks so much. These are great answers. I  
8 appreciate the level of detail. This is what I'm looking for. So  
9 I want to go back to -- I've got just a couple of follow-up  
10 questions. You're en route. You're having some difficulties  
11 getting there. You get a police escort, all this stuff. How  
12 often are you checking in with, say, Dave Carroll or Gas Control?  
13 Are you, are you calling anyone while you're on the way to say,  
14 hey, I'm having trouble getting here or --

15 A. To be honest with you, I probably called him when I was going  
16 (indiscernible). Ray Durbay (ph) called me. He was heading down  
17 there. But I called -- when I'm, when I'm driving that fast, I  
18 ain't going to get on the phone.

19 Q. Yeah.

20 A. We ain't supposed to anyway.

21 Q. Yeah. No, I know.

22 A. Yeah, but when I got -- I think, I think I called someone  
23 when I got to the gate. I can't remember if I called Dave Carroll  
24 or Ray Durbay. When I got to the (indiscernible).

25 Q. Okay, okay.

1 A. But when I was driving down the highway, no, I didn't. I  
2 even, I even got some calls when I was going down there. See, I  
3 didn't answer it, you know. I --

4 Q. Yeah, yeah. That's kind of what I was trying to figure out,  
5 you know, how much are you communicating to others on where you're  
6 at and difficulties you were having. And I know that's hard  
7 because you're doing ten things at once and you're driving, and  
8 you're driving, sounds like, pretty darn fast with the police  
9 officer and all of that.

10 A. Oh, (indiscernible).

11 Q. Yeah, yeah. So -- okay. Now, when it comes to talking to  
12 other guys out in the field, do you guys -- do you have -- I don't  
13 remember what's in the trucks. Do you have radio? Do you  
14 normally talk over cell phone only?

15 A. Cell phone.

16 Q. Cell phone? Just cell phone?

17 A. Yeah.

18 Q. Okay. Yeah, I mean, it's not like it's -- I mean, you're not  
19 in the hollers of Tennessee where a radio would be a lot, a lot  
20 more necessary.

21 A. Yeah, yeah.

22 Q. On TGP you can't, you can't function without one out there.  
23 But AP&G is a little flatter.

24 Now, did you know when you left that Brett was headed out  
25 there?

1 A. Nope. I didn't know. I didn't -- I (indiscernible) the only  
2 one there.

3 Q. That's what I was going to ask was, you know, like, if  
4 anybody else is there, is there a way for you guys to communicate  
5 for -- you know, and it sounds like Brett didn't know you were,  
6 you were coming either, so I was trying to think, you know, Brett  
7 knows a way in; how can he tell someone else how to get there?

8 A. Yeah, yeah. I don't think he knew who was going out there,  
9 either. None of us really knew.

10 Q. Okay, yeah.

11 A. (Indiscernible) and went. And more people than I thought was  
12 going to be there.

13 Q. Yeah, yeah, it sounds like it. They kept -- folks kept --  
14 just kept showing up, right? You've got, you've got -- Brett's  
15 there, then you're there, then Thomas shows up, and then James  
16 Pegg, right? Is that the sum of it?

17 A. Yeah, that's (indiscernible).

18 Q. Okay. But you guys aren't talking to each other en route?  
19 You're just headed straight there, focused on driving safely?

20 A. (Indiscernible).

21 Q. Yeah, okay. Okay, switching gears. I know it's a lot faster  
22 to actuate that valve when you have power gas, but I don't know  
23 the actual numbers. About how long would it take if that power  
24 gas had worked? You know, like, two minutes, four minutes?

25 A. Power gas? You'd probably get that shut off in a minute.

1 Q. Yeah, okay.

2 A. Probably.

3 Q. Yeah. I mean, it depends. Some of them are a little slower  
4 than others but -- okay, pretty quick, then. Okay.

5 I have what I need, so you won't get any more questions from  
6 me unless I break my rule. But we'll do our last round now and  
7 keep on going as long as you're good to keep going.

8 So, with that, Kim, I'll hand it off to you.

9 MS. WEST: Okay, thank you. Actually, I'm good.

10 MS. COLLETTI: Great.

11 Tiffany, how about you?

12 BY MS. BAKER:

13 Q. Yeah, I've just got one follow-up question, Kenny. That  
14 first roadblock you ran into, could you tell me why you didn't  
15 engage to see about going through like you did at the other  
16 roadblock?

17 A. I don't know. I just, I just thought they had it blocked off  
18 right there because that's where the flame was coming from. And I  
19 said, well, I'll just go down another mile and then chance to get  
20 across there. I didn't realize it was going to cut off that many  
21 slots, you know.

22 MS. BAKER: Okay. All right. That was all I had as a follow  
23 up. Thanks.

24 MS. COLLETTI: Great. Thanks, Tiffany.

25 Ryan, do you have anything?

1 BY MR. WEIGHT:

2 Q. I think just one, Kenny. When you're doing the normal  
3 actuation of the gas, what side of the valve does it take its  
4 power gas from, the upstream or the downstream side?

5 A. Well, most of the time (indiscernible) both sides. We got  
6 the power gas coming from both sides. So you can go --

7 Q. (Indiscernible)?

8 A. Because sometimes you'll shut the valve off -- you know, it's  
9 under construction or something -- you might need that one side  
10 there. You know, you just, you just running -- you know, you'll  
11 run both sides, usually, so you can have the power gas at all  
12 times.

13 Q. All right. Is it designed, is it designed that -- let's say  
14 if there was, like, a line to get and you were trying to isolate,  
15 can you just direct it to where it was, like, either pulling  
16 upstream or downstream gas depending on what direction the line it  
17 was? Or is it just designed automatically to take from both sides  
18 of the valve there rather than the actuator?

19 A. You can do it that way but -- you can do it -- you have it on  
20 both sides, usually.

21 Q. Okay. And so --

22 A. I mean, (indiscernible) the power gas off. If it's normal  
23 operations when you're working on stuff, you can lock that power  
24 gas off and take the valve down so no one can open it. And we  
25 used to take a (indiscernible) so no one can hook it up or

1 (indiscernible). Is that what you're asking?

2 Q. Yeah. Let's say in this case if you knew that the issue was  
3 downstream, was it designed to -- so that if you needed to, you  
4 could only do -- use upstream gas to run the actuator?

5 A. Oh, yeah, to get it shut, yeah. The reason why we couldn't  
6 do that, 37 was already off. I guess they must have lost, you  
7 know, back up to there, too, the pressure.

8 Q. Okay, but --

9 A. (Indiscernible).

10 Q. All right. So, in that case, then, you tried to use upstream  
11 gas, but it was not high enough pressure to run the actuator?

12 A. Yeah, because it was -- it would have bled down all the way  
13 to 37 whatever we had, too.

14 MR. WEIGHT: Okay. All right. That's all the -- I can't  
15 think of any more questions, so I'll go ahead and hand it off.

16 Dave, it's yours from here.

17 Thank you, sir.

18 MR. CARROLL: Thanks, Ryan.

19 I have no other questions, Alex. I'm all set.

20 MS. COLLETTI: Okay, great. Well, with that, Kenny, I want  
21 to thank you for your time. We really appreciate this, especially  
22 quite a distance time-wise after the accident making time for us,  
23 to talk us through this. It was extremely helpful. So thank you  
24 so much.

25 And, with that, we will formally conclude the interview of

1 Kenny Harris. It is 2:15 p.m., Eastern Time.

2 (Whereupon, at 12:15 p.m. ET, the interview was  
3 concluded.)

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25



CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:           NATURAL GAS PIPELINE RUPTURE  
                                  IN COOLIDGE, ARIZONA  
                                  ON AUGUST 15, 2021  
                                  Interview of Kenny Harris

ACCIDENT NO.:                PLD21FR003

PLACE:                         Via Microsoft Teams

DATE:                         March 9, 2022

was held according to the record, and that this is the original,  
complete, true and accurate transcript which has been transcribed  
to the best of my skill and ability.

  
\_\_\_\_\_  
Angie Duray  
Transcriber