

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

SAN FRANCISCO GAS RELEASE AND FIRE * Accident No.: PLD19MR001
FEBRUARY 6, 2019 *

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Interview of: MIKE ENWRIGHT

San Francisco Police Department
San Francisco, California

Saturday,
February 9, 2019

APPEARANCES:

ALEX COLLETTI, Investigator in Charge
National Transportation Safety Board

NATHAN SARINA, Utilities Engineer
California Public Utilities Commission

TERENCE ENG, Senior Utilities Engineer Supervisor
California Public Utilities Commission

KIM WEST, Senior Accident Investigator
Pipeline and Hazardous Materials Safety Administration
(PHMSA)

MICHAEL COCHRANE, Assistant Deputy Chief
Homeland Security, San Francisco Fire Department

CHRISTINE COWSERT, PE
Pacific Gas & Electric Company (PG&E)

KEVIN SOUZA, North Bay Gas Superintendent
Pacific Gas & Electric Company

LISE JORDAN, Attorney
Pacific Gas & Electric Company
(On behalf of Mr. Enright)

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I N T E R V I E W

(2:01 p.m.)

1
2
3 MS. COLLETTI: All righty. We're on the record for the Mike
4 Enwright interview.

5 Good morning -- or good afternoon. Sorry, I've made that
6 mistake twice now. Today is February 9th, 2019. It is now 2:01
7 p.m. Pacific Time. My name is Alex Colletti, the investigator in
8 charge for this accident for the National Transportation Safety
9 Board in Washington, D.C.

10 We are at the Richmond Station Police Station in San
11 Francisco, California. This interview is being conducted as part
12 of the investigation into the Colonial Pipeline natural gas
13 release and fire that occurred on February 6, 2019, in San
14 Francisco, California. The NTSB case number for this accident is
15 PLD19MR001.

16 This interview is being recorded and may be transcribed at a
17 later date. A copy of the transcript will be provided to the
18 interviewee for review prior to being entered into the public
19 docket.

20 You are permitted to have one person present during the
21 interview and this can be a person of your choice -- it can be an
22 attorney, it can be a union rep, supervisor, friend, family member
23 -- or nobody at all.

24 Mike, for the -- please state for the record the spelling of
25 your full name, your job title, and who you've selected to be

1 present with you for the interview.

2 MR. ENWRIGHT: My name's Michael Enwright, M-I-C-H-A-E-L,
3 E-N-W-R-I-G-H-T, I'm an M&C supervisor out of the San Francisco
4 Division for PG&E and I'm here with Lise Jordan.

5 MS. COLLETTI: Excellent. Now we're going to go around and
6 introduce ourselves so you get a little familiar with us so let's
7 start with --

8 MR. SARINA: This is Nathan Sarina, N-A-T-H-A-N, S-A-R-I-N-A,
9 with the California Public Utilities Commission.

10 MS. WEST: And I'm Kim West, K-I-M, W-E-S-T. I'm from the
11 U.S. Department of Transportation, Office of Pipeline Safety.

12 MR. COCHRANE: Michael Cochrane, M-I-C-H-A-E-L, C-O-C-H-R-A-
13 N-E, assistant deputy chief, Homeland Security, San Francisco Fire
14 Department.

15 MS. COWSERT: Christine Cowsert, C-H-R-I-S-T-I-N-E, C-O-W-S-
16 E-R-T, Pacific Gas and Electric Company.

17 MR. SOUZA: Kevin Souza, K-E-V-I-N, S-O-U-Z-A, with Pacific
18 Gas and Electric.

19 MS. JORDAN: Lise Jordan, L-I-S-E, J-O-R-D-A-N, PG&E.

20 MS. COLLETTI: Okay, great. Well, now that you know who we
21 all are, let's get going.

22 INTERVIEW OF MIKE ENWRIGHT

23 BY MS. COLLETTI:

24 Q. First, just to get you started, if you could talk a little
25 bit about your work history at PG&E, how long you've been there,

1 if you've worked for any other gas distribution companies, or
2 relevant related work beforehand would be great?

3 A. Okay. So with PG&E I have been an M&C supervisor now for 3
4 years. I got hired in January of 2016. Before that I was a gas
5 supervisor with National Grid for 2 years and before that I was a
6 laborer for gas utility constructors in Massachusetts called New
7 England Utility Constructors. I did that for five summers while
8 attending school.

9 Q. Okay, excellent. So you're not green to the pipe then not by
10 any means. Excellent, great.

11 A. Yeah.

12 Q. So here's the hard part of this interview, I'll ask you to
13 think back -- you can take your time. If you want a few seconds
14 to collect your thoughts, that's fine.

15 A. Okay.

16 Q. But really think back to when you first received
17 notification, whoever that was from.

18 A. Okay.

19 Q. Throughout the day every activity that you did, that your
20 crew did, give me as much details of that as possible.

21 A. Okay.

22 Q. As minute as you can be. Take your time until you were
23 relieved at the end of the day.

24 A. Okay. So, well, the first time I heard about it I was
25 actually figuring out a training assignment with one of my

1 employees on a computer in a hallway and Bill Russo had actually
2 walked by me, and I heard him on the phone saying that there was
3 an explosion at Geary and Parker. After that I got right up,
4 grabbed my computer, got in my truck and drove straight out to
5 Geary and Parker.

6 It was, I think -- I don't remember the cross street but I
7 knew something really serious was up when I saw firetrucks and it
8 was well away from the incident and they had had -- you know,
9 traffic was pretty backed up. There were cop cars roaming around
10 all over the place so I tried to get to the site as quickly as
11 possible. When I arrived at the site I parked on Geary.

12 I was at, I believe, Geary at Spruce. I parked at that
13 intersection right on Geary and immediately tried to get as close
14 as safely possible to where the explosion was. The first thing
15 that was going through my head was, number one; we need to see
16 where the damage was and what had been damaged. So the first
17 thing I did was try to get as close as possible and try to figure
18 out what was hit, what was damaged.

19 By doing that I first focused on getting there. And then
20 after I got there and was obviously a little taken back by the
21 situation, I pulled up the maps on my phone and immediately tried
22 to figure out how we were going to isolate what was hit. Because
23 the fireball was so big I knew there was going to be a valve in
24 that area, I knew there was going to be 4-inch plastic, I knew
25 there was going to be 2-inch plastic, and possibly a 4-inch

1 reducer and 6-inch steel. So there were a lot of things that it
2 could have been.

3 After I figured out the area that had been hit and, you know,
4 somewhat of what we had -- well, I hadn't really figured out
5 exactly what we had to do yet. I ran to find one of my crews --
6 one of the -- one of those crews was parked on Parker where we
7 squeezed the 4-inch plastic.

8 One of my foremen was there. I immediately -- as soon as I
9 got to his truck I pulled up my phone and immediately tried to
10 figure out how we were going to isolate it. I saw that that 4-
11 inch plastic was feeding -- was one of the feeds to that area, so
12 I immediately told him to get his crew, start digging that 4-inch
13 plastic, scroll back, figured out the other 2-inch was a dead-end
14 so we didn't have to worry about that, and then try to come back
15 over to the 6-inch.

16 And I think, at that time, I was in contact with Bill Russo
17 and he had already identified that, you know, that we were going
18 to have to get the 4-inch and that 6-inch. I was pretty pleased
19 that it was only going to be two holes to pinch off because it's a
20 pretty busy intersection with a lot going on for gas, so I was
21 actually pleasantly surprised that it was only going to be two
22 holes to stop the flow to that area.

23 I ran back over to the 4-inch, made sure that they were
24 going. They were pretty much -- at that point, they were pretty
25 much down to the pipe, I think. Within the time of us getting

1 there and figuring out, well, here's our two feeds, they probably
2 took about 15 to 20 minutes to dig that hole and get the squeezers
3 on.

4 Before we squeezed anything I know Bill and everybody in the
5 office and, I believe, Kevin was in contact with GDCC as well, but
6 I called them after everybody had started to dig their holes. I
7 called them and made sure they were -- sorry, they were in the
8 loop, you know, this is what we were doing. I told them we were
9 going to be squeezing 6-inch steel and we were going to be
10 squeezing 4-inch plastic.

11 They said, yep, we already know, so they were already in the
12 loop, I just wanted to make sure we had permission to do it before
13 we, you know, went ahead and squeezed it. So we squeezed the 4-
14 inch plastic. By the time I got back over to the 6-inch they were
15 already packing out their hole on the 6-inch at -- while everybody
16 was digging their holes I went back to try to grab my computer and
17 pull up the maps and make sure -- just double check what we were
18 doing was right.

19 I think right about that time was when Kevin was on site, he
20 made me aware that, you know, they were -- because it was going
21 through my head that, you know, there should be a secondary plan
22 of, you know, somebody should be valving this off. Kevin told me
23 they were already working on it so my focus went -- just went
24 straight back to where we were at which is, I think, really -- it
25 -- well, it became a secondary plan because the valves got turned

1 off before we could complete our plan. But I just put all my
2 focus back on digging those two holes and getting that -- the 4-
3 inch was already squeezed by that time but getting that 6-inch
4 squeezed.

5 So, and then after that, I think the only actual time that I
6 really remember was -- so while we were digging that hole looking
7 for the 6-inch to squeeze -- actually that was another thing,
8 squeezers took a little while to get there obviously, because as
9 soon we got the call essentially our whole yard went straight
10 there, except for our gas mechanic who was loading up 6-inch
11 squeezers, which that takes some time.

12 So it -- I mean, we -- I don't know my exact on-site time but
13 it -- I think we -- there was a little bit less traffic so -- and
14 we all went out there after everything was getting shut down.
15 Traffic got a little crazy and the gas mechanic -- so it took the
16 gas mechanic awhile to get those squeezers loaded up and that, I
17 think, allowed time for traffic to really build up.

18 So he took a while to get there but we had not even found
19 that 6-inch yet, so that didn't really delay us in that plan.
20 But, yeah, that did take him awhile to get out there.

21 And then -- so after we -- after the fire essentially drops
22 they had valved it off, I think. I ran over to the fire
23 department because I thought they were trying to put it out and we
24 had talked about that on-site. I wanted to make sure that they
25 weren't just trying to douse it and put it out. And Kevin told

1 us, nope, they just valved it, valved it down, we're good.

2 I asked one of my foremen what time is it so that was after
3 it went down. And then I ran up to the fire fighters and said,
4 stop spraying it, because I was thinking they had just put it out.
5 And then I went back to my foreman and asked him what time it was
6 so obviously gas shutting time is important for something like so
7 -- and he said it was 3:38, so that was after it had gone down and
8 after I had talked to the fire fighters and told them to stop
9 spraying it. So I don't know what time exactly they shut that
10 valve but I know it was before 3:38.

11 Then after that we essentially just went ahead with our --
12 basically we went into -- number one, you couldn't even see the
13 pipe because of all the, you know, the water from the fire hose
14 and stuff like that. So we went, went ahead trying to get rid of
15 the water, basically went into repair mode and restoration mode
16 after that.

17 I had spent the whole first night there. We had I&R actually
18 come over so we could try to attempt to get people gas back
19 quicker. There was, there was a valve right next to where the
20 damage occurred. We shut that so we could -- essentially, when we
21 did that we isolated that -- the repair we had to make to the 4-
22 inch squeeze and then everything else was ready to take that gas.
23 So when we closed that we started trying to figure out our purge
24 plans and stuff like that and I had the on-site guys essentially
25 focus on doing their repair. And Billy and those guys were really

1 focused on purging everything that was ready to take gas back in.
2 So we spent the whole night basically making that, making that
3 repair and purging.

4 I got relieved at -- I actually -- I left at about 7:30, 8:00
5 in the morning and after that I came back and that was the night I
6 saw you. But, yeah, that's pretty much it unless you have
7 anything else.

8 Q. That is excellent. Thank you. That's the level of detail I
9 was looking for. Thank you very much. I'm going to go back to a
10 couple of them --

11 A. Okay.

12 Q. -- and ask you some follow-up questions.

13 A. Sure.

14 Q. Just, one, to make sure that I understood correctly and, two,
15 just trying to pick out a little bit more.

16 A. Okay.

17 Q. When you left to go to the site you said you had heard Bill
18 Russo on the phone and you immediately knew something was going
19 on?

20 A. Yes.

21 Q. Did you notify your crew at that time?

22 A. He was doing that. So he was on the phone with our crews.

23 Q. Okay.

24 A. And that's why I just try to get there as quick as
25 possible so I could provide some direction.

1 Q. Okay.

2 A. That's the beauty of having Bill and Ricky both as
3 supervisors, you know, somebody can focus on getting out there,
4 somebody can focus on dispatching the guys, but all our guys, they
5 were there extremely quickly.

6 I pulled up and I hadn't seen -- didn't see any of them and
7 as soon as I walked up close there were two trucks parked on
8 Parker up the hill. There was one behind the fire and then there
9 were two more trucks parked on Geary and they were already there
10 and this is just -- I don't know an exact time but it felt like --
11 it felt, it felt long because I was trying to get there as quick
12 as possible, but I would guess I got there within the time Bill
13 walked by me, I would say tops 15 minutes so -- but, yeah.

14 Q. Okay. For, it sounds like, was it your crew that was working
15 on excavating the 4-inch?

16 A. Yes.

17 Q. Okay.

18 A. Pretty much. I was -- I had focused over there because you
19 had to run kind of by the fire --

20 Q. Right.

21 A. -- to get over there and I don't think anybody else really
22 wanted to do that so --

23 Q. Yeah.

24 A. Yeah, I ended up soaked but that's fine, you know, we had to
25 make sure we had both sides going so --

1 Q. Okay.

2 A. Yeah, I pretty much -- I was focused over there, yeah.

3 Q. Okay, okay. For, who gave you direction to head out there,
4 was that something you took on self-initiative, did that come from
5 Bill Russo or Kevin?

6 A. I just heard Bill say it and I headed out there myself, yeah.

7 Q. For the 4-inch, specifically the action to start excavating
8 for that 4-inch squeeze?

9 A. No, I looked it up on my phone myself. So, I mean, as the
10 supervisor we're there to provide those foremen with direction,
11 you know, so that's something normally we -- GDCC always helps us
12 with it but a lot -- sometimes the scary thing about, you know,
13 diggings and stuff like that, a lot of times they've hit things.
14 It's not -- it might not even be gas.

15 A lot of times the people who hit it they don't even know
16 what they've hit so, you know, trusting the information that
17 they're calling in usually isn't the best idea, you need to get
18 out there yourself and see what is actually happening. So that
19 was kind of my thinking, like, okay, what they hit, now we've got
20 to come up with an isolation plan, get it approved by GDCC and all
21 that. So that wasn't -- I didn't get really directed to do that,
22 that's just part of my job so, yeah.

23 Q. Okay, okay. Once you'd made the decision to start doing that
24 work, did you notify Kevin or Bill or how did that communication
25 go?

1 A. I talked to Bill.

2 Q. Okay.

3 A. And I talked to -- after both holes were being dug I talked
4 to GDCC just to make 100 percent sure they were good with it.

5 Q. Okay. Just trying to figure out who's talking to who when.

6 A. Yeah.

7 Q. There's a lot of moving at that time.

8 A. Yeah, there were a lot of phone calls back and forth. Well,
9 for a little bit and then I broke my phone so --

10 Q. Makes it a little bit more challenging.

11 A. Yeah, yeah. They all have my personal number though so there
12 really wasn't any communication; it's just -- but, yeah.

13 Q. Jumping forward to the repair, did you help oversee that
14 effort?

15 A. Yes, yeah.

16 Q. Okay. Did you encounter any difficulties with the repair
17 itself?

18 A. No, not with the actual repair, just a purge plan like that
19 can get complex when you've got multiple. It's not something
20 usual for our guys to see, you know. Our usual jobs are fixing
21 smaller gas leaks and rerunning services, you know, every once in
22 a while cutting out a piece of main.

23 But our guys had no problem with the repair. I saw no issues
24 with the repair and after everything was shut off we had had a
25 tailboard, number one, for everybody to calm down a little bit,

1 you know, get your heads about you.

2 I pulled -- we essentially made one person the lead foreman.
3 I pulled him aside and said, first of all, we've got to see what's
4 damaged because there was still water there. As soon as we see
5 what's damaged -- we saw what was damaged. It was a 4-inch main
6 cut out, new high volume tee tying into the 2-inch, pretty simple
7 repair actually to tell you the truth. So just two electrofusion
8 couplings, on an electrofusion tee, well, actually three
9 electrofusion couplings because of the 2-inch is all.

10 Q. Were those all materials that you had on hand that were
11 easily accessible?

12 A. Yes, yes.

13 Q. Okay.

14 A. That's a pretty regular repair a 4-inch main cut up. We had
15 actually done two of them 2 weeks ago so, yeah.

16 Q. Okay.

17 A. Yeah.

18 MS. COLLETTI: Well, that's what I've got right now so I'm
19 going to pass it around.

20 MR. ENWRIGHT: Okay.

21 MR. SARINA: Nathan Sarina with the CPUC, no questions for
22 right now.

23 MS. WEST: Kim West, I have no questions.

24 MR. ENWRIGHT: Okay.

25 BY MR. COCHRANE:

1 Q. Mike Cochrane, San Francisco Fire. Thanks for your response.

2 A. Yeah.

3 Q. If the valve shut off didn't work and you needed that
4 specialized piece of equipment, do you think a police escort would
5 assist getting people across town?

6 A. Yes, yes. It may have maybe helped with -- I wasn't as
7 involved with the valves because I was so focused on-site. I'm
8 assuming it probably could have helped with getting to the valves
9 as well.

10 Q. Sure.

11 A. Yeah.

12 Q. I think so too.

13 A. Yeah, yeah.

14 Q. Anyway, talking about the chain of command that she was
15 speaking of, when you get there and you're reporting to Russo, are
16 you assuming that you're knowing that's going to the fire
17 department command post or do you have somebody at the fire
18 department command post?

19 A. We were also in contact. I had spoken to one of the chiefs
20 as soon as, as soon as I got on-site.

21 Q. Okay.

22 A. And then we worked together when we started to dig that hole
23 letting them know, hey, we're going to be pretty close here, can
24 you guys, you know, so they could spray it, spray it for us
25 because it was pretty --

1 Q. Yeah, I know. Thank you.

2 A. Yeah.

3 Q. It's good here, everybody knows who the chief is and then --

4 A. Yeah.

5 Q. -- just last, did the firefighters listen to you when you
6 told them to stop spraying?

7 A. Yes, as soon as I said that.

8 Q. Okay. Thank you. No more questions.

9 A. Okay.

10 MR. SOUZA: Kevin Souza, no more questions. I have no
11 questions for him.

12 MS. COLLETTI: Okay. I have no more questions. Nathan.
13 Alex Colletti, sorry. Broke my rule, Alex Colletti. No more
14 questions.

15 MR. SARINA: Nathan Sarina, no, CPUC has no questions.

16 MS. WEST: Kim West, I have no questions.

17 MR. COCHRANE: Mike Cochrane, no questions.

18 MR. SOUZA: Kevin Souza, no questions.

19 MS. COLLETTI: All right. Well, that was a quick second
20 round.

21 MR. ENWRIGHT: Awesome.

22 MS. COLLETTI: So I'm going to conclude the interview here.

23 MR. ENWRIGHT: All right.

24 (Whereupon, the interview was concluded.)

25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: SAN FRANCISCO GAS RELEASE AND FIRE
 FEBRUARY 6, 2019
 Interview of Mike Enwright

ACCIDENT NO.: DCA19MR001

PLACE: San Francisco, California

DATE: February 9, 2019

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.



Wade Donovan
Transcriber