

Marilyn Burke  
US Department of Transportation, PHMSA FOIA Officer,  
East Building 2<sup>nd</sup> Floor E23-306  
1200 New Jersey Avenue  
Washington, DC 20590

Dear Ms. Burke,

I'm an employee of Public Citizen's Texas office, and we are interested in obtaining information about correspondence between PHMSA and TransCanada. In particular, we would like all information regarding two warning letters sent by PHMSA to TransCanada in September 2013. Both are addressed to Mr. Vern Meier, Vice President Field Operations, TC Oil Pipelines in Houston and were signed by R.M. Seeley, Director Southwest Region, PHMSA.

The first letter is dated Sept. 10 (reference number, CPF 4-2013 5017W) and the second letter is dated Sept. 26 (reference number CPF 4-2013-5021W); both are also attached to this email.

We spoke with PHMSA public affairs analyst Damon Hill but were unable to get specific information regarding followup on the warning letters. (Attached letter to Congress describes our correspondence with Mr. Hill.)

As such, we would like to file a FOIA for the following:

- All correspondence, in letters and emails, between TransCanada and PHMSA that have anything to do with either of the warning letters. If relevant emails or letters were sent before the September warning letters, we would like those as well.
- All records, information and correspondence, in letters and emails documenting, regarding and referring to the inspections that Mr. Hill said took place following the two warning letters. We are interested specifically in the following:
  - Dates of any followup inspections
  - The focus of the inspections: Were they directed at the problems in the letters? If not, what were they directed at?
  - The type of investigation: Were they field inspections? Records inspections?
  - The geographical area that the letters refer to. For example, the Sept. 26 refers to welds in "Spread 3" of the southern segment. Where is that and how long is that section? Where is the ditch referenced in the Sept. 10 letter?
- All records, information and correspondence, in emails and letters, regarding corrections to the problems identified in the two letters. Specifically, we are interested in the following.
  - Has TransCanada corrected the problems? If so, we would like all correspondence, information and records that document, regard or refer to corrections that TransCanada has made or says it will make.
  - Has PHMSA inspected the corrections? If so, we would like all correspondence, information and records documenting, regarding and referring to inspections that have been made or will be made.

- If PHMSA has not inspected the corrections, does it plan to inspect the corrections? If so, when will those inspections take place and what kind of inspections will they be?
  - Has hydrostatic testing and inline caliper testing been done since the warning letters? If not, will those types of testing be done in the future?
- We would also like to know why the warning letter regarding the welds was sent in September 2013, a year after the problems with the welds were identified by AUT testing? In other words, are warning letters often sent a full year after identification of a problem? Or does the year reflect an unusually long time frame.