Risk Management of Multimodal Transportation Infrastructure

Discussion Summary

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1. Create stronger legislation for highways via SAFTEA-LU Reauthorization to require implementation of security during design

Brief Description – FTA’s “659” rule mandates implementation of security in transit design, similar rules would benefit highways community. (Current highway legislation only asks agencies to “consider” security.) AASHTO BOD should pass a resolution based on support from relevant committees – SCOBS, Maintenance, Asset Management, T-1, SCOTSEM (Also get support from TRB committees). Effort should be coordinated with Fed agencies
2. Create a new project design checklist for security for use by DOTs

Brief Description – Checklists could reduce need in future for expensive retrofits. Checklist should cover issues like “Is this critical infrastructure?” “Have you done a comprehensive risk management plan?” and “have right players been involved? Etc. Align with upcoming bridge security design manual. Concerns include: 1) Should this be voluntary/mandatory? 2) What is impact on project delivery cost/schedule? 3) How would it work on non-Fed projects?
3. Research synthesis on modes’ implementing guidelines for including security during design

Brief Description – Research synthesis on guidelines that already exist in different agencies by mode (and deficiencies in guidelines) Extract information about minimum standards that can be applied at national level. Guidelines should not be prescriptive?
4. How to build awareness about all hazards-related costs for new projects/all modes and the pay-offs

Brief Description – Need to get word out about Costing Asset Protection Tool – Do AASHTO-sponsored regional workshops on CAPTA (TRB Webinar planned for Nov 4). Need to develop a project that demonstrates how to do vulnerability assessment/CAPTA process. Also include TCRP report on physical asset protection.
5. Clarifying security-related roles and responsibilities between USDOT and DHS to relieve duplication of effort by states

Brief Description – Who is in charge on different issues, etc? What is the “pecking order” states should use for responding to Federal requests/requirements. Need a one-stop shop
6. AASHTO participation in DHS group that is identifying hardening performance standards for different types of structures
7. Improve awareness of TRB, university, Federal agency and other research activities

Brief Description – Need to get research on security out to practitioners/how to implement research in day to day practices/use research to meet states’ needs. Need to educate DOTs and their consultants on what has been done
8. Strategies for protecting critical infrastructure info (designs, vulnerability assessments, etc.) from FOIA, sunshine laws, etc. Finding right balance between open sharing and security

Brief Description – CA uses PCII certification (DHS-led). Must establish “need to know” guidelines for documents – these help set rules for how documents are shared. CalTrans allows access to “as built” plans, but requires disclosure by requestor. For most part, bridge plans are not a security risk.
9. How risk of civil liability for transportation agencies affects decision-making/information sharing

Brief Description – Look at best practices for states/agencies are handling
10. Synthesis report on methods for determining criticality of infrastructure based on interdependencies among transportation modes and among 17 other CIKR (dams, water supply, communications, power, etc.)
Action Items/Research Needs
(Fill Out as Needed)

• Topic Area – Synthesis report on methods for determining criticality of infrastructure based on interdependencies among transportation modes and among 17 other CIKR (dams, water supply, communications, power, etc.)

• Brief Description –