



TRANSPORTATION RESILIENCE STUDY

NATIONAL INFRASTRUCTURE ADVISORY COUNCIL QUARTERLY BUSINESS MEETING

NOVEMBER 14, 2014

Jack Baylis

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The Baylis Group, LLC

Co-chair

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Co-chair

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CEO/General Manager

Massachusetts Bay

Transportation Authority

Co-Chair



AGENDA

1. Study Charge
2. Study Update
3. Initial Themes
4. Schedule

STUDY CHARGE

Apply the NIAC-recommended framework for establishing resilience goals¹ to the Transportation Sector in order to:

- Test and validate the usefulness of the framework in another lifeline sector
- Uncover key transportation resilience issues
- Identify potential opportunities to address them

¹Developed in the 2010 NIAC study of the electricity and nuclear sectors

STUDY UPDATE

- Study Group established and well underway
- Three Working Group interviews completed:
 - Mr. Mortimer Downey, Senior Advisor, Parsons Brinckerhoff
 - Dr. Stephen Flynn, Director, Center for Resilience Studies, Northeastern University
 - Ms. Deborah Matherly, Principal Planner, The Louis Berger Group
- Five additional interviews scheduled with national transportation leaders through the end of December; additional invitations pending
- Conducted third rounds of public sector briefings
- Augmented research compendium of transportation resilience-related studies

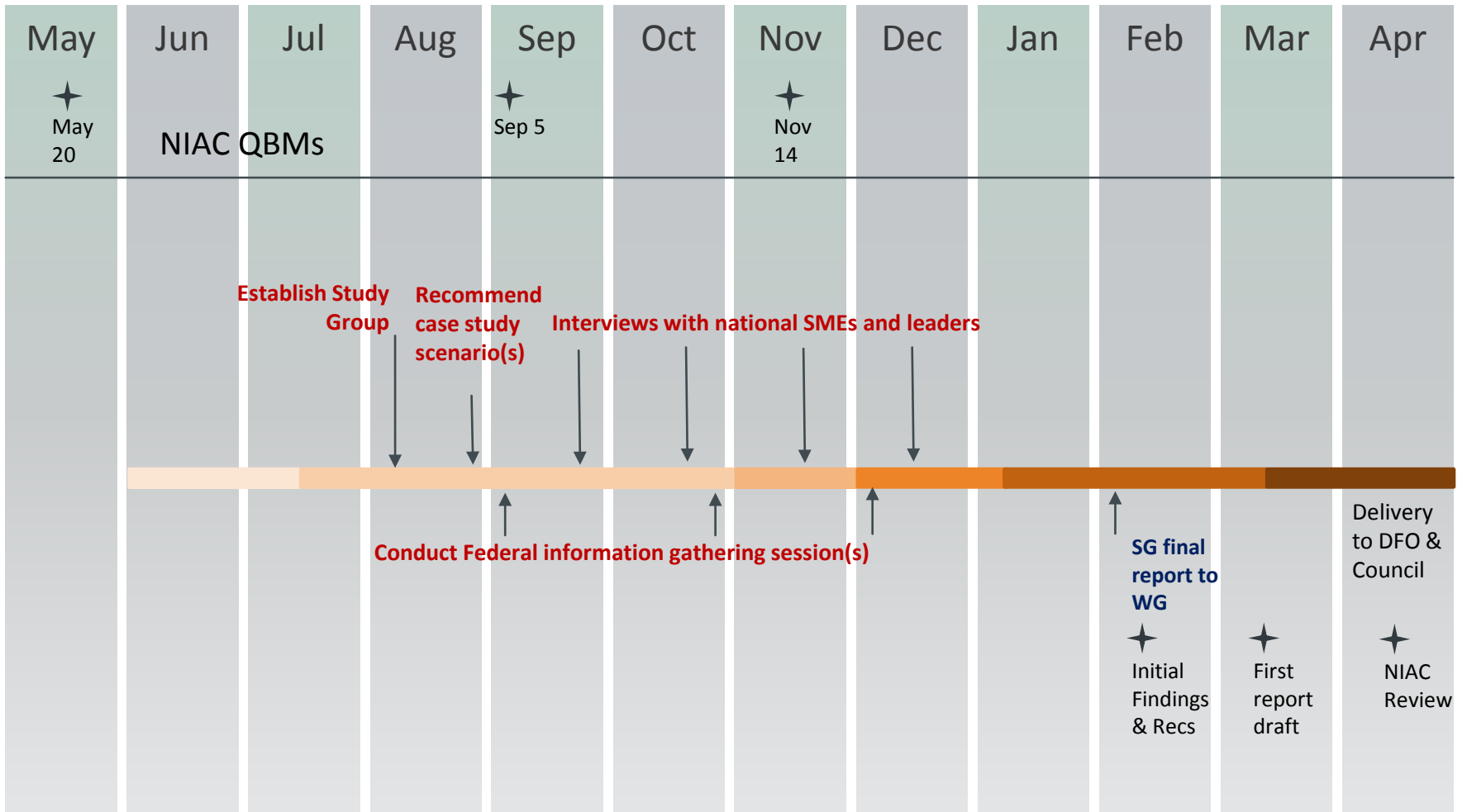
STUDY GROUP UPDATE

- 12 Study Group Members
 - Expertise in transportation (ports, mass transit, trucking, aviation, shipping), electricity, chemical, communications, state and local government
- Five panel discussions completed:
 - Port Operations at the Port of Los Angeles and the Port of Long Beach (10/9)
 - Pipeline and Surface Transportation Planning and Policy (10/23)
 - General Port Operations and Intermodal Transportation (10/30)
 - Aviation and Airfreight, and Postal And Shipping (11/6)
 - Mass Transit and Highway (11/13)
- One additional panel discussions planned
 - Security and Resilience (11/20)
- Study Group on target to deliver preliminary findings to the Working Group in January.

INITIAL THEMES AND INSIGHTS

- Transportation systems are very intertwined and interdependent
- Aging infrastructure has created single points of failure in the transportation sector
- Government regulations can act as a barrier to recovering and responding quickly following a disaster
- Supply shortages cause a ripple effect across multiple states
- Cybersecurity risk is a key uncertainty for the transportation sector
- Planning and preparation breeds a culture of resiliency but getting key stakeholders to collaborate/coordinate on the shared endpoint of improved resilience is challenging
- Resilience needs to become a key criteria in transportation design
- Failures in “adjacent” modes and sectors are beyond what individual components themselves can control or manage
- Long lead times that are needed for building and improving physical infrastructure require policy/program actions *now*
- Government responsibility for transportation resilience and security resides in several Federal agencies

REVISED SCHEDULE





APPENDIX



WORKING GROUP MEMBERS

- **Dr. Beverly Scott**, *CEO/General Manager*, Massachusetts Bay Transportation Authority (Co-Chair)
- **Jack Baylis**, *President and CEO*, The Baylis Group, LLC (Co-chair)
- **Glenn S. Gerstell**, *Managing Partner*, Milbank, Tweed, Hadley, & McCloy LLP (Co-chair)
- **Margaret Grayson**, *President*, MTN Government Services
- **Connie Lau**, *President and Chief Executive Officer*, Hawaiian Electric Industries, Inc.
- **James Nicholson**, *President and Chief Executive Officer*, PVS Chemicals, Inc.

PROPOSED STUDY PROCESS

