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BACKGROUND:

- Congress mandated in the 9/11 Act of 2007, Section 1002, states; “a report shall...be prepared on the comprehensive assessments conducted of the critical infrastructure and key resources of the United States, evaluating threat, vulnerability and consequence
2007 - Mandated TSA to prepare a comprehensive report of the critical infrastructure and key resources, while evaluating threat, vulnerability and consequence.

2009 - Congress appropriated $11.3M

2009 – TSA/USACE entered into a IAA to conduct assessments, utilizing pre-selected list of bridge and tunnels protocols/criteria

- Average daily traffic count. Type of structure (in order to have an assortment of structures);
- Structures that are co-located with another utility. i.e. pipelines/others;
- Economic impact if structure is destroyed.
- If structure is destroyed amount of time to replace it.
- Resilience (re-routing of traffic and commerce)
9/11 ACT OF 2007, SECTION 1002
TSA/USACE INTERAGENCY AGREEMENT

PROGRESS:

2009/2015 – Progress thus far: 34 of 39 bridges = 87% complete
9 of 14 tunnels = 64% complete

Total VA’s competed as of 4/20/2015 = 43 of 53 infrastructures = 81% completed.

Planned Structure Reviews = 7 5 completed & 2 pending
IAA will end 8/12/2015 if not extended. Nearly $1M left.
The Planned Structure Review

The Planned Structure Review process is designed to use the gathered information and data collected information analyzed from the previous assessments of various types of structures to be used in the design process of new structures that are on drawing board. These preventive measures would be incorporated into the new design prior to construction. This process is more economically feasible and a more proactive measure if used by the owner operator.
USACE has scheduled LATE 2015 to deliver the Tunnel Comparative Analysis Report (CAR) to TSA.

Planned Structure Reviews are mitigation strategies included in early design phases of construction design. As of November, 2014, the USACE has completed 6 planned structure reviews in accordance with the IAA. There will more.

The findings from both Bridge and Tunnel Comparative Analysis Reports will be shared with owner operators in order to move forward with a process of future self assessments by the respective owner operators.
TSA Site Visits conducted thru 31 March 2015
Post Assessment

Coordinate with security partners during the document generation stages.

Share the completed classified assessment with owners/operators.

Owner/operators must apply for, and be granted, a security clearance before reviewing the classified assessment report.

Non-classified reports may be briefed during post assessment.

Utilize results of the assessments to assist stakeholders in implementing mitigation strategies.