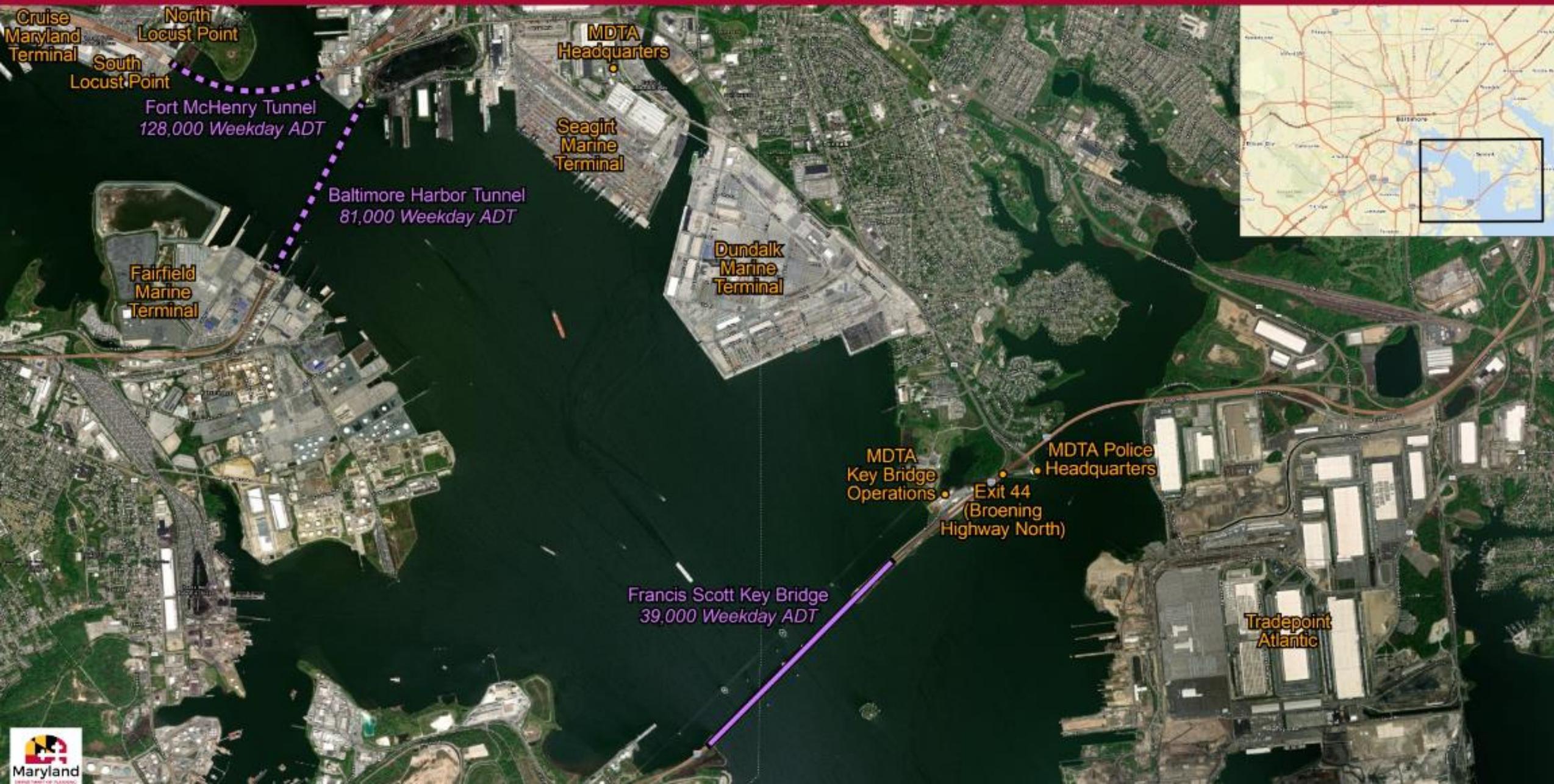




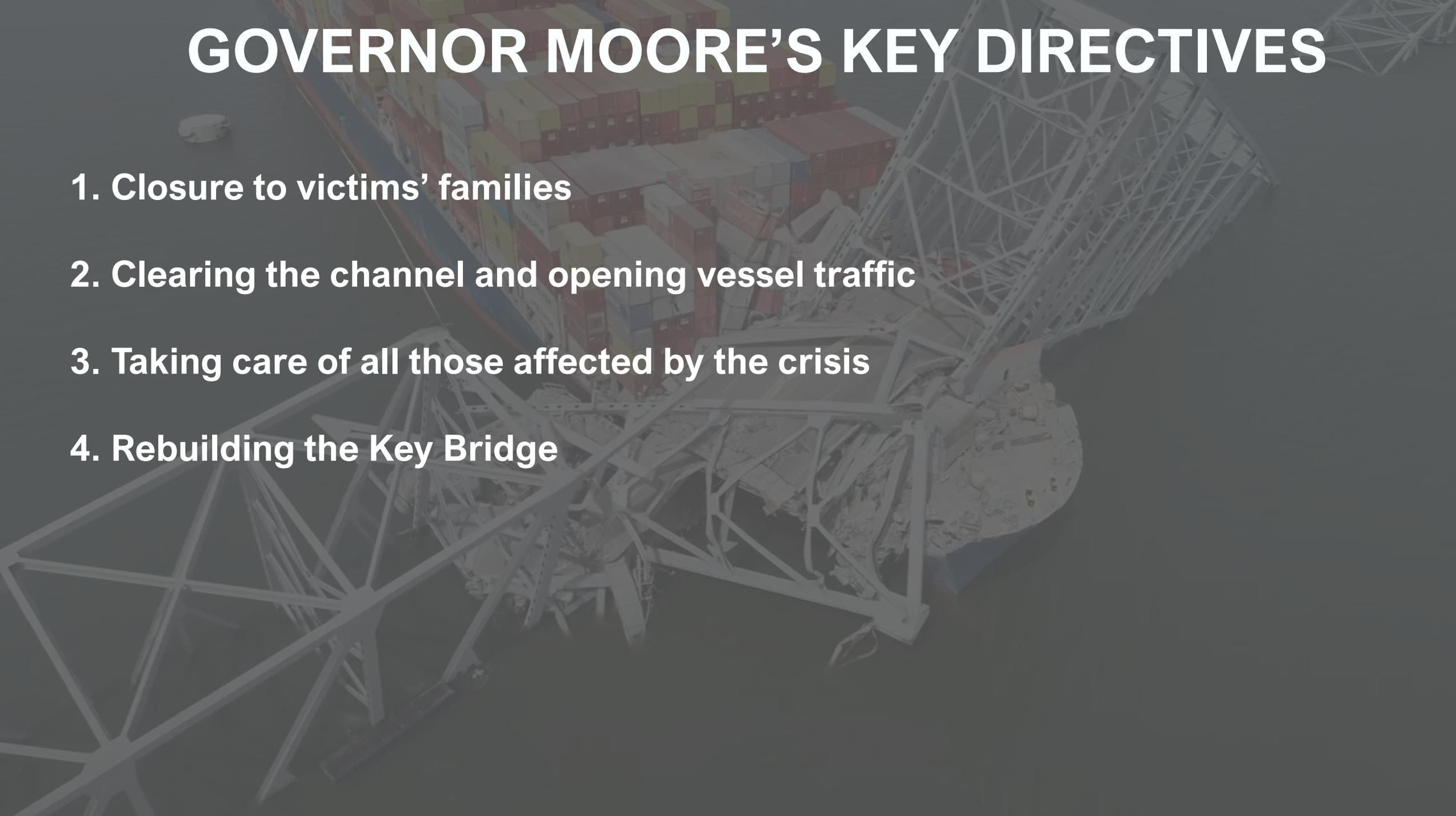
# KEY BRIDGE RESPONSE AND NEXT STEPS

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# Key Bridge Incident Site and Port Infrastructure



# GOVERNOR MOORE'S KEY DIRECTIVES

An aerial photograph of a port area, showing a large stack of colorful shipping containers (red, yellow, blue, and white) on the left. To the right, a large, complex steel truss bridge structure is visible, appearing to be in a state of collapse or significant damage. The background shows the dark water of the port and some distant structures.

- 1. Closure to victims' families**
- 2. Clearing the channel and opening vessel traffic**
- 3. Taking care of all those affected by the crisis**
- 4. Rebuilding the Key Bridge**

# RESPONSE AND RECOVERY TIMELINE











## MARYLAND ECONOMY IMPACT

- » **\$70.2 B** annual economic impact
- » Approximately **\$192 M** daily economic impact
- » **\$70.8 M** in annual business revenues
- » **13%** of the state's GDP

## IMPACTED INDUSTRIES

#1 among all U.S. ports for:

- » Automobiles and light trucks
- » Farm and construction equipment
- » Imported sugar
- » Imported gypsum
- » **1.3 M** tons of High and Heavy (farm/construction equipment) in 2023
- » Approximately **450** port-related businesses



## NATIONAL ECONOMY IMPACT

- » **\$101.2 B** annually in national economic impact
- » Approximately **\$277 M** daily in national economic impact
- » Direct impacts: increased costs, and delays to logistics, manufacturing, distribution, and intermodal
- » **15%** of all automobiles and light trucks moving through the U.S. Ports
- » Approximately **33%** of all high and heavy cargo moving through U.S. ports
- » Destination states where goods from the Port of Baltimore go to market: ME, NH, VT, MA, RI, CT, NY, PA, DE, MD, DC, WV, VA, NC, TN, KY, OH, MI, IN, WI, IL, MO, IA, MN, ND, SD, NE

## JOBS IMPACTED

- » **20,193** jobs directly associated with the Port of Baltimore activity
- » **23,950** induced jobs associated with the Port of Baltimore
- » **7,223** indirect jobs associated with the Port of Baltimore
- » **346,137** jobs within Maryland related to the Port of Baltimore (In addition to the direct, induced, and indirect job impacts)

## UNITS OF CARGO ANNUALLY

- » **55.5 M** tons of international and domestic cargo moved at the Port of Baltimore moved in 2023
- » **847,000** automobiles and light trucks in 2023 U.S. ports
- » More automobiles and light trucks than any other U.S. port for **13th** consecutive year

## HISTORY OF THE PORT OF BALTIMORE:

The Port first drew ships in 1670 and was designated a port of entry by the General Assembly in 1706.

Built to be swift and maneuverable, Baltimore Clipper ships helped established Baltimore as a center of commerce and shipbuilding.

## ONGOING SALVAGE OPERATION:



- Key Bridge is the hazmat corridor for I-95, for everything from paints and fuels to lithium batteries.
- **\$21.5 billion** in freight traveled on the Bridge in 2023
- Major national firms located along I-695 and use the Port for easy south-north access that is affected.
- North-south capacity along I-95 corridor now reduced by **25%**, reducing resilience and increasing disruptions.
- Hazmat trucks now seeing increased travel times of 30 minutes. Tunnels seeing 10% more truck traffic.
- Tunnels facing more congestion and over more of the day, increasing travel times for freight across the east coast.



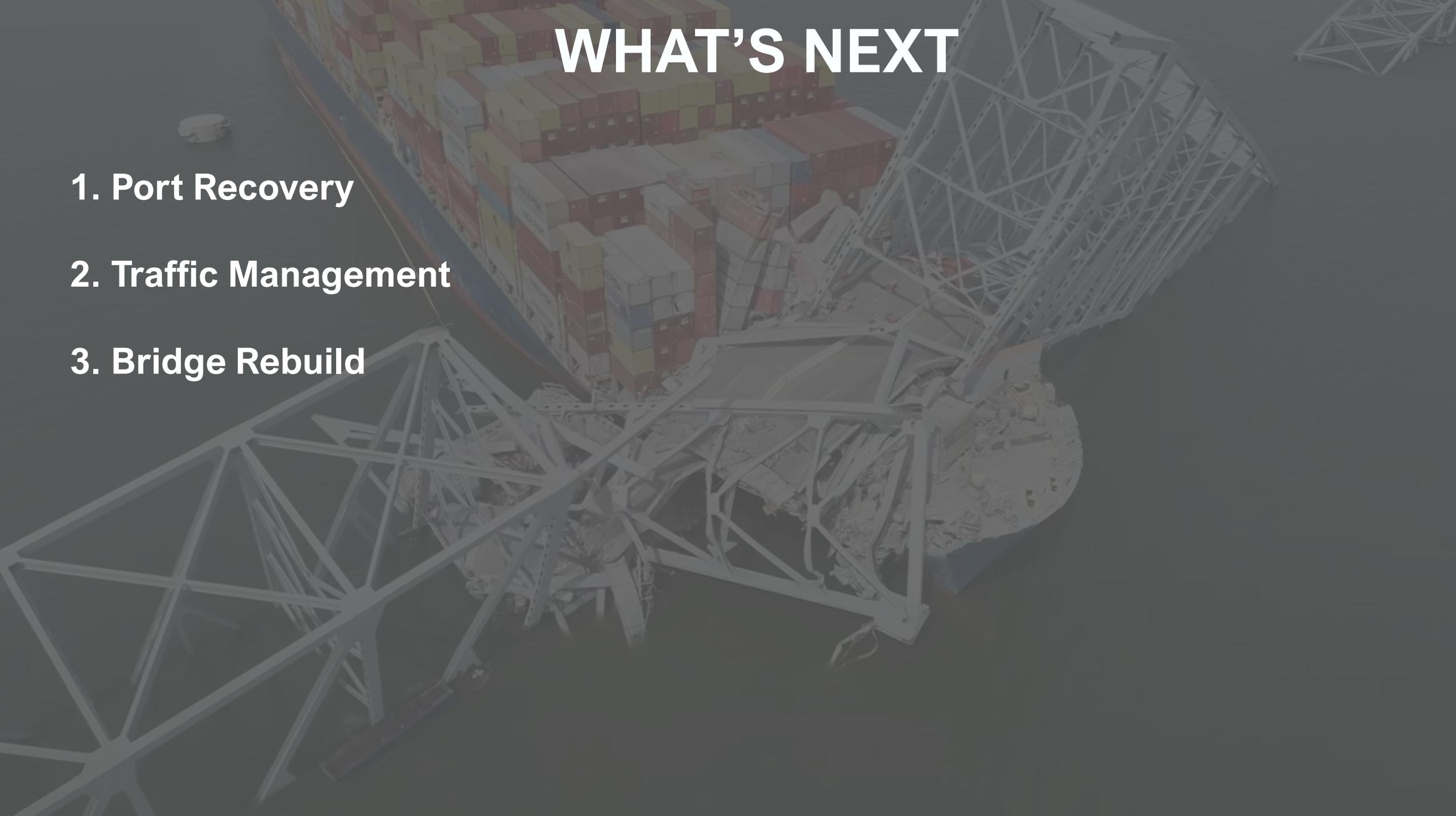
**KEY BRIDGE SERVES THE PORT  
AND THE NATION**

# MARYLAND IS SUPPORTING A TIMELY RECOVERY AND REBUILD

A large yellow and white crane structure is the central focus of the image, set against a clear blue sky with some light, wispy clouds. The crane's lattice structure is prominent, and it appears to be part of a large-scale construction or recovery project. The overall scene conveys a sense of industrial activity and progress.

- MDTA had an existing contractor, SKANSKA, at work at the Nice Bridge over the Potomac River in Southern Maryland.
- MDTA used federal and state emergency procurement rules to bring contractor to FSK site within days.
- SKANSKA team is supporting unified command effort.
- First removal from the water on Saturday after collapse.
- To rebuild the bridge, MDTA has released a Progressive Design-Build contract.
- Contract brings in private sector partner and expertise quickly.
- Worked with FHWA from day one on environmental compliance and permitting.

# WHAT'S NEXT

A 3D rendering of a large cargo ship, viewed from an elevated perspective. The ship is heavily damaged, with a significant portion of its deck and superstructure collapsed. The remaining structure is a complex, tangled web of white metal beams. The deck is covered with stacks of colorful shipping containers in shades of red, yellow, and blue. The ship is positioned on a dark, flat surface, possibly representing a port or a body of water. The overall scene is dimly lit, with a dark grey background.

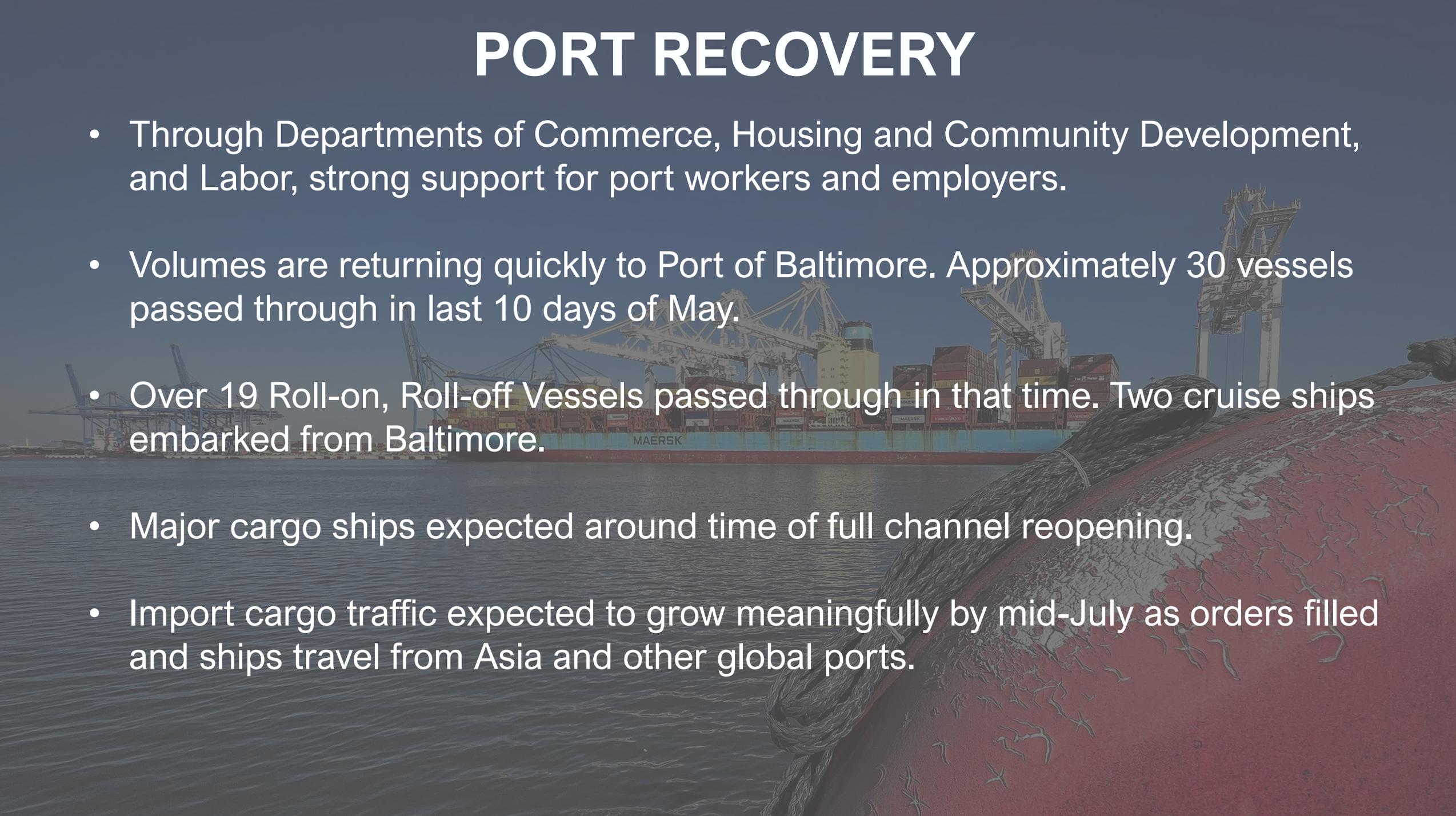
**1. Port Recovery**

**2. Traffic Management**

**3. Bridge Rebuild**

# PORT RECOVERY

- Through Departments of Commerce, Housing and Community Development, and Labor, strong support for port workers and employers.
- Volumes are returning quickly to Port of Baltimore. Approximately 30 vessels passed through in last 10 days of May.
- Over 19 Roll-on, Roll-off Vessels passed through in that time. Two cruise ships embarked from Baltimore.
- Major cargo ships expected around time of full channel reopening.
- Import cargo traffic expected to grow meaningfully by mid-July as orders filled and ships travel from Asia and other global ports.



# TRAFFIC MANAGEMENT

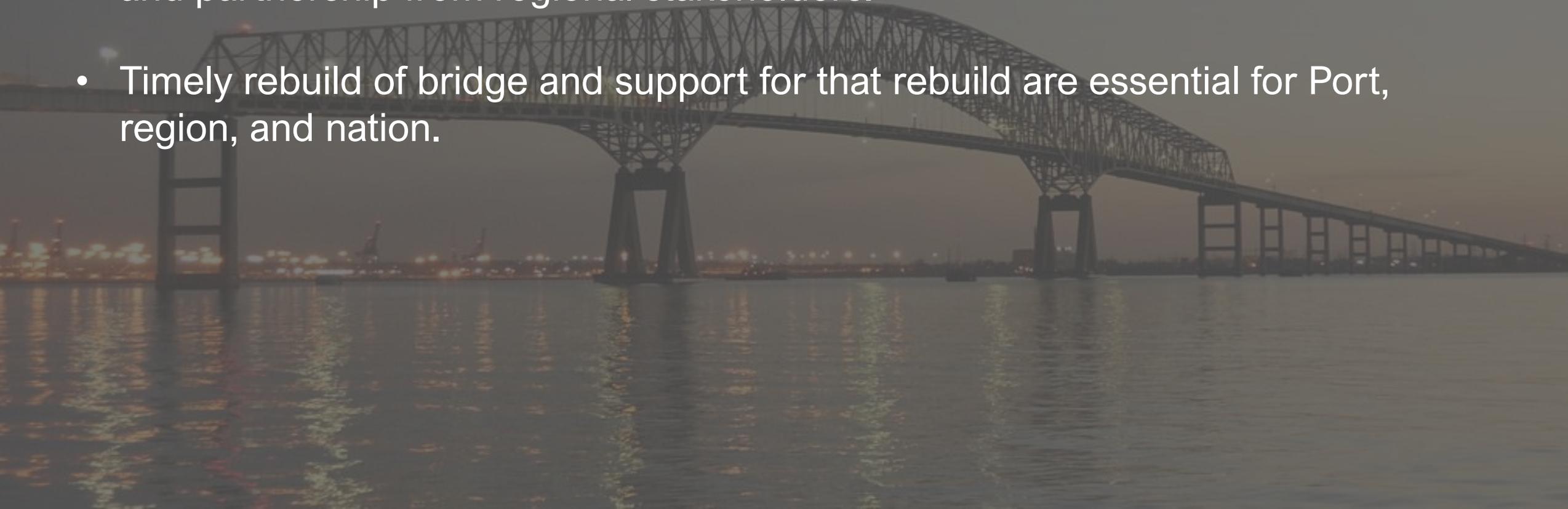
- With a 25% loss in cross-harbor capacity, traffic is affected in Baltimore area.
- State Highway Administration (SHA) and Maryland Transportation Authority (MDTA) working closely with partners to monitor traffic, implement near-term strategies.
- MDOT, including through our Maryland Transit Administration, is looking to support Transportation Demand Management (TDM) to reduce burdens on the tunnels. Regional efforts around updated truck routes and policies.
- With channel reopening, MDTA has reopened critical connections to I-695 to help manage truck traffic.
- Will be an ongoing process of monitoring and engagement.

# BRIDGE REBUILD

- Maryland Transportation Authority (MDTA) will be advancing design and construction of a new bridge. Progressive Design Build RFP released May 31.
  - NEPA Categorical Exclusion is being prepared. Close coordination ongoing with federal and state agencies.
  - Current timeline has construction complete in Fall 2028.
  - MDTA estimates project cost of \$1.7-\$1.9 billion
  - Ongoing coordination regarding federal Emergency Relief funding, federal share, and insurance.
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- A large steel truss bridge spans across a body of water. The bridge has a prominent arch structure supported by several tall, dark piers. The sky is a mix of light and dark tones, suggesting dawn or dusk, with some lights visible in the distance. The water in the foreground is dark with some reflections.

# ONGOING PARTNERSHIP

- Maryland Department of Transportation continues close coordination with local jurisdictions, trucking and shipping communities, and federal partners.
- What has happened in Baltimore affects entire I-95 corridor. Welcome feedback and partnership from regional stakeholders.
- Timely rebuild of bridge and support for that rebuild are essential for Port, region, and nation.





# QUESTIONS

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