

March 20, 2025

Ms. Gloria M. Shepherd
Executive Director
Federal Highway Administration
1200 New Jersey Ave., SE
Washington, DC 20590

The attached letter from the NTSB Chairman provides information about the March 20, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies* (NTSB/MIR-25-10). The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter detailing the actions you have taken or intend to take to implement these recommendations. When replying, please refer to the safety recommendations by number (for example, H-25-1). We encourage you to submit your response to ExecutiveSecretariat@nts.gov. If your reply exceeds 20 megabytes, including attachments, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.



NTSB Executive Secretariat-LRM
Office of the Managing Director
National Transportation Safety Board
490 L'Enfant Plaza SW
Washington, DC 20594
Email: ExecutiveSecretariat@nts.gov

National Transportation Safety Board

Office of the Chairman

Washington, DC 20594



March 20, 2025

Ms. Gloria M. Shepherd
Executive Director
Federal Highway Administration
1200 New Jersey Ave., SE
Washington, DC 20590

Dear Ms. Shepherd:

This letter provides information about the National Transportation Safety Board's (NTSB) March 18, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies*, Baltimore, Maryland, March 26, 2024, MIR-25-10. The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Bridge owners' lack of awareness of their bridges' risk of a catastrophic bridge collapse from a vessel collision
- Lack of a risk reduction plan for bridges above the acceptable risk threshold established by the American Association of State Highway and Transportation Officials

Accordingly, the NTSB makes the following urgent safety recommendation to the Federal Highway Administration. Additional information regarding this recommendation can be found in the noted section of the report.

- In coordination with the US Coast Guard and US Army Corps of Engineers, establish an interdisciplinary team—including representatives from the Federal Highway Administration, US Coast Guard, and US Army Corps of Engineers—and provide guidance and assistance to bridge owners on evaluating and reducing the risk of a bridge collapse from a vessel collision. (H-25-1) (Urgent) (See section 2.4)

The NTSB Is vitally Interested In this urgent recommendation because it is designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter, detailing the actions you have taken or intend to take to implement this recommendation. When replying, please refer to the safety recommendation by number (Safety Recommendation H-25-1). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. If your reply, including attachments, exceeds 20 megabytes, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.

Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairman
On behalf of the entire Board

cc: Mr. Derek Soden, Team Leader, Hydraulics and Geotechnical Engineering Team,
Office of Bridges and Structures

March 20, 2025

Admiral Kevin E. Lunday
Acting Commandant, U.S. Coast Guard
U.S. Coast Guard Headquarters
2803 Martin Luther King Jr. Ave., SE
Stop 7318
Washington, DC 20593

The attached letter from the NTSB Chairman provides information about the March 20, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies* (NTSB/MIR-25-10). The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter detailing the actions you have taken or intend to take to implement these recommendations. When replying, please refer to the safety recommendations by number (for example, H-25-2). We encourage you to submit your response to ExecutiveSecretariat@nts.gov. If your reply exceeds 20 megabytes, including attachments, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.



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Washington, DC 20594



March 20, 2025

Admiral Kevin E. Lunday
Acting Commandant, U.S. Coast Guard
U.S. Coast Guard Headquarters
2803 Martin Luther King Jr. Ave., SE
Stop 7318
Washington, DC 20593

Dear Admiral Lunday:

This letter provides information about the National Transportation Safety Board's (NTSB) March 18, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies*, Baltimore, Maryland, March 26, 2024, MIR-25-10. The details of this accident investigation and the resulting urgent safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Bridge owners' lack of awareness of their bridges' risk of a catastrophic bridge collapse from a vessel collision
- Lack of a risk reduction plan for bridges above the acceptable risk threshold established by the American Association of State Highway and Transportation Officials

Accordingly, the NTSB makes the following urgent safety recommendation to the U.S. Coast Guard. Additional information regarding this recommendation can be found in the noted section of the report.

- Support the Federal Highway Administration in establishing an interdisciplinary team—including representatives from the Federal Highway Administration, US Coast Guard, and US Army Corps of Engineers—and provide guidance and assistance to bridge owners on evaluating and reducing the risk of a bridge collapse from a vessel collision. (H-25-2) (Urgent) (See section 2.4)

The NTSB is vitally interested in this urgent recommendation because it is designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter, detailing the actions you have taken or intend to take to implement this urgent recommendation. When replying, please refer to the safety recommendation by number (Safety Recommendation H-25-2). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. If your reply, including attachments, exceeds 20 megabytes, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.

Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairman
On behalf of the entire Board

cc: Captain Evelyn Samms
Mr. Jason Neubauer
Commander Kelli Dougherty
Lieutenant Commander Laura Fitzpatrick
Mr. Omar La Torre Reyes
Lieutenant Commander Charles Reed

March 20, 2025

Lieutenant General William H. Graham, Jr.
Commanding General, U.S. Army Corps of Engineers
Headquarters, U.S. Army Corps of Engineers
441 G Street NW 3F17
Washington, DC 20314-1000

The attached letter from the NTSB Chairman provides information about the March 20, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies* (NTSB/MIR-25-10). The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter detailing the actions you have taken or intend to take to implement these recommendations. When replying, please refer to the safety recommendations by number (for example, H-25-2 through H-25-4). We encourage you to submit your response to ExecutiveSecretariat@nts.gov. If your reply exceeds 20 megabytes, including attachments, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.



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Washington, DC 20594



March 20, 2025

Lieutenant General William H. Graham, Jr.
Commanding General, U.S. Army Corps of Engineers
Headquarters, U.S. Army Corps of Engineers
441 G Street NW 3F17
Washington, DC 20314-1000

Dear Lieutenant General Graham:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the U.S. Army Corps of Engineers to act on the urgent safety recommendations in this letter because we believe your organization can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached 1-page summary.

This letter also includes information about our March 18, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies*, Baltimore, Maryland, March 26, 2024, MIR-25-10. The details of this accident investigation and the resulting urgent safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Bridge owners' lack of awareness of their bridges' risk of a catastrophic bridge collapse from a vessel collision

- Lack of a risk reduction plan for bridges above the acceptable risk threshold established by the American Association of State Highway and Transportation Officials

Accordingly, the NTSB makes the following urgent safety recommendations to the U.S. Army Corps of Engineers. Additional information regarding these recommendations can be found in the noted sections of the report.

- Support the Federal Highway Administration in establishing an interdisciplinary team—including representatives from the Federal Highway Administration, US Coast Guard, and US Army Corps of Engineers—and provide guidance and assistance to bridge owners on evaluating and reducing the risk of a bridge collapse from a vessel collision. (H-25-2) (Urgent) (See H-25-1 and section 2.4)
- Calculate the American Association of State Highway and Transportation Officials (AASHTO) Method II annual frequency of collapse for the bridge(s) identified in appendix B of this report for which you are responsible and inform the National Transportation Safety Board whether the probability of collapse is above the AASHTO threshold. (H-25-3) (Urgent) (See section 2.4 and appendix B)
- If the calculations that you performed in response to safety recommendation H-25-3 indicate that a bridge has an annual frequency of collapse greater than the American Association of State Highway and Transportation Officials threshold and implement a comprehensive risk reduction plan that includes, at a minimum:
 - guidance and assistance from the Federal Highway Administration, US Coast Guard, and US Army Corps of Engineers Interdisciplinary Team identified in Safety Recommendations H-25-1 and H-25-2, and
 - short- and long-term strategies to reduce the probability of a potential bridge collapse from a vessel collision. (H-25-4) (Urgent) (See section 2.4)

The NTSB is vitally interested in these urgent recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter, detailing the actions you have taken or intend to take to implement these urgent recommendations. When replying, please refer to the safety recommendations by number (Safety Recommendations H-25-2, -3, and -4). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

If your reply, including attachments, exceeds 20 megabytes, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.

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Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairman
On behalf of the entire Board

cc: Mr. Thomas North, Bridge Program Safety Manager
Mr. Stephen Hill, Chief of Operations & Regulatory
Ms. Tiffany Burroughs, Navigation Chief
Mr. Jase Ousley, Deputy Navigation Chief

March 20, 2025

Mr. Toks Omishakin
Secretary of Transportation
Bay Area Toll Authority
400 Capitol Mall
Suite 2340
Sacramento, CA 95814

The attached letter from the NTSB Chairman provides information about the March 20, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies* (NTSB/MIR-25-10). The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter detailing the actions you have taken or intend to take to implement these recommendations. When replying, please refer to the safety recommendations by number (for example, H-25-3 through H-25-4). We encourage you to submit your response to ExecutiveSecretariat@nts.gov. If your reply exceeds 20 megabytes, including attachments, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.



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National Transportation Safety Board

Office of the Chairman

Washington, DC 20594



March 20, 2025

Mr. Toks Omishakin
Secretary of Transportation
Bay Area Toll Authority
400 Capitol Mall
Suite 2340
Sacramento, CA 95814

Dear Secretary Omishakin:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the Bay Area Toll Authority to act on the urgent safety recommendations in this letter because we believe your organization can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached 1-page summary.

This letter also includes information about our March 18, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies*, Baltimore, Maryland, March 26, 2024, MIR-25-10. The details of this accident investigation and the resulting urgent safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Bridge owners' lack of awareness of their bridges' risk of a catastrophic bridge collapse from a vessel collision

- Lack of a risk reduction plan for bridges above the acceptable risk threshold established by the American Association of State Highway and Transportation Officials

Accordingly, the NTSB makes the following urgent safety recommendations to the Bay Area Toll Authority. Additional information regarding these recommendations can be found in the noted sections of the report.

- Calculate the American Association of State Highway and Transportation Officials (AASHTO) Method II annual frequency of collapse for the bridge(s) identified in appendix B of this report for which you are responsible and inform the National Transportation Safety Board whether the probability of collapse is above the AASHTO threshold. (H-25-3) (Urgent) (See section 2.4 and appendix B)
- If the calculations that you performed in response to Safety Recommendation H-25-3 indicate that a bridge has an annual frequency of collapse greater than the American Association of State Highway and Transportation Officials threshold and implement a comprehensive risk reduction plan that includes, at a minimum:
 - guidance and assistance from the Federal Highway Administration, US Coast Guard, and US Army Corps of Engineers Interdisciplinary Team identified in Safety Recommendations H-25-1 and -2, and
 - short- and long-term strategies to reduce the probability of a potential bridge collapse from a vessel collision. (H-25-4) (Urgent) (See section 2.4)

The NTSB is vitally interested in these urgent recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter, detailing the actions you have taken or intend to take to implement these urgent recommendations. When replying, please refer to the safety recommendations by number (Safety Recommendations H-25-3 and H-25-4). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

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Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairman
On behalf of the entire Board

cc: Mr. Andrew B. Fremier, Executive Director
Mr. Don Nguyen-Tan, Bridge Manager/Engineer
Mr. Vassil Simeonov, Bridge Manager/Engineer

March 20, 2025

Mr. Toks Omishakin
Secretary of Transportation
California Department of Transportation
400 Capitol Mall
Suite 2340
Sacramento, CA 95814

The attached letter from the NTSB Chairman provides information about the March 20, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies* (NTSB/MIR-25-10). The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter detailing the actions you have taken or intend to take to implement these recommendations. When replying, please refer to the safety recommendations by number (for example, H-25-3 through H-25-4). We encourage you to submit your response to ExecutiveSecretariat@nts.gov. If your reply exceeds 20 megabytes, including attachments, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.



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National Transportation Safety Board

Office of the Chairman

Washington, DC 20594



March 20, 2025

Mr. Toks Omishakin
Secretary of Transportation
California Department of Transportation
400 Capitol Mall
Suite 2340
Sacramento, CA 95814

Dear Secretary Omishakin:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the California Department of Transportation to act on the urgent safety recommendations in this letter because we believe your organization can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached 1-page summary.

This letter also includes information about our March 18, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies*, Baltimore, Maryland, March 26, 2024, MIR-25-10. The details of this accident investigation and the resulting urgent safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Bridge owners' lack of awareness of their bridges' risk of a catastrophic bridge collapse from a vessel collision

- Lack of a risk reduction plan for bridges above the acceptable risk threshold established by the American Association of State Highway and Transportation Officials

Accordingly, the NTSB makes the following urgent safety recommendations to the California Department of Transportation. Additional information regarding these recommendations can be found in the noted sections of the report.

- Calculate the American Association of State Highway and Transportation Officials (AASHTO) Method II annual frequency of collapse for the bridge(s) identified in appendix B of this report for which you are responsible and inform the National Transportation Safety Board whether the probability of collapse is above the AASHTO threshold. (H-25-3) (Urgent) (See section 2.4 and appendix B)
- If the calculations that you performed in response to Safety Recommendation H-25-3 indicate that a bridge has an annual frequency of collapse greater than the American Association of State Highway and Transportation Officials threshold and implement a comprehensive risk reduction plan that includes, at a minimum:
 - guidance and assistance from the Federal Highway Administration, US Coast Guard, and US Army Corps of Engineers Interdisciplinary Team identified in Safety Recommendations H-25-1 and -2, and
 - short- and long-term strategies to reduce the probability of a potential bridge collapse from a vessel collision. (H-25-4) (Urgent) (See section 2.4)

The NTSB is vitally interested in these urgent recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter, detailing the actions you have taken or intend to take to implement these urgent recommendations. When replying, please refer to the safety recommendations by number (Safety Recommendations H-25-3 and H-25-4). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

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Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairman
On behalf of the entire Board

cc: Mr. Tony Tavares, Caltrans Director
Mr. Don Nguyen-Tan, Bridge Manager/Engineer
Mr. Vassil Simeonov, Bridge Manager/Engineer

March 20, 2025

Mr. James D. Schultz
Chairman
Delaware River Port Authority
One Port Center
2 Riverside Drive
Camden, NJ 08101

The attached letter from the NTSB Chairman provides information about the March 20, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies* (NTSB/MIR-25-10). The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter detailing the actions you have taken or intend to take to implement these recommendations. When replying, please refer to the safety recommendations by number (for example, H-25-3 through H-25-4). We encourage you to submit your response to ExecutiveSecretariat@nts.gov. If your reply exceeds 20 megabytes, including attachments, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.



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Office of the Chairman

Washington, DC 20594



March 20, 2025

Mr. James D. Schultz
Chairman
Delaware River Port Authority
One Port Center
2 Riverside Drive
Camden, NJ 08101

Dear Chairman Schultz:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the Delaware River Port Authority to act on the urgent safety recommendations in this letter because we believe your organization can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached 1-page summary.

This letter also includes information about our March 18, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies*, Baltimore, Maryland, March 26, 2024, MIR-25-10. The details of this accident investigation and the resulting urgent safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Bridge owners' lack of awareness of their bridges' risk of a catastrophic bridge collapse from a vessel collision

- Lack of a risk reduction plan for bridges above the acceptable risk threshold established by the American Association of State Highway and Transportation Officials

Accordingly, the NTSB makes the following urgent safety recommendations to the Delaware River Port Authority. Additional information regarding these recommendations can be found in the noted sections of the report.

- Calculate the American Association of State Highway and Transportation Officials (AASHTO) Method II annual frequency of collapse for the bridge(s) identified in appendix B of this report for which you are responsible and inform the National Transportation Safety Board whether the probability of collapse is above the AASHTO threshold. (H-25-3) (Urgent) (See section 2.4 and appendix B)
- If the calculations that you performed in response to Safety Recommendation H-25-3 indicate that a bridge has an annual frequency of collapse greater than the American Association of State Highway and Transportation Officials threshold and implement a comprehensive risk reduction plan that includes, at a minimum:
 - guidance and assistance from the Federal Highway Administration, US Coast Guard, and US Army Corps of Engineers Interdisciplinary Team identified in Safety Recommendations H-25-1 and -2, and
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Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairman
On behalf of the entire Board

cc: Mr. John T. Hanson, Chief Executive Officer
Mr. Michael P. Venuto, Chief Engineer

March 20, 2025

Mr. Jared W. Perdue
Secretary
Florida Department of Transportation
605 Suwannee Street
Tallahassee, FL 32399

The attached letter from the NTSB Chairman provides information about the March 20, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies* (NTSB/MIR-25-10). The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

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March 20, 2025

Mr. Jared W. Perdue
Secretary
Florida Department of Transportation
605 Suwannee Street
Tallahassee, FL 32399

Dear Secretary Perdue:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the Florida Department of Transportation to act on the urgent safety recommendations in this letter because we believe your organization can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached 1-page summary.

This letter also includes information about our March 18, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies*, Baltimore, Maryland, March 26, 2024, MIR-25-10. The details of this accident investigation and the resulting urgent safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Bridge owners' lack of awareness of their bridges' risk of a catastrophic bridge collapse from a vessel collision

- Lack of a risk reduction plan for bridges above the acceptable risk threshold established by the American Association of State Highway and Transportation Officials

Accordingly, the NTSB makes the following urgent safety recommendations to the Florida Department of Transportation. Additional information regarding these recommendations can be found in the noted sections of the report.

- Calculate the American Association of State Highway and Transportation Officials (AASHTO) Method II annual frequency of collapse for the bridge(s) identified in appendix B of this report for which you are responsible and inform the National Transportation Safety Board whether the probability of collapse is above the AASHTO threshold. (H-25-3) (Urgent) (See section 2.4 and appendix B)
- If the calculations that you performed in response to Safety Recommendation H-25-3 indicate that a bridge has an annual frequency of collapse greater than the American Association of State Highway and Transportation Officials threshold and implement a comprehensive risk reduction plan that includes, at a minimum:
 - guidance and assistance from the Federal Highway Administration, US Coast Guard, and US Army Corps of Engineers Interdisciplinary Team identified in Safety Recommendations H-25-1 and -2, and
 - short- and long-term strategies to reduce the probability of a potential bridge collapse from a vessel collision. (H-25-4) (Urgent) (See section 2.4)

The NTSB is vitally interested in these urgent recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter, detailing the actions you have taken or intend to take to implement these urgent recommendations. When replying, please refer to the safety recommendations by number (Safety Recommendations H-25-3 and H-25-4). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

If your reply, including attachments, exceeds 20 megabytes, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.

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Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairman
On behalf of the entire Board

cc: Mr. William Potter, State Structures Design Engineer

March 20, 2025

Mr. Russell McMurry
Commissioner
Georgia Department of Transportation
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308

The attached letter from the NTSB Chairman provides information about the March 20, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies* (NTSB/MIR-25-10). The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

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Office of the Managing Director
National Transportation Safety Board
490 L'Enfant Plaza SW
Washington, DC 20594
Email: ExecutiveSecretariat@nts.gov

National Transportation Safety Board

Office of the Chairman

Washington, DC 20594



March 20, 2025

Mr. Russell McMurry
Commissioner
Georgia Department of Transportation
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308

Dear Commissioner McMurry:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the Georgia Department of Transportation to act on the urgent safety recommendations in this letter because we believe your organization can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached 1-page summary.

This letter also includes information about our March 18, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies*, Baltimore, Maryland, March 26, 2024, MIR-25-10. The details of this accident investigation and the resulting urgent safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Bridge owners' lack of awareness of their bridges' risk of a catastrophic bridge collapse from a vessel collision

- Lack of a risk reduction plan for bridges above the acceptable risk threshold established by the American Association of State Highway and Transportation Officials

Accordingly, the NTSB makes the following urgent safety recommendations to the Georgia Department of Transportation. Additional information regarding these recommendations can be found in the noted sections of the report.

- Calculate the American Association of State Highway and Transportation Officials (AASHTO) Method II annual frequency of collapse for the bridge(s) identified in appendix B of this report for which you are responsible and inform the National Transportation Safety Board whether the probability of collapse is above the AASHTO threshold. (H-25-3) (Urgent) (See section 2.4 and appendix B)
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The NTSB is vitally interested in these urgent recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter, detailing the actions you have taken or intend to take to implement these urgent recommendations. When replying, please refer to the safety recommendations by number (Safety Recommendations H-25-3 and H-25-4). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

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Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairman
On behalf of the entire Board

cc: Mr. Donn Digamon, State Bridge Engineer

March 20, 2025

Mr. Gerald D. Cochran
President
Golden Gate Bridge Highway and Transportation District
PO Box 29000
Presidio Station
San Francisco, CA 94129-9000

The attached letter from the NTSB Chairman provides information about the March 20, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies* (NTSB/MIR-25-10). The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

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National Transportation Safety Board

Office of the Chairman

Washington, DC 20594



March 20, 2025

Mr. Gerald D. Cochran
President
Golden Gate Bridge Highway and Transportation District
PO Box 29000
Presidio Station
San Francisco, CA 94129-9000

Dear Mr. Cochran:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the Golden Gate Bridge Highway and Transportation District to act on the urgent safety recommendations in this letter because we believe your organization can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached 1-page summary.

This letter also includes information about our March 18, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies*, Baltimore, Maryland, March 26, 2024, MIR-25-10. The details of this accident investigation and the resulting urgent safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Bridge owners' lack of awareness of their bridges' risk of a catastrophic bridge collapse from a vessel collision

- Lack of a risk reduction plan for bridges above the acceptable risk threshold established by the American Association of State Highway and Transportation Officials

Accordingly, the NTSB makes the following urgent safety recommendations to the Golden Gate Bridge Highway and Transportation District. Additional information regarding these recommendations can be found in the noted sections of the report.

- Calculate the American Association of State Highway and Transportation Officials (AASHTO) Method II annual frequency of collapse for the bridge(s) identified in appendix B of this report for which you are responsible and inform the National Transportation Safety Board whether the probability of collapse is above the AASHTO threshold. (H-25-3) (Urgent) (See section 2.4 and appendix B)
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The NTSB is vitally interested in these urgent recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter, detailing the actions you have taken or intend to take to implement these urgent recommendations. When replying, please refer to the safety recommendations by number (Safety Recommendations H-25-3 and H-25-4). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

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Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairman
On behalf of the entire Board

cc: Mr. Denis J. Mulligan, General Manager
Mr. John R. Eberle, District Engineer

March 20, 2025

Mr. Roberto Treviño, P.E.
Executive Director
Harris County Toll Road Authority
7701 Wilshire Place Drive
Houston, TX 77040

The attached letter from the NTSB Chairman provides information about the March 20, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies* (NTSB/MIR-25-10). The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

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National Transportation Safety Board

Office of the Chairman

Washington, DC 20594



March 20, 2025

Mr. Roberto Treviño, P.E.
Executive Director
Harris County Toll Road Authority
7701 Wilshire Place Drive
Houston, TX 77040

Dear Mr. Treviño:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the Harris County Toll Road Authority to act on the urgent safety recommendations in this letter because we believe your organization can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached 1-page summary.

This letter also includes information about our March 18, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies*, Baltimore, Maryland, March 26, 2024, MIR-25-10. The details of this accident investigation and the resulting urgent safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Bridge owners' lack of awareness of their bridges' risk of a catastrophic bridge collapse from a vessel collision

- Lack of a risk reduction plan for bridges above the acceptable risk threshold established by the American Association of State Highway and Transportation Officials

Accordingly, the NTSB makes the following urgent safety recommendations to the Harris County Toll Road Authority. Additional information regarding these recommendations can be found in the noted sections of the report.

- Calculate the American Association of State Highway and Transportation Officials (AASHTO) Method II annual frequency of collapse for the bridge(s) identified in appendix B of this report for which you are responsible and inform the National Transportation Safety Board whether the probability of collapse is above the AASHTO threshold. (H-25-3) (Urgent) (See section 2.4 and appendix B)
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The NTSB is vitally interested in these urgent recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter, detailing the actions you have taken or intend to take to implement these urgent recommendations. When replying, please refer to the safety recommendations by number (Safety Recommendations H-25-3 and H-25-4). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

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Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairman
On behalf of the entire Board

cc: Ms. Nicole Stutz, Chief of Staff
Mr. Calvin Harvey, Deputy Director, Public Safety and Operations

March 20, 2025

Mr. Joe Donahue
Secretary
Louisiana Department of Transportation and Development
1201 Capitol Access Road
Baton Rouge, LA 70802

The attached letter from the NTSB Chairman provides information about the March 20, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies* (NTSB/MIR-25-10). The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

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National Transportation Safety Board

Office of the Chairman

Washington, DC 20594



March 20, 2025

Mr. Joe Donahue
Secretary
Louisiana Department of Transportation and Development
1201 Capitol Access Road
Baton Rouge, LA 70802

Dear Secretary Donahue:

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We are providing the following information to urge the Louisiana Department of Transportation and Development to act on the urgent safety recommendations in this letter because we believe your organization can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached 1-page summary.

This letter also includes information about our March 18, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies*, Baltimore, Maryland, March 26, 2024, MIR-25-10. The details of this accident investigation and the resulting urgent safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Bridge owners' lack of awareness of their bridges' risk of a catastrophic bridge collapse from a vessel collision

- Lack of a risk reduction plan for bridges above the acceptable risk threshold established by the American Association of State Highway and Transportation Officials

Accordingly, the NTSB makes the following urgent safety recommendations to the Louisiana Department of Transportation and Development. Additional information regarding these recommendations can be found in the noted sections of the report.

- Calculate the American Association of State Highway and Transportation Officials (AASHTO) Method II annual frequency of collapse for the bridge(s) identified in appendix B of this report for which you are responsible and inform the National Transportation Safety Board whether the probability of collapse is above the AASHTO threshold. (H-25-3) (Urgent) (See section 2.4 and appendix B)
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Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairman
On behalf of the entire Board

cc: Mr. Mark Bucci, Bridge Design Engineer Administrator
Ms. Tomeka Watson Bryant, General Manager (New Orleans Public Belt Railroad)
Mr. Carl T. Kocur, Vice President, Engineering (New Orleans Public Belt Railroad)

National Transportation Safety Board

Office of the Chairman

Washington, DC 20594



March 20, 2025

Mr. Joe Donahue

Secretary

Louisiana Department of Transportation and Development

1201 Capitol Access Road

Baton Rouge, LA 70802

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Accordingly, the NTSB makes the following urgent safety recommendations to the Louisiana Department of Transportation and Development. Additional information regarding these recommendations can be found in the noted sections of the report.

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Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairman
On behalf of the entire Board

cc: Mr. Mark Bucci, Bridge Design Engineer Administrator

March 20, 2025

Mr. Patrick F. Gleason
Chairman
Mackinac Bridge Authority
N 415 I-75
St. Ignace, MI 49781

The attached letter from the NTSB Chairman provides information about the March 20, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies* (NTSB/MIR-25-10). The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

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National Transportation Safety Board

Office of the Chairman

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March 20, 2025

Mr. Patrick F. Gleason
Chairman
Mackinac Bridge Authority
N 415 I-75
St. Ignace, MI 49781

Dear Mr. Gleason:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the Mackinac Bridge Authority to act on the urgent safety recommendations in this letter because we believe your organization can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached 1-page summary.

This letter also includes information about our March 18, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies*, Baltimore, Maryland, March 26, 2024, MIR-25-10. The details of this accident investigation and the resulting urgent safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Bridge owners' lack of awareness of their bridges' risk of a catastrophic bridge collapse from a vessel collision

- Lack of a risk reduction plan for bridges above the acceptable risk threshold established by the American Association of State Highway and Transportation Officials

Accordingly, the NTSB makes the following urgent safety recommendations to the Mackinac Bridge Authority. Additional information regarding these recommendations can be found in the noted sections of the report.

- Calculate the American Association of State Highway and Transportation Officials (AASHTO) Method II annual frequency of collapse for the bridge(s) identified in appendix B of this report for which you are responsible and inform the National Transportation Safety Board whether the probability of collapse is above the AASHTO threshold. (H-25-3) (Urgent) (See section 2.4 and appendix B)
- If the calculations that you performed in response to Safety Recommendation H-25-3 indicate that a bridge has an annual frequency of collapse greater than the American Association of State Highway and Transportation Officials threshold and implement a comprehensive risk reduction plan that includes, at a minimum:
 - guidance and assistance from the Federal Highway Administration, US Coast Guard, and US Army Corps of Engineers Interdisciplinary Team identified in Safety Recommendations H-25-1 and -2, and
 - short- and long-term strategies to reduce the probability of a potential bridge collapse from a vessel collision. (H-25-4) (Urgent) (See section 2.4)

The NTSB is vitally interested in these urgent recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter, detailing the actions you have taken or intend to take to implement these urgent recommendations. When replying, please refer to the safety recommendations by number (Safety Recommendations H-25-3 and H-25-4). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

If your reply, including attachments, exceeds 20 megabytes, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.

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Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairman
On behalf of the entire Board

cc: Ms. Kimberly Nowack, Director
Mr. Bradley C. Wieferich, Director (Michigan Department of Transportation)
Ms. Rebecca Curtis, Chief Bridge Engineer (Michigan Department of Transportation)

March 20, 2025

Mr. Paul J. Wiedefeld
Secretary of Transportation
Maryland Transportation Authority
Harry R. Hughes Department of Transportation (DOT) Building
7201 Corporate Center Drive
Hanover, MD 21076-0548

The attached letter from the NTSB Chairman provides information about the March 20, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies* (NTSB/MIR-25-10). The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter detailing the actions you have taken or intend to take to implement these recommendations. When replying, please refer to the safety recommendations by number (for example, H-25-3 through H-25-4). We encourage you to submit your response to ExecutiveSecretariat@nts.gov. If your reply exceeds 20 megabytes, including attachments, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.



NTSB Executive Secretariat-LRM
Office of the Managing Director
National Transportation Safety Board
490 L'Enfant Plaza SW
Washington, DC 20594
Email: ExecutiveSecretariat@nts.gov

National Transportation Safety Board

Office of the Chairman

Washington, DC 20594



March 20, 2025

Mr. Paul J. Wiedefeld
Secretary of Transportation
Maryland Transportation Authority
Harry R. Hughes Department of Transportation (DOT) Building
7201 Corporate Center Drive
Hanover, MD 21076-0548

Dear Secretary Wiedefeld:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the Maryland Transportation Authority to act on the urgent safety recommendations in this letter because we believe your organization can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached 1-page summary.

This letter also includes information about our March 18, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies*, Baltimore, Maryland, March 26, 2024, MIR-25-10. The details of this accident investigation and the resulting urgent safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Bridge owners' lack of awareness of their bridges' risk of a catastrophic bridge collapse from a vessel collision

- Lack of a risk reduction plan for bridges above the acceptable risk threshold established by the American Association of State Highway and Transportation Officials

Accordingly, the NTSB makes the following urgent safety recommendations to the Maryland Transportation Authority. Additional information regarding these recommendations can be found in the noted sections of the report.

- Calculate the American Association of State Highway and Transportation Officials (AASHTO) Method II annual frequency of collapse for the bridge(s) identified in appendix B of this report for which you are responsible and inform the National Transportation Safety Board whether the probability of collapse is above the AASHTO threshold. (H-25-3) (Urgent) (See section 2.4 and appendix B)
- If the calculations that you performed in response to Safety Recommendation H-25-3 indicate that a bridge has an annual frequency of collapse greater than the American Association of State Highway and Transportation Officials threshold and implement a comprehensive risk reduction plan that includes, at a minimum:
 - guidance and assistance from the Federal Highway Administration, US Coast Guard, and US Army Corps of Engineers Interdisciplinary Team identified in Safety Recommendations H-25-1 and -2, and
 - short- and long-term strategies to reduce the probability of a potential bridge collapse from a vessel collision. (H-25-4) (Urgent) (See section 2.4)

The NTSB is vitally interested in these urgent recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter, detailing the actions you have taken or intend to take to implement these urgent recommendations. When replying, please refer to the safety recommendations by number (Safety Recommendations H-25-3 and H-25-4). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

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Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairman
On behalf of the entire Board

cc: Mr. Bruce Gartner, Executive Director
Mr. James Harkness, Chief Engineer

March 20, 2025

Mr. Jonathan Gulliver
Highway Administrator
Massachusetts Department of Transportation
10 Park Plaza
Boston, MA 02116

The attached letter from the NTSB Chairman provides information about the March 20, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies* (NTSB/MIR-25-10). The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter detailing the actions you have taken or intend to take to implement these recommendations. When replying, please refer to the safety recommendations by number (for example, H-25-3 through H-25-4). We encourage you to submit your response to ExecutiveSecretariat@nts.gov. If your reply exceeds 20 megabytes, including attachments, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.



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National Transportation Safety Board

Office of the Chairman

Washington, DC 20594



March 20, 2025

Mr. Jonathan Gulliver
Highway Administrator
Massachusetts Department of Transportation
10 Park Plaza
Boston, MA 02116

Dear Administrator Gulliver:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the Massachusetts Department of Transportation to act on the urgent safety recommendations in this letter because we believe your organization can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached 1-page summary.

This letter also includes information about our March 18, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies*, Baltimore, Maryland, March 26, 2024, MIR-25-10. The details of this accident investigation and the resulting urgent safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Bridge owners' lack of awareness of their bridges' risk of a catastrophic bridge collapse from a vessel collision

- Lack of a risk reduction plan for bridges above the acceptable risk threshold established by the American Association of State Highway and Transportation Officials

Accordingly, the NTSB makes the following urgent safety recommendations to the Massachusetts Department of Transportation. Additional information regarding these recommendations can be found in the noted sections of the report.

- Calculate the American Association of State Highway and Transportation Officials (AASHTO) Method II annual frequency of collapse for the bridge(s) identified in appendix B of this report for which you are responsible and inform the National Transportation Safety Board whether the probability of collapse is above the AASHTO threshold. (H-25-3) (Urgent) (See section 2.4 and appendix B)
- If the calculations that you performed in response to Safety Recommendation H-25-3 indicate that a bridge has an annual frequency of collapse greater than the American Association of State Highway and Transportation Officials threshold and implement a comprehensive risk reduction plan that includes, at a minimum:
 - guidance and assistance from the Federal Highway Administration, US Coast Guard, and US Army Corps of Engineers Interdisciplinary Team identified in Safety Recommendations H-25-1 and -2, and
 - short- and long-term strategies to reduce the probability of a potential bridge collapse from a vessel collision. (H-25-4) (Urgent) (See section 2.4)

The NTSB is vitally interested in these urgent recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter, detailing the actions you have taken or intend to take to implement these urgent recommendations. When replying, please refer to the safety recommendations by number (Safety Recommendations H-25-3 and H-25-4). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

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Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairman
On behalf of the entire Board

cc: Mr. Christopher Kivior, Highway Chief of Staff
Mr. Alexander Bardow, State Bridge Engineer
Mr. Matthew Weidele, Ratings and Overloads Engineer
Mr. Bruce Sylvia, Bridge Inspector Engineer

March 20, 2025

Ms. Cathy Sheridan
President, Bridges and Tunnels
Metropolitan Transit Authority Bridges and Tunnels
2 Broadway
22nd Floor
New York, NY 10004

The attached letter from the NTSB Chairman provides information about the March 20, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies* (NTSB/MIR-25-10). The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter detailing the actions you have taken or intend to take to implement these recommendations. When replying, please refer to the safety recommendations by number (for example, H-25-3 through H-25-4). We encourage you to submit your response to ExecutiveSecretariat@nts.gov. If your reply exceeds 20 megabytes, including attachments, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.



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Office of the Chairman

Washington, DC 20594



March 20, 2025

Ms. Cathy Sheridan
President, Bridges and Tunnels
Metropolitan Transit Authority Bridges and Tunnels
2 Broadway
22nd Floor
New York, NY 10004

Dear Ms. Sheridan:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the Metropolitan Transit Authority Bridges and Tunnels to act on the urgent safety recommendations in this letter because we believe your organization can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached 1-page summary.

This letter also includes information about our March 18, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies*, Baltimore, Maryland, March 26, 2024, MIR-25-10. The details of this accident investigation and the resulting urgent safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Bridge owners' lack of awareness of their bridges' risk of a catastrophic bridge collapse from a vessel collision

- Lack of a risk reduction plan for bridges above the acceptable risk threshold established by the American Association of State Highway and Transportation Officials

Accordingly, the NTSB makes the following urgent safety recommendations to the Metropolitan Transit Authority Bridges and Tunnels. Additional information regarding these recommendations can be found in the noted sections of the report.

- Calculate the American Association of State Highway and Transportation Officials (AASHTO) Method II annual frequency of collapse for the bridge(s) identified in appendix B of this report for which you are responsible and inform the National Transportation Safety Board whether the probability of collapse is above the AASHTO threshold. (H-25-3) (Urgent) (See section 2.4 and appendix B)
- If the calculations that you performed in response to Safety Recommendation H-25-3 indicate that a bridge has an annual frequency of collapse greater than the American Association of State Highway and Transportation Officials threshold and implement a comprehensive risk reduction plan that includes, at a minimum:
 - guidance and assistance from the Federal Highway Administration, US Coast Guard, and US Army Corps of Engineers Interdisciplinary Team identified in Safety Recommendations H-25-1 and -2, and
 - short- and long-term strategies to reduce the probability of a potential bridge collapse from a vessel collision. (H-25-4) (Urgent) (See section 2.4)

The NTSB is vitally interested in these urgent recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter, detailing the actions you have taken or intend to take to implement these urgent recommendations. When replying, please refer to the safety recommendations by number (Safety Recommendations H-25-3 and H-25-4). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

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Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairman
On behalf of the entire Board

cc: Mr. Romolo Desantis, Senior Vice President and Chief Engineer
Mr. Aris Stathopoulos, VP, Deputy Chief Engineer, Program Management
Mr. Philip Swanton, VP, Deputy Program Executive, Construction and Development
Mr. William Neubauer, VP, Deputy Chief Engineer, Program Management
Mr. Samir Salah, AVP, Design Executive, Inspection Program

March 20, 2025

Mr. William J. Cass
Commissioner
New Hampshire Department of Transportation
John O. Morton Building
7 Hazen Drive
PO Box 483
Concord, NH 03302-0483

The attached letter from the NTSB Chairman provides information about the March 20, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies* (NTSB/MIR-25-10). The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

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National Transportation Safety Board

Office of the Chairman

Washington, DC 20594



March 20, 2025

Mr. William J. Cass
Commissioner
New Hampshire Department of Transportation
John O. Morton Building
7 Hazen Drive
PO Box 483
Concord, NH 03302-0483

Dear Commissioner Cass:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the New Hampshire Department of Transportation to act on the urgent safety recommendations in this letter because we believe your organization can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached 1-page summary.

This letter also includes information about our March 18, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies*, Baltimore, Maryland, March 26, 2024, MIR-25-10. The details of this accident investigation and the resulting urgent safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Bridge owners' lack of awareness of their bridges' risk of a catastrophic bridge collapse from a vessel collision

- Lack of a risk reduction plan for bridges above the acceptable risk threshold established by the American Association of State Highway and Transportation Officials

Accordingly, the NTSB makes the following urgent safety recommendations to the New Hampshire Department of Transportation. Additional information regarding these recommendations can be found in the noted sections of the report.

- Calculate the American Association of State Highway and Transportation Officials (AASHTO) Method II annual frequency of collapse for the bridge(s) identified in appendix B of this report for which you are responsible and inform the National Transportation Safety Board whether the probability of collapse is above the AASHTO threshold. (H-25-3) (Urgent) (See section 2.4 and appendix B)
- If the calculations that you performed in response to Safety Recommendation H-25-3 indicate that a bridge has an annual frequency of collapse greater than the American Association of State Highway and Transportation Officials threshold and implement a comprehensive risk reduction plan that includes, at a minimum:
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The NTSB is vitally interested in these urgent recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter, detailing the actions you have taken or intend to take to implement these urgent recommendations. When replying, please refer to the safety recommendations by number (Safety Recommendations H-25-3 and H-25-4). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

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Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairman
On behalf of the entire Board

cc: Mr. David M. Rodriguez, Assistant Commissioner and Chief Engineer
Ms. Loretta Girard Doughty, Program Administrator

March 20, 2025

Mr. James Carone
Executive Director
New Jersey Turnpike Authority
PO Box 5042
Woodbridge, NJ 07095-5042

The attached letter from the NTSB Chairman provides information about the March 20, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies* (NTSB/MIR-25-10). The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter detailing the actions you have taken or intend to take to implement these recommendations. When replying, please refer to the safety recommendations by number (for example, H-25-3 through H-25-4). We encourage you to submit your response to ExecutiveSecretariat@nts.gov. If your reply exceeds 20 megabytes, including attachments, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.



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National Transportation Safety Board

Office of the Chairman

Washington, DC 20594



March 20, 2025

Mr. James Carone
Executive Director
New Jersey Turnpike Authority
PO Box 5042
Woodbridge, NJ 07095-5042

Dear Mr. Carone:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the New Jersey Turnpike Authority to act on the urgent safety recommendations in this letter because we believe your organization can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached 1-page summary.

This letter also includes information about our March 18, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies*, Baltimore, Maryland, March 26, 2024, MIR-25-10. The details of this accident investigation and the resulting urgent safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Bridge owners' lack of awareness of their bridges' risk of a catastrophic bridge collapse from a vessel collision

- Lack of a risk reduction plan for bridges above the acceptable risk threshold established by the American Association of State Highway and Transportation Officials

Accordingly, the NTSB makes the following urgent safety recommendations to the New Jersey Turnpike Authority. Additional information regarding these recommendations can be found in the noted sections of the report.

- Calculate the American Association of State Highway and Transportation Officials (AASHTO) Method II annual frequency of collapse for the bridge(s) identified in appendix B of this report for which you are responsible and inform the National Transportation Safety Board whether the probability of collapse is above the AASHTO threshold. (H-25-3) (Urgent) (See section 2.4 and appendix B)
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Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairman
On behalf of the entire Board

cc: Mr. Daniel L. Hesslein, Chief Engineer
Ms. Lamis Malak, Deputy Chief Engineer

March 20, 2025

Ms. Beth Ann Branch
President and CEO
New Orleans Public Belt Railroad
4822 Tchoupitoulas Street
New Orleans, LA 70115

The attached letter from the NTSB Chairman provides information about the March 20, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies* (NTSB/MIR-25-10). The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter detailing the actions you have taken or intend to take to implement these recommendations. When replying, please refer to the safety recommendations by number (for example, H-25-3 through H-25-4). We encourage you to submit your response to ExecutiveSecretariat@nts.gov. If your reply exceeds 20 megabytes, including attachments, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.



NTSB Executive Secretariat-LRM
Office of the Managing Director
National Transportation Safety Board
490 L'Enfant Plaza SW
Washington, DC 20594
Email: ExecutiveSecretariat@nts.gov

National Transportation Safety Board

Office of the Chairman

Washington, DC 20594



March 20, 2025

Ms. Beth Ann Branch
President and CEO
New Orleans Public Belt Railroad
4822 Tchoupitoulas Street
New Orleans, LA 70115

Dear Ms. Branch:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the New Orleans Public Belt Railroad to act on the urgent safety recommendations in this letter because we believe your organization can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached 1-page summary.

This letter also includes information about our March 18, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies*, Baltimore, Maryland, March 26, 2024, MIR-25-10. The details of this accident investigation and the resulting urgent safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Bridge owners' lack of awareness of their bridges' risk of a catastrophic bridge collapse from a vessel collision

- Lack of a risk reduction plan for bridges above the acceptable risk threshold established by the American Association of State Highway and Transportation Officials

Accordingly, the NTSB makes the following urgent safety recommendations to the New Orleans Public Belt Railroad. Additional information regarding these recommendations can be found in the noted sections of the report.

- Calculate the American Association of State Highway and Transportation Officials (AASHTO) Method II annual frequency of collapse for the bridge(s) identified in appendix B of this report for which you are responsible and inform the National Transportation Safety Board whether the probability of collapse is above the AASHTO threshold. (H-25-3) (Urgent) (See section 2.4 and appendix B)
- If the calculations that you performed in response to Safety Recommendation H-25-3 indicate that a bridge has an annual frequency of collapse greater than the American Association of State Highway and Transportation Officials threshold and implement a comprehensive risk reduction plan that includes, at a minimum:
 - guidance and assistance from the Federal Highway Administration, US Coast Guard, and US Army Corps of Engineers Interdisciplinary Team identified in Safety Recommendations H-25-1 and -2, and
 - short- and long-term strategies to reduce the probability of a potential bridge collapse from a vessel collision. (H-25-4) (Urgent) (See section 2.4)

The NTSB is vitally interested in these urgent recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter, detailing the actions you have taken or intend to take to implement these urgent recommendations. When replying, please refer to the safety recommendations by number (Safety Recommendations H-25-3 and H-25-4). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

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Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairman
On behalf of the entire Board

cc: Mr. Mark Bucci, Bridge Design Engineer Administrator (Louisiana Department of Transportation and Development)
Ms. Tomeka Watson Bryant, General Manager
Mr. Carl T. Kocur, Vice President, Engineering

March 20, 2025

Mr. Ydanis Rodriguez
Commissioner
New York City Department of Transportation
55 Water Street
9th Floor
New York, NY 10041

The attached letter from the NTSB Chairman provides information about the March 20, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies* (NTSB/MIR-25-10). The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

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National Transportation Safety Board

Office of the Chairman

Washington, DC 20594



March 20, 2025

Mr. Ydanis Rodriquez
Commissioner
New York City Department of Transportation
55 Water Street
9th Floor
New York, NY 10041

Dear Commissioner Rodriquez:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the New York City Department of Transportation to act on the urgent safety recommendations in this letter because we believe your organization can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached 1-page summary.

This letter also includes information about our March 18, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies*, Baltimore, Maryland, March 26, 2024, MIR-25-10. The details of this accident investigation and the resulting urgent safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Bridge owners' lack of awareness of their bridges' risk of a catastrophic bridge collapse from a vessel collision

- Lack of a risk reduction plan for bridges above the acceptable risk threshold established by the American Association of State Highway and Transportation Officials

Accordingly, the NTSB makes the following urgent safety recommendations to the New York City Department of Transportation. Additional information regarding these recommendations can be found in the noted sections of the report.

- Calculate the American Association of State Highway and Transportation Officials (AASHTO) Method II annual frequency of collapse for the bridge(s) identified in appendix B of this report for which you are responsible and inform the National Transportation Safety Board whether the probability of collapse is above the AASHTO threshold. (H-25-3) (Urgent) (See section 2.4 and appendix B)
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Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairman
On behalf of the entire Board

cc: Mr. Paul Schwartz, Deputy Commissioner of Bridges
Mr. Kevin McNulty, Associate Deputy Commissioner, Maintenance, Inspection
and Operations

March 20, 2025

Ms. Joan McDonald
Chair
New York State Bridge Authority
P.O. Box 1010
2 Toll Plaza Road
Highland, NY 12528

The attached letter from the NTSB Chairman provides information about the March 20, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies* (NTSB/MIR-25-10). The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

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Office of the Chairman

Washington, DC 20594



March 20, 2025

Ms. Joan McDonald
Chair
New York State Bridge Authority
P.O. Box 1010
2 Toll Plaza Road
Highland, NY 12528

Dear Chair McDonald:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the New York State Bridge Authority to act on the urgent safety recommendations in this letter because we believe your organization can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached 1-page summary.

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As a result of this investigation, we identified the following safety issues:

- Bridge owners' lack of awareness of their bridges' risk of a catastrophic bridge collapse from a vessel collision

- Lack of a risk reduction plan for bridges above the acceptable risk threshold established by the American Association of State Highway and Transportation Officials

Accordingly, the NTSB makes the following urgent safety recommendations to the New York State Bridge Authority. Additional information regarding these recommendations can be found in the noted sections of the report.

- Calculate the American Association of State Highway and Transportation Officials (AASHTO) Method II annual frequency of collapse for the bridge(s) identified in appendix B of this report for which you are responsible and inform the National Transportation Safety Board whether the probability of collapse is above the AASHTO threshold. (H-25-3) (Urgent) (See section 2.4 and appendix B)
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Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairman
On behalf of the entire Board

cc: Dr. Minosca Alcantara, Executive Director
Mr. Eric Foster, Chief Engineer

March 20, 2025

Mr. Vernon D. Burns
Chairperson
Ogdensburg Bridge and Port Authority
1 Bridge Plaza
Ogdensburg, NY 13669

The attached letter from the NTSB Chairman provides information about the March 20, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies* (NTSB/MIR-25-10). The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

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National Transportation Safety Board

Office of the Chairman

Washington, DC 20594



March 20, 2025

Mr. Vernon D. Burns
Chairperson
Ogdensburg Bridge and Port Authority
1 Bridge Plaza
Ogdensburg, NY 13669

Dear Chairperson Burns:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the Ogdensburg Bridge and Port Authority to act on the urgent safety recommendations in this letter because we believe your organization can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached 1-page summary.

This letter also includes information about our March 18, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies*, Baltimore, Maryland, March 26, 2024, MIR-25-10. The details of this accident investigation and the resulting urgent safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Bridge owners' lack of awareness of their bridges' risk of a catastrophic bridge collapse from a vessel collision

- Lack of a risk reduction plan for bridges above the acceptable risk threshold established by the American Association of State Highway and Transportation Officials

Accordingly, the NTSB makes the following urgent safety recommendations to the Ogdensburg Bridge and Port Authority. Additional information regarding these recommendations can be found in the noted sections of the report.

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Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairman
On behalf of the entire Board

cc: Mr. Steve Lawrence, Executive Director
Mr. James Chase, Director of Operations

March 20, 2025

Ms. Pamela Boratyn
Director
Ohio Department of Transportation
1980 West Broad Street
Columbus, OH 43223

The attached letter from the NTSB Chairman provides information about the March 20, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies* (NTSB/MIR-25-10). The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

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National Transportation Safety Board

Office of the Chairman

Washington, DC 20594



March 20, 2025

Ms. Pamela Boratyn
Director
Ohio Department of Transportation
1980 West Broad Street
Columbus, OH 43223

Dear Ms. Boratyn:

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We are providing the following information to urge the Ohio Department of Transportation to act on the urgent safety recommendations in this letter because we believe your organization can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached 1-page summary.

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As a result of this investigation, we identified the following safety issues:

- Bridge owners' lack of awareness of their bridges' risk of a catastrophic bridge collapse from a vessel collision

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Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairman
On behalf of the entire Board

cc: Mr. David Slatzer, Chief Engineer
Mr. Sean Meddles, Bridge Administrator/Engineer

March 20, 2025

Mr. Kris Strickler
Director
Oregon Department of Transportation
355 Capitol Street NE
MS 11
Salem, OR 97301

The attached letter from the NTSB Chairman provides information about the March 20, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies* (NTSB/MIR-25-10). The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

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National Transportation Safety Board

Office of the Chairman

Washington, DC 20594



March 20, 2025

Mr. Kris Strickler
Director
Oregon Department of Transportation
355 Capitol Street NE
MS 11
Salem, OR 97301

Dear Mr. Strickler:

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- Bridge owners' lack of awareness of their bridges' risk of a catastrophic bridge collapse from a vessel collision

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Accordingly, the NTSB makes the following urgent safety recommendations to the Oregon Department of Transportation. Additional information regarding these recommendations can be found in the noted sections of the report.

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The NTSB is vitally interested in these urgent recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter, detailing the actions you have taken or intend to take to implement these urgent recommendations. When replying, please refer to the safety recommendations by number (Safety Recommendations H-25-3 and H-25-4). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

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Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairman
On behalf of the entire Board

cc: Ms. Leah Horner, Associate Director of Operations
Mr. Ray Bottenberg, State Bridge Engineer
Mr. Albert Nako, State Bridge Engineer

March 20, 2025

Mr. Craig R. Shuey
Chief Operating Officer
Pennsylvania Turnpike Commission
700 South Eisenhower Boulevard
Middletown, PA 17057

The attached letter from the NTSB Chairman provides information about the March 20, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies* (NTSB/MIR-25-10). The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter detailing the actions you have taken or intend to take to implement these recommendations. When replying, please refer to the safety recommendations by number (for example, H-25-3 through H-25-4). We encourage you to submit your response to ExecutiveSecretariat@nts.gov. If your reply exceeds 20 megabytes, including attachments, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.



NTSB Executive Secretariat-LRM
Office of the Managing Director
National Transportation Safety Board
490 L'Enfant Plaza SW
Washington, DC 20594
Email: ExecutiveSecretariat@nts.gov

National Transportation Safety Board

Office of the Chairman

Washington, DC 20594



March 20, 2025

Mr. Craig R. Shuey
Chief Operating Officer
Pennsylvania Turnpike Commission
700 South Eisenhower Boulevard
Middletown, PA 17057

Mr. James Carone
Executive Director
New Jersey Turnpike Authority
PO Box 5042
Woodbridge, NJ
07095-5042

Dear Mr. Shuey and Mr. Carone:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the Pennsylvania Turnpike Commission to act on the urgent safety recommendations in this letter because we believe your organization can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached 1-page summary.

This letter also includes information about our March 18, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies*, Baltimore, Maryland, March 26, 2024, MIR-25-10. The details of

this accident investigation and the resulting urgent safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Bridge owners' lack of awareness of their bridges' risk of a catastrophic bridge collapse from a vessel collision
- Lack of a risk reduction plan for bridges above the acceptable risk threshold established by the American Association of State Highway and Transportation Officials

Accordingly, the NTSB makes the following urgent safety recommendations to the Pennsylvania Turnpike Commission. Additional information regarding these recommendations can be found in the noted sections of the report.

- Calculate the American Association of State Highway and Transportation Officials (AASHTO) Method II annual frequency of collapse for the bridge(s) identified in appendix B of this report for which you are responsible and inform the National Transportation Safety Board whether the probability of collapse is above the AASHTO threshold. (H-25-3) (Urgent) (See section 2.4 and appendix B)
- If the calculations that you performed in response to Safety Recommendation H-25-3 indicate that a bridge has an annual frequency of collapse greater than the American Association of State Highway and Transportation Officials threshold and implement a comprehensive risk reduction plan that includes, at a minimum:
 - guidance and assistance from the Federal Highway Administration, US Coast Guard, and US Army Corps of Engineers Interdisciplinary Team identified in Safety Recommendations H-25-1 and -2, and
 - short- and long-term strategies to reduce the probability of a potential bridge collapse from a vessel collision. (H-25-4) (Urgent) (See section 2.4)

The NTSB is vitally interested in these urgent recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter, detailing the actions you have taken or intend to take to implement these urgent recommendations. When replying, please refer to the safety recommendations by number (Safety Recommendations H-25-3 and H-25-4). We encourage you to submit your response to ExecutiveSecretariat@nts.gov. For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

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Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairman
On behalf of the entire Board

cc: Mr. Bradley J. Heigel, Chief Operating Officer (Pennsylvania Turnpike Commission)
Mr. Kevin W. Scheurich, Assistant Chief Engineer (Pennsylvania Turnpike Commission)
Mr. Daniel L. Hesslein, Chief Engineer (New Jersey Turnpike Authority)
Ms. Lamis Malak, Deputy Chief Engineer (New Jersey Turnpike Authority)

March 20, 2025

Mr. Rick Cotton
Executive Director
Port Authority of New York and New Jersey
4 World Trade Center
150 Greenwich Street
22nd Floor
New York, NY 10007

The attached letter from the NTSB Chairman provides information about the March 20, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies* (NTSB/MIR-25-10). The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

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Office of the Managing Director
National Transportation Safety Board
490 L'Enfant Plaza SW
Washington, DC 20594
Email: ExecutiveSecretariat@nts.gov

National Transportation Safety Board

Office of the Chairman

Washington, DC 20594



March 20, 2025

Mr. Rick Cotton
Executive Director
Port Authority of New York and New Jersey
4 World Trade Center
150 Greenwich Street
22nd Floor
New York, NY 10007

Dear Mr. Cotton:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the Port Authority of New York and New Jersey to act on the urgent safety recommendations in this letter because we believe your organization can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached 1-page summary.

This letter also includes information about our March 18, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies*, Baltimore, Maryland, March 26, 2024, MIR-25-10. The details of this accident investigation and the resulting urgent safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Bridge owners' lack of awareness of their bridges' risk of a catastrophic bridge collapse from a vessel collision

- Lack of a risk reduction plan for bridges above the acceptable risk threshold established by the American Association of State Highway and Transportation Officials

Accordingly, the NTSB makes the following urgent safety recommendations to the Port Authority of New York and New Jersey. Additional information regarding these recommendations can be found in the noted sections of the report.

- Calculate the American Association of State Highway and Transportation Officials (AASHTO) Method II annual frequency of collapse for the bridge(s) identified in appendix B of this report for which you are responsible and inform the National Transportation Safety Board whether the probability of collapse is above the AASHTO threshold. (H-25-3) (Urgent) (See section 2.4 and appendix B)
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The NTSB is vitally interested in these urgent recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter, detailing the actions you have taken or intend to take to implement these urgent recommendations. When replying, please refer to the safety recommendations by number (Safety Recommendations H-25-3 and H-25-4). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

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Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairman
On behalf of the entire Board

cc: Mr. Lou Franco, General Manager, George Washington Bridge

National Transportation Safety Board

Office of the Chairman

Washington, DC 20594



March 20, 2025

Mr. Rick Cotton
Executive Director
Port Authority of New York and New Jersey
4 World Trade Center
150 Greenwich Street
22nd Floor
New York, NY 10007

Dear Mr. Cotton:

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As a result of this investigation, we identified the following safety issues:

- Bridge owners' lack of awareness of their bridges' risk of a catastrophic bridge collapse from a vessel collision

- Lack of a risk reduction plan for bridges above the acceptable risk threshold established by the American Association of State Highway and Transportation Officials

Accordingly, the NTSB makes the following urgent safety recommendations to the Port Authority of New York and New Jersey. Additional information regarding these recommendations can be found in the noted sections of the report.

- Calculate the American Association of State Highway and Transportation Officials (AASHTO) Method II annual frequency of collapse for the bridge(s) identified in appendix B of this report for which you are responsible and inform the National Transportation Safety Board whether the probability of collapse is above the AASHTO threshold. (H-25-3) (Urgent) (See section 2.4 and appendix B)
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Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairman
On behalf of the entire Board

cc: Mr. Nicholas Simeonidis, General Manager, Outerbridge Crossing Bridge

March 20, 2025

Ms. Lori Caron Silveira
Executive Director
Rhode Island Turnpike and Bridge Authority
1 East Shore Road
PO Box 437
Jamestown, RI 02835

The attached letter from the NTSB Chairman provides information about the March 20, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies* (NTSB/MIR-25-10). The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

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Washington, DC 20594
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National Transportation Safety Board

Office of the Chairman

Washington, DC 20594



March 20, 2025

Ms. Lori Caron Silveira
Executive Director
Rhode Island Turnpike and Bridge Authority
1 East Shore Road
PO Box 437
Jamestown, RI 02835

Dear Ms. Caron Silveira:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the Rhode Island Turnpike and Bridge Authority to act on the urgent safety recommendations in this letter because we believe your organization can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached 1-page summary.

This letter also includes information about our March 18, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies*, Baltimore, Maryland, March 26, 2024, MIR-25-10. The details of this accident investigation and the resulting urgent safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Bridge owners' lack of awareness of their bridges' risk of a catastrophic bridge collapse from a vessel collision

- Lack of a risk reduction plan for bridges above the acceptable risk threshold established by the American Association of State Highway and Transportation Officials

Accordingly, the NTSB makes the following urgent safety recommendations to the Rhode Island Turnpike and Bridge Authority. Additional information regarding these recommendations can be found in the noted sections of the report.

- Calculate the American Association of State Highway and Transportation Officials (AASHTO) Method II annual frequency of collapse for the bridge(s) identified in appendix B of this report for which you are responsible and inform the National Transportation Safety Board whether the probability of collapse is above the AASHTO threshold. (H-25-3) (Urgent) (See section 2.4 and appendix B)
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The NTSB is vitally interested in these urgent recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter, detailing the actions you have taken or intend to take to implement these urgent recommendations. When replying, please refer to the safety recommendations by number (Safety Recommendations H-25-3 and H-25-4). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

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Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairman
On behalf of the entire Board

cc: Mr. Eric R. Seaburgy, Director of Engineering

March 20, 2025

Ms. Natalie Kinloch
President
Seaway International Bridge Corporation
200 Akwesasne International Road
Cornwall
Ontario, K6H 5R7
Canada

The attached letter from the NTSB Chairman provides information about the March 20, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies* (NTSB/MIR-25-10). The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

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National Transportation Safety Board

Office of the Chairman

Washington, DC 20594



March 20, 2025

Ms. Natalie Kinloch
President
Seaway International Bridge Corporation
200 Akwesasne International Road
Cornwall
Ontario, K6H 5R7
Canada

Dear Ms. Kinloch:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the Seaway International Bridge Corporation to act on the urgent safety recommendations in this letter because we believe your organization can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached 1-page summary.

This letter also includes information about our March 18, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies*, Baltimore, Maryland, March 26, 2024, MIR-25-10. The details of this accident investigation and the resulting urgent safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Bridge owners' lack of awareness of their bridges' risk of a catastrophic bridge collapse from a vessel collision

- Lack of a risk reduction plan for bridges above the acceptable risk threshold established by the American Association of State Highway and Transportation Officials

Accordingly, the NTSB makes the following urgent safety recommendations to the Seaway International Bridge Corporation. Additional information regarding these recommendations can be found in the noted sections of the report.

- Calculate the American Association of State Highway and Transportation Officials (AASHTO) Method II annual frequency of collapse for the bridge(s) identified in appendix B of this report for which you are responsible and inform the National Transportation Safety Board whether the probability of collapse is above the AASHTO threshold. (H-25-3) (Urgent) (See section 2.4 and appendix B)
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Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairman
On behalf of the entire Board

cc: Mr. Marc Chenier, Bridge Director
Mr. Jody Wheeler, Manager of Projects and Maintenance

March 20, 2025

Ms. Kara Lawrence
Interim CEO
Skyway Concession Company, LLC
205 N. Michigan Ave.
Suite 2510
Chicago, IL 60601

The attached letter from the NTSB Chairman provides information about the March 20, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies* (NTSB/MIR-25-10). The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

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National Transportation Safety Board

Office of the Chairman

Washington, DC 20594



March 20, 2025

Ms. Kara Lawrence
Interim CEO
Skyway Concession Company, LLC
205 N. Michigan Ave.
Suite 2510
Chicago, IL 60601

Dear Ms. Lawrence:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the Skyway Concession Company, LLC to act on the urgent safety recommendations in this letter because we believe your organization can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached 1-page summary.

This letter also includes information about our March 18, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies*, Baltimore, Maryland, March 26, 2024, MIR-25-10. The details of this accident investigation and the resulting urgent safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Bridge owners' lack of awareness of their bridges' risk of a catastrophic bridge collapse from a vessel collision

- Lack of a risk reduction plan for bridges above the acceptable risk threshold established by the American Association of State Highway and Transportation Officials

Accordingly, the NTSB makes the following urgent safety recommendations to the Skyway Concession Company, LLC. Additional information regarding these recommendations can be found in the noted sections of the report.

- Calculate the American Association of State Highway and Transportation Officials (AASHTO) Method II annual frequency of collapse for the bridge(s) identified in appendix B of this report for which you are responsible and inform the National Transportation Safety Board whether the probability of collapse is above the AASHTO threshold. (H-25-3) (Urgent) (See section 2.4 and appendix B)
- If the calculations that you performed in response to Safety Recommendation H-25-3 indicate that a bridge has an annual frequency of collapse greater than the American Association of State Highway and Transportation Officials threshold and implement a comprehensive risk reduction plan that includes, at a minimum:
 - guidance and assistance from the Federal Highway Administration, US Coast Guard, and US Army Corps of Engineers Interdisciplinary Team identified in Safety Recommendations H-25-1 and -2, and
 - short- and long-term strategies to reduce the probability of a potential bridge collapse from a vessel collision. (H-25-4) (Urgent) (See section 2.4)

The NTSB is vitally interested in these urgent recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter, detailing the actions you have taken or intend to take to implement these urgent recommendations. When replying, please refer to the safety recommendations by number (Safety Recommendations H-25-3 and H-25-4). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

If your reply, including attachments, exceeds 20 megabytes, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.

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Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairman
On behalf of the entire Board

cc: Mr. Michael Lowrey, Operations Manager

March 20, 2025

Mr. J. Bruce Bugg, Jr.
Chairman
Texas Department of Transportation
125 East 11th Street
Austin, TX 78701

The attached letter from the NTSB Chairman provides information about the March 20, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies* (NTSB/MIR-25-10). The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter detailing the actions you have taken or intend to take to implement these recommendations. When replying, please refer to the safety recommendations by number (for example, H-25-3 through H-25-4). We encourage you to submit your response to ExecutiveSecretariat@nts.gov. If your reply exceeds 20 megabytes, including attachments, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.



NTSB Executive Secretariat-LRM
Office of the Managing Director
National Transportation Safety Board
490 L'Enfant Plaza SW
Washington, DC 20594
Email: ExecutiveSecretariat@nts.gov

National Transportation Safety Board

Office of the Chairman

Washington, DC 20594



March 20, 2025

Mr. J. Bruce Bugg, Jr.
Chairman
Texas Department of Transportation
125 East 11th Street
Austin, TX 78701

Dear Chairman Bugg:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the Texas Department of Transportation to act on the urgent safety recommendations in this letter because we believe your organization can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached 1-page summary.

This letter also includes information about our March 18, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies*, Baltimore, Maryland, March 26, 2024, MIR-25-10. The details of this accident investigation and the resulting urgent safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Bridge owners' lack of awareness of their bridges' risk of a catastrophic bridge collapse from a vessel collision

- Lack of a risk reduction plan for bridges above the acceptable risk threshold established by the American Association of State Highway and Transportation Officials

Accordingly, the NTSB makes the following urgent safety recommendations to the Texas Department of Transportation. Additional information regarding these recommendations can be found in the noted sections of the report.

- Calculate the American Association of State Highway and Transportation Officials (AASHTO) Method II annual frequency of collapse for the bridge(s) identified in appendix B of this report for which you are responsible and inform the National Transportation Safety Board whether the probability of collapse is above the AASHTO threshold. (H-25-3) (Urgent) (See section 2.4 and appendix B)
- If the calculations that you performed in response to Safety Recommendation H-25-3 indicate that a bridge has an annual frequency of collapse greater than the American Association of State Highway and Transportation Officials threshold and implement a comprehensive risk reduction plan that includes, at a minimum:
 - guidance and assistance from the Federal Highway Administration, US Coast Guard, and US Army Corps of Engineers Interdisciplinary Team identified in Safety Recommendations H-25-1 and -2, and
 - short- and long-term strategies to reduce the probability of a potential bridge collapse from a vessel collision. (H-25-4) (Urgent) (See section 2.4)

The NTSB is vitally interested in these urgent recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter, detailing the actions you have taken or intend to take to implement these urgent recommendations. When replying, please refer to the safety recommendations by number (Safety Recommendations H-25-3 and H-25-4). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

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Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairman
On behalf of the entire Board

cc: Mr. Marc Williams, Executive Director
Mr. Lance W. Simmons, Chief Engineer
Ms. Jamie F. Farris, Bridge Division Director

March 20, 2025

Mr. Bruce Armstrong
Chair
Thousand Islands Bridge Authority
43530 Interstate 81, Collins Landing
Alexandria Bay, NY 13607

The attached letter from the NTSB Chairman provides information about the March 20, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies* (NTSB/MIR-25-10). The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter detailing the actions you have taken or intend to take to implement these recommendations. When replying, please refer to the safety recommendations by number (for example, H-25-3 through H-25-4). We encourage you to submit your response to ExecutiveSecretariat@nts.gov. If your reply exceeds 20 megabytes, including attachments, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.



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National Transportation Safety Board

Office of the Chairman

Washington, DC 20594



March 20, 2025

Mr. Bruce Armstrong
Chair
Thousand Islands Bridge Authority
43530 Interstate 81, Collins Landing
Alexandria Bay, NY 13607

Dear Chair Armstrong:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the Thousand Islands Bridge Authority to act on the urgent safety recommendations in this letter because we believe your organization can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached 1-page summary.

This letter also includes information about our March 18, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies*, Baltimore, Maryland, March 26, 2024, MIR-25-10. The details of this accident investigation and the resulting urgent safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Bridge owners' lack of awareness of their bridges' risk of a catastrophic bridge collapse from a vessel collision

- Lack of a risk reduction plan for bridges above the acceptable risk threshold established by the American Association of State Highway and Transportation Officials

Accordingly, the NTSB makes the following urgent safety recommendations to the Thousand Islands Bridge Authority. Additional information regarding these recommendations can be found in the noted sections of the report.

- Calculate the American Association of State Highway and Transportation Officials (AASHTO) Method II annual frequency of collapse for the bridge(s) identified in appendix B of this report for which you are responsible and inform the National Transportation Safety Board whether the probability of collapse is above the AASHTO threshold. (H-25-3) (Urgent) (See section 2.4 and appendix B)
- If the calculations that you performed in response to Safety Recommendation H-25-3 indicate that a bridge has an annual frequency of collapse greater than the American Association of State Highway and Transportation Officials threshold and implement a comprehensive risk reduction plan that includes, at a minimum:
 - guidance and assistance from the Federal Highway Administration, US Coast Guard, and US Army Corps of Engineers Interdisciplinary Team identified in Safety Recommendations H-25-1 and -2, and
 - short- and long-term strategies to reduce the probability of a potential bridge collapse from a vessel collision. (H-25-4) (Urgent) (See section 2.4)

The NTSB is vitally interested in these urgent recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter, detailing the actions you have taken or intend to take to implement these urgent recommendations. When replying, please refer to the safety recommendations by number (Safety Recommendations H-25-3 and H-25-4). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

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Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairman
On behalf of the entire Board

cc: Mr. Timothy Sturick, Executive Director

March 20, 2025

Ms. Julie Meredith
Secretary of Transportation
Washington State Department of Transportation
310 Maple Park Avenue SE
PO Box 47300
Olympia, WA 98504-7300

The attached letter from the NTSB Chairman provides information about the March 20, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies* (NTSB/MIR-25-10). The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter detailing the actions you have taken or intend to take to implement these recommendations. When replying, please refer to the safety recommendations by number (for example, H-25-3 through H-25-4). We encourage you to submit your response to ExecutiveSecretariat@nts.gov. If your reply exceeds 20 megabytes, including attachments, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.



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National Transportation Safety Board

Office of the Chairman

Washington, DC 20594



March 20, 2025

Ms. Julie Meredith
Secretary of Transportation
Washington State Department of Transportation
310 Maple Park Avenue SE
PO Box 47300
Olympia, WA 98504-7300

Dear Secretary Meredith:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the Washington State Department of Transportation to act on the urgent safety recommendations in this letter because we believe your organization can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached 1-page summary.

This letter also includes information about our March 18, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies*, Baltimore, Maryland, March 26, 2024, MIR-25-10. The details of this accident investigation and the resulting urgent safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Bridge owners' lack of awareness of their bridges' risk of a catastrophic bridge collapse from a vessel collision

- Lack of a risk reduction plan for bridges above the acceptable risk threshold established by the American Association of State Highway and Transportation Officials

Accordingly, the NTSB makes the following urgent safety recommendations to the Washington State Department of Transportation. Additional information regarding these recommendations can be found in the noted sections of the report.

- Calculate the American Association of State Highway and Transportation Officials (AASHTO) Method II annual frequency of collapse for the bridge(s) identified in appendix B of this report for which you are responsible and inform the National Transportation Safety Board whether the probability of collapse is above the AASHTO threshold. (H-25-3) (Urgent) (See section 2.4 and appendix B)
- If the calculations that you performed in response to Safety Recommendation H-25-3 indicate that a bridge has an annual frequency of collapse greater than the American Association of State Highway and Transportation Officials threshold and implement a comprehensive risk reduction plan that includes, at a minimum:
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 - short- and long-term strategies to reduce the probability of a potential bridge collapse from a vessel collision. (H-25-4) (Urgent) (See section 2.4)

The NTSB is vitally interested in these urgent recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter, detailing the actions you have taken or intend to take to implement these urgent recommendations. When replying, please refer to the safety recommendations by number (Safety Recommendations H-25-3 and H-25-4). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

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Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairman
On behalf of the entire Board

cc: Mr. Mike Gribner, Deputy Secretary
Mr. Evan Grimm, State Bridge Engineer

March 20, 2025

Ms. Kristina Boardman
Secretary
Wisconsin Department of Transportation
Hill Farms State Office Building
4822 Madison Yards Way
Madison, WI 53705

The attached letter from the NTSB Chairman provides information about the March 20, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies* (NTSB/MIR-25-10). The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 30 days of the date of this letter detailing the actions you have taken or intend to take to implement these recommendations. When replying, please refer to the safety recommendations by number (for example, H-25-3 through H-25-4). We encourage you to submit your response to ExecutiveSecretariat@nts.gov. If your reply exceeds 20 megabytes, including attachments, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.



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National Transportation Safety Board

Office of the Chairman

Washington, DC 20594



March 20, 2025

Ms. Kristina Boardman
Secretary
Wisconsin Department of Transportation
Hill Farms State Office Building
4822 Madison Yards Way
Madison, WI 53705

Dear Secretary Boardman:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the Wisconsin Department of Transportation to act on the urgent safety recommendations in this letter because we believe your organization can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached 1-page summary.

This letter also includes information about our March 18, 2025, report *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies*, Baltimore, Maryland, March 26, 2024, MIR-25-10. The details of this accident investigation and the resulting urgent safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Bridge owners' lack of awareness of their bridges' risk of a catastrophic bridge collapse from a vessel collision

- Lack of a risk reduction plan for bridges above the acceptable risk threshold established by the American Association of State Highway and Transportation Officials

Accordingly, the NTSB makes the following urgent safety recommendations to the Wisconsin Department of Transportation. Additional information regarding these recommendations can be found in the noted sections of the report.

- Calculate the American Association of State Highway and Transportation Officials (AASHTO) Method II annual frequency of collapse for the bridge(s) identified in appendix B of this report for which you are responsible and inform the National Transportation Safety Board whether the probability of collapse is above the AASHTO threshold. (H-25-3) (Urgent) (See section 2.4 and appendix B)
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Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairman
On behalf of the entire Board

cc: Mr. Scott Lawry, Deputy Secretary
Mr. Joshua Dietsche, State Bridge Engineer