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Congress of the United States
House of Representatives
Washington, DC 20515

July 14, 2025

The Honorable Sean Duffy
Secretary, United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Duffy,

I write to you today regarding the 2023 United States Maritime Administration (MARAD) grant awarded to Baltimore County, Maryland and Sparrows Point Steel, LLC (U.S. Wind). The purpose of the MARAD grant is to establish a major offshore wind logistical and manufacturing hub in Baltimore County, Maryland. I ask that you urgently consider cancelling this grant award.

The manufacturing hub would directly support the development of the proposed "Maryland Offshore Wind" project slated for construction off the coast of Ocean City, Maryland. It has come to my attention that no funds related to the grant have been expended due to "ongoing negotiations"¹ – meaning that it should still be possible for federal funds to either be clawed back or for the grant to be cancelled for this ill-conceived offshore wind project.

As you know, offshore wind industrialization threatens national security, maritime safety, the marine environment, commercial fisheries, local coastal economies, and with regard to the Department of Transportation oversight, interferes with air traffic radar. By funding this Biden Administration-awarded project, the federal government would be adding additional direct subsidies to offshore wind industrial buildout – an area of development that is already excessively subsidized with investment and production tax credit incentives.

First and foremost, there continue to be severe maritime safety and navigational hazards, as well as defense and non-defense air radar interference hazards, associated with offshore wind industrialization. Both federal and private studies, including a study conducted by the United States Coast Guard in 2009², have documented the real and unresolved dangers of radar interference caused by offshore wind projects. This interference hampers vessel detection and air traffic monitoring in offshore airspace. It goes without saying that these hazards seriously undermine the safety of maritime commerce and across-the-board aviation operations. It would be misguided for MARAD to assist in funding facilities that only further this industrial buildout in the midst of these unresolved safety issues.

¹ <https://wjla.com/news/local/mds-green-energy-economy-in-limbo-as-wes-moore-heads-to-presidential-hopeful-conference>

² <https://www.dropbox.com/scl/fi/mmk2u3794awniy0q6qcvm/Appendix-M-Radar-from-Cape-Wind-USCG-Report.pdf?rlkey=umrtrau1giqojumreyr2akcql&st=wmtt264v&dl=0>

Second, although the environmental impacts of supporting offshore wind industrialization are real, they have consistently been brushed aside for the sake of advancing the Green New Scam. The large-scale fabrication and transportation of components such as turbines, monopiles, and blades involve significant waterfront disturbance, create harmful underwater noise, and lead to increased large-vessel traffic in sensitive marine habitats critical to endangered species.

Additionally, you may be aware that there are numerous ongoing lawsuits that challenge the quality or accuracy of NEPA analyses conducted by the Biden Administration relating to offshore wind development. Projects like Maryland Offshore Wind that have received final approval could face significant delays. It would be a misappropriation of taxpayer funds for projects that will likely never be completed.

Third, offshore wind development poses considerable threats to the sustainability of commercial fishing industry up and down the Atlantic coast, including on Maryland's Eastern Shore. Commercial fishing represents both the economic and cultural heritage of the Shore, and in fact offshore wind industry impacts to it have been noted by the Small Business Administration – under the Biden Administration. Unfortunately, like with many other risk factors, BOEM swept these concerns under the rug to accelerate their permitting of these projects.

Finally, as a matter of practical simplicity: offshore wind is the most expensive, least efficient, and most subsidized, form of energy. President Trump, through his work in securing the passage of the One Big Beautiful Bill and his Day One executive order stopping all new permitting of offshore wind projects, has made his opposition to it clear and has pledged to stop that the radical propping up of this industry. Ongoing project cancellations, reexamining of permits, and other efforts of the Administration serve to continue to call into question the prudence such expenditures as the MARAD grant.

Given these significant concerns, I respectfully request that the Department of Transportation immediately withdraw or suspend, in accordance with all appropriate Department of Transportation and MARAD regulations, this grant of over \$47 million to Sparrows Point Steel, LLC (a subsidiary of U.S. Wind), and Baltimore County, Maryland. Indeed, the prudent examination of the industry will show that the risks to national security, navigational safety, environmental, and economic impacts are too great.

Thank you for your immediate attention to this matter. I look forward to hearing from you soon.

Sincerely,

A handwritten signature in dark ink, appearing to read "Andy Harris, M.D.", with a stylized, cursive script.

Andy Harris, M.D.
Member of Congress