



October 18, 2021

The Honorable Charles Schumer
Majority Leader
U.S. Senate
322 Hart Senate Office Building
Washington, DC 20510

The Honorable Mitch McConnell
Minority Leader
U.S. Senate
317 Russell Senate
Washington, DC 20510

The Honorable Nancy Pelosi
Speaker of the House
U.S. House of Representatives
H-232, The Capitol
Washington, DC 20515

The Honorable Kevin McCarthy
Minority Leader
U.S. House of Representatives
2468 Rayburn Senate Office Building
Washington, DC 20515

Dear Leader Schumer, Leader McConnell, Speaker Pelosi, and Leader McCarthy,

We are writing to you on behalf of the American Association of Port Authorities, American Clean Power, the American Waterways Operators, Blue Sky Maritime Coalition, the Business Network for Offshore Wind, the Federal Pilots of Louisiana, and the National Offshore Wind Research & Development Consortium to thank you for your historic leadership and focus on infrastructure and climate legislation. The budget reconciliation bill currently under negotiation contains critical investments to build out the offshore wind and maritime infrastructure that is needed to meet the nation’s clean energy goals.

Specifically, we were pleased to see the House Transportation and Infrastructure Committee’s draft bill include **\$2.5 billion for the Port Infrastructure Development Program (PIDP)**. This investment is absolutely necessary to construct manufacturing and staging areas at ports for offshore wind projects and expand ports’ capacity to relieve cargo transportation congestion.

To meet state and federal goals of deploying 30 GW of offshore wind by 2030, the United States needs to make significant investments in offshore wind marshaling and manufacturing ports. Based on a study by Parkison and Kempton (2021) at the University of Delaware, under review for the journal Energy Policy, over 480 acres of modern marshaling ports will be required to manage the mass installation of enough offshore wind capacity at the rate necessary to meet the administration’s goal of 30 GW by 2030. With just one 29-acre

marshaling port in operation at New Bedford, MA, significant investments need to be made to build an additional 450 acres. This could cost nearly **\$3.3 billion** and does not include the significant upgrades for ports dedicated to the manufacturing and fabrication of offshore components and operations and maintenance activities.¹ States need billions of federal dollars to help upgrade ports to meet state and federal offshore wind goals. In addition to the offshore wind leases being developed on the East Coast, call areas are being developed on the West coast, projects are being considered in the Great Lakes, and the National Renewable Energy Laboratory concluded that the Gulf Coast has six viable sites for offshore wind installations. To make offshore wind a reality for coastal states across the country, increased funding for PIDP is critical.

Beyond offshore wind infrastructure, PIDP funds are more necessary than ever to modernize America's ports for efficient cargo movement. According to the American Society of Civil Engineers' report, "Failure to Act: Economic Impacts of Status Quo Investment Across Infrastructure Systems," there is a **\$25 billion gap** between maritime infrastructure needs and public funding available between 2020 and 2029.² Without the funding for PIDP proposed by the House Transportation and Infrastructure Committee, America's maritime industry risks falling further behind the rest of the world, and capital to build supporting infrastructure for offshore wind installations would be severely limited.

We stand today at a crossroads in American history. Supply chain disruption threatens efficient goods movement, and climate change threatens our very future. The \$2.5 billion in funding for PIDP in the budget reconciliation bill is critical to meeting these challenges, and we ask you to support this funding as Congress continues to negotiate. Please do not hesitate to call on any of the undersigned organizations if you have questions about our industries or if there is anything we can do to support your efforts to secure historic funding for offshore wind and maritime infrastructure.

Sincerely,



Heather Zichal
CEO
American Clean Power Association



Chris Connor
President and CEO
American Association of Port Authorities

¹ Parkison, Sara and Willett Kempton. 2021. "Marshaling Ports Required to Support US State and Federal Offshore Wind Power Policy Targets". Under Review for *Energy Policy*. Submitted June 22, 2021.

² American Society of Civil Engineers. 2021. "Failure to Act: Economic Impacts of Status Quo Investment Across Infrastructure Systems.



Jennifer Carpenter
President & CEO
The American Waterways Operators



Captain Gregory B. Bush
President
Associated Federal Pilots and Docking
Masters of Louisiana



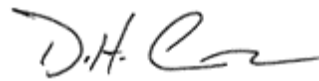
Lauren Brand
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National Association of Waterfront
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Liz Burdock
President & CEO
Business Network for Offshore Wind



Carrie Cullen Hitt
Executive Director
National Offshore Wind Research and
Development Consortium



David H. Cummins
President & CEO
Blue Sky Maritime Coalition

CC:

Senate Committee on Commerce, Science, and Transportation Chairwoman Maria Cantwell
Senate Committee on Commerce, Science, and Transportation Ranking Member Roger Wicker
House Committee on Transportation and Infrastructure Chairman Peter DeFazio
House Committee on Transportation and Infrastructure Ranking Member Sam Graves