



**INTERNATIONAL
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KENNETH W. COOPER
International President

PAUL A. NOBLE
International
Secretary-Treasurer

August 24, 2023

VIA EMAIL

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: IBEW Support for Pacific Coast Intermodal Port (PCIP) Project

Dear Secretary Buttigieg:

I am writing on behalf of the International Brotherhood of Electrical Workers, AFL-CIO, CLC (“IBEW”) to support the Pacific Coast Intermodal Port (PCIP) Project in Coos Bay, Oregon. The Oregon International Port of Coos Bay is seeking funding for this project through the Multimodal Project Discretionary Grant (MPDG) combined application process, which includes the National Infrastructure Project Assistance grants program (Mega), the Nationally Significant Multimodal Freight and Highways Projects grants program (INFRA) and the Rural Surface Transportation Grant program (Rural).

The PCIP project will be one of the largest job creation opportunities in southern Oregon in a very long time. This project will create at least 3,000 direct construction jobs and 4,000 direct permanent jobs, as well as generate tax revenue in a part of Oregon that has long suffered from a steep decline in timber harvest revenue. The family-sustaining jobs created by the PCIP will create an economic ripple effect as their income contributes directly or indirectly to state and local payroll taxes, increased spending in local businesses, increased spending with local construction vendors, job training, increased local charitable contributions, increased tourism, and more.

The IBEW represents approximately 420,000 highly skilled and trained members working in construction throughout the United States and Canada who are highly skilled and trained in electrical construction work, including all aspects of port electrification. Electrification will be a major component of the PCIP, which will be fitted with electric power plug-ins to power ships at berth during the process of unloading (a process known as “cold ironing”). Ships will also be loaded and unloaded using electrified ship-to-shore gantry cranes.

The benefits of this project are not limited to job creation and tax revenue, and the benefits will extend far beyond the state of Oregon. Port congestion and supply chain issues have affected every state in America and the problems are



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only going to get worse over the next decade. The Port of Coos Bay is well-positioned to be a solution. While the Port of Coos Bay is the largest coastal deep draft port between San Francisco and the Puget Sound, it has been underutilized for decades. This is despite an existing federal channel that is regularly maintained by USACE, a rail line that connects to the Class I rail system, and hundreds of acres of undeveloped industrial land with quick and easy access to the open ocean and international markets in Asia and beyond. Part of the reason the Port's potential has never been realized is because substantial federal investment is needed to turn the Port of Coos Bay into a world-class port, including deepening and widening the federal channel and modernizing the rail line to accommodate rail cars carrying double-stacked containers.

Thankfully, the Infrastructure Investment and Jobs Act (IIJA) includes tens of billions of dollars that can be utilized for modernizing our nation's port infrastructure. I hope the Biden Administration will embrace this opportunity to make investments at the Port of Coos Bay that will prepare our nation for future growth.

I hope you will fund this critically important project.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Kenneth W. Cooper", is positioned above the typed name.

Kenneth W. Cooper
International President

KWC:mea

Copy to Senator Ron Wyden
Senator Jeff Merkley
Representative Suzanne Bonamici
Representative Cliff Bentz
Representative Earl Blumenauer
Representative Val Hoyle
Representative Lori Chavez-DeRemer

