



**INTERNATIONAL
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KENNETH W. COOPER
International President

PAUL A. NOBLE
International
Secretary-Treasurer

July 10, 2024

VIA EMAIL

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

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

Dear Secretary Buttigieg:

I am writing on behalf of the International Brotherhood of Electrical Workers (IBEW) in strong support of the Oregon International Port of Coos Bay's federal funding request for the Pacific Coast Intermodal Port (PCIP) project, located in Coos Bay, Oregon. The Port is seeking funding through the Port Infrastructure Development Program (PIDP), the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program, and INFRA (the Nationally Significant Multimodal Freight & Highway Projects program). This port has the potential to become a critical import and export gateway for the United States.

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 berths 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



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supply chain issues have affected every state in America and the problems are 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 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 Bipartisan Infrastructure Law (BIL) 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 written over a light blue horizontal line.

Kenneth W. Cooper
International President

KWC:mea

