

EUGENE CITY COUNCIL

AGENDA ITEM SUMMARY



Work Session: Panel Discussion on the Transport of Coal for Export through Eugene

Meeting Date: October 8, 2012
Department: Central Services
www.eugene-or.gov

Agenda Item Number: A
Staff Contact: Babe O'Sullivan
Contact Telephone Number: 541-682-5017

ISSUE STATEMENT

Following discussion at its July 16 meeting, the City Council requested an expert panel discussion to inform the decision on a proposed resolution, Resolution 5065, which would signal the City of Eugene's opposition to the transport of coal by train through the city for export via the Port of Coos Bay. The work session includes a panel of four guest speakers representing various perspectives on the issue. The vote on Resolution 5065 tentatively is scheduled for October 22.

BACKGROUND

In October 2011, the Oregon International Port of Coos Bay signed an exclusive negotiating agreement with a company interested in shipping coal from the port. The proposal, called Project Mainstay, would build a new terminal and ship six to ten million tons of coal a year. This coal would originate in Wyoming and Montana and be shipped to Asia, passing through Eugene on its way to the port. It is estimated that one to two trains would pass through Eugene every day, each carrying up to 15,000 tons of coal.

Supporters of the project estimate that more than 100 permanent coal-related jobs would be created at the terminal, and lead to other economic activity in the region. The terminal and rail line construction would create 1,433 jobs in Coos County, with 1,155 elsewhere in the state, according to consultants advising the Port of Coos Bay.

A number of concerns have been raised about the trains carrying coal through Eugene including delays at railroad crossings, negative public health impacts from fugitive coal dust, and negative impacts on air, water, fish, and wildlife -- as well as increased greenhouse gases from the burning of coal.

An April 13, 2012, memo from the Eugene Sustainability Commission (Attachment B) called out concerns and recommended adoption of a resolution such as the one proposed.

On July 9, 2012, Councilor Alan Zelenka proposed Resolution 5065 which would signal the City of Eugene's opposition to the transport of coal by train through the city for export via the Port of Coos Bay.

The Port of Coos Bay submitted a letter to the City Council on July 9, 2012 (Attachment C) expressing concerns about the potential loss of regional economic development opportunities and local job creation if Eugene were to oppose coal transport by train.

A panel of guest speakers with varied perspectives has been assembled to provide input on this issue:

1. Reedsport Mayor Keith Tymchuk, Regional Solutions Committee
2. Ross Macfarlane, Climate Solutions
3. Dr. Andy Harris, Physicians for Social Responsibility
4. David Koch, Port of Coos Bay

RELATED CITY POLICIES

Adopted City Council goals include reductions in fossil fuel consumption and greenhouse gas emissions.

COUNCIL OPTIONS

No council action is necessary at this time.

CITY MANAGER'S RECOMMENDATION

The City Manager has no recommendation on this item.

SUGGESTED MOTION

No motion is required at this time.

ATTACHMENTS

- A. Proposed Resolution 5065
- B. April 13, 2012, Memo from Sustainability Commission
- C. July 9, 2012, Letter from Port of Coos Bay

FOR MORE INFORMATION

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RESOLUTION NO. _____

A RESOLUTION TO OPPOSE THE TRANSPORT OF COAL FOR EXPORT THROUGH EUGENE.

The City Council of the City of Eugene finds that:

A. In October 2011, the Oregon International Port of Coos Bay (the “Port”) signed an exclusive negotiating agreement with an anonymous company interested in shipping coal from the Port. The proposal, called Project Mainstay, would build a new terminal and ship 6-10 million tons of coal per year.

B. This coal would originate in Wyoming and Montana and would be shipped to Asia. The Port of Coos Bay indicated that as many as 10 trains with 120 to 135 cars that are 1.5 miles long could pass through Eugene per week. At 10 to 15 mile per hour these trains could block intersections in Eugene for 5 minutes. This would increase traffic and the risk of delaying emergency vehicles at rail crossings.

C. According to findings from the Environmental Protection Agency and research in other communities; there are likely to be significant negative impacts to Eugene’s public health, economy, and air and water quality.

D. These mile and half long trains which typically carrying 100 tons of coal; can lose up to 3% of their load in transit in coal dust. The train cars are not likely to be covered due to danger of fires, and nor are they likely to be sealed with a surfactant to prevent the coal dust loss en route because of the additional cost of applying the surfactant.

E. This coal dust will have a negative impact on local businesses, farms, homes and crops. Property values along coal transport routes have also been shown to decline. As well, local food production is likely to sustain adverse impacts which are counter to our community’s desire to increase local healthy food production.

F. Coal dust contains toxic heavy metals, including mercury, arsenic, and lead; all known to have serious adverse health impacts on people of all ages, particularly children. These heavy metals, as well as emissions from the diesel-powered engines, are linked to increases in cancer, bronchitis, emphysema, black lung disease and birth defects. The train tracks through Eugene go directly through neighborhoods with populations that already face adverse health impacts.

G. Mercury and other toxic air pollutants produced from burning the coal in Asian nations have been shown to adversely impact the Northwest’s air, water, fish, and wildlife.

H. Exporting to, and burning coal in, Asia for electricity production will increase greenhouse gases (GHG) and hasten the adverse effects of global warming. Exporting coal to Asia will extend the period of time that Asian nations are reliant on coal, resulting in greater

worldwide GHG emissions and other air pollution. It is difficult to see how exporting coal fits into the larger strategy of moving to a lower carbon future.

I. The City of Eugene is a leader in the fight for clean air, and against climate change, by signing on to the US Mayors Climate Protection Agreement, creating our award-winning Community Climate and Energy Action Plan (CEAP), and by establishing Council goals to become carbon neutral in City-owned facilities and operations by 2020, and to reduce community-wide fossil fuel use by 50% by 2030.

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EUGENE, a Municipal Corporation of the State of Oregon, as follows:

Section 1. While we strongly support the use of rail on the Coos Bay Rail Link for freight, and the resulting jobs at the Port of Coos Bay; we find that coal trains through our City will have adverse social, economic, and environmental consequences for Eugene without much, if any, economic benefit to our community. Allowing coal trains to pass through our City is not compatible with the City's efforts to improve air quality, enhance public health, and promote local food production.

Section 2. Exporting coal to Asia for electricity production is inconsistent with Eugene's efforts to reduce GHG emissions that cause climate change, move toward a lower carbon future, and to create clean energy jobs.

Section 3. The City of Eugene shall explore whether there are local, state or federal laws protecting public health, safety, and air and water quality that can be used to prevent the transport of coal through the City, and if so, take reasonable steps to prevent that transport.

Section 4. We fully support Governor Kitzhaber's request that a federal agency prepare a programmatic and comprehensive environmental impact statement (EIS) under the National Environmental Policy Act to look at the unprecedented number of coal export proposals pending in the Pacific Northwest, as well as the potential effects in this country of the use of coal in Asia. Now is the time for a programmatic EIS, before substantial and irreversible commitments of resources are made.

Section 5. This resolution shall be sent to Governor Kitzhaber, Senators Wyden and Merkley, Congressman DeFazio, Secretary of the Interior Salazar, Secretary of the Army McHugh, General Temple of the US Army Corp of Engineers, Director Abbey of the Bureau of Land Management, our local state legislative delegation; and the City shall lobby on its behalf where appropriate.

Section 6. This Resolution is effective immediately upon its passage by the City Council.

The foregoing Resolution adopted on the ____ day of _____, 2012.



Sustainability
Commission

Memorandum

Sustainability Office
99 W. 10th Avenue, Suite 116
Eugene, Oregon 97401
(541) 682-5017
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www.eugene-or.gov/sustainability

April 13, 2012

To: Mayor and City Council Members

From: Sustainability Commission

Subject: Proposed Coal Train Transport Through Eugene

In October 2011, the Oregon International Port of Coos Bay signed an exclusive negotiating agreement with an anonymous company interested in shipping coal from the port. The proposal, called Project Mainstay, would build a new terminal and ship 6-10 million tons of coal a year. This coal would originate in Wyoming and Montana and be shipped to Asia. It is estimated that **one to two trains will pass through Eugene per day, each carrying up to 15,000 tons of coal.**ⁱ

We recognize that development of the terminal and shipping will create an estimated 30-45 jobs in Coos Bay (based on other proposed projects for Oregonⁱⁱ). We also recognize that the Port of Coos Bay is conducting extensive research and assessment on the environmental impacts of coal transport and shipment. However, according to findings from the Environmental Protection Agency and research in other communities, there are likely to be significant negative impacts to Eugene's public health, economy, and air and water quality.

The Sustainability Commission strongly supports the expansion of rail for freight and passenger transport. However, we urge the City Council to address the local impacts of transporting this coal.

Local Impacts of Coal Transport

The detrimental impacts of coal transport are extensive. Trains are typically a mile and a half long. Each train car is estimated allow up to 3% of its load (which is typically 100 tons or more) to blow away in transit.ⁱⁱⁱ The cars are not likely to be covered due to danger of fires and costs of applying surfactant.^{iv} Coal transport has economic, health and human rights, environmental and policy impacts.

Economic: Increased train traffic and coal dust will have negative impacts on local businesses and crop values for local farmers. Home values along coal transport routes have also been shown to decline.^{v,vi}

Health and Human Rights: Coal dust contains toxic heavy metals, including mercury, arsenic, and lead, all known to have serious adverse health impacts on people of all ages, particularly children. These heavy metals, as well as emissions from the diesel-powered engines, are linked to increases in cancer, bronchitis, emphysema, black lung disease and birth defects.^{vii} The train tracks through Eugene go through neighborhoods that already face adverse health impacts.

Environmental: Environmental impacts from coal dust and diesel trains generated during transport will impact local water and air quality. Mercury and other toxic air pollutants produced from burning the coal in China and other Asian nations impact the Northwest's air, water, fish, and wildlife. For example, The Mount Bachelor Observatory has recorded at least 1400 tons of mercury annually falling in the Pacific Northwest as a result of coal burning in China while other studies show that 14% of the mercury dropping from the atmosphere on Mt. Bachelor originates in Asia.^{viii,ix}

Policy: The City of Eugene has been a leader in demonstrating how to reduce dependence on coal and emissions of greenhouse gas through the Community Climate and Energy Action Plan, Sustainable Business Initiative, and the City government's internal commitment to greenhouse gas emissions reduction. Enabling the transport of coal through the City is contrary to these policy values.

Recommended Actions

- Direct the City Manager and appropriate staff to identify all possible actions the City can take to prevent the transport of coal through Eugene;
- Pass a resolution or ordinance to oppose transport of coal for export through Eugene;
- Inform Governor Kitzhaber, Port of Coos Bay officials, and coal companies involved in proposals to transport coal through Eugene, that the City will enforce all applicable local, state, and federal laws protecting public health, safety, and air and water quality to prevent the transport of coal through the City; and
- Join other cities in Oregon to lobby the Governor and legislature to oppose coal export terminals in the State of Oregon.

Conclusion

While the Sustainability Commission strongly supports the use of rail for freight and passenger transport, coal transport will have adverse social, economic, and environmental consequences for Eugene. Allowing coal trains to pass through our City is not compatible with state and regional efforts to close coal plants, nor with local goals to reduce greenhouse gas emissions, improve air quality, enhance public health, and promote local food production. Furthermore, coal mining, export, and combustion are highly destructive and unsustainable energy development practices that undermine Eugene's efforts to reduce emissions that cause climate change and develop clean energy jobs. On behalf of the community of Eugene, Council should act proactively and quickly to safeguard the citizenry and oppose the transport of coal through our City.

ⁱ Coal Train Facts (a nonprofit in Washington State) <http://www.coaltrainfacts.org/key-facts> ; Sightline Institute: <http://www.sightline.org/research/energy/coal/coal-FAQ.pdf> ; Sierra Club (based on rail industry study) <http://www.sierraclub.org/coal/or/>

ⁱⁱ Learn, Scott. 2012. "Two coal companies want to export coal through the Port of St Helens." *The Oregonian*. January 17. http://www.oregonlive.com/environment/index.ssf/2012/01/two_coal_companies_want_to_exp.html

ⁱⁱⁱ Coal Train Facts (a nonprofit in Washington State) <http://www.coaltrainfacts.org/key-facts> ; Sightline Institute: <http://www.sightline.org/research/energy/coal/coal-FAQ.pdf> ; Sierra Club (based on rail industry study) <http://www.sierraclub.org/coal/or/>

^{iv} www.powerpastcoal.org

^v <http://www.coaltrainfacts.org/key-facts>

^{vi} <http://www.coaltrainfacts.org/entrepreneur-freight-property-values>

^{vii} <http://climatesolutions.org/nw-states/washington/cherrypoint>

^{viii} <http://www.guardian.co.uk/commentisfree/2009/feb/15/james-hansen-power-plants-coal>

^{ix} Strode S., Jaeglé L., Jaffe D., Swartzendruber P., Selin N., Holmes C. and Yantosca R.; Pacific Transport of Mercury. *J.Geophys. Res.* doi:10.1029/2007JD009428, 2008.

D. Jaffe, S. Strode; Fate and Transport of Atmospheric Mercury from Asia, *Environ. Chem.* 2008, 5, 121, doi:10.1071/EN08010.



July 9, 2012

Mayor Kitty Piercy, Members of the Eugene City Council,
and City Manager Jon Ruiz
Eugene, Oregon

Via Email: Kitty.Piercy@ci.eugene.or.us; George.R.Brown@ci.eugene.or.us;
Betty.L.Taylor@ci.eugene.or.us; Alan.Zelenka@ci.eugene.or.us;
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Re: Proposed City of Eugene Resolution in Opposition to the
Transport of Coal for Export through Eugene

Mayor Piercy, Members of the Eugene City Council and the Eugene City Manager:

I am writing to you on behalf of the Oregon International Port of Coos Bay, which owns the Coos Bay rail line and contracts for freight rail operations as the Coos Bay Rail Link. As you know, the Coos Bay Rail Link connects businesses and industries located in the Southwestern Oregon communities of Coquille, Coos Bay, North Bend, Hauser, Reedsport, Gardiner, Mapleton, Noti, Veneta, and west Eugene to the Class 1 rail network that passes through Eugene. **The Coos Bay Rail Link is a vital component of the transportation infrastructure that supports thousands of jobs in western Lane, western Douglas and Coos counties.**

Just five short years ago, the former operator of the Coos Bay rail line terminated freight rail service on the line with 24-hours-notice, claiming there was insufficient traffic on the rail line to support the ongoing maintenance needs of the infrastructure. Overnight, thousands of southwestern Oregon jobs were placed at risk, as employers scrambled to shift their inbound and outbound cargos onto trucks at significant additional cost. Working with the City of Eugene and our other regional partners, the Port took action to purchase, rehabilitate and re-open the rail line, not just to support jobs in Coos Bay, but to support jobs in Eugene and Coquille and Reedsport and Noti and all along the rail line.

Since the rail line re-opened in October 2011 as the Coos Bay Rail Link, we have transported 1,185 railcars with cargo that would have otherwise been transported by at least 4,150 trucks operating on our community highways and roads. We have transported finished wood products originating from mills in western Lane and Coos counties. We have transported organic feed from the Midwest to support the burgeoning organic dairy industry in the Coquille Valley. We have transported project cargo to and from the American Bridge Manufacturing facility in Reedsport. In short, the use of the Coos Bay Rail Link for freight has supported jobs not only in Coos Bay, but in every community along the rail line including Eugene.



The re-opening of the rail line has also supported the City of Eugene's and the State of Oregon's goals to reduce greenhouse gas (GHG) emissions and improve overall regional air quality. Rail transportation of appropriate freight commodities results in 34% less carbon dioxide emissions, 27% less hydrocarbon emissions, and 82% less nitrous oxide emissions, than transportation of the same commodities by truck. As a result, since October 2011, the Coos Bay Rail Link has kept 158 tons of carbon dioxide, 52 tons of hydrocarbons, and 152 tons of nitrous oxides out of the atmosphere. It has also reduced wear and tear on our community highways and roads, and improved the safety of the public travelling on those roads.

For all of its advantages, the Coos Bay rail line is also a very challenging piece of infrastructure to maintain, as it is comprised of 135 miles of rail that passes through 9 tunnels and over 150 bridges and other water crossings. Thanks to the support of State and Federal grants, the Port is currently investing \$30 million in rehabilitating the rail line. However, a recently completed study indicates that **an additional \$60 million to \$75 million in repairs will be needed to meet deferred maintenance needs and keep the rail line operational past the 2018 to 2020 time period.** Optimistic traffic projections from existing industries may generate enough revenue to cover only 3% of that amount. At the same time, State and Federal funding for transportation projects is under pressure from budget cuts and increasing statewide and national needs. The Port's recent attempts to secure Federal funding through both TIGER III and TIGER IV have been denied, and it is increasingly unlikely that government funding will be available to keep the rail line open in the future. As a result, it is essential that the Port, the Coos Bay Rail Link, and our regional economic development and transportation planning partners work together to secure private investment in the rail line. The Coos Bay Bulk Terminal (also known as Project Mainstay) represents just such an opportunity.

The Port considers the City of Eugene and Lane County to be important economic development partners in identifying and recruiting new businesses and industries to our region, as well as being important transportation planning partners to ensure that our region has sufficient transportation infrastructure to meet the needs of our communities. The Port has offered to brief the City of Eugene on our projects and we have made ourselves available to answer any questions that you might have regarding the Coos Bay Bulk Terminal project. Therefore, you can imagine our surprise when, late in the day on Thursday, July 5, 2012, Port staff was made aware of the resolution that is scheduled for action during the Eugene City Council meeting on Monday, July 9, 2012.

The resolution that will be brought forward for your consideration at the July 9th meeting is rife with exaggeration, speculation and enough fear mongering to leave one wondering how we could ever possibly survive the Armageddon that the resolution's author claims will befall our area if the Coos Bay Bulk Terminal is allowed to be built. However, **before you take action on this resolution, I would encourage you to take some time to learn more about the project and dig a little deeper into the economic, social and environmental issues at play.** You might just find that the facts aren't quite what the resolution's author would have you believe.

For one thing, you might be interested in knowing that the Bulk Terminal is still just a concept. It remains possible that, before the end of the year, the proponents of the project may decide not to pursue the development of the terminal. Even if a decision is made to proceed with the project, permit applications would likely not be submitted until the summer of 2013. As a result, there is still plenty of time for the City of Eugene to gather all of the facts and be deliberative in its decision of whether this project is worthy of its support or its opposition.

Another thing you might be interested in knowing is who the development partners are, and what their plans are for the bulk commodities that would be shipped through the terminal. The Port is currently working under an Exclusive Negotiating Agreement with a partnership of three companies that are evaluating the feasibility of developing a terminal in Coos Bay: Mitsui U.S.A (Mitsui), Metro Ports (Metro), and Korean Electric Power Company (KEPCO). The concept under development would involve the export of both Powder River Basin coal and southwestern Oregon produced industrial wood pellets (biomass) to a new state of the art energy production facility in South Korea that is currently under construction and scheduled to open in 2016. The Korean facility, which incorporates elements of wind, wave, solar, and thermal energy production, also includes a new research facility dedicated to the development of GHG emissions reduction technology; frankly, the Korean facility it is nothing short of remarkable.

Perhaps you would like to consider the economic impact of the proposed terminal. I have enclosed an Economic Impact Analysis for the project, which details the local, State and National economic impacts of the Coos Bay facility. The development of the Bulk Terminal will generate an approximate \$200 million to \$250 million investment in marine facilities, \$150 million to \$200 million investment in the Coos Bay rail line, and \$100 million to \$150 million investment in navigation channel improvements. Construction of the marine facilities and rail improvements alone are projected to result in nearly 2,600 jobs in Oregon, generating more than \$140 million in personal income, including more than 1,400 jobs in Coos County generating more than \$80 million in personal income. Operation of the Bulk Terminal is projected to result in more than 544 permanent jobs in Oregon, generating annual personal incomes in excess of \$35 million, including 285 permanent jobs in Coos County with personal income exceeding \$24 million.

Maybe you would like to learn more about the Port's plan to assess a fee of \$20 on every unit train rail car that will be used to fund Community Sustainability Projects in every community located along the Coos Bay rail line. At full build-out, the fee could generate nearly \$2 million annually to fund community health, education, and conservation efforts, including renewable energy projects, electric vehicle charging stations, urban tree planting, and other activities. Such projects could both reduce regional GHG emissions and support the growing "green economy" in Oregon.

While the Coos Bay Bulk Terminal project has significant potential to create jobs in the southwest Oregon region and improve and sustain critical transportation infrastructure important to the traded-sector economy of Oregon, the Port is not looking at this project as "jobs at any cost." The Port's efforts are driven by the very critical need that business and

industry in southwest Oregon have access to competitive transportation options for the movement of goods, and that in order for the Coos Bay Rail Link to remain viable, the Port must explore every opportunity to increase freight rail traffic on the line. At the same time, we are looking at every opportunity to leverage this project in ways that benefit other regional goals, including regional GHG emissions reduction efforts and cargo diversification of the Coos Bay harbor.

If any type of unit train traffic were to begin moving via the Coos Bay Rail Link and a connecting Class 1 or shortline railroad, it will be the responsibility of the commodity shipper to ensure compliance with all applicable federal and state environmental requirements. In addition, the Port has informed the Project Mainstay partners that environmental protection must be a primary consideration in project planning, and that **rail transport on the Coos Bay Rail Link will require the use of the best reasonably available technologies to prevent fugitive dust emissions and protect the environment and the residents of the region.**

If and when any conceptual project reaches a point where the Port enters into an agreement with a prospective developer and the permitting process is initiated for terminal development, rail line capacity improvements, or both, there will be public comment periods associated with the various permitting processes and protocols. The permitting processes will provide extensive information about the scope and nature of specific developments, and the public comment periods will allow all interested parties the opportunity to comment on the specifics of the permit requirements. In addition, the Port is committed to holding public information sessions in all communities along the Coos Bay rail line to better inform the public about the project.

Any terminal developer will be required to meet all applicable environmental regulations – state and federal – related to the construction and operation of a marine cargo facility. Additionally, the U.S. Environmental Protection Agency (EPA) has adopted emission standards for railroad locomotives, both road engines and switchers. The phasing in of standards will continue to tighten requirements for new equipment as well as remanufactured units. Tier 0-2 standards were adopted in December 1997, and became effective starting in 2000. Information about the Tier 0-2 protocols is available at 63 FR 18997-19084 / 16 April 1998. Tier 3-4 standards were introduced in March 2008 and dictate more stringent emission requirements, which become effective during 2015. Information about the Tier 3-4 protocols is available at 73 FR 88 25098-25352 / 6 May 2008. The two citations listed are from the Federal Register, which is available online. Locomotives used on the Coos Bay rail line will comply with all applicable diesel emission control standards.

Please consider the high levels of unemployment and underemployment throughout our region, as well as the struggles of our local governments to fund basic health, education, and public safety services, before taking a position on the Coos Bay Bulk Terminal Project. Simply accepting the assertions of project opponents rather than performing thorough due diligence does not lend itself to the creation of sound public policy for any organization. If you do decide to pass a resolution concerning the Coos Bay Bulk Terminal project, **I would urge you to**

consider passing the enclosed alternative resolution that we have drafted for your consideration.

The Oregon International Port of Coos Bay is committed to providing all applicable information about conceptual projects as is legally permissible. In addition, we are committed to a policy of full disclosure regarding marine industrial and transportation infrastructure projects that have moved beyond the conceptual phase as viable projects. As always, we stand ready to provide a more detailed briefing to the City at your convenience.

Sincerely,



David R. Koch
Chief Executive Officer
Oregon International Port of Coos Bay

Cc: Board of Commissioners, Oregon International Port of Coos Bay
Lane County Board of Commissioners
Douglas County Board of Commissioners
Coos County Board of Commissioners
City of Veneta, Oregon
City of Mapleton, Oregon
City of Florence, Oregon
City of Reedsport, Oregon
City of Lakeside, Oregon
City of North Bend, Oregon
City of Coos Bay, Oregon
City of Coquille, Oregon
Coos Bay Rail Link – CBR
Oregon Department of Transportation – Rail Division
Lane Area Commission on Transportation – LaneACT
Southwest Area Commission on Transportation – SWACT
South Coast Development Council – SCDC
Seneca Sawmill Company, Noti, Oregon
Swanson Bros. Lumber Company, Noti, Oregon
Rosboro, Vaughn, Oregon
American Bridge Manufacturing Co., Reedsport, Oregon
Coos Head Forest Products, North Bend, Oregon
Southport Forest Products, North Bend, Oregon
Roseburg Forest Products, Dillard, Oregon
Oregon Resources Corp., Coos Bay, Oregon
Georgia-Pacific Wood Products, LLC, Coos Bay, Oregon
Danish Dairy LLC, Coquille, Oregon
Knife River Corp., Coos Bay, Oregon
Rexius, Eugene, Oregon