

GREEN ENERGY INSTITUTE

AT LEWIS & CLARK LAW SCHOOL

April 2018

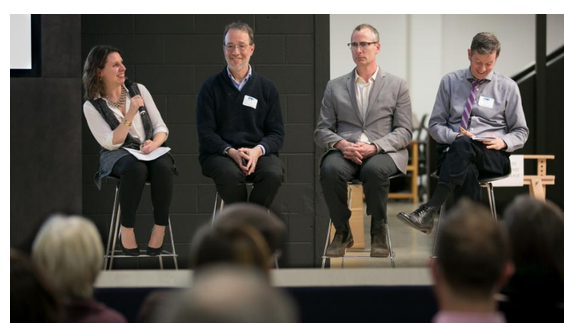
Thank You to LC Giving Day Contributors!

Last Tuesday, April 3rd was Lewis & Clark's day of giving. Across the three campuses--undergraduate, graduate, and law--we aimed to secure 1,867 contributions in order to unlock a \$150,000 matching donation from the Board of Trustees. At the law campus, we were striving for at least 150 contributions to unlock a \$1,500 matching donation from Law School Dean, Jennifer Johnson. **We are happy to announce that we surpassed both goals, securing our matching donations and increasing the impact of all donors that contributed that day! Thank you to all of our supporters that donated on the 3rd!** If you weren't able to participate, but would still like to give, we are, of course, appreciative of contributions any time of the year. [Click here or the "Support Our Work" button below to donate now.](#)



Deconstructing Diesel Happy Hour a Success

More than 100 attendees from government agencies, local advocacy groups, and concerned citizens packed the event space at Swift on March 21 to discuss strategies to reduce diesel emissions in Oregon. The night began with a [presentation from Dr. Linda George](#), Professor of Environmental Sciences and Management at Portland State, detailing the possibly unique toxicity of diesel particulate matter, and the way it can remain in and cause damage to the human body. She also explained how her direct research regarding localized and time-variable diesel concentrations links diesel emissions from construction sites and supports DEQ's 2017 research demonstrating that Portland suffers from exposure to elevated diesel pollution.



GEI then [presented regulatory options to reduce diesel emissions](#), particularly from older diesel engines. Melissa Powers and Amelia Schlusser briefed the audience on Clean Air Act preemption and ways that state and local government can act to reduce diesel pollution today, without further Oregon legislative action. Amelia explained how regulation in California is resulting in older, dirtier diesel sources moving into Oregon, and she showed how various strategies, including clean fleet requirements, time-of-use regulations, and restrictions for non-road sources, could all contribute to cleaner air. "We should be willing to protect our own public health and stop those [dirty] engines from entering our state," said Melissa Powers.



Former State Senator Jackie Dingfelder then facilitated a panel of elected officials including Multnomah County Chair Deborah Kafoury, Metro Councilor Sam Chase, State Senator Michael Dembrow, and State Representative Rob Nosse, who discussed previous and continued attempts at diesel regulation, the political and funding challenges, and the need for continued pressure on our government bodies to act. [Read the full story from Multnomah County here.](#)

Welcome to Our New Deputy Director

Licia Sahagun, GEI's incoming Deputy Director, brings a decade of non-profit experience ranging from AmeriCorps volunteer and Program Manager to Executive Director and Board Chair. In her most recent role as Program Director of Our Climate (formerly Oregon Climate), she designed and organized a Youth Lobby Day in Salem that was featured in the National Geographic documentary series, *Years of Living Dangerously*. Shortly thereafter, *Years* became a strategic partner and sponsored the organization's nationwide expansion, which Licia oversaw and helped facilitate as Board Chair. Licia graduated cum laude with her bachelor's degree from the University of Illinois and received her masters in Environmental, Natural Resources, and Energy Law from Lewis & Clark law school in May 2017. She has been working with GEI part-time since August 2017, helping to organize and implement the Re-Energizing the West conference in October and came on full-time as Deputy Director in March. Feel free to reach Licia at lsahagun@lclark.edu.



GEI staff and legal fellows are also tracking state-level regulatory proceedings that contribute to local and regional efforts to decarbonize our energy system and improve air quality. [Read on for updates from the Oregon's Environmental Quality Commission \(EQC\) 397th regular meeting and below for updates from Oregon's Public Utility Commission meetings around Senate Bill 978.](#)

Updates from the March Meeting of the Oregon Environmental Quality Commission



On March 21, the EQC discussed updates to the Department of Environmental Quality (DEQ) [Cleaner Air Oregon](#) process through the passage of [Senate Bill 1541](#). The bill adjusted the cancer and non-cancer risk levels for existing facilities, created an Area Risk Pilot Program to measure localized cancer risks, and authorized 11 new positions at DEQ, among other updates. The EQC also discussed next steps related to Senate Bill 1507, the Clean Energy Jobs bill. Though SB 1507 was not adopted during the 2018 session, [Senate President Peter Courtney and House Speaker Tina Kotek formed a Joint Committee on Carbon Reduction and a Governor's Carbon Policy Office](#) to continue discussions on an Oregon carbon-pricing program. The EQC also discussed two additional bills that failed to pass in 2018, including House Bill 4003 and Senate Bill 1509, which were designed to regulate diesel emissions and would have given local jurisdictions authority to regulate idling, as well as House Bill 1409, which would have given DEQ and the Oregon Department of Forestry authority to research and promote carbon sequestration efforts. Although HB 1409 did not pass, the legislature did include funds for the Carbon Policy Office to study ways to utilize the state's forests and fields to sequester carbon.

The EQC then engaged in a high-level discussion of 2019 legislative concepts, with the intention of providing further details at the upcoming meeting in May. These concepts include an expansion to the allowable usage of the Volkswagen settlement funds for diesel powered trucks and equipment and electric vehicle charging infrastructure, as well as a proposal to raise Title V permit fees to eliminate the current backlog of air quality permit renewals, as suggested by [findings from a recent Secretary of State audit](#).

Reforming Oregon's Electricity Regulatory Framework Blog Post on Recent Oregon Public Utility Commission Meeting



It's an exciting time for electricity regulation in Oregon. Under the direction of SB 978, which was passed by the state legislature in 2017, the Oregon Public Utility Commission (PUC) is engaging electricity stakeholders, including the general public, to investigate how developing industry trends, technologies, and policy drivers may impact the existing electricity regulatory system. On March 21, stakeholders attended a meeting convened by the PUC in Salem to discuss the state of Oregon's electricity regulatory system. This was the second of six meetings convened by the PUC, which will ultimately culminate with a report from the PUC to the legislature later this year. Despite the technical jargon involved, this review of the electricity regulatory system is a public process. The review the technical on Oregon involves, this review of the current regulatory process achieves the goals important to us, and if not, how we can effectively incentivize the changes we want to see. [Read the full update from our legal fellow on our Charged Debate blog.](#)

Thank you for your continued support,
The Green Energy Institute Team



SUPPORT OUR WORK TODAY

Share this email:



[Manage](#) your preferences | [Opt out](#) using TrueRemove™
Got this as a forward? [Sign up](#) to receive our future emails.

View this email [online](#).

10015 SW Terwilliger Blvd
Portland, OR | 97219 US

This email was sent to .
[To continue receiving our emails, add us to your address book.](#)

