



GREEN ENERGY INSTITUTE

AT LEWIS & CLARK LAW SCHOOL

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GEI Director Melissa Powers Teaches at Kangwon National University in South Korea

GEI Director and Professor Melissa Powers spent two weeks in July teaching climate and energy law to students at Kangwon National University in South Korea. While there, she participated in a workshop on Korea's efforts to reduce its use of coal-fired electricity. Melissa gave a presentation discussing the rapid decline of coal-fired power in the United States,

explaining that a combination of legal reforms (particularly under the Obama Administration) and market changes (particularly increased natural gas development and use) led to a deep dive in coal use. Melissa also noted, however, that the United States now faces the challenge of preventing more natural gas "lock-in" through new infrastructure development and the need to quickly transition away from fossil fuels entirely. "While focusing on coal is important," she said, "policymakers need to be careful to avoid creating new problems by switching out one fossil fuel for another." Melissa's research on the coal transition will be published in an upcoming law journal.

GEI Invited to Participate in Global Climate Action Summit Event



From September 12 through 14, climate leaders from around the world will convene in San Francisco for the [Global Climate Action Summit](#). Co-chaired by California Governor Jerry Brown and Patricia Espinosa, Executive Secretary of the U.N. Framework Convention on Climate Change, among others, the event will bring together elected officials, business executives, advocacy organizations, and investors to discuss topics such as transformative climate investing and inclusive energy systems. Leading up to the Summit, the California Public Utilities Commission (CPUC), California Energy Commission (CEC), and California Air Resources Board (CARB) will host a series of practitioner workshops. GEI's director Melissa Powers has been invited to participate in these workshops, alongside top leadership from the CPUC, CEC, and CARB and other domestic and international practitioners, for a robust discussion on tangible progress, concrete actions, and best management practices for decarbonizing, financing, and managing energy systems. We are honored to be a part of the event and look forward to hearing from the lineup of inspiring speakers throughout the week.



Deconstructing Diesel: A Diesel Reduction Roadmap for the Portland Metro Area

You may have noticed the haze hanging over Portland the last several weeks. Though this reduced visibility was caused by regional wildfires, it exacerbated already existing air quality concerns related to elevated particulate matter pollution in the Portland metropolitan

area. According to a 2011 report by the federal Environmental Protection Agency, [Clackamas, Multnomah and Washington counties rank in the top 5 percent of all counties nationwide for ambient concentrations of diesel particulate matter](#), toxic particles released from diesel engines. And a 2015 Oregon Department of Environmental Quality report estimated that these harmful emissions cause [up to 460 premature deaths each year and cost the state more than \\$3 billion annually](#).

Over the past year, GEI has taken a deep dive into the legal and policy strategies local governments can pursue to reduce diesel emissions in the Portland metropolitan area. Compared to other areas in Oregon, [the Portland region has the highest risk to the population from air toxics due to business and population density, and Portland monitoring studies have confirmed the presence of air toxics at levels that can cause adverse health effects](#), particularly along major transit corridors. The transportation sector also accounts for 40 percent of greenhouse gas emissions in Multnomah County. Therefore, significant reductions in transportation-related emissions are essential to achieving the city's and county's climate protection goals.

This Fall, GEI will release a comprehensive diesel pollution reduction roadmap that will provide an overview of Portland's diesel emissions problem and a description of the often-complex legal frameworks and jurisdictional dynamics affecting state and local regulation of motor vehicle emissions. Our analysis will recommend a variety of strategies local governments should pursue to address diesel emissions from on-road, nonroad, and indirect sources (such as ports, rail yards, and construction sites). Stay tuned for the release of our report, as well as for opportunities to hear directly from our staff on these issues.

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The Green Energy Institute Team



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