



BEER PIER

Fort George Brewery plans to open a new 'Beer Pier' along the riverfront by the Fourth of July.

Lydia Ely/The Astorian

Oregon to push forward on carbon reduction plan

State responds to a Supreme Court ruling

By **PETER WONG**
Oregon Capital Bureau

Oregon will press ahead with state efforts to curb greenhouse gases despite a U.S. Supreme Court decision restricting a federal agency's ability to do the same.

The high court's 6-3 ruling on Thursday said the U.S. Environmental Protection Agency does not have sweeping authority under the Clean Air Act to limit carbon emissions from existing power plants. The lawsuit was filed by West Virginia, a coal-producing state, and consolidated with related cases.

Gov. Kate Brown decried the court's decision. So did Attorney General Ellen Rosenblum, who represented Oregon in support of the EPA's 2015 effort under President Barack Obama to regulate power-plant emissions — and against the subsequent effort under President Donald Trump to repeal those rules.

Also weighing in against the decision were Oregon's U.S. senators, Oregon state Senate and House Democrats and the NW Energy Coalition, which consists of more than 100 environmental, civic and human services organizations and clean energy businesses.

"This Supreme Court decision undermines 50 years of federal progress under the Clean Air Act," Brown said in a tweet after the decision. "Oregon will continue to lead the way to address climate change at the state level, moving to 100% clean energy, capping emissions and taking a comprehensive approach to climate change."

'THIS CHILLING RULING CURTAILS THE FEDERAL GOVERNMENT'S ABILITY TO PROTECT US FROM GREENHOUSE GASES AND CARBON EMISSIONS UNDER THIS PART OF THE CLEAN AIR ACT. I WILL CONTINUE TO WORK HAND IN HAND WITH LIKE-MINDED STATE ATTORNEYS GENERAL ON STRATEGIES TO MITIGATE CLIMATE HARMS IN A COMPREHENSIVE MANNER AT BOTH THE FEDERAL AND STATE LEVELS.'

Ellen Rosenblum | Oregon attorney general

The Oregon Environmental Quality Commission approved a climate plan in December, more than 18 months after Brown issued an executive order to do so. The Democratic governor acted after walkouts by Republicans in the Legislature thwarted votes on climate change bills in 2019 and 2020.

The plan sets targets of 50% reduction by 2035 and 90% reduction by 2050, based on 2017-19 levels.

The plan combines traditional regulation of 13 large stationary sources, such as manufacturing plants, with a system of credits that suppliers of gasoline, diesel and other fossil fuels can spend on projects to reduce greenhouse gases — particularly in low-income and minority neighborhoods and rural areas that face greater negative environmental effects. These are known as community climate investments, although polluting companies

can use them to fulfill only part of their obligations to reduce greenhouse gases.

Three separate challenges to the plan were filed in March with the Oregon Court of Appeals. All argue that only the Legislature, not the governor, can empower the commission to draft a plan. One is by the Western States Petroleum Association, another is by Oregon's three natural gas utilities — NW Natural, Avista and Cascade Natural Gas.

The third is by a consortium of industry groups — Oregon Business & Industry, Alliance of Western Energy Consumers, Associated Oregon Loggers, Northwest Pulp and Paper Association, Oregon Farm Bureau Federation, Oregon Forest & Industries Council, Oregon Manufacturers and

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Hospitals outline child care investment

Contributions from Columbia Memorial and Providence Seaside

By **ABBIE McDONALD**
The Astorian

Columbia Memorial Hospital and Providence Seaside Hospital, recognizing the shortage of child care in Clatsop County, have announced contributions to a new grant program.

The county Board of Commissioners has approved a set of proposals from the child care task force, including the use of \$500,000 in federal American Rescue Plan Act funding.

The funding will be dispersed over four years by the retention and expansion child care grant program, which both hospitals are involved in.

"Child care availability is essential to maintaining a strong health care workforce in Clatsop County. Together, both hospitals serve approximately 60,000 area patients with more than 1,000 employees," the hospitals said in a statement Thursday. "Without support for working parents, some families have been forced to choose between working or caring for their children full time."

Providence Seaside has pledged \$100,000 to the grant program through its community health division, and said it will consider additional funding in 2023.

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Food tax starts in Cannon Beach

Money goes to the city and fire district

By **NICOLE BALES**
The Astorian

CANNON BEACH — The collection of a controversial food tax began Friday as business owners prepared for a busy Fourth of July holiday weekend.

The 5% tax, which was narrowly approved by voters last November, applies to prepared food sold at restaurants and similar businesses. It is estimated to generate \$1.7 million annually, which will be split between the city and Cannon Beach Rural Fire Protection District for emergency services and city infrastructure.

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A captain retires after a lifetime on the water

Haglund served as a longtime river pilot

By **ALEXIS WEISEND**
The Astorian

It was Kenneth Haglund's last ride as a captain with the Columbia River Pilots. He decided to take it with his son.

They anchored in Kalama, Washington. Behind their boat, a

rainbow stretched across the river Haglund had sailed on his whole life.

"After 38 years and then a deal like this here happened there," Haglund said, pointing to a photo of the scene. "It doesn't happen to everybody, but it happened to us."

Haglund has retired from the river pilots after a lifetime of working on the water. He said leaving the job is tough. He's going to miss the fun he had doing something unique every day.

Haglund grew up surrounded by water — literally. The 10th child in a family of 14, he spent his childhood in a float house in Astoria.

With his father working as a gill-net fisherman and his uncle working on a pilot boat, Haglund naturally fell into the maritime business.

He started off employed as a deckhand with Knappton Towboat Co., eventually working his way up to being a captain. After completing arduous training, he became a licensed river pilot with the Columbia River Pilots in 1985.

Since he began, the river has gotten much busier, bustling with ships that are larger than ever. "There's more safety issues happening all the time," he said.

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Lydia Ely/The Astorian

Cindy Haglund shares a photo of Kenneth Haglund on his last work trip as a river pilot.



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