

POLLUTION, from page 5

Portland Mercury broke news of Bullseye Glass pollution. Now, he said, "the news media is actually doing a lot of what we were trying to do by going door to door, and that's letting people know that there's a problem."

Another source of pollution information is the EPA's Toxics Release Index, which shows limited data on area polluters in its online, searchable database.

Woolley said something similar to Eugene's right-to-know program would help people be more informed.

Portland Clean Air is also planning to do some air monitoring of its own, but it's costly.

"We were able to find an older machine from people trying to work against Intel in New Mexico," Woolley said.

He said once the air monitoring machinery arrives in Portland, he plans to station it on the property of a friend who lives across from Intel, the fifth-largest greenhouse-gas producer in the state, and then move it around to other Portland hot spots to see what's really in the air - if he can afford to run it.

"You know, it's the city, the state or the polluters themselves that should be paying for this because it is really expensive," he said.

Don't forget diesel

While policymakers and community groups advocate for better permitting and monitoring of industry, it's important to remember mobile sources of pollution too - especially diesel-emitting vehicles, which cover a lot of ground in port cities such as Portland,

said Oregon Environmental Council's Price.

Multnomah County has the nation's fourth-worst concentration of diesel pollution.

"Diesel drives a lot of the risk," he said.

According to DEQ, diesel is 100 times more toxic than gasoline exhaust and is a known carcinogen. According to data compiled by Portland Clean Air, all of downtown and much of Northwest, North and Northeast Portland have diesel concentrations that are 10 times greater than the standard health benchmark. The rest of the city isn't much better off, with most of it between five and 10 times the benchmark.

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While state legislation aimed at limiting diesel pollution died in the 2015 session, activists want to find ways to ensure momentum built from the community's desire to clean up the air will carry through to 2017, when similar bills aimed at reducing diesel pollution will likely be introduced.

In 2015, Sen. Michael Dembrow (D-Portland) and Rep. Mitch Greenlick (D-Portland) introduced legislation aimed at getting older and dirtier diesel engines off the road, using California's standards as a road map, repealing the idling pre-emption, and directing DEQ to establish diesel emission standards for engines.

Associated Oregon Industries opposed these bills.

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Watching Time Go By

by Cactus

Walls fall down
doors are painted over & stuck shut
Windows break
actions have unintended consequences
weeds sprout flowers bloom
decay feeds life
tranquility is the cause of all actions
'til water shows the sky
wind sounds like whispers
waves look peaceful far away
reality is an illusion

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