



Group Against Smog and Pollution, Inc. Hotline



Spring 2005

www.gasp-pgh.org

GASP's Diesel Campaign Continues

by Rachel Filippini, GASP Executive Director

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Anti-idling regulation for heavy duty diesel vehicles awaiting County Council approval

GASP, along with several other local environmental groups and concerned citizens, attended and spoke at an Allegheny County Board of Health public hearing on the proposed Diesel Powered Motor Vehicle Idling Regulation in mid-February. While we think the regulation is a giant step forward from the county's former voluntary program in general, we did recommend several changes to the regulation that would make it even more protective of citizens' health. One of our recommendations suggested that idling not be allowed to take place within 100 feet of any restricted area, including any property zoned for individual or multifamily housing units, apartment buildings, schools, day care centers, hospitals and playgrounds. GASP believes this will help to protect our most vulnerable populations from the serious health effects of diesel exhaust. The Allegheny County Health Department (ACHD) responded to this recommendation by saying that they are sensitive to the need for protecting individual citizens, and they attempt to do this while balancing the need for others to accomplish the daily tasks required for the community as a whole to function. ACHD claimed that it might be difficult for a truck driver to determine if they are within 100 feet of a restricted area, and they would like to gain experience with this regulation as proposed before considering this change.

The Board of Health approved the regulation at their March meeting, and it has been sent to Allegheny County Council

for approval and for the signature of Chief Executive Onarato. We expect the regulation to be enacted in the next month or so. Similar to the School Bus Idling Regulation, citizens will play a critical role in helping to enforce these regulation by calling the ACHD or their local municipal police when they witness a violation.

Clean Air Task Force diesel report released

GASP helped launch the landmark Clean Air Task Force report—*Diesel and Health in America: The Lingering Threat*—locally on February 22, 2005. Dr. Bernard Goldstein, Dean of the University of Pittsburgh, Graduate School of Public Health and Tom Lattner, Air Pollution Control Engineer with the Allegheny County Health Department joined GASP at a press conference held at Pitt's Graduate School of Public Health.

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Group Against Smog and Pollution, Inc. (GASP) is a non-profit citizens' group in Southwestern Pennsylvania working for a healthy, sustainable environment. Founded in 1969, GASP has been a diligent watchdog, educator, litigator, and policy-maker on many environmental issues, with a focus on air quality in the Pittsburgh region.



Rachel Filippini speaking at the GASP press conference on February 22.

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The Diesel and Health in America report found that, here in Pittsburgh, diesel exhaust cuts short the lives of 237 people and triggers 340 heart attacks and nearly 4,000 asthma attacks each year. This makes diesel exhaust one of the most severe air pollution threats to people's health in the Pittsburgh region. The Pittsburgh metro area ranks in the top ten for per capita impacts from diesel fine particles, and Pennsylvania ranks third in the nation for deaths from these particles. Diesel fine particles have been linked to heart attacks, asthma attacks and possible asthma onset, and stroke and premature death, including crib death in children. Diesel exhaust is also considered a likely carcinogen that impairs the immune, reproductive and nervous systems. This is all very disturbing news. The promising news, however, is that much of the death and disease caused by diesel exhaust could be easily prevented by applying existing technology to cut diesel emissions by 90% or more.

The report recommends reducing diesel fine particle emissions 50% by 2010, 75% by 2015, and 85% by 2020 to save nearly 100,000 lives nationally between now and 2030. GASP challenged our local and regional leadership to adopt these aggressive but feasible goals. Diesel pollution locally comes from a variety of sources including diesel trucks, buses, waste haulers, off-road construction equipment, locomotives and ships. It will take a comprehensive and unique program for each diesel subgroup to reduce pollution. The diesel health effect stats are grim, but the good news is that technology and programs exist that can address the problem now, and there are many available strategies—everything from anti-idling programs to engine retrofits.

GASP to kick off Adopt-a-School Bus Program

The Adopt-a-School Bus Program will help local school districts update their aging, diesel-powered school buses with cleaner, retrofitted buses. The benefits of the program are cleaner air, healthier kids, and an increase in the students',

teachers' and community's environmental awareness.

How will it work? The Adopt-a-School Bus Program will be a cooperative partnership between local school districts, corporate sponsors, community businesses, foundations, PTAs, local elected officials, and the Group Against Smog and Pollution. The idea is that, by jointly working with the above named groups, school districts will raise funds to retrofit those school buses which won't soon be replaced. A school district may choose to retrofit as few as a handful of buses to all of their buses. For more information please contact GASP at gasp@gasp-pgh.org or 412-325-7382.

Diesel School Bus Retrofit Technology Workshop

The Allegheny County Health Department and the PA Department of Environmental Protection will be co-sponsoring a Diesel School Bus Retrofit Technology Workshop on May 10, 2005, from 8:30AM to 3:45PM. The workshop is being held to educate the 43 public school districts in Allegheny County, area colleges and universities, and school bus operators about "greening" their bus fleets through fuel switching, retrofitting older buses and/or accelerating the purchase of cleaner buses. The workshop will be held at the Boyce Campus of the Community College of Allegheny County in Monroeville, PA.

Agenda topics include: the health and environmental effects of diesel exhaust, EPA diesel emissions and fuel sulfur regulations, diesel retrofit technology, a panel discussion on retrofit costs, retrofit suppliers and engine and transmission manufacturers and the anti-idling ordinance. GASP will be educating attendees about the Adopt-a-School Bus Program.

If you are affiliated with the public schools, area colleges or universities or are just an interested citizen, please contact Sam Schlosberg, Community Liaison with ACHD at sschlosberg@achd.net or 412-578-8361 or Rachel Filippini at GASP, gasp@gasp-pgh.org or 412-325-7382 for more information. 🚲

The Hotline is the quarterly newsletter of the Group Against Smog and Pollution, Inc.

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GASP Mission Statement

GASP will act to obtain for the residents of southwestern Pennsylvania clean air, water, and land in order to create the healthy, sustainable environment and quality of life to which we are entitled.

Methods of Achieving Mission

GASP is a citizens' group based in Southwestern PA which focuses on Allegheny County environmental issues. When pertinent to these concerns, we participate in state and national environmental decisions.

We believe in the public's right to receive accurate and thorough information on these issues and to actively participate in the decision making process.

To achieve our environmental goals on behalf of our membership, GASP will advocate, educate, serve as an environmental watchdog, mobilize action, and litigate when necessary.

We will work both independently and in cooperation with like-minded individuals and groups as determined by the Board of Directors.

We will uphold GASP's reputation for scientific integrity, honesty, and responsible involvement.

Breathe Easy. Stop Idling. We Can All Play a Part

by Rachel Filippini, GASP Executive Director

As you probably know, GASP has been tirelessly pushing anti-idling regulations for our region's dirty diesel vehicles. We were successful at getting a school bus idling regulation passed in October of last year, and it looks like we'll have an idling regulation for other heavy duty diesel vehicles in the near future. This regulation is presently at County Council, waiting for their approval and the approval of County Chief Executive Dan Onarato. However, more can be done to limit emissions from transportation sources, including those releases from our own personal vehicles.

Leaving a vehicle idling is something we often do without thinking. Sometimes you can't avoid it, such as while waiting at a traffic light or when caught in bumper-to-bumper traffic. But many times you can. You are the key to being idle free!

Idling makes no sense for your health

GASP has long emphasized the many harmful health effects from exposure to diesel exhaust, but exhaust from gasoline vehicles is not without its hazards. Studies have linked pollution from vehicles to increased rates of cancer, heart and lung disease, asthma and allergies. The pollution created as a by-product of fuel combustion and from evaporation of the fuel itself, together known as "tailpipe emissions," includes several harmful compounds, such as nitrogen oxides, carbon dioxide, sulfur dioxide, hydrocarbons and particulate matter. Evaporation of fuel may occur from any heated portion of the vehicle: under the hood, the fuel system, or the exhaust. Gasoline vapors even escape from the gas tank and nozzle when refueling.

Idling makes no cents for your wallet

There has long been the misconception that it takes more gas to turn the engine off and back on than to just leave it idling, but did you know 30 seconds of idling uses more fuel than turning off the engine and restarting it and it can consume as much as a gallon of gas per hour? Approximately every gallon of gas you use can produce 1.4 pounds of carbon dioxide. Carbon dioxide is responsible for over 60% of the greenhouse effect. Excessive idling can also be

Ready to do your part? Here's a list of simple things you can do to change your idling ways:

- ✓ If you are stopped for more than 30 seconds (except in traffic) turn off your engine
- ✓ Reduce warm-up idling. Start driving after no more than 30 seconds of idling, assuming your vehicle's windows are clear.
- ✓ Avoid using typical remote car starters (there are some that warm the engine, but don't require needless idling). These devices encourage you to start your vehicle before you are ready to leave, wasting fuel and creating unhealthy emissions.
- ✓ Avoid using the drive-through at banks and fast-food restaurants.
- ✓ Keep your car well maintained. A poorly tuned engine will use up to 15% more fuel than a well-tuned vehicle.
- ✓ Talk to your family, friends and neighbors about the benefits of reduced idling.

hard on your engine as it isn't running at its full operating temperature. This leaves fuel residue that can contaminate engine oil and make spark plugs dirty, potentially causing damage to the engine and more money out of your pocket for costly repairs. Once a vehicle is running the best way to warm it up is to drive it. Vehicles with computer controlled, fuel-injected engines need no more than thirty seconds of idling on winter days before driving away.

GASP has received some funding from the Allegheny County Health Department's Tony Stagno Environmental Health Mini-Grant in order to conduct education with citizens on this issue. We plan to distribute educational information at several events this spring and summer, including Drive Cleaner, Drive Greener on May 21 (see back page). 🚲

Sign Up For Free E-mail Air Pollution Alerts

The Southwest Pennsylvania Air Quality Partnership forecasts "Air Quality Action Days"—days when the air is expected to be unhealthy to breathe. Receive **FREE real-time air pollution alerts** throughout the year via e-mail. It's fast. It's free. It's easy. It's the best way to learn about the air quality in your area. To find out more about the Air Quality Partnership and sign up for e-mail alerts, go to www.aqpartners.org.

EPA Signs Clean Air Interstate Rule (CAIR) Into Law; Clear Skies Dies In Committee

by Elizabeth Rosemeyer, GASP Policy & Outreach Coordinator

If you were following the battle between the proposed Clear Skies bill and the Clean Air Interstate Rule you know that February and March were quite active months for proponents and opponents of both measures. Advocates covering the whole spectrum of interested parties vied for the attention of senators who would decide the fate of the Bush Administration's Clear Skies bill. In the end, the U.S. Senate Environment and Public Works Committee prevented the bill from being introduced with a vote of 9-9 on March 9, 2005. The next day, EPA promulgated the Clean Air Interstate Rule (CAIR).

CAIR applies to 28 eastern, southern, and midwestern states and the District of Columbia. It establishes a system of total emission caps for each state which limits sulfur dioxide (SO₂) and nitrogen oxides (NOx) emissions. Sulphur dioxide is a significant contributor to acid rain and fine particulate matter. Nitrogen oxides are a significant contributor to fine particles and ground-level ozone. In addition, CAIR retains aspects of the Clean Air Act which provide downwind states the right to force upwind polluters to conform to emission limitations and maintains requirements on new and existing plants to install modern pollution controls when building or upgrading facilities.

Each state will determine how to meet the new emission requirements by either allowing power plants to participate in EPA's interstate cap and trade system or by implementing

an emissions program of its own. EPA estimates that emissions control through an interstate cap and trade system for power plants will result in a 45% reduction in SO₂ by 2010 and 57% reduction by 2015 from 2003 levels. For nitrogen oxides, EPA estimates a reduction of 53% by 2009, and 61% by 2015 from 2003 levels.

Many environmentalists consider these new limits to be a big win that will help prevent thousands of asthma attacks and premature deaths, and save billions of dollars in health care costs. Other environmental groups, however, believe CAIR does not go far enough or quickly enough to sufficiently protect the health of those downwind from old, dirty power plants.

This concern is particularly applicable to residents of Allegheny County and counties in southeastern Pennsylvania. After full implementation of CAIR in 2010, EPA predicts the Liberty/Clairton area in Allegheny County, where the U.S. Steel Clairton Coke Works is located, will still not meet health standards for soot. Five counties in the Philadelphia region will not meet 8-hour ozone requirements by 2010. Consequently, it will be necessary for local emission controls to be implemented in order for these counties to come into attainment by 2010.

One local facility which will be affected by the new emission limits is Reliant Energy, Inc.'s Cheswick Power Station—a coal-fired power plant which in the past has been one of the states' largest polluters. In anticipation of having to meet new emission limitations, Reliant Energy estimates it will need to spend between \$260 and \$500 million nationally on capital expenditures by 2009. Edward A. Feith, Environmental Director for Reliant Energy, stated that it has not been decided how this money will be allocated among Reliant's plants nationwide. Feith indicated use of the money could include the addition of Selective Catalytic Reduction Systems Reactors, which lower NOx emissions, or Flu Gas Desulphurization units (scrubbers), which remove SO₂, at a few plants, and mercury controls at selected plants. It is expected that Reliant will announce more specific plans in the late spring or summer 2005.

Another local source of pollution which will need to be addressed in order to achieve attainment is diesel engines. This includes not just heavy duty trucks and buses, but also off-road construction vehicles, locomotive engines, and shipping vessels. The

CAIR aims to make Pennsylvania air cleaner

Clean Air Interstate Rule (CAIR) is intended to help Pennsylvania meet and maintain the National Ambient Air Quality Standards (NAAQS) for ground-level ozone and soot.

Projected to meet attainment for soot in 2010
 Projected to meet attainment for ozone in 2010
 Projected to meet both soot and ozone attainments in 2010
 Remaining counties comply with federal ozone and soot standards

¹The entire Pittsburgh region is projected to meet ozone standards by 2010. Most of the region will meet soot standards by 2010, except Clairton/Liberty Borough, which will not meet soot standards by 2015 without additional local emissions controls.

²Counties that are projected to meet soot attainment in 2010 and ozone attainment in 2015



Source: EPA

Ed Yozwick, James Histon, Post-Gazette

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When Can I Fill'er Up—With Hydrogen?

by Walter Goldberg, GASP Board Member

President Bush has proposed a multi-billion dollar program to make hydrogen a serious competitor to gasoline by 2020. Is this “Initiative” a foolish dream or a strategy whose time has come? The need for doing something about our present reliance on Middle East oil is obvious; we are now dependent on the energy supplied to the US by countries and regimes that are not sympathetic to the US or its battles against terrorism. In fact, we are bank-rolling them in their endeavors with our oil payments.

Here is a take on the issue by the American Physical Society (APS). Any discourse on this subject must start with agreed-upon facts. Here they are, courtesy of the APS. The numbers in parentheses will be explained later.

- Transportation uses up two-thirds of the total US oil consumption.
- Hydrogen is a gas (H₂) that cannot be mined, unlike natural gas, oil, or coal; we must “make” it out of what we have. H₂ can be “extracted” from natural gas, from coal gasification, and from electrolysis of water. The latter requires electricity, which itself is made from gas, coal, hydro power, and wind power. (4 to 10)
- In the long run, the “hydrogen economy” won't be economical if it takes more energy to make the hydrogen than is contained in the fuel from which it is made. If this condition is not met, it may be better to figure out how to burn those fuels in the car engines themselves.
- H₂ is explosive, so the vehicle's storage must be adequately strong and not too heavy. (2 to 3)

- If H₂ is created from organic fuels like coal or natural gas, one must take into account the added CO₂ burden that is created and figure in its effect on global warming.
- For H₂ to be competitive, the vehicles that use it must last as long as gasoline-powered cars, which typically run 100,000 miles. Moreover, the cost of H₂ car engines cannot be too far out of line with present cost of cars and trucks.
- The cost/mile of H₂ fuel cannot be uncompetitively high. (10 to 100).

The above numbers in parentheses indicate the times improvement, over present technologies that must be achieved to make H₂ competitive, according to the APS.

To achieve H₂ competitiveness, we must increase the efficiency of electrolysis, reduce embrittlement and leakage of vehicle storage tanks, avoid operating them at an extremely low temperature and to keep tank pressures reasonably low to avoid damaging explosions. Hydrogen can be stored in solid materials, perhaps avoiding the need for high-pressure vehicle tanks. Accomplishing this, says the APS, will require that we learn much more about catalysis than we know now.

Here is what former Secretary of Energy Spencer Abraham said about the matter: “There is no currently available competitive and long-term means of efficiently, economically and cleanly producing hydrogen.” (Speech given March 5, 2003).

This subject was aired at GASP's annual fall event in 2004. The Hotline welcomes reader's comments on President Bush's Hydrogen Initiative. ☺

CAIR/Clear Skies continued from page 4

Union of Concerned Scientists estimates that approximately one-third of Pittsburgh's particulate matter and NO_x comes from engines traveling up and down our waterways. Diesel pollution can be lowered through various mechanisms, but the primary methods will likely include decreasing emissions by retrofitting engines currently in use, limiting idling time, and switching to low-sulfur diesel fuel.

Ultimately, it appears that CAIR is a step in the right direction towards protecting human health and our natural resources. However, for residents near major sources of pollution—like all of us residing in southwestern Pennsylvania—new emission limits do not necessarily ensure sufficient health protections. If local facility controls are not implemented and/or if local facilities are allowed to buy allowances and continue to release toxic pollutants into the air, we will continue to suffer negative health effects. ☺

America's High School Students continued from page 6

1. “Future of the First Amendment: Key '05 Findings,” a project sponsored by the John S. and James L. Knight Foundation. http://firstamendment.jideas.org/downloads/future_final.pdf
2. “Bush Shows No Remorse for Fake Newscasts” by William Fisher. March 29, 2005 by the Inter Press Service. <http://www.commondreams.org/headlines05/0329-12.htm>
3. “Bush said to stifle Voice of Science,” Nashua Telegraph.com (AP) 2-21-05. <http://www.nashuatelegraph.com/apps/pbcs.dll/article?AID=/20050221/NEWS03/50221008/-1/news>
4. “Administration Paid Commentator—Education Dept. Used Williams to Promote ‘No Child’ Law” by Howard Kurtz, Washington Post Staff Writer, 1- 8-2005; Page A01. <http://www.washingtonpost.com/wp-dyn/articles/A56330-2005Jan7.html>
5. The American Editor, American Association of Newspaper Editors, 5-6-7/2004. http://www.knightfdn.org/default.asp?story=news_at_knight/headlines/2004/tae/index.html ☺

What America's High School Students Think About Their Freedoms

by Sue Seppi, GASP Project Manager

About one in three U.S. high school students say the press ought to be more restricted, and even more say the government should approve newspaper stories before readers see them, according to a survey conducted last spring by the University of Connecticut and sponsored by the John S. and James L. Knight Foundation.¹ The project surveyed more than 100,000 high school students, nearly 8,000 teachers and more than 500 administrators and principals at 544 high schools throughout the United States. The survey was widely publicized in USA Today (1/31/05) and other media outlets.

I first read this amazing news while waiting in a packed medical office. It was so disturbing and unbelievable that I considered taking a quick survey of the younger office detainees (patients) to hopefully assure myself this study was an aberration. Looking again at the large survey numbers, I decided it was not. I further read that 75% of survey students mistakenly believe it is illegal to burn the American flag.

What does this have to do with the environment and GASP? This organization approaches environmental issues with a strong bent for protection, of course. Other groups and individuals have other agendas and concerns that may put their views and media statements in opposition to GASP's. However, would any of the local non-profit groups or news organizations want to have government approval for their articles? I don't, in my wildest dreams, think so.

So why are so many young students enamored of the government as an arbitrator of what should be in the newspapers? Here is where I really get worried, because I fear it is not just the fault of too little civics and journalism education, which the study concluded might be the case.

Spin is everywhere in the news, and that is part of free speech. Still, it takes more study to get a rounded view of the issues. But something else is going on that seems below the belt to me: deception on the part of the government.

Federal policy makers are too often framing their news in a misleading manner. The press has caught on and reported some of these tactics, but how many of us, especially young people, have the time to follow news reports detailing the behind-the-scenes methods framing many of the larger news stories? Television usually only has time for brief blurbs about the day's events and, according to the survey, a significant number of students get their news from television.

The issues listed below are a few of the things that worry me about the government and media. Fortunately, because we have a free press, stories recording government "slight of hand" are available--if you are paying enough attention and giving time to the news. I wonder how many young people do this.

1. "More than 20 different federal agencies used taxpayer funds to produce television news segments promoting Bush ad-

ministration policies. These 'video news releases,' or VNRs, were broadcast on hundreds of local news programs without disclosing their source."²

2. Presidential appearances are "ticketed events," with ticket distribution controlled by local officials and organizations assuring an enthusiastic audience. These public appearances, often televised, are essentially staged events.
3. "Speakers at the national meeting of the American Association for Advancement of Science expressed concern... that some scientists in key federal agencies are being ignored or even pressured to change study conclusions that don't support policy positions."³
4. "The Education Department paid commentator Armstrong Williams \$241,000 to help promote President Bush's No Child Left Behind law on the air, an arrangement that Williams acknowledged... involved "bad judgment" on his part."⁴
5. "From an open government perspective, writes former White House counsel John Dean, the times we live in are 'worse than Watergate.'"⁵
6. The administration reform called "Clear Skies" would not clear the skies as fast or as well as the Clean Air Act, and the misnamed "Clear Skies" would have eradicated important environmental protections in the Clean Air Act.

National security issues may play into the students' mood for government involvement in the news, but most of the issues seem to me to be deception feeding into the media and thus national opinions, including those of our young people.

Here is what Richard Colvin, Director of the Hechinger Institute on Education and Media at Columbia University, says, "Schools are not teaching the principles of the First Amendment broadly enough. That's in part because civics education has all but disappeared. It's odd that we're in the second great era of immigration to this country and these groups are not being exposed to the basics of our constitution and democratic society."

Here is hoping for more civics and journalism education, independent thought, increased scrutiny of, and transparency in, government. The results of this survey are thought provoking if not chilling. It reminds me that democracy is a work in progress and needs vigilant protection not just outside but inside our country.

In the words of the First Amendment: *Congress shall make no law respecting an establishment of religion, or prohibiting the free exercise thereof; or abridging the freedom of speech, or of the press; or the right of the people peaceably to assemble, and to petition the Government for a redress of grievance.*

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Spotlight on a Board Member

Maren Cooke, our newest Board member and a relative newcomer to Pittsburgh, began working with GASP in 2003. She has been a member of the Reliant Advisory Committee since its inception, collaborating with other GASPer and Reliant Energy to improve the emissions performance of the Cheswick coal-fired power plant. She has also worked on many aspects of our fundraising and educational events, from finding and working with speakers, venue managers, hybrid car owners, and silent auction donors to running A/V equipment. And you've begun seeing some of her photographs in the pages of the Hotline.



PHOTO: RYAN EVANS

Maren is an artist, scientist, educator, organizer, gardener, mother, and activist. With a BS in physics and astronomy (and most of a BA in studio arts) from the University of Rochester, a PhD in planetary science from Cornell University, two decades of teaching and outreach, and a lifetime of environmentalism, she comes with a broad background in science, a flair for communicating it, and a keen sense of what's important for sustainability.

Maren with daughter Kielan, standing in for the Lorax last Halloween.

Following a postdoc at MIT, she continued working for NASA but also stepped up her activities around New England in science education, ranging from teaching and informal outreach to curriculum development (and editing and illustration) in the fields of physics, astronomy, earth and planetary science, and environmental issues. Most recently, she taught an interdisciplinary environmental seminar course at CMU.

Since coming to Pittsburgh in 2000, Maren has been active on a variety of sustainability issues, including air quality, land use and development, local food systems and sustainable agriculture. She has been getting more connected through volunteer work, including the Master Gardener program of the Phipps Conservatory and the Pittsburgh Garden Center, and the Urban Ecosteward program of the Pittsburgh Parks Conservancy and the Urban Ecological Collaborative--through which she will be looking after a little corner of Frick Park. She

has also provided text and photographic documentation for a host of local non-profit organizations and testified at several governmental hearings.

Maren's spouse, Neil Donahue, is an atmospheric chemist on the faculty at CMU in Chemistry and Chemical Engineering. They have two terrific daughters, Kielan and Innes, and Maren and Neil have both been very active in their schools (pedagogically, organizationally, and environmentally) as well as finding plenty of fascinating educational opportunities and approaches outside of school.

Maren's artistry has taken many forms: painting and pysanky (Ukrainian egg decorating), ceramics and cement, pen & ink and computer graphics, engraving tiny boxwood blocks for printing and carving giant slabs of oak for structural beams. She has crocheted two-dimensional scarves and three-dimensional animals, and dabbled in quilting. She has performed folk music and music for children on the dulcimer, pennywhistle, and voice, been a member of a puppet troupe, and has had a long, slow relationship with the Irish wirestrung harp. 🎸



Join GASP Today!

- \$35 Grassroots Supporters (\$15 low income/student rate)
- \$60 Grassroots Contributors
- \$100 Grassroots Patrons
- \$250 Clean Air Defenders
- \$500 Clean Air Protectors
- \$___ Other

Call GASP at (412) 325-7382 to learn about automatic monthly giving, deducted directly from your checking account or charged to your credit card. An easy, hassle-free way to support GASP all year round!

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All contributions are tax-deductible to the extent allowed by law. Group Against Smog and Pollution, Inc. is a 501(c)(3) non-profit organization. The official registration and financial information of GASP may be obtained from the Department of State by calling 1-800-732-0999. Registration does not imply endorsement.

Drive cleaner Drive Greener

GASP's 2nd annual hybrid vehicle display and test-drive event

Saturday, May 21, 2005 10 AM - 3 PM

at the Venture Outdoors Festival on Pittsburgh's North Shore
Heinz Field Gold Lot #2

Test drive some of the latest **hybrid electric cars** to be introduced to the market. Talk to hybrid car owners about their experiences owning and driving this new technology. Dealers will be on hand if you have questions about purchasing a hybrid. Information about upcoming hybrid vehicles will be available.

FREE!

Don't miss the free Venture Outdoors Festival with hands-on outdoor activities like kayaking, fishing and biking—fun for the whole family!

For more information, go to:

www.gasp-pgh.org/events

Attention Hybrid Car Owners: If you'd like to display your vehicle at this educational event, please contact GASP at mjackson@gasp-pgh.org or 412-325-7382. (Individuals' vehicles will be *on display only*, not available for test-drives).



Attention Readers: Would you like to help us save paper (and printing/ mailing costs) and **read this newsletter online** in the form of a pdf file (Adobe Acrobat required)? E-mail the editor at gasplist@gasp-pgh.org if you'd prefer get e-mail notification (instead of a hard copy) when the next issue of the Hotline is published. Prompt delivery of the GASP newsletter, whether via hard copy or a pdf version, is one of the benefits of GASP membership.

Call for Volunteers: GASP is seeking volunteers to help with a GASP booth at the Art & Farmer's Market at the Union Project in Highland Park from 4 to 7 PM on a Thursday to be determined. Please call GASP at 412-325-7382 if you would like to volunteer a few hours.

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