

M A S S A C H U S E T T S

# SIERRAN

Volume 10 • Number 3

Fall 2004

Reaching More Than  
26,000 Sierra Club Members  
in Massachusetts

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# Massachusetts Sierra Club

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*Annual dues in the Sierra Club are \$39, of which \$1 is for a subscription to the Massachusetts Sierran.*

## NEWS BRIEFS

# Get on the Road to Somewhere

This fall all political eyes will be focused on the handful of battleground states where experts say the presidential election will be determined and many other races decided. The Sierra Club will be focusing its efforts in these states to educate and mobilize its members and sympathetic environmental voters. Sierra Club activists who live in those states will be at the center of the action and will have countless opportunities to participate—attending and organizing rallies, making phone calls, and walking neighborhoods.

But what about the rest of us in the red and blue states—isn't there some way for us to be a part of what is arguably the most important election for the environment in our lives?

Yes. The answer is to get on the Road to Somewhere—either literally or figuratively.

This fall, the Sierra Club will be talking to more people, knocking on more doors, making more phone calls, and mobilizing more members and voters than in any previous election. And we need your help. Whether you want make calls from the comfort of your home, or organize a mailing party at your local group or chapter, or take a working vacation this fall to help with on the ground efforts in a nearby state, there is something to meet your needs in the Road to Somewhere program.

We have already scheduled the first of our fall volunteer-to-volunteer weekends for September 18–19, when volunteers will be able to travel to a nearby state to talk one-to-one with fellow (but infrequently voting) Sierra Club members.

Details will be developed as we get closer to November, but you can send us your name today, and we will make sure to get back to you with the full menu of Road to Somewhere options. Send your name, address, phone number, and email address to [road.somewhere@sierraclub.org](mailto:road.somewhere@sierraclub.org).

On the cover: **Foliage** Photograph by Jim Harrington ([www.saugus.net/Photos/](http://www.saugus.net/Photos/))

MASSACHUSETTS

# SIERRAN

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*Opinions, unless otherwise stated, are of the author only; positions adopted by the Sierra Club are identified as such.*

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## Massachusetts Sierra Club Names State Senator Pam Resor Champion of the Environment

Even before her career in public office began, Senator Pamela Resor stood up for the environment.

In the '70s, Senator Resor worked with Acton Citizens for Environmental Safety (ACES), an environmental watchdog group. ACES, working with the Sierra Club, was instrumental in the success of a lawsuit filed by the Sierra Club against W.R. Grace, a chemical conglomerate that was dumping contaminants into the town of Acton's water supply.

Senator Resor's work with ACES led her into her public career, first as a selectwoman in Acton (1981–87), and then as a state representative for the 14th Middlesex district (1991–99). Since 1999 she has served as a state senator for the Middlesex-Worcester senate district. Throughout her career, she has championed the environment. She was a leading advocate for the 1996 Rivers Protection Act and the Community Preservation Act of 2000, and she has sponsored numerous bills to protect public lands, strengthen hazardous waste laws, and restore funding for environmental protection programs.

Senator Resor has also been a great friend to the Sierra Club, having worked with the club as far back as the '70s when she was involved with ACES. As she put it in a 2000 interview, "The Sierra Club and I have been together since the beginning!" In this spirit, the Sierra Club is delighted to designate her a Champion of the Environment. The award will be presented this fall.

—Jason Burke

*Jason Burke, a senior at Winchester High School, interned with the Massachusetts Sierra Club this summer.*



State Senator Pam Resor

## Chapter Hosts National Board of Directors Meeting

On July 14, the Massachusetts Chapter had the honor of hosting a meeting of the national Sierra Club Board of Directors and the Sierra Club Foundation Board of Trustees. The four-day meeting took place at the Omni Parker Hotel in Boston. It was the first time the meeting has been held in Boston.

In his remarks on Wednesday evening, Massachusetts Chapter Director James McCaffrey welcomed board members and talked about the chapter's accomplishments, including limiting development at Mounts Greylock and Wachusett, establishing the W.R. Grace superfund site, and preserving open space and farmland. Mary Ann Nelson, chapter chair and former board member, also spoke.

Trustee meetings began Thursday morning and continued through Saturday, when the Board of Directors meeting was held. The Massachusetts Chapter organized a harbor tour and an "urban issues" tour of Boston on Thursday and Friday afternoons.

Among the chapter members who attended were John Lewis, Vivian Li, and Jeremy Marin, who led the conservation-issues tours; the Essex Group Executive Committee; and the chapter Political Committee.

Sierra Club President Larry Fahn presided over the Board of Directors meeting. Also present was Executive Director Carl Pope.

—Roberta Tovey

## Chapter Seeks Your Opinion on Club Direction

We need your input.

The Sierra Club has never faced tougher anti-environmentalist opposition than it faces today. Now more than ever, we must make difficult decisions about allocating our resources. We must decide what our priorities are.

We are asking all members to complete a short survey to provide feedback about the Massachusetts Chapter. You can complete the survey online by going to [www.sierraclubmass.org/survey.html](http://www.sierraclubmass.org/survey.html). If you do not have computer access, contact the office at 617-423-5775 and we will be happy to assist you.

The survey is being conducted by NAVSTAR Advisors, an independent research firm.

## Thanks to 2004 Annual Chapter Appeal Donors!

A special thank you to the 470 Sierra Club members who have already responded to our annual March appeal by donating more than \$20,000 to support the Massachusetts Chapter. To date, we have reached over 70% of our goal for this year. Your contributions provide critical support for the work we do to protect the environment here in Massachusetts. And with your help we can do even more!

*Thank you!*

*Mary Ann Nelson, chapter chair*

# The Return of the Ring

By Craig Kelly

As the Big Dig winds down, many of Boston's interior neighborhoods and surrounding communities like Somerville, parts of Cambridge, and Chelsea, still lack effective mass transit. True, there's the Silver Line bus route and some expanded commuter rail lines, but to get from point A to point B in Boston's interior all too frequently requires also going to points C, D, and E in the MBTA's spoke-and-radius system.

Enter the Urban Ring.

First proposed in the early 1970s, the Urban Ring would provide circumferential transit in a 15-mile long, 1-mile wide corridor that cuts through seven communities. It would allow students at Northeastern to hop on a transit system and get off at MIT without making any changes. It would connect Everett to Logan Airport and link a host of communities in between. By 2025, the Urban Ring's Phase III light rail component, estimated to cost up to 2.9 billion in 2002 dollars, would carry up to 293,000 passengers per day.

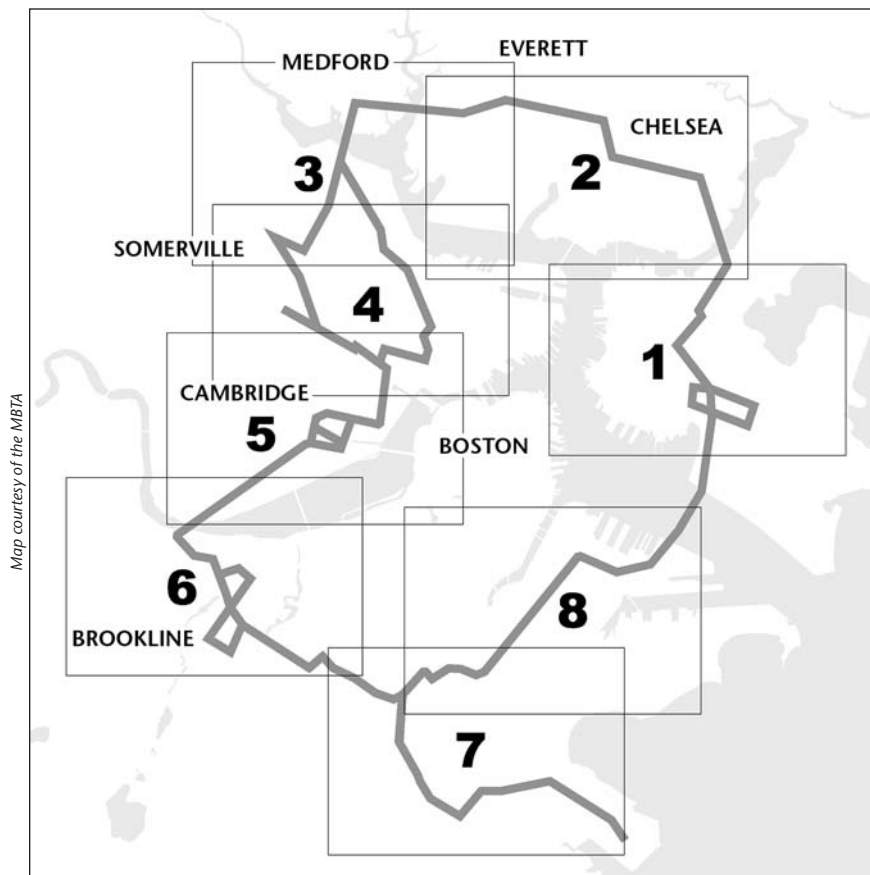
Unfortunately, no plan survives its first contact with reality, and the MBTA's Urban Ring is no exception. While Phase I of the project, adding and updating regular bus routes in the area, has been successfully completed, Phase II has proven to be much more problematic. Phase II was to be the MBTA's implementation of a Bus Rapid Transit (BRT) system. Involving a system of dedicated busways and surface routes and costing hundreds of millions of dollars, its environmental review alone is already months overdue.

Nationwide, many are pushing BRTs as low-emission, high-capacity vehicles on a semi-smart system of dedicated routes and priority signaling. Costing far less than traditional light rail, BRTs form the backbone of many transit systems. While proponents of BRTs point to the crucial linkage these systems provide, critics argue that without fully dedicated roadways, BRTs are simply regular bus lines, slugging it out with everyone else on our roads. In Boston, critics charge that one need look no further than the MBTA's Silver Line to see how giving a bus line a fancy name and nothing more does not make it anything other than a regular bus line.

Phase II of the Urban Ring would mean building a series of bus viaducts, dedicated lanes, and regular service roads for the new bus line. Where there are viaducts, busses would cross the Charles or otherwise ride above surface traffic on dedicated roads. In a few other places, such as Melnea Cass Boulevard near Northeastern and Roxbury, the Urban Ring BRT would run on dedicated rights-of-way. Otherwise, these proposed busses will mix with regular surface traffic, just as the Silver Line currently does, with all of its congestion, delays and noise.

In addition to questioning the logic of creating a new mass transit system mired in surface traffic, critics of the Urban Ring fear that the dedicated bus routes, once built, will be expanded to allow for truck traffic and, eventually, automobiles as well. In fact, MBTA officials have already hinted at the possibility of letting trucks use these dedicated routes since there would be plenty of capacity for non-

Plan of the MBTA's Proposed Urban Ring



Map courtesy of the MBTA

MBTA vehicles. In particular, making the busways available for other traffic would allow commuters and trucks to exit Route 93 South and cut through parts of Somerville and the Riverside/East Cambridge parts of Cambridge on their way to Brookline or Allston/Brighton.

Finally, critics fear that when Phase II of the Urban Ring is completed, the powers that be will decide that the billions needed for Phase III light rail are not available, leaving Boston with an expanded bus system but not much more.

Of course, these critics have their own suggestions for providing alternative mass transit opportunities, opportunities that they say will provide more immediate effective mass transit for less money than the Urban Ring's Phase II. One alternative mass transit project that critics of the Urban Ring support, besides the Grail-like North/South rail link, is an extension of the Green Line into Jamaica Plain down the Washington Street Corridor. This would actually replace lines that were removed when the elevated Orange Line was relocated years ago. Advocates of the project claim this would result in a per day ridership increase of tens of thousands, while providing more equitable mass transit service to Boston's communities of color.

A second alternative project is to install a surface trolley line that runs from the Kendall Square MBTA station along the existing Grand Junction Right of Way, over the Charles on the existing bridge, through the rail yards, and eventually winds up near Market Street. This line would use existing structures and provide a circumferential route connecting parts of BU, MIT, Harvard, Cambridge, and Allston/Brighton, all for an estimated \$25 million.

At this point, alternative transportation advocates want a clear idea of what the MBTA has planned, both for the Urban Ring and its more general

*continued on page 12*

## It's Time to Change Our Transportation Priorities

*By Michael S. Dukakis*

**B**ack in the 1960s and '70s, Massachusetts engaged in a great debate over the future of state transportation policy and, ultimately, the future of the Commonwealth itself. Those were the days when state transportation planners were insisting that we spend billions on the so-called Master Highway Plan for metropolitan Boston that would have paved Boston over with eight-lane expressways.

In the meantime, the rest of the state's highway system was barely half-finished. Route 495 stopped in Mansfield. Even after it was completed, you couldn't take it directly to the Cape because it stopped in Wareham. There was no north-south highway through the central part of the state. All the attention—and all the money—was focused on Boston.

Fortunately, a broad-based citizen's movement killed the Master Highway Plan and shifted the focus of the Commonwealth's transportation policy to transit and rail in metropolitan Boston and the long overdue completion of the state's highway network outside the metropolitan area. Today, Boston has the finest public transportation system in the nation; the Big Dig is finally on the way to completion; and Boston itself is one of the nation's great urban success stories.

Now, Massachusetts must decide what it will do to continue to build a first-rate transportation system that combines Boston's success with a "smart growth" policy for the rest of the Commonwealth. Cities like New Bedford, Fall River, Worcester, Springfield, Fitchburg, Lawrence and Lynn are hurting. They need strong rail links with the capital city and the Northeast region in general.

Such links could also play a key role in helping to solve what is a serious housing crisis in metropolitan Boston.

As we have already seen in Brockton, connecting these older urban communities with Boston by rail can open up affordable housing opportunities to thousands of Massachusetts families who have been priced out of the Boston market. Unfortunately, the state's current transportation policies offer these cities little, if anything, and that is particularly true in southeastern Massachusetts.

Instead, the Romney administration seems to be concentrating on two new Boston mega-projects that will cost billions and are of marginal value, at best.

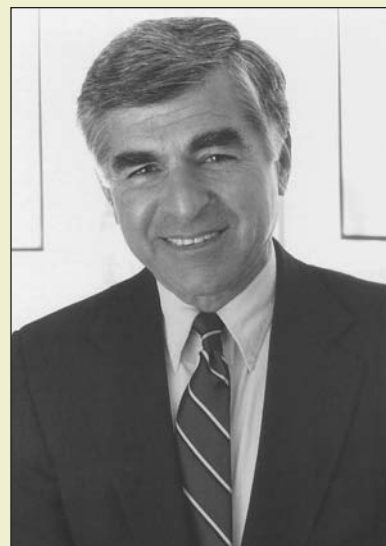
One of them is the half-mile Silver Line bus tunnel under Boston that will cost nearly a billion dollars.

The second is the so-called Urban Ring, which carries a price tag currently estimated to be in excess of \$3 billion.

How can we possibly justify more billions for Boston and turn a cold shoulder to the real needs of New Bedford and Fall River and their sister cities outside of Boston?

The cost of the Silver Line tunnel itself would more than pay for commuter rail to New Bedford and Fall River and major improvements throughout the commuter rail system. And the cost of the Urban Ring would go a long way toward paying for the one Boston project that should be built and would knit the entire regional rail

*continued on page 12*

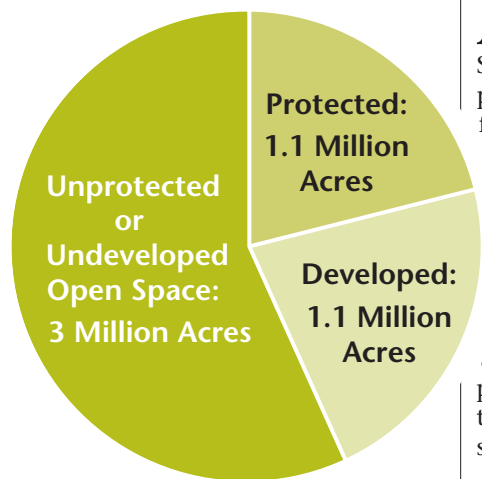


Michael S. Dukakis

Photograph ©Marc Pelaguir

## A Message to Governor Romney: You Can't Have Smart Growth Without Land Protection

By James McCaffrey



Land Use in Massachusetts

As the Romney administration marches forward with its State Sustainability Program, it has inexplicably slashed open space funding from \$50 million to \$18 million annually. This cut in funding means that many critical land acquisitions in the Commonwealth will not happen now or in the foreseeable future.

What the Romney administration seems to have forgotten is that a commitment to both open space protection and smart growth is essential if we are to effectively curb urban sprawl.

Of the roughly 5 million acres in Massachusetts, approximately 1 million are developed and 1 million are

protected open space. In the next 10 to 15 years, the build-out window for the remaining 3 million acres will close. So it is crucial that land is purchased and protected now, while it is still available.

To this end, the legislature unanimously approved a \$700 million Open Space Bond Bill in 2002, which designated \$220 million for buying open space for conservation. Assuming that successive administrations would follow the previous Republican governors' commitment to spending \$50 million annually to protect open space, legislators expected that the bill would provide at least three to five years of funding for acquisition. The

*continued on page 14*

Sierra Club graphic

## Proposed Regulations Threaten Our Wetlands

By Alexandra Dawson

Rumors are going around about the Department of Environmental Protection's (DEP) proposed changes to the regulations for administering the state Wetlands Protection Act. We will not know the outcome until at least August. Here are some of the probabilities.

DEP wants to give developers an option to work without a permit 50 or more feet from a wetland or bank. The regulations now require a filing for any work within 100 feet, but in practice work has been generally permitted within a few feet of the wetland line, both by town conservation commissions and DEP on appeal. A reasonable trade might have been: if the developer agrees to do no work at all within 50 feet of the wetland, the developer should be allowed to work outside the 50-foot limit without further ado. That is the way the DEP has described its proposal, but it just ain't so. After building the mall 51 feet from the wetland, the developer can come back for a permit to put in the drainage on the inner 50 feet. All give, no get.

The proposed changes will also make it more difficult to appeal local decisions. The proposal to raise the appeal fee from \$50 to \$500 is clearly aimed at discouraging abutters. At the level of a formal adjudicatory hearing, abutters will have to collect nine cosigners unless they can prove damage to their property, as opposed to damage to natural resources. This warps the intent of the law and limits our civil rights.

### What you can do

If these changes go through, the only solution is to toughen up local wetlands bylaws. Check out what your town has now, and call the Sierra Club or the Massachusetts Association of Conservation Commissions for ideas.

If you'd like to see the current regulations and proposed changes, go to [www.mass.gov/dep/brp/ww/regs.htm](http://www.mass.gov/dep/brp/ww/regs.htm); the citation is 310 CMR s.10.

*Alexandra Dawson is a member of the Massachusetts Chapter Executive Committee.*

# Bring Renewable Energy to the Commonwealth!

By Kristina Cairns and Tara Holmes

Can we make renewable energy a reality? The Massachusetts Technology Collaborative (MTC), a quasi-public economic development agency, is taking some important steps in that direction.

## Beginnings: the Renewable Energy Trust Fund

Founded in 1982 as the Mass Microelectronics Center, the MTC collaborates with high-tech, cutting-edge companies to create new jobs and stimulate economic activity. In 1998, the Massachusetts Legislature appointed the MTC to administer the Renewable Energy Trust Fund, whose purpose is to promote renewable energy in the Commonwealth. The trust is funded through small monthly charges on consumers' electric bills (\$0.0005/kWh, or a few cents per month).

Using funds from the trust and other sources, the MTC partners with industry and municipalities to facilitate renewable energy projects, including solar power, renewable-based fuel cells, biomass power, and wind energy.

## Enter the Community Wind Collaborative

While wind energy development is economically viable in many Massachusetts locations, fans of wind power face challenges like competing land uses, high cost of land, widespread urbanization resulting in transmission cost burdens, and the public's environmental views and concerns. To address these challenges, the MTC created the Community Wind Collaborative in 2003.

The Community Wind Collaborative, which is funded by the Renewable Energy Trust Fund, provides support ranging from feasibility to siting and financing. When a site is considered feasible, the collaborative helps with building, operating, and project management. For many of the technical components of this work, the MTC has the cooperation of the

Renewable Energy Research Laboratory (RERL) at the University of Massachusetts, the nation's only graduate-level engineering program specializing in wind power. Today the collaborative is working with over 40 municipalities across the state to explore the feasibility of siting one or two turbines.

The town of Orleans is one of the most advanced of such projects to date. In 2003, the town asked for assistance in exploring wind development options. The MTC met with the town, and RERL conducted a site assessment. In October 2003, RERL erected a meteorological tower to measure the wind. Armed with sufficient wind data in June of 2004, the team progressed to the feasibility-analysis phase; a technical consultant is conducting this analysis over several months.

By providing this feasibility assessment at no cost to the town, the collaborative helps communities reach educated decisions about their wind energy potential and options.

## What you can do

Read up on the topic, starting with the information at [www.sierraclub.org](http://www.sierraclub.org), [www.masstech.org](http://www.masstech.org), and [www.ceere.org/rerl/about\\_wind/](http://www.ceere.org/rerl/about_wind/). Talk to your community leaders and encourage them to explore the options of wind power in your city or town. Work directly with the MTC and the Sierra Club to understand wind-siting criteria, and refer to RERL's community wind siting fact sheet, [http://www.ceere.org/rerl/about\\_wind/RERL\\_Fact\\_Sheet\\_4\\_Siting.pdf](http://www.ceere.org/rerl/about_wind/RERL_Fact_Sheet_4_Siting.pdf). To get involved with the Wind Energy Committee, contact Kristina Cairns at [kristinaca@earthlink.net](mailto:kristinaca@earthlink.net). For more information on the Community Wind Collaborative, contact Kristen Burke at [burke@masstech.org](mailto:burke@masstech.org). ❖

*Kristina Cairns is chair of the chapter's Wind Energy Committee.*

*Tara Holmes works in non-profit fundraising and plans to attend graduate school for environmental policy next fall.*



Orleans meteorological tower

Courtesy of Renewable Energy Research Laboratory

# Sierra Club Endorses Candidates for Massachusetts House and Senate

Note: List complete as of press time, August 20, 2004.

Please visit [www.sierraclubmass.org](http://www.sierraclubmass.org) for an up-to-date listing.

This year, as in every even-numbered year, all 200 Massachusetts state senators and representatives are up for re-election. As many important environmental issues will be decided in the next legislative session, it is crucial that Sierra Club members work hard to elect pro-environment legislators.

Throughout the past summer, the Massachusetts Sierra Club has investigated the voting records of incumbents, reviewed questionnaires, and discussed policy with candidates. Since the chapter does not yet have the resources to be active in all 160 House and 40 Senate districts, we have selected key races. Some of the candidates listed have had our endorsement in the past; some are new. All are viable candidates who will help us advocate for environmental protection.

You can make a big difference by volunteering in election activities as well as voting. To get involved, contact your group political chair or the chapter political chair. We urge you to support our endorsed candidates!

The endorsement process is not yet complete. As we go to press, we are still reviewing some candidates. Please call the chapter office or visit [www.sierraclubmass.org](http://www.sierraclubmass.org) for an up-to-date endorsement list. If you have questions about the endorsement process, please contact Phillip Sego at [phil@sierraclubmass.org](mailto:phil@sierraclubmass.org).

—Phillip Sego

Phillip Sego is chair of the Political Committee.

## United States Congress:

|                        |                  |                         |                    |
|------------------------|------------------|-------------------------|--------------------|
| 1st District . . . . . | John Olver       | 7th District . . . . .  | Edward Markey      |
| 2nd District . . . . . | Richard E. Neal  | 8th District . . . . .  | Michael E. Capuano |
| 3rd District . . . . . | Jim McGovern     | 9th District . . . . .  | Stephen F. Lynch   |
| 5th District . . . . . | Martin T. Meehan | 10th District . . . . . | William Delahunt   |
| 6th District . . . . . | John F. Tierney  |                         |                    |

## State House of Representatives:

|   |                          |                        |                    |
|---|--------------------------|------------------------|--------------------|
| 3rd Barnstable . . .                      | Matthew C. Patrick       | 11th Middlesex . . . . | Kay S. Khan        |
| 4th Barnstable . . .                      | Sarah K. Peake           | 12th Middlesex . . . . | Ruth B. Balsler    |
| Barnstable, Dukes,<br>Nantucket . . . . . | Eric T. Turkington       | 14th Middlesex . . . . | Cory Atkins        |
| 2nd Berkshire . . . .                     | Denis Guyer              | 15th Middlesex . . . . | Jay R. Kaufman     |
| 4th Essex . . . . .                       | Timothy A. Purinton      | 23rd Middlesex . . . . | James Marzilli     |
| 5th Essex . . . . .                       | Anthony J. Verga         | 24th Middlesex . . . . | Anne M. Paulsen    |
| 8th Essex . . . . .                       | Douglas W. Petersen      | 25th Middlesex . . . . | Alice K. Wolf      |
| 9th Essex . . . . .                       | Mark V. Falzone          | 26th Middlesex . . . . | Avi Green          |
| 13th Essex . . . . .                      | Theodore C. Speliotis    | 27th Middlesex . . . . | Patricia D. Jehlen |
| 1st Franklin . . . . .                    | Stephen Kulik            | 29th Middlesex . . . . | Rachel Kaprielian  |
| 1st Hampden . . . . .                     | Monica<br>Palacios-Boyce | 30th Middlesex . . . . | Edward R. Quinn    |
| 1st Hampshire . . . .                     | Peter V. Kocot           | 34th Middlesex . . . . | Carl Sciortino     |
| 2nd Hampshire . . . .                     | John W. Scibak           | 37th Middlesex . . . . | James Eldridge     |
| 3rd Hampshire . . . .                     | Ellen Story              | 15th Norfolk . . . . . | Frank I. Smizik    |
| 5th Middlesex . . . .                     | David P. Linsky          | 1st Plymouth . . . . . | Loring Tripp III   |
| 6th Middlesex . . . .                     | Deborah D. Blumer        | 7th Suffolk . . . . .  | Gloria L. Fox      |
|   |                          | 8th Suffolk . . . . .  | Marty Walz         |
|   |                          | 9th Suffolk . . . . .  | Byron Rushing      |

## State Senate:

|   |                       |
|---|-----------------------|
| Berkshire, Hampshire & Franklin . . . . . | Andrea F. Nuciforo    |
| 2nd Bristol & Plymouth . . . . .          | Mark C.W. Montigny    |
| 1st Essex & Middlesex . . . . .           | Bruce Tarr            |
| 2nd Essex & Middlesex . . . . .           | Susan C. Tucker       |
| Hampshire & Franklin . . . . .            | Stanley C. Rosenberg  |
| 3rd Middlesex . . . . .                   | Susan C. Fargo        |
| 1st Middlesex & Norfolk . . . . .         | Cynthia S. Creem      |
| 2nd Middlesex & Norfolk . . . . .         | Karen Spilka          |
| Middlesex & Worcester . . . . .           | Pamela Resor          |
| Middlesex, Suffolk & Essex . . . . .      | Jarrett T. Barrios    |
| Norfolk, Bristol & Plymouth . . . . .     | Brian A. Joyce        |
| 1st Plymouth & Bristol . . . . .          | Marc R. Pacheco       |
| 2nd Plymouth & Bristol . . . . .          | Robert S. Creedon Jr. |
| 2nd Suffolk . . . . .                     | Dianne Wilkerson      |
| 2nd Suffolk & Middlesex . . . . .         | Steven A. Tolman      |
| Suffolk & Norfolk . . . . .               | Marian Walsh          |
| 1st Worcester . . . . .                   | Harriette L. Chandler |
| 2nd Worcester . . . . .                   | Edward M. Augustus    |



Courtesy of the Petersen Campaign



**Representative Doug Petersen (D-Marblehead)**

Representative Petersen has been a strong advocate of protecting the environment, improving recycling, and investing in public transportation. His long commitment to environmental issues has included well-known legislation such as the Brownfields Bill, Children and Family Protection Act, Beaches Bill, Greywater Bill, Land Use Reform Bill, Sustainable Development Bill, Mercury Products Bill, updating our state's Bottle Bill, as well as countless other environmental bills. "We must work with Congress to change highway bias in funding and encourage a real long-range MBTA plan to extend public transportation options," says Petersen.

Courtesy of Augustus for State Senate Campaign



**Ed Augustus (D), candidate in the 2nd Worcester Senate district**

"The state should do more to incentivize the redevelopment of abandoned industrial brownfields. Such investment will protect public health, spur economic development, and preserve and relieve development pressures on our few remaining undeveloped open spaces. We must do more to clean up and preserve our water resources, including restoring the water quality of our rivers and streams. We should be investing in research and development of renewable energy resources, not disinvesting in them, which is the practical effect of continuing to divert resources from the state's Renewable Energy Trust."

Kerry addresses Democratic National Convention July 29



Photograph by Democratic National Convention Committee

**Sierra Club Endorses John Kerry for President**

The Sierra Club has endorsed Senator John Kerry for president of the United States, citing his outstanding leadership in safeguarding America's air, water and public lands. Kerry's strong record on environmental issues dates back over three decades to 1970, when, having just finished his service in Vietnam, he helped to organize Massachusetts's first Earth Day Celebration.

As the lieutenant governor of Massachusetts, Kerry spearheaded an effort to fight the detrimental effects of acid rain. His pro-environmental leadership has continued into the United States Senate, where he has supported greater fuel efficiency, the Endangered Species Act, and public lands protections. He has also opposed weakening the Clean Air and Water Act, oil drilling in the Arctic National Wildlife Refuge, opening of national monuments to drilling, and nominations of anti-environmental judges and federal agents. The League of Conservation Voters has given Kerry a 96.5 percent career rating.

Senator Kerry's record "stands in stark contrast to that of the Bush administration," says Sierra Club President Larry Fahn. Bush has presided over the appointment of anti-environmental candidates for judicial and federal positions, the weakening of environmental protections that have been secured over the past 30 years, and the strengthening of the power of polluting industries.

"John Kerry's record on the environment is impressive by any measure and reveals a sincere personal passion for the issue," says Sierra Club Executive Director Carl Pope. "He understands that there is a better way than the Bush administration's alliance with corporate polluters."

Just as Senator Kerry has stood behind the Sierra Club in the past, the Sierra Club now stands with Kerry in his bid for the White House.

To learn more about why the Sierra Club has endorsed John Kerry, please visit the Sierra Club's web site at: [www.sierraclub.org/pressroom/presidential\\_endorsement/](http://www.sierraclub.org/pressroom/presidential_endorsement/).

—Jason Burke

*Jason Burke, a senior at Winchester High School, interned with the Massachusetts Sierra Club this summer.*

## Protecting Public Health on Cape Cod

by Robert Murphy

Old-timers in the Woods Hole scientific community still remember Rachel ("Ray") Carson, the independent researcher who responded to aerial pesticide spraying in Massachusetts back in the 1950s. First published in 1962, Carson's book *Silent Spring* suggested a link between toxics abuse and public health. That best-selling book inspired a whole generation of environmental activists. During the years when she was preparing *Silent Spring*, Rachel Carson was fighting breast and then bone cancer. She died in 1964.

These days, the incidence of breast cancer among women living on Cape Cod is 20 percent higher than that of women living elsewhere in Massachusetts. Ten years ago, the Silent Spring Institute began a series of continuing scientific studies to investigate the possible role environmental factors may play in causing the problem. This August, Cape Cod residents met to express their support for the Massachusetts Breast Cancer Coalition and the Silent Spring Institute, its sister organization. The annual Against the Tide Swim/Walk is a fundraiser to raise public awareness about the need for cancer education and prevention.

On Cape Cod, Rachel Carson's influence continues. Local Sierra Club volunteers have gained a reputation as faithful watchdogs for community health and environmental justice. Wendi Buesseler, Cheri Holdren, Pam Polloni, and others in the Falmouth area developed the Coonamesset River Park Coalition. The coalition has been concerned about the adverse impact of pesticides on recreation areas and wildlife. In October, families on Cape Cod will gather for the annual Rachel Carson Dinner in Falmouth, a harvest supper to celebrate organic gardening and strict control of chemical pesticides and other synthetic toxics.

David Dow, the Cape Cod group's acting chair and one of the group's 1988 founders, has focused much of his attention on the pollution problems associated with the Massachusetts Military Reservation. The MMR is a large reserve situated on top of the aquifer that provides drinking water for the towns of Bourne, Falmouth, Sandwich, and Mashpee, and has been used for military purposes for almost a

century. For decades, chemical spills were common and often ignored. Poisons moved underground into nearby residential areas. In 1989, the MMR was added to the National Priorities List (Superfund). The long-term cleanup of the area is still in progress. Dow has also worked with citizens groups concerned about the health effects of PAVE PAWS, the radar installation at the Cape Cod Air Force Station near Sandwich. He now serves as an advisor to the Silent Spring Institute.

Environmentalists and epidemiologists haven't found any smoking guns on Cape Cod, says Dow, so there's no proof that local health problems are caused by drinking water contaminants, radar waves, or other environmental factors. What's important is that sur-

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*Local Sierra Club volunteers have gained a reputation as faithful watchdogs for community health and environmental justice.*

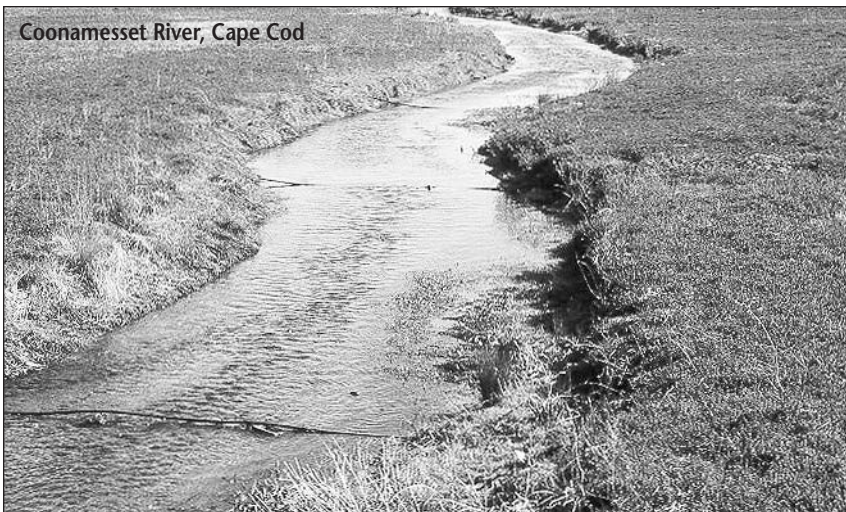
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veillance and research continue. It's important, also, to keep citizens groups informed and involved in community health studies. In addition to the high incidence of female breast cancer, neighborhoods close to the military facilities on Cape Cod report a high incidence of other cancers.

Like many retirement and resort areas close to the Atlantic Ocean, Cape Cod is rapidly being developed. Areas that were sparsely inhabited 30 years ago are now crowded with new homes. The environmental hazards that were tolerated in the past are no longer acceptable. As the region changes, environmentalists like members of the Cape Cod group press for simple precautions. With work, Cape Cod towns can remain attractive and environmentally healthy for future generations to enjoy.

The annual Rachel Carson Dinner will be held on Saturday night, October 16, at the Unitarian Universalist church in Falmouth. The public is invited. For additional information, contact Helen Dalzell at 508-563-5948. ❖

*Robert Murphy is the vice-chair of the Sierra Club's Cape Cod group.*



Coonamesset River, Cape Cod

Photograph by Jean Himmelsbach

## BOOK REVIEW

### Wars and Stratagems

Reviewed by Diana Muir

#### **Strategic Ignorance; Why the Bush Administration is Recklessly Destroying a Century of Environmental Progress**

By Carl Pope and Paul Rauber  
*Sierra Club Books; 288 pages; \$24.95*

#### **The War Against the Greens; The "Wise Use" Movement, the New Right, and the Browning of America**

By David Helvarg  
*Johnson Books; 384 pages; \$19.00*

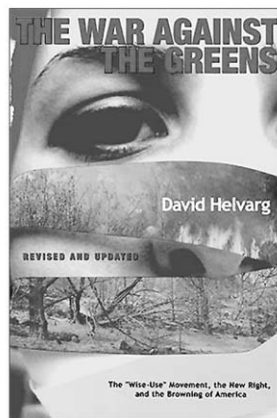
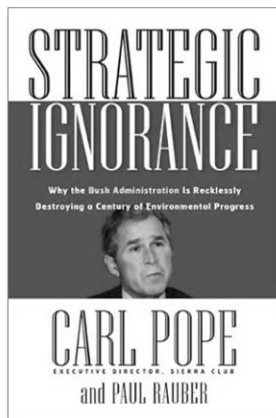
There is a certain grim satisfaction that comes of having your most dire prediction proven true. Everyone who knew in November 2000 that a vote for Bush was a vote against the health of the planet now has the satisfaction of knowing that she was right. Unfortunately, this is the only satisfaction that environmentalists have gotten from the Bush administration.

In *Strategic Ignorance*, Carl Pope and Paul Rauber take us into an Orwellian Bush world where "Healthy Forests" is code for aggressive logging and scientific research is "regarded as the raw material of spin, to be dribbled out, manipulated, or suppressed as suits the political needs of the moment."

#### **A radical shift in direction**

According to Pope and Rauber, Bush the Younger has done much more than merely put a few bad policies in place. He has broken with a national consensus on the importance of environmental conservation that has held since Republican Teddy Roosevelt lived in the White House. Even as the GOP turned sharply right under Reagan and Bush the Elder, Republican officials paid obeisance to environmental principles, and felt real constraint about how far they could go making concessions to business that would pollute the air or water. Not so Bush the Younger.

Pope and Rauber summarize the Darwinist philosophy of the Bush



administration in "Ten Commandments for the Hard Right." Among these are "Stop coddling the public.... Only wimps and trial lawyers worry about parts per million.... Markets are smart, governments dumb.... Regulations just hobble American industry.... Say one thing, do another.... Go it alone in the world; who needs allies?"

These principles set the tone, but the proof is in the details—like the deal Tyson and Purdue cut with the administration to prevent the application of the Clean Water Act to industrial-scale hog farms. Pope and Rauber paint a compelling portrait of an administration obsessed by secrecy and committed to the idea that the highest and best use of land, water, and other resources is to enable corporations to turn them into profit centers—especially corporations that have been generous to Bush, Cheney, and the GOP.

#### **A systematic strategy of anti-environmentalism**

Bush the Younger did not invent anti-environmentalism. An important precursor is described in an updated edition of David Helvarg's *The War Against the Greens*, a policy book that reads like a murder mystery.

Helvarg chronicles the cynical and deliberate campaign by western, resource-based industries to reverse decades of increasingly responsible environmental policy under the banners of "Wise Use" and "Property Rights." Fearing that growing national consensus on the importance of environmental protection would threaten profit margins, the logging, ranching, mining, and petro-chemical industries undertook a well-fund-

ed campaign to create grassroots citizens groups to oppose things like the regulation of mine waste and the protection of old-growth forests. It is hard to say which is more shocking, the cynicism of calling such an agenda "Wise Use" or the pretense that the industry-paid individuals who led the movement were citizen-activists. But the fundamental outrageousness of the Wise Use movement is that it could succeed in a nation where polls consistently show that 70, 80, or 90 percent of Americans are in favor of strong environmental laws. How, in a nation of self-described environmentalists, could an ideology like Wise Use have managed to move into the White House and take over the national agenda?

Here Helvarg's own cynicism betrays him; he seems to believe that Wise Use is "little more than a front" that "greedy corporations" foisted upon an unwary public. True, the Wise Use and Property Rights movements were initiated by corporate interests. But once launched, the ideas resonated with a large number of Americans who tell pollsters that they support strong environmental laws and at the same time say that they have right to do as they choose with their own property, and that they want freedom from regulation and less government.

On the other hand, few people who voted for the Bush/Cheney ticket can have expected the thoroughness with which this administration would move to gut the environmental protections enacted over several decades by both Republican and Democratic administrations.

*Strategic Ignorance* and *The War Against the Greens* are powerful books. Coming in this season of campaign books, they should inspire environmentalists to redouble our efforts to un-elect George Bush. ❖

*Diana Muir is working on a new book on the role of overpopulation in history.*

---

## The Return of the Ring

*(continued from page 5)*

services. To many, it seems as if the agency is determined to keep spending money on inefficient and poorly planned services while ignoring readily available, practical solutions to many of the area's mass transit needs.

In the coming months, the Greater Boston group of the Sierra Club (GBG) will dedicate much of its efforts to exploring issues associated with the Urban Ring and to promoting more efficient and equitable mass transit options. The GBG will host meetings to discuss transportation planning and will actively reach out to area residents to get more involved in advocating for better mass transit.

### What you can do

To learn more about the GBG's Urban Ring campaign, please contact Craig Kelley at 617-354-8353 or via email at [Craig@CraigKelley.org](mailto:Craig@CraigKelley.org). To see the MBTA's web site on the Urban Ring, go to: [http://www.mbta.com/projects\\_underway/urbanring.asp](http://www.mbta.com/projects_underway/urbanring.asp). ❖

*Cambridge resident Craig Kelley is a member of the Greater Boston Group Executive Committee.*

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## Transportation Priorities

*(continued from page 5)*

system together with enormous transportation and environmental benefits for everybody—the North-South rail link.

Why are the governor and his key advisors turning a cold shoulder to the very communities they say they want to help? Frankly, I just don't understand it. How can they possibly look at this state's future and advocate a smart growth policy while pouring billions more into Boston and ignoring the critical needs of the rest of the state?

Unfortunately, they seem to be digging in. That means that the legislators, mayors and business leaders of the state's older urban communities, working with organizations like the Sierra Club, now must do precisely what those of us who opposed the Master Highway Plan did in the '60s and '70s—organize a broadly based coalition, make their case loud and clear, and convince a majority of the state legislature, if not the governor, that it's time for a change in the Commonwealth's transportation priorities that can improve our environment and revitalize our cities at the same time. ❖

*Michael S. Dukakis was governor of Massachusetts from 1974 to 1978 and again from 1982–1990. He is now a Distinguished Professor of Political Science at Northeastern University.*

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| CONTRIBUTING   | <input type="checkbox"/> | \$150  | <input type="checkbox"/> \$175  |
| LIFE           | <input type="checkbox"/> | \$1000 | <input type="checkbox"/> \$1250 |
| SENIOR         | <input type="checkbox"/> | \$24   | <input type="checkbox"/> \$32   |
| STUDENT        | <input type="checkbox"/> | \$24   | <input type="checkbox"/> \$32   |
| LIMITED INCOME | <input type="checkbox"/> | \$24   | <input type="checkbox"/> \$32   |

Contributions or gifts to the Sierra Club are not tax deductible as charitable contributions. Annual dues include subscription to *Sierra* (\$7.50) and chapter publications (\$1), and other member-only benefits.

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#### LEGISLATIVE ACTION COMMITTEE

### Together we have a voice

**D**o you feel that your concerns about environmental problems are falling on deaf ears in our government? Sadly, the voices heard the loudest at the State House are often high-paid lobbyists looking to squelch bills that would make businesses accountable for polluting our communities. The good news is that we can work together to make a difference.

Our chapter is 26,000 members strong. Together, we can speak volumes to our legislators, urging them to fight for critical legislation that will keep our air and water clean, protect the health of our families, preserve open space, and much more.

To engage our members in the legislative process and make our voices heard, the Massachusetts Chapter has created the Legislative Action Committee. This year, the committee will tackle many environmental challenges faced by our community, including protecting old growth forests, adopting parkways regulations, promoting environmental justice, pursuing a much-needed Updated Bottle Bill that can reduce pollution and generate revenue for the state, exploring renewable energy incentives, curbing sources of pollution like diesel trucks and two-stroke engines in recreational vehicles, and protecting children and animals from harmful lawn pesticides.

We need volunteers to adopt a bill (tracking and advocating the bill, conducting background research, and occasionally meeting with legislators). Aren't familiar with the legislative process? Don't worry. We have resources to guide you.

If you'd like to consider adopting a bill, please contact [lesliedoyle@charter.net](mailto:lesliedoyle@charter.net) or call James McCaffrey at 617-423-5775.

—Leslie Doyle

*Leslie Doyle is chair of the Legislative Action Committee.*

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## You Can't Have Smart Growth Without Land Protection

(continued from page 6)

good news is we still have some money left; the bad news is that Governor Romney won't spend it because he doesn't seem to believe in buying land for conservation.

Even though this administration says that expanding land and water conservation and increasing the quantity, quality, and accessibility of open space are among their criteria for achieving sustainable development, it is doing very little of either. A visit to the state's Open Space Protection Program web site brings you two-year-old pages that show former Executive Office of Environmental Affairs Secretary Bob Durand extolling the virtues of open space protection for the purposes of controlling sprawl, protecting drinking water, preserving wildlife habitat, and enhancing the values of real estate and tourism. Since the governor's policy has now crippled these pro-

grams, it is no surprise that he is not the one shown promoting land acquisition.

A related concern is the Commonwealth's continuing trend of converting protected lands for schools or other uses, which could discourage large gifts of land.

Governor Romney says he wants smart growth, and his own definition of the concept includes preserving open space. When will the astute businessman that Romney has proven himself to be remember that you usually get what you pay for? It's time for the governor to renew Massachusetts's commitment to protecting open space and allocate a minimum of \$50 million annually for land acquisition. Smart growth without land protection is not smart at all. ❖

*James McCaffrey is director of the Massachusetts Sierra Club.*

## Want to stay informed?

Subscribe to a Sierra Club email publication!

### Daily Transportation/Sprawl News

Published by the Massachusetts Chapter, this daily clipping service offers links to articles on transportation and sprawl.

Covers all types of transit. To subscribe, contact [jeremy@sierraclubmass.org](mailto:jeremy@sierraclubmass.org).

### RAW: the Uncooked Facts of the Bush Assault on the Environment

Published twice a week. Get facts, figures, quotes, and humor about the environment.

To subscribe, go to [www.sierraclub.org/raw/subscribe.asp](http://www.sierraclub.org/raw/subscribe.asp).

### Sierra Club Currents

Published by the Sierra Club national office, *Currents* provides a daily update for activists on a wide range of environmental topics. To subscribe, go to [www.sierraclub.org/pressroom/currents/subscribe.asp](http://www.sierraclub.org/pressroom/currents/subscribe.asp).

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## Sierra Club Office Needs a Copy Machine!

If you have a copy machine you are willing to donate to the chapter office, we would be eternally grateful.

We're looking for a copier that will do double-sided copies, can staple and collate, and has a document feeder.

Please call the chapter office at 617-423-5775.

## Massachusetts Chapter Outings

### PICNIC IN NEWBURYPORT

September 12

4:00 PM – 7:00 PM

The Essex County group invites all Sierrans to a Sunday picnic at the newly renovated Moseley Woods Park in Newburyport, Massachusetts. We will have fun and food and talk about the group's activities.

Moseley Woods is near the Chain Bridge, at the intersection of Merrimack, Moseley, and Spofford Streets.

### COMMON GROUND FAIR AND MORE

September 24–25

Visit Maine's annual organic fair in Unity, Maine on Friday and stay overnight in the area. Saturday we will visit several conservation areas along the coast and stop for lunch at a Cape Elizabeth lobster shack before returning to Boston. \$125 includes transportation, accommodations, two meals, and admission to the fair. Register and pay in full by September 11.

For information and registration, contact Deborah Holt at [holtdj@verizon.net](mailto:holtdj@verizon.net) or at 617-227-8898.

### MOUNT HOLYOKE RANGE HIKE

September 26

10:00 AM – 1:00 PM

Pioneer Valley group hike on the eastern section of the Mount Holyoke Range. Moderate difficulty with some steep climbs and descents. Wear good boots, bring lunch and plenty of water.

If you'd like to participate, contact Elisa Campbell no later than September 22 at 413-256-4247 or by email: [campbell@oit.umass.edu](mailto:campbell@oit.umass.edu).

### MOUNT TOBY HIKE

October 2

10:00 AM – 2:00 PM

Pioneer Valley group hike on Mount Toby. Moderate level of difficulty with one very steep climb. Wear good boots (part of the trail can be wet) and bring lunch and plenty of water.

If you'd like to participate, contact Elisa Campbell no later than September 28 at 413-256-4247 or by email: [campbell@oit.umass.edu](mailto:campbell@oit.umass.edu).

### ALEWIFE RESERVATION WALK

October 16

10:00 AM – 2 :00 PM

Join the Greater Boston group and the Friends of Alewife Reservation for an ecosystem walk in Alewife Reservation. This will be a great opportunity to see and discuss the Belmont Uplands and Discovery Park development proposals. The Belmont Uplands proposal is being vigorously fought; Discovery Park is an example of exemplary restoration.

For more information and to sign up, contact Deborah Holt at [holtdj@verizon.net](mailto:holtdj@verizon.net) or at 617-227-8898.

### QUABBIN RESERVATION HIKE

November 14

10:00 AM – 1:00 PM

Pioneer Valley group hike in the Quabbin Reservation. Level of difficulty: easy. Dress for the weather and bring lunch and water.

If you'd like to participate, contact Elisa Campbell no later than November 10 at 413-256-4247 or by email: [campbell@oit.umass.edu](mailto:campbell@oit.umass.edu).

*Note: If you have emailed [outings@sierraclubmass.org](mailto:outings@sierraclubmass.org) and have not received a reply, please call 617-227-8898.*

### BOSTON SPEAKER SERIES

In September, the Massachusetts Sierra Club introduces a monthly speaker series in Boston. The September speaker will discuss the 2004 election and the ramifications for the environment. Look for details on the chapter website ([www.sierraclubmass.org](http://www.sierraclubmass.org)), or call the chapter office to receive a mailing (617-423-5775).

### ALT WHEELS TRANSPORTATION FESTIVAL

September 18–19

Larz Anderson Transportation Museum  
15 Newton Street, Brookline

See what our transportation options will be over the next decade—from fuel-cell vehicles to taxi rickshaws to the Segway scooter. Meet the inventors and experience futuristic concept vehicles.

Visit [www.altwheels.org](http://www.altwheels.org) for more information or contact Greater Boston Group Executive Committee member Chris Hallgren, 508-647-7267 (days), 617-306-3999 (evenings).

### WILDERNESS CONFERENCE

October 10–13

Lake George, Adirondacks

September 3, 2004 marks the 40th anniversary of the Wilderness Act, perhaps America's greatest piece of conservation legislation. The Sierra Club's Wild Planet Strategy Team invites all wilderness activists to attend a Wilderness Conference this fall in the Adirondacks in upstate New York. The three-days the conference will focus on the history, present, and future of our National Wilderness Preservation System. Field trips into the Adirondacks will be organized for the weekend before the conference. To register and find out more information go to <http://www.wilderness40th.org/> or contact Jerry Sutherland, chair of the Wild Planet Strategy Team, at [jerry.sutherland@comcast.net](mailto:jerry.sutherland@comcast.net).

### SIERRA CLUB ACTIVIST NETWORK

Would you like to stay up-to-date on environmental legislation impacting Massachusetts? Sign up today for the Sierra Club Activist Network! To join, send a BLANK message to [scan@sierraclubmass.org](mailto:scan@sierraclubmass.org). Make the subject of your message SUBSCRIBE.

SCAN is an "announce only" list with very low traffic (usually less than two messages per month). We will never share your name or e-mail address with any outside entity.

## Tips for Green Living

The chapter web site has just added a new page devoted to information on how to live in a more environmentally conscious way. You will learn about recycling and reusing various household items, and how to have an environmentally friendly lawn and garden. You will also find valuable information about food, household cleaning, and many other items. To access the green living page, go to <http://www.sierraclubmass.org/greenliving>.



## Massachusetts Chapter and Group Meetings

### ENERGY COMMITTEE

September 8  
6:30 PM  
Sierra Club office

### GREATER BOSTON GROUP EXECUTIVE COMMITTEE

September 14  
7:00 PM  
Sierra Club office

### NORTH/SOUTH RAIL LINK COMMITTEE

September 21  
7:00 PM  
Sierra Club office

### MASSACHUSETTS CHAPTER EXECUTIVE COMMITTEE

September 19  
11:00 AM  
Place TBD

Upcoming meetings:  
October 23, November 21

All members welcome and encouraged to attend. Please call the chapter office for more information. Check web site or call the chapter office (617-423-5775) to confirm details.

*The Sierra Club office is located at 100 Boylston Street, Suite 760, Boston.*

*All meeting times may change without notice.*

*Please consult web site for updates ([www.sierraclubmass.org](http://www.sierraclubmass.org)).*

### MASSACHUSETTS CHAPTER FORMS PAC

To better support our political activities, the Massachusetts Chapter has established a political action committee (PAC) under state law. This year presents a great opportunity to elect a majority of environmentally-friendly legislators to the state house. To help in this effort, the chapter PAC asks that members make a contribution.

Please send checks made out to the Massachusetts Sierra Club PAC to the chapter office at 100 Boylston Street, Suite 760, Boston, 02116. Be sure to tell us your name, address, and occupation. Questions? Contact Political Chair Phillip Sego at [phil@sierraclubmass.org](mailto:phil@sierraclubmass.org). Thanks.

### Newsletter Designer

Experienced designer needed for layout and pre-press file preparation of the *Massachusetts Sierran* beginning January 2005. This position involves working closely with newsletter editor to design and copyfit editorial and ad content of this 2-color 16-page quarterly publication. Experience with Quark and Photoshop on Mac platform, as well as familiarity with PDF preparation, are essential. Please apply to [jobs@sierraclubmass.org](mailto:jobs@sierraclubmass.org).

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Director, Gift Planning  
85 Second Street, 2nd Floor,  
San Francisco, CA 94105  
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