

MASSACHUSETTS SIERRAN

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Chapter Election Issue



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Beaver Lake, Ware, MA Nathan Goshgarian photo © 2018

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Letter from the Chapter Director



Dear Friends,

With the October release of the IPCC report, the urgency of climate disruption was revealed in a stark new light. If we do not lower greenhouse gas emissions 45% by 2030, we will suffer catastrophic climate impacts including: widespread food shortages, mass extinctions, and millions of displaced people, starting as early as 2040.

The conclusion of the report read that while **we have the technological solutions** to meet the necessary emissions targets, we do not have the political will.

Your Massachusetts Chapter is working to build the grassroots political will necessary to enact the policies needed to avert the dire future laid out in that report. We provide: action alerts for high individual impact through coordinated campaigns; documentary films and talking points to educate your communities; advocacy training to empower you to persuade your local and state representatives to enact climate solutions; and expert testimony and organizing support to help you meet your local environmental protection goals.

We have trained hundreds of you as citizen lobbyists, and we heard from leaders across the state that this was the most effective citizen advocacy campaign in the statehouse. You made thousands of calls to mobilize members to coordinated actions. You inspired over 75 municipal Boards of Health to write the Governor about the dangers of fracked gas infrastructure expansion. You passed over 80 municipal plastic bans. You helped elect climate leaders, defeating those who would hold us back. You joined forces with dozens of environmental, faith, social justice, labor, and community groups in repeated demonstrations for climate and environmental justice. You protested, educated, connected, negotiated and cajoled. And it is working - we passed an energy bill through a statehouse determined to do nothing. And we are just getting started.

In 2019, we will continue to grow an even larger network of activists to build the political power needed to press our leaders to take the ambitious steps necessary to protect our living world.

We are grateful to each one of you for being part of our team - whether through action, generous donation, or both - your membership and support makes our work and hope possible.

With deep appreciation,

Deb Pasternak
Acting Director



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Electrifying Transportation: Why Your Next Car Should be Plug-In Electric

You're probably hearing about electric vehicles, and you may be confused or skeptical about this "new" way to drive. Fifty percent lower greenhouse gas emissions? Little or no tailpipe emissions? It sounds too good to be true. But the benefits and technology behind plug-in electric vehicles (EVs) are real—and rapidly improving.

Many auto industry leaders are recognizing that the EV market is going to surge and are bracing to accommodate thousands of new EV drivers, releasing new models with battery-ranges over 200 miles and counting.

EV drivers in Massachusetts can make an especially big environmental impact. The Massachusetts electric grid is one of the cleanest in the nation, and continues to get cleaner every year. Today, driving a full-electric vehicle in Massachusetts is about 50% lower in emissions than conventional vehicles, even factoring in electricity emissions. Full-electric vehicles also produce no tailpipe emissions. **Tailpipe emissions** can include nitrogen oxide, hydrocarbons, sulfur dioxide, carbon monoxide, and particulate matter. These toxins cause **respiratory issues, asthma, city smog, acid rain** and even **cancer**. By driving electric, you can protect the local environment, improve the health of you and your loved ones, and help mitigate climate change on a global scale.

If you're thinking about where to charge these vehicles, there are **18,326 public charging locations in the U.S. already, with 540 (and counting) in Massachusetts**. You can find EV charging stations near you on Plug-Share.com, or the U.S. Department of Energy's Alternative Fuel Data Center's website.

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Electric Car drivers in Massachusetts can make an especially big environmental impact. The Massachusetts electric grid is one of the cleanest in the nation, and continues to get cleaner every year.



Climate Leadership Summit, Newton, April 2018

Local Climate Leadership

Energy is at the center of our daily lives: affecting how we travel, work, create and interact. However, when that energy comes from dirty fossil fuels, coal, and even natural gas, it threatens our health, safety, and the future of our planet.

We are at an energy turning point, and it's time to pivot towards 100% renewable and clean energy sources in order to save ourselves. Some of the most effective engines to implement this change are local policies that promote clean energy and financially incentivize Class I renewables like solar PV panels, geothermal, and wind.

These forms of energy have miniscule environmental footprints and plentiful economic benefits, like local job growth and more affordable electricity. We need clean energy!

That's why the Massachusetts Chapter launched the Mass. Local Climate Leadership Project this year, with the goal of educating local public officials about the dire importance of implementing clean energy policy. We provide training to elected officials on how to become clean energy leaders and catalyze clean energy legislation. We advocate for policies like community choice energy, an increase for the renewable portfolio standard, and solar net metering for all. With policies that make it easier to expand clean energy in Massachusetts, citizens can breathe easier and work towards a safer future.

Are you a public official who cares about the environment and public health? **Visit cleanenergymass.org to learn more and attend a summit.**

Review of Massachusetts Legislative Session: We Got Results

The two year legislative session ended July 31 at midnight. Under Speaker DeLeo critical bills do not usually get action until the final few days. In January 2017 the widespread belief was that the House would take no action on clean energy and climate change due to the opposition of House leadership and the power of corporate lobbyists. But two years of engagement by Sierra Club members and other activists paid off in the final hours as the House and Senate passed H.4857, An Act to Advance Clean Energy.

The bill falls far short of what is urgently needed to move Massachusetts to a clean energy economy, but does represent progress. It includes the following:

- Boosts the Renewable Portfolio Standard (RPS) annual increase from 1% to 2% starting in 2020 (but declines back to 1% in 2030). The RPS requires the electric utilities to deliver a percentage of your electricity from clean sources, primarily wind and solar. In 2018 it is 13%. Under this bill it will reach 36% in 2030.

- Authorizes 1,000-megawatt hours of energy storage by 2025.
- Authorizes 1,600 megawatts of offshore wind by 2035 (in addition to the previously authorized 1,600 megawatts).
- Expands energy efficiency offerings within the MassSave program.
- Creates a new “clean peak” standard which incentivizes Class II renewables (such as polluting waste-to-energy and biomass).
- Requires the Department of Public Utilities (DPU) to quantify how much gas is leaking from pipelines across the state.
- Allows a monthly minimum reliability charge on solar customers.

Keep your energy level up; there is much to do in the next legislative session and it won't happen without your calls and meetings with your elected representative.



16.5 MW DC solar farm built in Oxford, MA. This 130-acre property was previously known as the largest pig farm in Massachusetts. Photo by Lucas Faria.

Electrifying bus fleets would also create public health and equity benefits. Often times, a transit agency's most heavily traveled bus routes run through communities hit hardest by air pollution.

Electrifying Public Transit Bus Fleets

Transportation is our state's largest source of greenhouse gas (GHG) emissions, accounting for almost **40% of emissions**. In order to meet our GHG reduction requirements and keep our citizens safe from air pollution, transportation must be cleaned up now. Electrifying transit and school buses in the Commonwealth is a great place to start.

Thousands of people in MA depend on the Massachusetts Bay Transportation Authority (MBTA) for their daily commutes, and thousands more depend on smaller Regional Transit Authorities across the state. While using public transit is indeed better for the environment than traveling by car, the emissions generated by buses that run on fossil fuels are still staggering. A report conducted by the U.S. Public Interest Research Group estimated that if the MBTA were to replace its fleet of over 1000 buses with all-electric buses, it would divert **55,071 tons of greenhouse gas emissions every year**, equal to taking 10,631 cars off of the road.¹ Furthermore, the environmental benefits will keep improving as the electric grid increasingly integrates renewable energy.

Electrifying MBTA bus fleets also has public health and equity benefits. Often times, a transit agency's most heavily traveled bus routes run through communities hit hardest by air pollution. Tailpipe emissions from fossil fuel buses that run on diesel or compressed methane gas contain harmful air pollutants like **nitrogen oxides, hydrocarbons, carbon monoxide and particulate matter**. These pollutants cause adverse health impacts when inhaled, including **respiratory issues and asthma**, and also contribute to **smog and acid rain**. Diesel exhaust is registered as a potential **carcinogen** by the Environmental Protection Agency. Electric buses have zero tailpipe emissions, allowing them to transport passengers while keeping them healthy too.

While the upfront cost of an all-electric bus is about \$250,000 more than that of a diesel bus, **electric buses are easier and cheaper to fuel, maintain, and operate**. With lower operating costs, electric buses can save thousands annually. Moreover, electric buses are expected to meet the price of diesel buses in only 5 years. Transit authorities in Massachusetts have already begun electrifying their fleets, including a few in Worcester, Springfield, and Martha's Vineyard. MBTA expects five on their routes by 2019. This is a great start, but for Massachusetts to meet its climate goals, we need to transition at a much faster pace.

Join Sierra Club in urging your local transit authorities to electrify their fleet. Fleet electrification is critical for our environment, our health and to address the impacts of climate change. **To learn more visit www.sierraclub.org/massachusetts/transportation/electricbuses or contact Veena Dharmaraj at veena.dharmaraj@sierraclub.org.**

¹Miller, Alana, Hye-Jin Kim, Jeffrey Robinson, and Matthew Casale. Electric Buses: Clean Transportation for Healthier Neighborhoods and Cleaner Air: U.S. PIRG Education Fund, Frontiers Group, Environment America Research & Policy Center, 2018.

Local Action: Boston



#WalkTheTalkOnClimate projection on Back Bay Marriott Hotel as mayors arrive for the U.S. Conference of Mayors, June 2018 (we did that!)

portunity to urge Mayor Walsh and his administration to take the next step to implement community choice energy. Hundreds of Bostonians gathered outside the Marriott Hotel, where the conference took place, to call on Mayor Walsh to “walk the talk on climate.” In addition to implementing CCE, we asked Mayor Walsh to: halt expansion of fossil fuel infrastructure, champion the construction of net zero carbon buildings, and divest the city’s fossil fuel stocks.

The City of Boston has set a goal of being “carbon free” by 2050, with interim targets of achieving a 25% reduction in greenhouse gas emissions by 2020, and a 50% reduction by 2030. Yet according to city data, our emissions are on the rise and with new fossil fuel infrastructure being built out, it would seem nearly impossible to reach these ambitious climate goals. The City is currently conducting a study to analyze different policies and technologies to get us on track to meet the 2050 mark.

One approach that would drastically decrease the city’s greenhouse gas emissions is implementing community choice energy (CCE), or municipal aggregation. This program allows cities and towns to bulk purchase electricity supply on behalf of its residents and businesses to stabilize rates and increase access to renewable sources of energy. The Boston City Council unanimously voted to authorize CCE in October of 2017, but implementation by the city has been drawn out.

In June of 2018 the U.S. Conference of Mayors held its annual meeting in Boston and we took advantage of the op-

We’re continuing to advocate for the Walsh administration to act aggressively on climate to mitigate the catastrophic impacts the city will face if action is further delayed. If you want to get involved with our campaign to advance clean energy solutions in the City of Boston, contact **Michele Brooks**, michele.brooks@sierraclub.org.

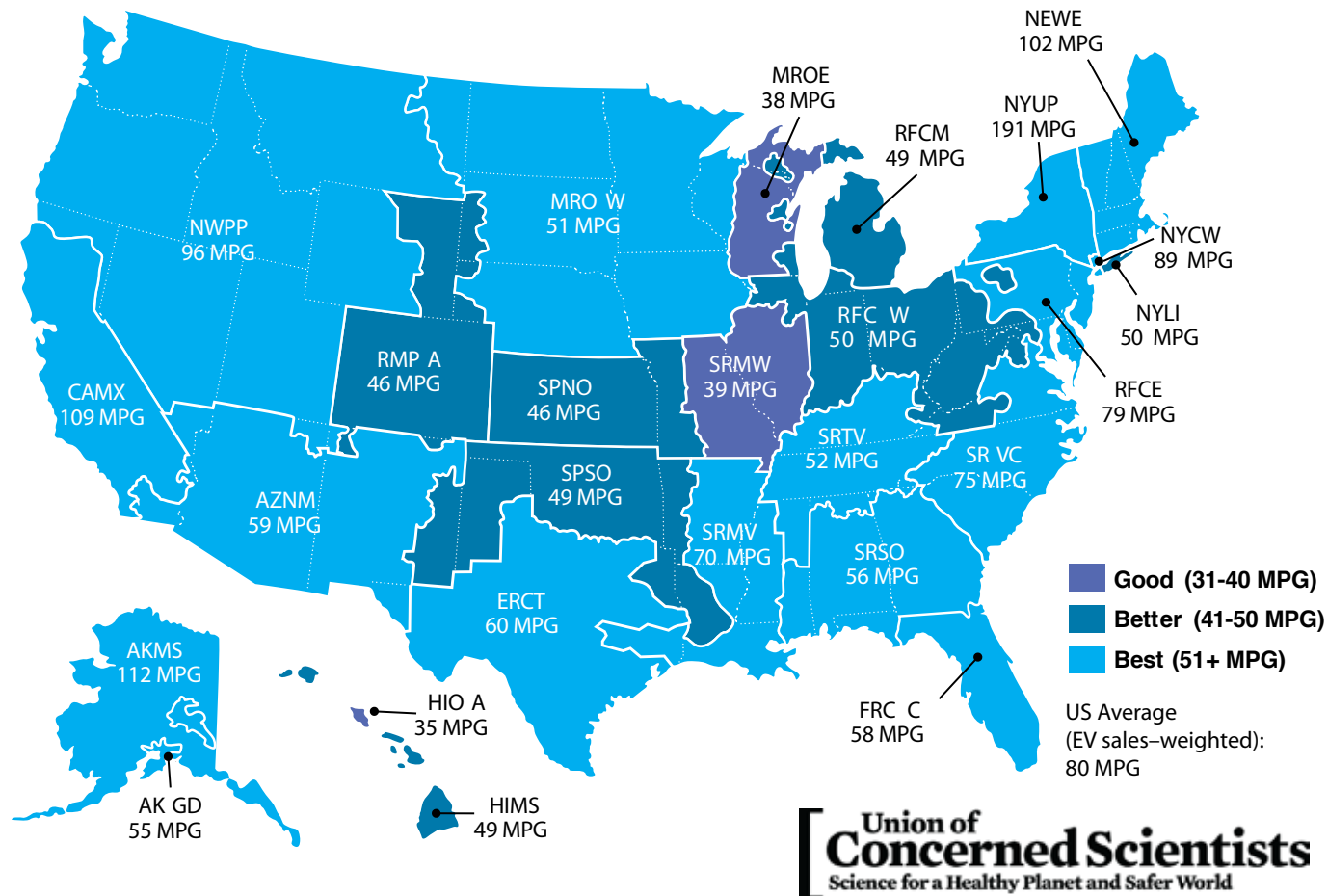
The purpose of the action was to ask Mayor Walsh to:

- Commit to 100% renewable energy by implementing CCE.
- Halt fossil fuel infrastructure, including fracked gas.
- Champion net zero construction for new buildings.
- Divest public holdings from fossil fuels.

Hundreds of Bostonians gathered during the U.S. Conference of Mayors taking place in Boston to call on Mayor Walsh to “Walk the Talk on Climate”, June 2018.



Cleaner Electricity Means Cleaner EVs



Note: The MPG (miles per gallon) value listed for each region is the combined city/highway fuel economy rating of a gasoline vehicle that would have global warming emissions equivalent to driving an EV. Regional global warming emissions ratings are based on 2016 power plant data in the EPA's eGRID 2016 database (the most recent version). Comparisons include gasoline and electricity fuel production emissions estimates using Argonne National Laboratory's GREET 2017 model. The 80 MPG US average is a sales-weighted average based on where EVs were sold in 2011-2017.

© 2018 Union of Concerned Scientists (<https://blog.ucsusa.org/dave-reichmuth/new-data-show-electric-vehicles-continue-to-get-cleaner>) Used with permission.

(Continued from page 4)

It is clear that our transportation system is gearing toward full electrification, but the sooner we get there, the better. The Sierra Club is committed to educating others on the benefits of EVs and debunking the myths that surround them. Sierra Club hosts the annual **"National Drive Electric Week"** together with Plug In America and the Electric Auto Association, which in 2018 featured hundreds of EV events in all 50 states. In Massachusetts, we hosted over 18 EV events in 2018 to help drivers understand

how an EV can work for them. We also are working with public and private entities to accelerate the expansion of EV charging infrastructure, make EVs less expensive and accessible, push transit agencies to invest in electric buses, and encourage Massachusetts drivers to drive electric. You can learn more about our work supporting electric vehicles by visiting our website, www.sierraclub.org/massachusetts/electricvehicles, or contact Kevin O'Brien at kevin.obrien@sierraclub.org.

Massachusetts to spend \$75 million on clean transportation projects



Thanks to public input by Sierra Club and others, Massachusetts plans to spend \$23.5 million of the Volkswagen Settlement funds in year-one to accelerate the transition to a cleaner transportation system. Massachusetts is receiving ~\$75M through the settlement that will go towards transportation programs that reduce air pollution, promote electrification of our transportation network and serve communities most burdened by air pollution.

The draft year-one plan released by the Massachusetts Department of Environmental Protection (MassDEP) allocates \$ 11 million for the purchase of thirteen zero emission electric buses for Pioneer Valley Transit Authority (PVTA) and Martha's Vineyard Transit Authority (MVTA), and \$5 million for expanding charging infrastructure for electric vehicles. Another \$7.5 million will be available in the current round of funding through an open solicitation process.



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An underwater photograph showing several clear plastic bags floating in the water. In the foreground, the back and tail of a shark are visible, swimming towards the right. The water is clear and blue.

Plastic Bag Bans

Sierra Club has been leading this issue for over 10 years. There are currently 85 plastic bag bans across the Commonwealth. Here are twenty-four from this year (as of mid-October) and Sierra Club submitted letters of support for many of them. Club members in municipalities with open town meeting were among those voting yes!

If you have questions or would like assistance banning plastic bags in your town **contact Clint Richmond at clint@massachusetts.sierraclub.org**.

Westborough

The Town of Westborough approved a plastic bag ban on **March 17, 2018**. The article encountered very little resistance during the Town Meeting, with over 90% of votes in favor of implementing it. The ban took effect in September 2018.

Westford

Resident Dick Coleman had proposed the plastic-bag ban and the article was approved on **March 25, 2018**. Westford's Town Meeting approved the bylaw with only a handful of dissenting voices. Stores will be required to offer paper bags with at least 40% recycled content or reusable bags instead, although certain kinds of disposable bags, such as those for produce and newspaper, will be allowed. The ban will go into effect on Jan 1, 2019.

Lexington

The Town of Lexington passed a ban on plastic bags on **March 26, 2018**. The article was initially put forth by citizen group BYOB Lex, and received support from a number of other local environmental groups as well. The Lexington Chamber of Commerce supported the by-law. The article was approved near unanimously, and takes effect in January 2019 for stores above 3,500 square feet and July 2019 for smaller stores.

Lincoln

After multiple years of work, the Environmental Club of Lincoln-Sudbury Regional High School finally managed to get the Town of Lincoln to approve a ban on single-use plastic bags on **March 26, 2018**. The members of the Environmental Club had filed a Citizens petition in 2017 in both Lincoln and Sudbury; although Sudbury approved

it, Lincoln did not. However, the students submitted their petition again in 2018, and this time the town overwhelmingly approved it. An additional victory was scored simultaneously in the approval of a ban on plastic water bottles, also submitted by the Lincoln-Sudbury Regional High School.

Hopkinton

The Town of Hopkinton passed its plastic bag ban on **April 23, 2018**. Unlike most other towns, which have banned plastic bags through a vote at a town meeting, Hopkinton's ban comes in the form of a regulation set by the Board of Health. Curiously, the public meeting at which the ban was discussed did not have a single attendee, either for or against the regulation. The Board of Health unanimously voted in favor of a ban, which will go into effect in January 2019.

Marshfield

Marshfield approved a ban on single-use plastic bags on **April 24, 2018**. The push for the ban was primarily led by a group of high school students from Marshfield High School. Concerned for the future of their town's environment—which, being a coastal town, is highly sensitive to the effects of plastic bag litter—the students collected signatures in favor of the petition, promoted the bag ban on social media, answered questions from concerned residents, and presented at Town Meeting. Ultimately, their efforts were successful, and the ban took effect in October 2018.

Belmont

The Town of Belmont passed their own plastic bag ban on **April 30, 2018**. The law was approved with nearly 90% of votes in favor of the ban. Large retailers such as Star Market will have to stop providing plastic bags to customers by November, and smaller retailers will have to follow suit by February 2019.

Cohasset

Cohasset officially banned single-use plastic bags on April 30, 2018. The citizen's petition was proposed by two local residents, and easily received the two-thirds majority vote needed to pass. The ban will take effect November 2018.

Winchester

Winchester passed a plastic bag ban on **April 30, 2018**. A bag ban had been proposed in Winchester back in 2015, but was rejected. However, the 2018 proposal was successful, and will go into effect by October of this year for larger retailers and May 2019 for smaller ones.

Andover

The Town of Andover passed a law on **May 1, 2018** banning the use of single-use plastic bags in grocery stores, convenience stores, liquor stores, and restaurants. The article was submitted by a small group of Andover environmentalists concerned about the effects of plastic bag litter on their community. Starting in January 2019, retailers will only be allowed to provide paper bags, reusable bags, or cardboard boxes to customers. Andover also passed a strong polystyrene ban that included all non-recyclable straws at the same town meeting.

Topsfield

The article was put forward as a citizen petition which passed on a voice vote on **May 1, 2018**. The measure, which went into effect on July 1, 2018, bans the use or sale of thin-film, single-use plastic bags, unless they are compostable. Paper bags must contain at least 40% recycled content.

Wilmington

An article banning single-use plastic bags in Wilmington was approved by Town Meeting on **May 5, 2018**. The petition was submitted by a local college student, who presented her case in front of the town and received near unanimous support. The ban will go into effect in May 2019.

Orleans

On **May 7, 2018** the Town of Orleans voted to prohibit the use of single-use plastic bags by all retail establishments effective on May 1, 2019. Orleans is also prohibiting food or retail establishments from the distributing single-use disposable polystyrene containers effective Jan. 1, 2020.

Mansfield

Single-use plastic bags were banned in Mansfield on **May 15, 2018**. The petition was submitted by local environmental group Team Up Mansfield, and was largely supported by the community. The law will take effect in November of this year for retailers larger than 3,500 square feet and in May 2019 for smaller retailers.

Tyngsboro

A citizen's petition calling for a ban on plastic bags in Tyngsboro was passed by the town on **May 15, 2018**. ...

(Continued on page 15)



Caterpillar, Mount Auburn Cemetery, Cambridge. Nathan Goshgarian photo © 2018

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The petition was submitted by Julia Kay, a 15-year-old Tyngsboro High School student, who testified in front of hundreds of residents on the hazards of single-use plastic bags in our environment. Her efforts ended up paying off, and the article was approved and goes into effect on Jan 1, 2019.

Danvers

The Town of Danvers approved an article banning single-use plastic bags on **May 21, 2018**. The article was initially proposed by members of a local environmental group called Earth Stewards, which had been formed less than year earlier in fall 2017. Despite facing some opposition during the Town Meeting, the article was ultimately passed, and will go into effect in June 2019.

Swampscott

Swampscott passed its plastic bag ban on **May 22, 2018**. The push for the ban was spurred by the over 70 other towns across the Commonwealth which had already implemented their own plastic bag bans. The ban took effect in September 2018.

Lowell

The Lowell City Council voted on **May 29, 2018** to ban single-use plastic shopping bags from stores larger than 3000 square feet starting on Jan 1, 2019. With a population of over 100 thousand, Lowell was the largest community in the Commonwealth to pass bag regulation so far in 2018.

Dartmouth

The Town of Dartmouth is the most recent town to adopt a plastic bag ban. Believing that the state legislature will be unable to pass an effective ban, the town decided to approve its own on

June 5, 2018. The article faced little opposition, and will affect retailers with over 5,000 square feet of floor space.

Beverly

The Beverly City Council approved the proposed ordinance at its meeting on **June 18, 2018** by a unanimous vote of 9-0. Starting January 2019, retail stores will no longer be allowed to offer single-use plastic bags to customers.

Haverhill

On **August 7, 2018** the Haverhill City Council by a vote of 8-1 passed a ban on plastic shopping bags starting in six months. Paper shopping bags must have at least 40% recycled content.

Rockport

On **September 17, 2017**, Rockport Town Meeting voted 150-19 in favor of a strong plastic bag ban based on Sierra Club model language. They also banned non-compostable straws and stirrers at the same time. Both take effect on March 1, 2019.

Tewksbury

On **Oct 2, 2018**, Tewksbury put a ban on non-reusable, plastic shopping bags. Paper bags must contain at least 40% recycled content. The article was approved with 137 votes in favor and 78 in opposition. The plastic bag ban is set to go into effect on April 1, 2019.

Longmeadow

On **October 16, 2018**, Longmeadow Town Meeting voted to approve a strong plastic bag ban based on Sierra Club model language. This by-law implements a successful resolution on this subject from Annual Town Meeting in May.

Pipelines and Public Health Impacts

Marketing fracked gas as “clean” and “natural” masks the severe threats it poses to the environment and public health. Energy companies say we need “natural” gas, but a study produced by Attorney General Maura Healey’s office found that the state does not need increased gas capacity for reliability purposes.¹ It is time to change the narrative.

Fracked gas contains heavy metals, radioactive elements, and carcinogens. These contaminants can cause cancer, neurologic disease, and respiratory issues such as asthma. The burning and release of fracked gas contributes to indoor and outdoor air pollution which may lead to associated lung disease and premature death.

Cooking with gas can harm children’s health. A nationally representative study of children living in homes with gas stoves found that asthma and other respiratory problems were more common among children whose parents reported using a gas stove without ventilation.²

In April 2017 the Massachusetts Association of Health Boards wrote to the 351 local MA Boards of Health asking them to consider signing a joint letter to Governor Charlie Baker about the health risks of fracked gas infrastructure and the importance of expanding clean energy alternatives. The

joint letter calls on Governor Baker to require comprehensive health impact assessments before expanding or building any new gas infrastructure.

This effort is supported by the Massachusetts Medical Society, American Medical Association, Massachusetts Nurses’ Association, and organizations such as Physicians for Social Responsibility, Climate Action Now, Mothers Out Front, and dozens of municipalities. **More than 75 towns representing more than 40% of the Massachusetts population have concerns about the health risks of “natural” gas and asked Governor Baker to require comprehensive health impact assessments before any new pipeline infrastructure is approved in Massachusetts.**

If you want to get involved with our campaign **contact Michele Brooks at michele.brooks@sierraclub.org.**

¹<http://www.mass.gov/ago/news-and-updates/press-releases/2015/2015-11-18-electric-reliability-study.html>

² Kile ML, Coker ES, Smit E, Sudakin D, Molitor J, Harding AK. A cross-sectional study of the association between ventilation of gas stoves and chronic respiratory illness in U.S. children enrolled in NHANESIII. *Environmental Health*. 2014;13:71. doi:10.1186/1476-069X-13-71.



Putting A Price On Pollution

A carbon price can be an important part of climate policy: putting a price on pollution to dissuade the use of fossil fuels and providing revenue for the investment into a transition to a just, renewable energy economy. In a carbon pricing policy, effectiveness and equity are essential, design and implementation details matter a lot, and there are many different policy options that can potentially work. Any carbon pricing mechanism must integrate environmental and economic justice principles and advance tangible outcomes.

Carbon prices must be part of a broader program that includes other policies needed to ensure the fastest and fairest transition from fossil fuels. What follows are guidelines towards creating a successful carbon pricing policy:

1. The outcome must be focused on measurable emissions reductions.

Climate policy must be guided by a need to meet or exceed necessary emission reduction goals; including cutting pollution by a third from 2005 levels by 2025, one half by 2030 and at least 90 percent by 2050.

2. Equity matters.

No one should bear an unfair burden from the effects of a carbon price. To the extent that a carbon price increases energy costs, these costs will fall more heavily on low-income households, who spend a higher percentage of their incomes on energy. For workers and communities tied to the fossil fuel industry, a carbon price could result in job losses and economic impacts for those communities. Carbon pricing programs must be designed to address these concerns.

3. A stand-alone carbon price is hard to make effective.

Carbon pricing is not a silver bullet for solving climate change. The majority of carbon prices currently set are well below the social costs of carbon. Although there is evidence that existing carbon pricing programs have resulted in emissions reductions, those reductions are nowhere near the necessary targets. Thus, we advocate a comprehensive approach that includes a carbon price as well as complementary policies such as renewable portfolio standards, electrification infrastructure buildout, efficiency measures, transit investments, building standards and codes, amongst others.

4. Devoting carbon revenues to a single purpose is less than ideal.

The Sierra Club supports using revenue from a carbon price for targeted refunds, clean energy and other solutions, mitigation of climate impacts, and transition assistance and investments in frontline communities. The best mix depends on the context, but without elements of several of these categories we believe a carbon price will be more difficult to enact, will achieve less from an environmental perspective, and will be less equitable.

5. A strong carbon pricing mechanism should be inclusive of all stakeholders.

Enacting and sustaining a carbon pricing program requires broad political buy-in. Therefore, any carbon pricing effort must involve all stakeholders in a genuine dialog to reflect a just approach involving community members, labor, and others as equal partners in the design and dissemination of the proposed pricing approach.

Thank You Emily!

We would like to acknowledge and thank our former Chapter Director, Emily Norton for her leadership and commitment to build and grow the Sierra Club Massachusetts Chapter to what it is today. Over the last three years, Emily led us through a period of incredible growth and change—increasing our membership, expanding staff strength and developing strong relationships with partners.

She championed stronger policies on clean energy, electrification of transportation, reducing plastic pollution, protecting our coastal and freshwater resources and increased the visibility of the Chapter by leading successful legislative, advocacy and educational campaigns. Emily launched a statewide activist program to train hundreds of volunteers to become more effective climate advocates and initiated peer-to-peer outreach calls to engage and educate members around these important issues.

Her warmth, energy and devotion to the role will be difficult to match. All of us at the Massachusetts Chapter wish her much success in her new role as Executive Director of the Charles River Watershed Association.



WHAT WILL YOUR LEGACY BE?

Ensure your environmental legacy by naming Sierra Club MA Chapter in your will or trust. These gifts cost you nothing now. You can hold on to your assets for as long as you need them and you can change your beneficiaries at any time.

If you have named Sierra Club or MA Chapter as a beneficiary or would like to discuss doing so, please contact us today

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Even these busy high school students from Northampton and Montague find 10-15 minutes per week to make 10 member-to-member "climate calls". It's an easy and tactical way to leverage their limited activist time.

Peer Outreach Project: Fueling constituent pressure in strategic districts to pass bold climate justice legislation

Over the past year, hundreds of Sierra Club members in Massachusetts met with dozens of their state representatives to press for bolder clean energy policy. Mobilizing our large activist membership through member-to-member outreach has proven so effective it is now central to our chapter's political work. By dramatically growing constituent pressure in key legislative districts, we are tipping the balance of legislators who not only support our priority bills, but are willing to go out on a limb to fight for them.

An article by Rep. Carolyn Dykema member of The Joint Committee on Telecommunications, Utilities, and Energy (TUE) in favor of increasing the Renewable Portfolio Standards and lifting the solar net metering cap was published three weeks after 14 Sierra Club members/constituents met with her in January 2018.

One of the Sierra Club's strengths is its large membership. Using subsets of our member list, and channeling the power of volunteer climate activists in more progressive districts,

we facilitated massive member-to-member outreach in targeted legislative districts. Over 110 "Climate Callers" regularly call hundreds of fellow Sierra Club members (each spending about 10-15 minutes per week making 10 calls) in strategic districts. Callers invite fellow members to attend Sierra Club climate activist trainings and in-person constituent meetings with their state representatives.

At these meetings a Sierra Club energy policy expert is always present to provide support and answer legislators' questions. The targeted districts have included those represented by House leadership, members of the TUE (which considers most clean energy bills) the House Ways and Means Committee, and those districts whose representatives claim: "I haven't heard from my constituents about climate change".

This constituent leverage is proving powerful as an election strategy as well. Following a milque-toast energy bill passed this session by the Statehouse, our team of volunteers and constituents sent a clear message to one of the major roadblocks to the passage of a bolder energy bill--Ways & Means Chair, Jeffrey Sanchez--by making hundreds of member-to-member calls in his district in support of his pro-climate justice opponent,

Nika Elugardo. Elugardo defeated Sanchez soundly in the September primary election, sending a clear message that environmental voters are holding legislators accountable for moving us rapidly to 100% clean energy.



Emily Norton presenting at an activist training

If you have 10-15 minutes per week to make easy and effective, member-to-member "Climate Calls" please **contact Peer Outreach Coordinator, Lilly Lombard, lillylombard@massachusetts.sierraclub.org**.

Statistics: June 2017-September 2018

- 110 "Climate Callers" trained and mobilized
- 7,000 member-to-member calls made
- 500 Sierra Club members identified who took action (attended an activist training, town hall, a constituent meeting, or who committed to voting for a Sierra Club-endorsed candidate)
- 40+ constituent meetings held with targeted legislators including 5 in House leadership positions and 5 members of the legislative Energy Committee (TUE)
- 18 Clean Energy Activist Trainings conducted.



Activist Training, Framingham 2018

North-South Rail Link Study Released

Sierra Club has long supported the North-South Rail Link (NSRL). This project would create a better transportation system for Boston and New England by linking our two rail terminals and provide through passenger service, more efficiently accommodating and promoting the continued growth of commuter, regional and intercity rail.

The Rail Link would greatly reduce air and noise pollution from idling diesel locomotives at both stations, eliminating congestion and the existing 30-minute turnaround time for trains. The serious overload on the Green and Orange lines would also be reduced by more efficiently distributing riders throughout downtown, as well as by enabling many to walk to their destinations. Eliminating the need to transfer to the subway system would make the commuter trip more convenient and attract more riders.

Responding to public criticism of its flawed and wasteful plan to expand South Station as a stub end terminal, the Massachusetts Department of Transportation agreed in 2017 to commission an updated feasibility study on the NSRL. In September 2018 MassDOT released their NSRL Feasibility Reassessment Draft Report.

This study has come under considerable criticism for focusing on the project's costs while spending little time, effort, or money on the project's potential benefits. Furthermore, MassDOT only committed about \$1.5 million to the NSRL study (even though the legislature had authorized \$2 million). This, after spending roughly \$40 million studying South Station Expansion (SSX).

Unsurprisingly the resulting study is a travesty. In addition to exaggerating costs by adding normal system improvements and the procurement of new rolling stock, it ignores the project's benefits:

1. Reduce air and noise pollution from idling diesel locomotives at North and South Stations, eliminating



congestion and the existing 30-minute turn-around time for trains;

2. Reduce the serious overload on the MBTA subway system by more efficiently distributing riders around downtown Boston, enabling many to walk to their destinations;
3. Take an estimated 55,000 cars off metro Boston's highways, according to the project's 2003 Draft Environmental Impact Report's Major Investment Study.

In mid-October the Chapter joined many other organizations and individuals in submitting our comments criticizing this study as inadequate, urging that it be rejected and that Mass DOT undertake a serious study of the North-South Rail Link project's costs and benefits.

New England needs the North South Rail Link to fully leverage its passenger railroads -- its time that MassDOT started looking at the benefits, rather than just the costs.

To read the study visit: <https://www.mass.gov/alerts/the-north-south-rail-link-feasibility-reassessment-draft-report-documents-are-now-available#965236>

If you have questions contact John Kyper at jkyper@massachusetts.sierraclub.org.

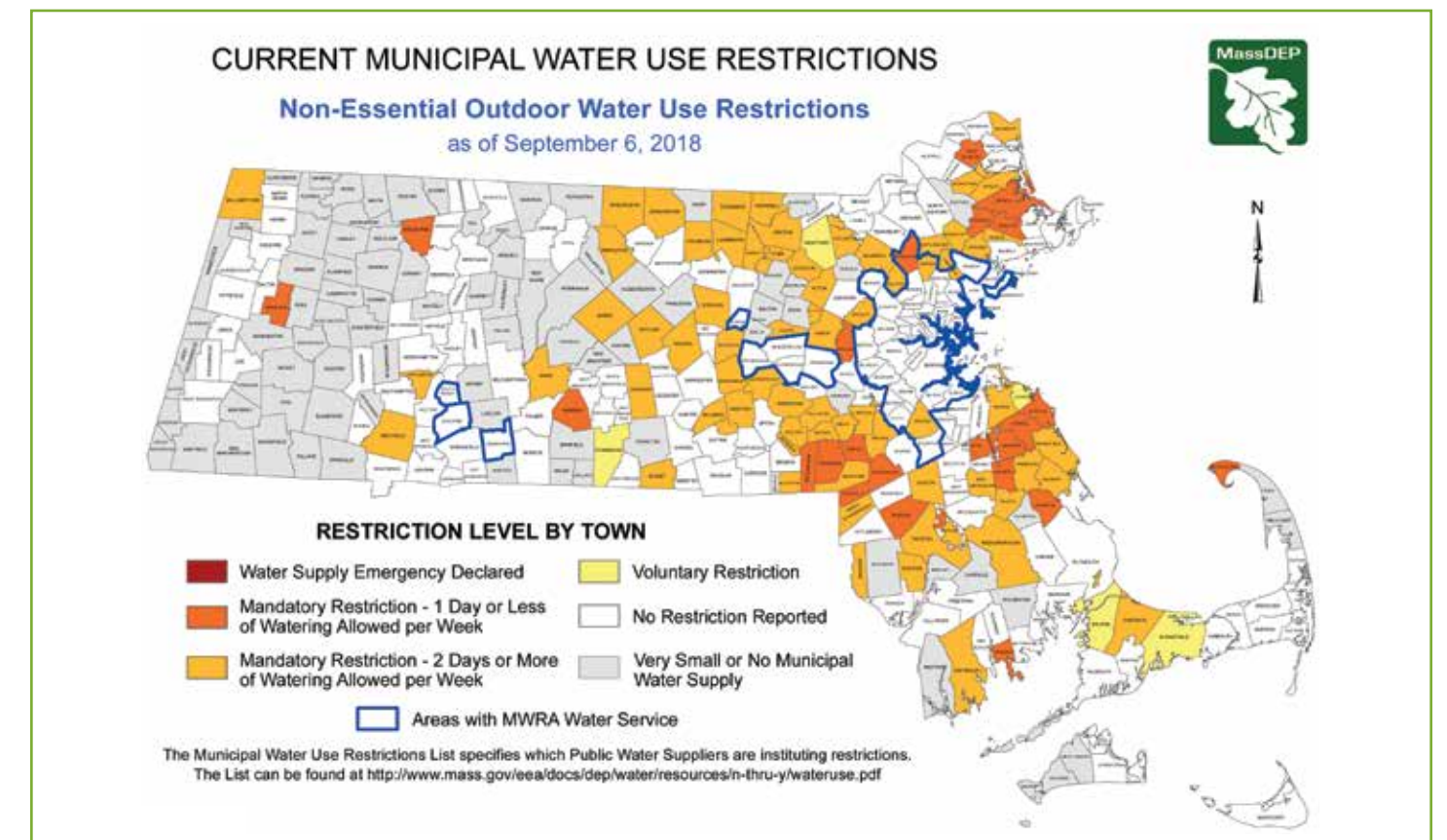
Municipal Water Restrictions: How to Save Money and the Environment

By Eric Wadja, Intern, Wellesley High School

As the global temperature continues to rise, the United States and the rest of the world will continue to face massive droughts. Massachusetts towns specifically have been facing droughts due to a lack of available water across the state. Although Massachusetts is one of the most environmentally friendly states in the nation, it still struggles to conserve water usage. One major factor that results in this lack of water is the unregulated use of automatic sprinkler systems. According to the U.S. Environmental Protection Agency, household landscape irrigation systems are estimated to use nearly 9 billion gallons of water per day. These systems use approximately 350 gallons of water per day, regardless of the weather. Even if it is pouring rain, your sprinkler system will still water your

grass that day. Not only does this waste water, but it also wastes money. If Americans watered only when necessary, the U.S. Environmental Protection Agency estimates that the United States could save upwards of "\$435 million of water costs and more than 120 billion gallons of water" across the country every year.

In Massachusetts, adopting this new system would help cut costs and limit the amount of water that is wasted every year. Published by Mass.gov on June 28th, of the reported towns and cities, more than 91% are under water usage restrictions or have a very small or no water supply at all. With your help, and decision to water your yard by hand, we can save water and solve a pressing issue reaching across the state, nation, and world.



MASSACHUSETTS CHAPTER AND GROUP ELECTION NOMINEES

CHAPTER EXECUTIVE COMMITTEE NOMINEES

(Vote for not more than 4, all members vote for Chapter Executive Committee)

Paul Dale of Wayland



I became an active volunteer for the MA Sierra Club in 2015, and for the last 18 months have served as Energy Committee Chair. I have been active in advancing clean energy legislation. I believe there are great opportunities

for the different committees to work in a more synergistic and coordinated way to better achieve the objectives of the Chapter. I want to work with the ExCom and the staff to increase our internal effectiveness and effectiveness in working with other organizations. I will continue to serve as Energy Chair in 2019 if the committee asks me to do so.

Celia Doremus of Arlington

Environmental protection is in my DNA. I have worked with the MASC since 2016, supporting the chapter's objectives -- climate change, climate justice, biodiversity, natural resources conservation. I work to raise the Chapter's visibility on critical issues:



clean energy and plastic waste reduction. My expertise in marketing and public relations is helpful in message and program development that support chapter initiatives to preserve a healthy environment in the Commonwealth. I share the Club's dedication to protect the natural environment and the people within it. I am a member of the Energy Committee and an interim ExCom Committee member.

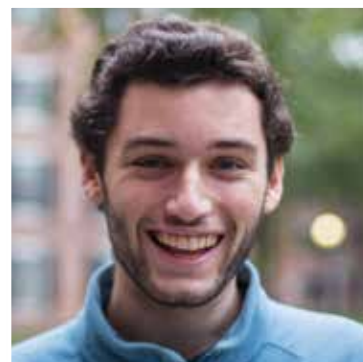
Robert Kearns of Braintree

My generation has inherited a climate emergency. This knowledge motivates me to fight for climate justice and to protect our wildlife and natural resources. As a student government Senator at UMass Amherst I helped lead my school's movement to divest all direct fossil fuel holdings – the first public university system in the US to do so. As a member of the Executive Committee I have advocated for improvements to electrify our transportation system, for increasing renewable energy and building our Outings Program. I humbly ask for your vote for reelection to Sierra Club Massachusetts' Executive Committee.



Daniel Vernick of Belmont

I'm a student, activist, and Vice Chair of the ExCom. I'm running for re-election because Massachusetts needs bold leadership and immediate action to fight the climate crisis and protect our land, water, and air. My work has included advocating for renewables, working to elect environmental champions, and prioritizing environmental justice. There is much more to do – I won't stop fighting until Massachusetts leads the nation in wind and solar, public transit, sustainable agriculture, and climate adaptation. This requires an accountable state government controlled by the people, not by fracked gas corporations or House leadership. I'm in this fight to win.



CAPE COD GROUP EXECUTIVE COMMITTEE NOMINEES

(Vote for not more than 2, Cape Cod Group members only vote for Cape Cod Group Executive Committee)

Keith Lewison of Sandwich

For the past two years I have enjoyed serving on the Cape Cod Group's ExCom. In that time, I have worked collaboratively within our group to organize many successful public events, including forums on Canal 3 and offshore wind energy. During 2018 I have also served as chair and assisted in focusing the group's efforts on moving the Cape toward 100% clean energy and on protecting our local waters, land, and wildlife by educating about contaminants of emerging concern and promoting zero waste best practices. If re-elected I would like to focus next on building the group's organizing capacity and active membership numbers.

Chris Powicki of Brewster

As a member of the Cape Cod Group's executive committee and its representative to the Massachusetts Chapter's executive committee, I have been working with local activists and citizens across the Commonwealth to oppose offshore drilling, fracked-gas infrastructure, and other climate-threatening options and to support offshore

wind, zero waste, and other sustainable solutions. I hope to have the opportunity to continue collaborative efforts to build public awareness, educate decision-makers, and motivate consumers and voters to take action on behalf of the environment and future generations. Thank you for your consideration.



Chris Powicki and Keith Lewison at the BOEM hearing to #ProtectOurOcean from oil and gas drilling, February 2018.

¹ Cape Cod Group covers all of Barnstable, Nantucket and Dukes counties including the Elizabeth Islands and the portion of Bourne west of the Cape Cod Canal.



VOTE NOW

CHAPTER EXECUTIVE COMMITTEE ELECTIONS BALLOTS + VOTING INSTRUCTIONS

MAIL BALLOTS TO:

Sierra Club Massachusetts Elections
50 Federal Street, 3rd Floor, Boston, MA 02110

Your Member ID# **MUST** appear on the outside of the envelope for ballot to be valid; omit name/return address to ensure secret ballot (your 8-digit member ID# is on your address label above your name).

Ballots due NLT 5:00 PM on Friday, December 14, 2018.

Please contact Allison Rieck at allison@massachusetts.sierraclub.org with questions.

Stay informed, sign up to get our emails by visiting: <http://bit.ly/MASCemails>



OFFICIAL BALLOT

Primary / individual member ballot

Part 1: All chapter members vote for Chapter Executive Committee
Chapter Executive Committee Nominees

(vote for not more than four)

- Paul Dale of Wayland Robert Kearns of Braintree
- Celia Doremus of Arlington Daniel Vernick of Belmont

Part 2: Only Cape Cod Group¹ members can vote for the Cape
Cod Group Executive Committee

Cape Cod Group Executive Committee Nominees

(vote for not more than two)

- Keith Lewison of Sandwiche
- Chris Powicki of Brewster

¹ Cape Cod Group covers all of Barnstable, Nantucket and Dukes counties including the Elizabeth Islands and the portion of Bourne west of the Cape Cod Canal.

PROPOSED BYLAW AMENDMENT

The following information regarding a bylaw amendment is up for member consideration.

APPROVAL OF PROPOSED AMENDMENT TO

MASSACHUSETTS CHAPTER BYLAW 4.3 PETITION CANDIDATES.

The Chapter Nominating Committee (composed of two Executive Committee members and one active Sierra Club member not serving on the Executive Committee) carefully vets candidates to ensure they have been involved with the Chapter and share Sierra Club values and mission statement before being placed on a chapter election ballot for a leadership position. A candidate who is not selected by the Nominating Committee can petition 30 Sierra Club members in Massachusetts to have their name placed on the ballot. The Massachusetts Chapter Executive Committee seeks to increase the number of supporting members from 30 to 50 before a candidate can be added on a chapter election ballot.

Current Bylaw: 4.3 Petition Candidates. The name of any Chapter member proposed in writing by at least 30 Chapter members prior to the deadline for submission of petitions, and who gives consent, shall also be included on the ballot. The nomination petitions shall be retained until the ballots are destroyed.

Proposed Bylaw change: 4.3 Petition Candidates. The name of any Chapter member proposed in writing by at least 50 Chapter members prior to the deadline for submission of petitions, and who gives consent, shall also be included on the ballot. The nomination petitions shall be retained until the ballots are destroyed.

- Yes, I approve the bylaw amendment
- No, I do not approve the bylaw amendment

OFFICIAL BALLOT

Joint member ballot / two addressees on mailing label

Part 1: All chapter members vote for Chapter Executive Committee
Chapter Executive Committee Nominees

(vote for not more than four)

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- Yes, I approve the bylaw amendment
- No, I do not approve the bylaw amendment

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Please either visit <http://scfch.careasy.org/index.html> online or call 844-674-3772 (7 days/week). **Be sure to mention your donation is for the Massachusetts Chapter** or choose Massachusetts Chapter from the drop-down list of options featured on the page.



Tree Swallows, Mass Audubon's Habitat Education & Wildlife Sanctuary, Belmont. Nathan Goshgarian photo © 2018