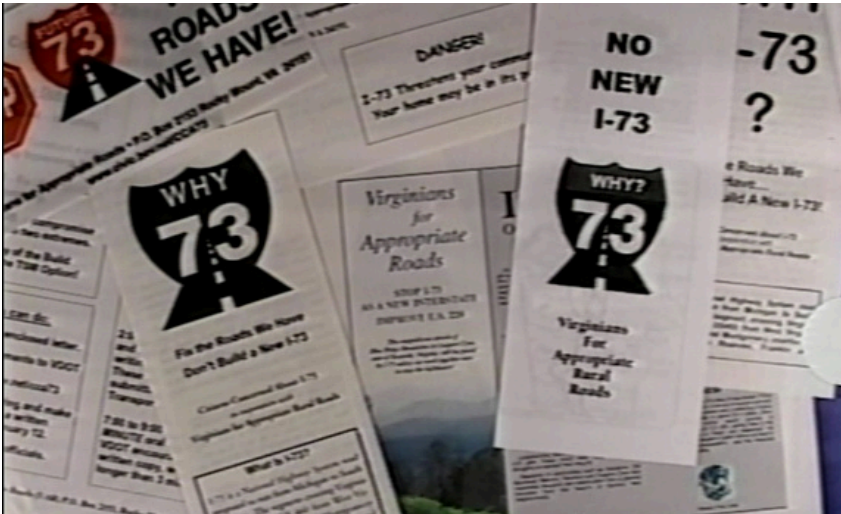




THE LEAGUE LINE

A QUARTERLY PUBLICATION OF BLUE RIDGE ENVIRONMENTAL DEFENSE LEAGUE



VICTORY IN VIRGINIA!

On September 17, Virginia's Commonwealth Transportation Board voted to rescind their approval of the I-73 corridor. BREDL's chapter, Virginians for Appropriate Roads, has worked actively to prevent construction of I-73 for over a decade. (page 4)

HOW BAD WILL WEATHER RELATED CATASTROPHES BECOME?

Hurricane Helene has impacted a number of communities served by BREDL. Director Kathy Andrews asks "What will it take for government and industry to take climate change seriously?" (page 2)



Image: @trilingmj



DISASTER RELIEF RESOURCES
USE THE QR CODE TO FIND HURRICANE HELENE RESOURCES AND OPPORTUNITIES TO ASSIST

How Our Environment Impacts Mental Health (p. 6)

Re-energize Your Campaign with Careful and Creative Planning (p. 3)

BREDL Air Monitoring Update (p. 6)

HOW BAD WILL WEATHER RELATED CATASTROPHES BECOME?

BY: KATHY ANDREWS, BREDL EXECUTIVE DIRECTOR



Hurricane Helene devastated the East Coast. At the time of this printing, there have been more than 225 confirmed deaths, with many more remaining unaccounted for, in addition to massive property damage. Unfortunately, it is not over. According to the National Oceanic and Atmospheric Administration, this year could see 17 to 24 more hurricanes before the end of the season on November 30th.

By 2050, scientists indicate that coastal flooding will happen 5 to 10 times more often than today. By the end of the century, millions of seaside residents could be displaced.

According to Ruby Leung, a climate scientist with Pacific NW National Laboratory, 55 percent of floods and wildfires are directly attributable to climate change. It seems unimaginable, but out-of-control wildfires in Canada spewed smoke as far south as South Carolina and Georgia.

According to the annual report from the American Meteorological Society, it is a fact that climate change and global warming are causing the weather around the world to become more extreme.

Now more than ever before, fossil fuel companies need to heed the alarm and communities across the country need to speak out against companies that aid in the catastrophic damage caused by ignoring climate change and global warming. We don't need more coal, oil, gas, and cement that not only contribute to climate change, but cause air pollution and health problems.

All we have to do is take a look at recent history to see the future damage. In the 1980's, on average, the US experienced one billion dollars worth of disaster every 4 months. Extreme weather now costs the country \$150 billion annually.

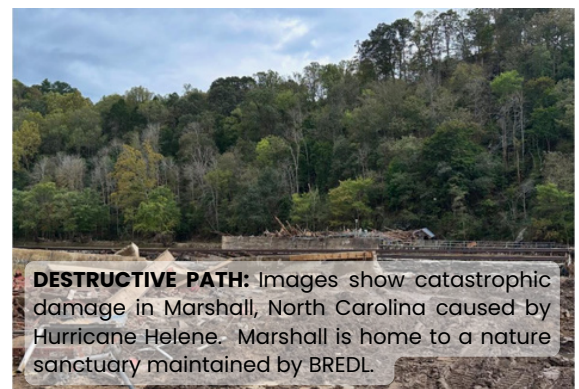
What can we do?

America needs to set an example and work to stop greenhouse gas pollution. In the short run, we need to adapt to these new conditions. This is now the new norm caused by not taking climate change seriously and allowing greed to ruin our environment. What can governments do to help with coping with these weather events? What systems do we need in place now to help communities across the country cope with the constant results of weather catastrophes caused by climate change and global warming? Municipalities must develop mechanisms that enable communities to recover in the aftermath of hurricanes like Hurricane Helene.

Other countries have taken climate change seriously.

Sweden has successfully lowered its greenhouse gas emissions by 27 percent. And although critics believed this would stunt the economy, Sweden's gross domestic product has since doubled. Today, more than 30 countries have implemented a national carbon tax, including Argentina, Canada, Japan, Singapore, and Ukraine.

The US needs to take a stand. This country doesn't need dirty fossil fuels. We need only look at other countries to make a difference and slow down weather related events that not only take precious lives, but damage our economy.



RE-ENERGIZE YOUR CAMPAIGN WITH CAREFUL AND CREATIVE PLANNING

BY: THERESE VICK



"Never ever be afraid to make some noise and get in good trouble, necessary trouble." - John Lewis

John Lewis was a prominent American civil rights leader, politician, and author. He played a pivotal role in the American Civil Rights Movement of the 1950s and 1960s. He said many important things, but this quote stands out.

What is "good trouble"? Essentially, "good trouble" is about using peaceful methods to advocate for a cause and make a difference. It is a call to action that encourages individuals to be courageous, stand up for what they believe in, and be willing to face challenges for a just and equitable future. In our strategic planning for the issues we are facing, it is important to consider actions that are creative, peaceful, and surprising that can move us toward our goals. As BREDL founder Janet Marsh always said, "hit 'em where they ain't."

A friend gifted me with the book "Beautiful Trouble." Beautiful Trouble is a groundbreaking book that is a practical guide to creative activism. It was compiled by Andrew Boyd from numerous sources and contributors. From advanced leafleting, to flashmobs to occupation, the book describes actions taken that were notable and successful. It lays out key principles, potential pitfalls, and planning tips. Keep in mind that when a group is planning an event, it is important to get buy-in from the members—whether they participate or not.

Here are a few of the case studies detailed in the book:

- Advanced leafleting: using interesting and creative ways to deliver leaflets.
- Banner hangs: Hanning large banners from overpasses, balconies, or other location
- Creative disruption: of speeches, meetings, etc.
- Guerilla projection: this is projecting specific messages on buildings/walls; on a corporate headquarters for example.

Not every action will be for all, in fact, some could run afoul of the law which should be carefully considered when putting a plan together. For example, you may decide to filibuster a meeting. Sometimes the meeting will be shut down, sometimes people will be removed, and sometimes they may be removed and arrested.

Keeping your campaign fresh and creative by making a strategic plan and using new and different tactics can help energize your members.

If you need help developing a strategic plan, or planning an action, contact BREDL at staff@bredl.org.

FOOD POLICY FOR BETTER FOOD SYSTEMS



Episode 64: This week's podcast episode is live with Erica Hall who is Executive Director and Board Chair at Florida Food Policy Council. Executive Committee Member of the Sierra Club, Florida Chapter. As well as a National Board of Director Member of the National Sierra Club.

The Florida Food Policy Council (FLFPC) works to address gaps and affect policy within the food system through integrity and collaboration for the benefit of all Floridians and the environment.

Food Policy Councils (FPCs) provide a unique forum for diverse stakeholders to come together and address common concerns regarding food policy including food systems, food security, farm policy, food regulations, health,

and nutrition. Stakeholders include people such as farmers, city and state officials, non-profit organizations, chefs, food distributors, food justice advocates, educators, health professionals, and concerned citizens.

With Erica, we talk about the intersections of her work, challenges in the food systems today, the importance of land, urban agriculture, and their impact in the community. Erica also mentions the Farm Bill, which urgently needs support.

Search for "In Our Backyard Podcast" on your podcast app or go to <https://anchor.fm/bredl>

VIRGINIA CTB RESCINDS I-73 APPROVAL

By: Ann Rogers



On September 17, the Virginia Commonwealth Transportation Board voted unanimously to rescind their May, 2001 approval of the I-73 corridor location. This vote is a victory for BREDL's chapter, Virginians for Appropriate Roads, which was formed in 1999 and worked actively to prevent construction of I-73 for over a decade.

In 1998, a number of local citizen groups began organizing against I-73 – groups such as Citizens Concerned about I-73 and Friends of Franklin County (both based in Franklin County), the I-73 Regional Impact Network and Virginia Action for Sustainable Transportation (both in Roanoke County), Blue Ridge Concerned Citizens (Botetourt County), and Gainsboro Neighborhood Alliance, Riverland Alert Neighbors, and National Network for No New Highways (all in City of Roanoke). These groups began communicating with local, state, and federal elected officials, learning about the process involved in approving I-73, investigating legal options, communicating with our neighbors, and taking first steps to develop a consensus about what we should be doing to stop I-73.

One of the major discoveries during this period was of a technique called access management (www.accessmanagement.info) being developed and promoted by Federal Highway Administration and Virginia Department of Transportation (VDOT) as an effective tool for improving the safety and traffic carrying capacity of older roads like U.S. 220 without having to build new highways to replace them. VAR was never able to get VDOT or FHWA to talk with us about putting access management on U.S. 220 as an alternative to building I-73 through our region's mountains, forests, and farmland.

In 1999 VAR became a chapter of Blue Ridge Environmental Defense League (BREDL), conferring 501(c)3 nonprofit status, so that all donations made to VAR would be fully tax deductible. The same year, I-73 was featured in *Road to Ruin*, a publication by Friends of the Earth and Taxpayers for Common sense, naming I-73 as one of the nation's 20 most destructive highway projects. VAR also began working with a nationally-recognized historic preservation attorney named Andrea Ferster, who provided guidance on the legal significance of historic resources in the path of I-73. Andrea coached us step by step, week by week, year by year, for over a decade, in how to have standing in the issues of National Environmental Policy Act (NEPA) and in her area of expertise, the National Historic Preservation Act. For the first eight years or so, Andrea did not charge us a dime. It was not until we actually



EARTH DAY TABLING : VAR members Jerryanne Bier (l) and Ann Rogers (r) at Earth Day festival at Hollins University in 2004.

Administration to court under NEPA that Andrea charged, and then it was a deeply discounted rate for the grassroots. In 2000, VAR fought for and won status as a Consulting Party, which gave us special rights in the federally-mandated identification of historic properties in the path of I-73. The same year, VAR hired a historic preservation consultant, Harry Reem, who began coordinating the efforts of local historians in the City of Roanoke and Roanoke and Franklin Counties to research local history and identify historic resources in the path of I-73 that VDOT's taxpayer-funded surveys did not find. Mr. Reem's surveying, mapping and analysis were summarized in several thick reports on the properties' potential eligibility for listing in the National Register of Historic Places, a designation that would trigger an added layer of federal protection for these buildings and neighborhoods. The effort to seek Consulting Party status and the hiring of Harry Reem were both pursued by VAR through the guidance, education, and support of our attorney, Andrea Ferster. In October, 2002, the Keeper of the National Register of Historic Places agreed with Harry Reem's assessment of the historic eligibility of an urban historic district, Southeast Roanoke, which was built during Roanoke's heyday as an industrial center and maintains much of the original housing and road patterns from its period of historic significance, the early 20th century.

In a 60-page report dated July, 2003, VDOT requested that the Keeper of the National Register reverse her October, 2002 decision regarding Southeast Roanoke's eligibility for inclusion in the National Register of Historic Places. VDOT's report argued

that a new, smaller historic district should replace the district that VAR identified through field surveys and research performed in 2002 by our historic preservation consultant, Harry Reem. VDOT's proposal to "shrink" the Southeast Roanoke district would allow room for I-73 to be built along the Roanoke River between Riverland and Old Southeast communities in downtown Roanoke.

In Sept. 2003, Harry Reem submitted a detailed report to the Keeper of the National Register defending the eligibility of the Southeast Historic District. Federal law prohibits use of land from historic sites for construction of federally-funded highways such as I-73, and VAR's identification of Southeast Roanoke as a historic district would force VDOT to reconsider their options for I-73's routing through the City of Roanoke. So the stakes were very high.

In 2004 VAR's historic preservation work paid off. The Southeast Roanoke Historic District identified by Harry Reem four years earlier was named eligible for listing in the National Register of Historic Places by the Keeper of the National Register. This historic designation forced FHWA to re-route I-73 to avoid Southeast Roanoke. The re-routing of I-73 onto the existing U.S. 220 corridor, combined with lack of funding for the project, undermined all momentum to build I-73.

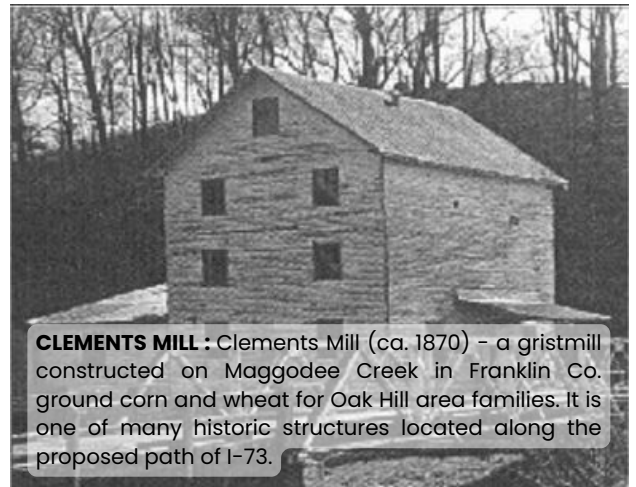
A similar effort to identify historic significance for the Old German Baptist ("Dunkard") dairy farming settlement in Franklin County fell through, however. The approved path for I-73 actually would have paved over the group's outdoor baptismal site on the banks of Little Ellie Creek, where they've been baptizing since 1965. FHWA refused to allow VAR's analysis of the historic significance of the German Baptist settlement, as prepared by Harry Reem, to be submitted to the Keeper of the National Register.

In February, 2006, The Franklin County Board of Supervisors voted unanimously in support of submitting a grant application to the Virginia Department of Transportation (VDOT) Rural Transportation Planning Grant program to obtain funding for a study of implementing access management on the county's portion of the U.S. 220 corridor and other highway corridors in the county. The board's action followed the county's receipt last November of 75 postcards sent by Franklin County residents requesting that the supervisors apply for the VDOT funds.

VAR had formally requested that the County seek the access management study at the board's December, 20, 2005 meeting, citing Franklin County's "obligation to be a good steward of the 220 corridor, which is an important regional and multi-state transportation facility that should be maintained so that it continues to provide a reasonable level of service for Franklin and neighboring counties, even in the event that I-73 is built."

In November, 2006, in response to the issuance of the Final Environmental Impact Statement (FEIS) for I-73, VAR provided comments of close to 400 pages which stated in precise detail what VAR considers omissions, errors, misstatements of fact and misleading information and arguments made in the FEIS. Comments focused on 13 major areas of concern which have been longstanding sources of contention with the I-73 project throughout its study history, including the impact on the Roanoke logperch (a federally listed endangered species), the threat to the German Baptist Oak Hill community, the failure to study a non-interstate option for building I-73, and the issues surrounding proposed Buck Mountain access to the Blue Ridge Parkway. In addition, comments addressed the manipulated public participation process, shortcomings of the economic impact analyses, the use of "Congressional intent" to prejudice the Purpose and Need, and the inadequacy of the project Re-Evaluation. Careful review of the Biological Assessment for the Roanoke logperch contained in FEIS Appendix E revealed substantive editing changes to the original research document, changes that support pre-determined outcomes regarding potential impacts on logperch populations in favor of the Approved Location Corridor. Also noted was VDOT's failure to consider new assessment tools for evaluating road impacts to aquatic habitats recommended by US Fish and Wildlife Service, a cooperating agency.

Among the most persistent deficiencies cited and discussed throughout VAR comments was VDOT's failure to study a U.S. 220 upgrade. Via ongoing communication with VDOT and FHWA, VAR consistently promoted an awareness of reasonable alternatives to building I-73 as an interstate freeway on new alignment, specifically a principal arterial design that would include access management features. VDOT and FHWA contended and stated in the FEIS that such a design concept actually mimics an interstate freeway design option (Option 3) and so does not merit further study. VAR comments include extensive review of communication and report information, as well as VDOT design standards, which clearly contradict the FEIS conclusion.



CLEMENTS MILL : Clements Mill (ca. 1870) - a gristmill constructed on Maggodee Creek in Franklin Co. ground corn and wheat for Oak Hill area families. It is one of many historic structures located along the proposed path of I-73.

In 2007, FHWA issued a Record of Decision (ROD) for I-73. The issuance of a ROD is FHWA's statement that all the requirements have been met for environmental review for I-73 as stipulated in NEPA, Clean Water Act, Endangered Species Act, Section 106 of the National Historic Preservation Act, and Section 4(f) of the U.S. Department of Transportation Act. The ROD was FHWA's way of saying that I-73 had met numerous legal hurdles and was eligible to receive federal funds for engineering studies, right-of-way acquisition, and construction.

VAR sued in 2007 in the Western District of Virginia on the basis of FHWA's failure to consider the reasonable alternative of upgrading the existing highway, U.S. 220, using access management techniques, and other subjects. We were unceremoniously shot down in the Western District courtroom by Judge James Turk. This was the anticipated outcome, i.e., no surprise whatsoever. We filed an appeal (in his decision, Judge Turk had actually cut and pasted an error of law from FHWA's legal document). In the course of our appeal, we were offered an out-of-court settlement. By that time – eight years after the peak of the public's interest and involvement in I-73 – VAR accepted the settlement, which gives VAR standing to sue again if FHWA ever produces a Supplemental Environmental Impact Statement for the I-73 project.



In 2008 VAR, working with Citizens Concerned about I-73, successfully sought Franklin County's approval to develop the Franklin County Access Management Guidebook with a grant from VDOT. This guidebook would prepare the county for the new paradigm that was about to descend upon local governments throughout Virginia with the General Assembly's creation of new regulations requiring that access management be implemented on all primary and secondary roads statewide.

In 2020, BREDL's Executive Assistant, Mark Barker, composed a letter to the CTB. This letter, based on years of research of funding for I-73, asked the CTB to rescind plans to build I-73 in Virginia. BREDL obtained signatures on the letter from twenty I-73 activists, many of them active in the I-73 fight since the mid-1990s. The letter as submitted to the CTB documents in dramatic detail the long-term lack of funding to build I-73 in Virginia and the need to remove the project from the state's plans.

BREDL staff are planning a celebration event to which we will invite all the I-73 activists for whom we can find up-to-date contact information. Please let Ann Rogers know if you'd like to attend (email amelvin3@verizon.net).



Scan the QR code to view WDBJ News 7 coverage of CTB's I-73 decision.



BREDL HOLDS “PEOPLE’S HEARING” DURING DAQ PROCEEDING

By: Jason Torian



On August 1, 2024 North Carolina’s Division of Air Quality held a public hearing for Dominion Energy’s air permit application for the proposed Moriah Energy Center (MEC) in Person County, NC. The controversial MEC facility would initially be home to a 25 million liquified natural gas storage tank, with plans for a second 25 million gallon tank in the future.

When the hearing was announced in June, members of BREDL’s NoMEC chapter began to voice their displeasure with NCDEQ regarding the location of the hearing, which was two counties away from the location of the proposed facility. Numerous Person County residents and elected officials requested a change of venue, or an additional hearing, but those requests were ultimately denied. In response to NCDEQ’s denial, BREDL held an online “People’s Hearing” to coincide with the in-person hearing.

The in-person hearing at Vance–Granville Community College featured 39 speakers, 38 of whom asked DAQ to deny the permit. Speakers shared numerous concerns primarily focused on Dominion’s history of air quality violations and the need for onsite monitors.

Rev. Christopher Fair of Granville County, NC expressed concerns about safety and Dominion’s failure to notify nearby residents of their plans. “I live a thousand yards east of the Person County line, however, I don’t think that gas and pollutants honor county lines. Yet, we were not even warned about this. I had to have a fellow pastor tell me that this was happening 3 miles from my house.”

Fair, who holds a master’s degree in Weapons Systems Engineering said that he assessed the site as an equivalent to 54 tons of TNT. Said Fair, “I see no studies, no emergency response plans. I see a lot of estimates of pollutants, but nothing reliable. They have other plants, so why can’t they give us numbers from those? I had to go through a massive groundwater study just to put in an 800-foot gravel driveway in Granville County because they were worried about the groundwater. They’ve done nothing here.”

Jeff Hammerquist, who lives on property that sits directly adjacent to the site, said that he’s concerned about the future of his family’s farm and for his own health.

“I underwent open heart surgery for a genetic heart condition in October 2022 and I don’t have to call my cardiologist to know that I don’t need formaldehyde in my diet. The detrimental impacts of these hazardous air pollutants is well documented and agreed upon by scientists.” He went on, “If the Department of Environmental Quality does not care to say no to energy conglomerates taking from the environment for financial gain, then what exactly does this department exist to do?”

BREDL’s online hearing allowed 4 additional speakers to publicly voice their concerns to DAQ. BREDL Executive Director, Kathy Andrews questioned why the plant, which by Dominion’s own estimates will operate approximately 8 days per year, is being built in this location in the first place. “Why build a dangerous gas facility where people don’t want it? The only thing I can think of is greed. There is no desperate need for this plant.”



Image: Jason Torian

PERSONAL TESTIMONY: Person County resident Kris Clayton addresses DAQ staff during the August 1 air permitting hearing for the Moriah Energy Center.

Bob Brauer, who lives in Person County but could not attend the in-person hearing, also spoke during the online People's Hearing. He said, "Given the state of our climate situation, we really need to start to migrate away from fossil fuels. Unfortunately, the Moriah Energy Center is just another step towards continuing our dependency on fossil fuels, when we need to be moving away from that."

BREDL Strategic Advisor, Lou Zeller, spoke about the flawed permitting regulations employed by agencies such as DEQ. He said, "Air permit regulations contemplate so-called 'major sources' and 'minor sources' depending on the volume of pollution emitted. Synthetic minor permits are loopholes created to avoid certain regulatory requirements. The permit, as drafted, cannot and does not protect air quality as it is required under the law. It's like crossing your fingers when you make a promise." The majority of emissions at the facility would come from combustion sources including heaters, generators and flares. Dominion has applied for a synthetic minor permit, rather than the more stringent Title V permit, even though their own projections suggest that the facility will emit more than 65,000 tons of greenhouse gasses into the atmosphere each year. The facility would also allow tanker truck loading and unloading of liquid natural gas.

Residents of the communities surrounding the proposed site of the facility have been fighting the proposal since the project was publicly announced in late August, 2023. In February of this year, several residents living closest to the facility filed a lawsuit against the Person County Commissioners, opposing the rezoning of more than 450 acres of land from "rural conservation", to "general industrial". As of now, the rezoning remains paused due to this litigation. Even if the air permit application is approved, the company will not be able to build the facility until the zoning issue is resolved.

Video of BREDL's online hearing was submitted to the Division of Air Quality on August 2, as a part of the public comment process. At the time of printing, DAQ has yet to render a decision on the permit. For more information on NoMEC's fight against Dominion Energy, please visit www.NoMEC.org.



BREDL Grassroots Mini Grant Program

The BREDL Grassroots Mini Grant Program (GMGP) is a grant being offered by BREDL to its chapter organizations and other grassroots groups who need cash for the purpose of developing, expanding, enhancing, promoting, or otherwise improving their campaigns to protect the environment in the communities where they live. The GMGP will be offered in amounts ranging from \$500 to \$2,500.

For more details, please contact Kathy Andrews (843-698-9816, kandrews@bredl.org) or Ann Rogers (540-312-3104, amelvin3@verizon.net).

40

YEARS

**ANNIVERSARY
CELEBRATION**

1984 - 2024

The Blue Ridge Environmental Defense League
invites you to celebrate our 40th anniversary.
Support Eco-Justice efforts across the Southeast.
Enjoy a delicious dinner, entertainment,
and silent auction!

FRIDAY, NOVEMBER 15TH
5-8PM

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PURCHASE TICKETS AT <https://BREDL.org/40th-tickets>



HOW OUR ENVIRONMENT IMPACTS MENTAL HEALTH

By: Renee Cail



Extreme weather events like hurricanes and floods can cause psychological distress and trauma. Rising temperatures can lead to increased rates of anxiety, depression and suicide. Air pollution and infectious diseases, which can be exacerbated by climate change, have mental health impacts.

Three main types of environmental factors that affect mental health are: physical factors, such as pollution, weather conditions, and lack of green outdoor spaces, which also contributes to negative mental health issues.

Climate includes the general temperatures where you live, the amount of sunlight you get, and your exposure to natural disasters. Climate change is also connected with greater mental health issues. The rising temperatures are associated with higher rates of aggression and violent suicides. For instance, we see an increased frequency of disasters contributing to the development of depression, adjustment disorder, and post-traumatic stress disorder.

Environmental racism is an important environmental factor that affects the mental health of Black, Indigenous, and People of color, individuals and communities. Research shows increased rates of depression in more polluted areas. A 2019 review supports this, also indicating that long term exposure to air pollution can increase one's risk of anxiety while even short term exposure can increase suicide risk.

The study by Mitchell and Popham, as published in Lancet in 2008, found that income-related inequalities in health status were less marked among populations with greater exposure to greenspace. The findings suggest that, in the UK context at least, enhancements to the physical environment may reduce health inequalities. However, other than this work on greenspace, surprisingly little attention has been given to investigating whether aspects of the physical environment that are considered to be beneficial for health (e.g. sunlight) influence socioeconomic inequalities in health status.

As industrial development soars across the United States, it is imperative that more relevant research continue to show the correlation between the environment and the health of people subjected to continuous detrimental environmental factors such as ambient air pollutants and certain types of industrial facilities.

BREDL AIR MONITORING PROGRAM UPDATE

BY: CARE-4-AIR TEAM

EPA has approved the technical plan for our air monitoring trailer. Our Quality Assurance Project Plan (QAPP) was approved on August 28. However, we still have a couple more things to complete before we can deploy the air monitoring trailer.

Wilbur Technical Services (WTS) will provide a two-day training to BREDL staff on the trailer operations. WTS anticipates completing assembly of the trailer in early October. Once the trailer is complete, we will hold our training session. After the training, we will collocate our trailer with agency monitors to compare data.

The collocation will run from one to two weeks. After the collocation, BREDL will finally be able to deploy our trailer in our communities.

BREDL staff will provide basic training to chapter members at each site, dependent on each chapter's interest.

Our CARE-4-Air project will cost \$432,854. \$365,368, nearly 85% of the project funding, comes from an EPA Enhanced Air Quality Monitoring for Communities Grant. The remaining \$67,486 will be contributed by BREDL as part of our cost-share agreement with EPA. Our project is scheduled to conclude on April 30, 2027.



BREDL: WHO AND WHAT WE ARE

In March 1984, fifty citizens of Ashe and Watauga Counties met in the Mission House of Holy Trinity Church in Glendale Springs, North Carolina. Teachers and farmers, home-makers and merchants listened to the report of the Episcopal Church Women on the US Department of Energy's siting search for a high-level nuclear waste dump in the rain-rich east. Recognizing that the North Carolina mountains were a region at risk, the assembled group organized the Blue Ridge Environmental Defense League (BREDL) to protect their own backyard and those of other threatened communities.

Since then, the Blue Ridge Environmental Defense League has grown to be a regional community-based, nonprofit environmental organization. Our founding principles - earth stewardship, environmental democracy, social justice and community empowerment - still guide our work for social change. Our staff and volunteers put into practice the ideals of love of community and love of neighbor, which help us to serve the movement for environmental protection and progressive social change in Virginia, North Carolina, South Carolina, Georgia, Alabama and Tennessee.

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- Renee Cail, Community Organizer
- Jenn Galler, Community Organizer
- Jason Torian, Community Organizer
- Louis A. Zeller, Strategic Advisor

**Does your chapter have a story to share in the League Line?
Submit your article to bredl@bredl.org!**

View archived newsletters at www.theleagueonline.org

BREDL Credo

We believe in the practice of earth stewardship, not only by our league members, but by our government and the public as well. To foster stewardship, BREDL encourages government and citizen responsibility in conserving and protecting our natural resources. BREDL advocates grassroots involvement in order to empower whole communities in environmental issues. BREDL functions as a "watchdog" of the environment, monitoring issues and holding government officials accountable for their actions. BREDL networks with citizen groups and agencies, collecting and disseminating accurate, timely information. BREDL sets standards for environmental quality, and awards individuals and agencies who uphold these standards in practice

Grassroots Campaigns

Nothing creates hopefulness out of helplessness like a successful grassroots campaign -and our chapters have a history of winning. For over three decades Blue Ridge Environmental Defense League chapters have protected their communities by stopping dangerous facilities and promoting safe alternatives. In the 1980's and 1990's, BREDL prevented a multi-state ThermalKEM hazardous waste incinerator, a southeastern nuclear waste dump and a national nuclear waste dump. In the 2000's, our coordinated grassroots citizens' campaigns have had further victories. We won a legislative victory with the passage of the NC Solid Waste Act, effectively blocking at least four multi-state mega-dumps. Our Person County chapter convinced their Board of Commissioners to reject expansion of the Republic Services landfill. Our Cascade, Virginia, chapter shut down a huge hazardous waste incinerator. We eliminated mercury waste from the Stericycle incinerator, shut down a tire incinerator in Martinsville, won the landmark environmental justice court decision in Greene County, North Carolina. Further, with our chapters we have protected air quality by blocking scores of asphalt plants, four medical waste incinerators, a PVC plant and a lead smelter, and passage by local governments of eight polluting industries ordinances. Our work on nuclear power and coal plants laid the groundwork for our new Safe Energy Campaign. Victories over twenty-four mega-dumps have resulted in our affirmative Zero Waste Campaign. Guided by the principles of earth stewardship and environmental justice, we have learned that empowering whole communities with effective grassroots campaigns is the most effective strategy for lasting change.

BREDL
c/o Virginia Staton, CPA
PO Box 2168
Boone, NC 28607

Annual Membership is only \$20

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Membership Amount: \$ _____
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**Janet Marsh Zeller
Honorary Fund**

The BREDL Board of Directors established this fund to honor the work of Janet



Marsh Zeller, who founded the Blue Ridge Environmental Defense League and served as its executive director for over two decades.

The honorary fund supports BREDL's endowment and our long-term ability to serve communities. Individual gifts are accepted throughout the year. All donations to BREDL are tax deductible. Contributions to the fund will benefit the organization and honor the woman who gave so much to make our world better, one community at a time.