

**REBUTTAL COMMENTS OF RICHARD FECTEAU ON BEHALF OF FRIENDS  
OF THE BOUNDARY MOUNTAINS**

**BEFORE THE LAND USE REGULATION COMMISSION  
IN THE MATTER OF THE TRANSCANADA APPLICATION FOR  
DEVELOPMENT PERMIT 4860**

I wish to submit the following rebuttal to the post hearing testimony of Trans Canada's Terry Bennett on behalf of the Friends of the Boundary Mts.

I was one of the speakers who raised questions about tangible benefits and Trans Canada applying for special Tax Increment Financing treatment after the Kibby project was permitted.

Bennett asserts that Trans Canada was justified in applying for the TIF due to the time required for LURC to hold public hearings and consider testimony prior to issuing a permit to rezone Kibby Mt. for the Trans Canada development.

I would suggest that Trans Canada failed to consider permitting time into their original cost estimates as part of the development process. This failure was not the fault of LURC or the taxpayers of Maine but Bennett seems to suggest that Trans Canada's expenses beyond their original inaccurate estimates should be shared by the taxpayers of Maine.

Bennett and Trans Canada have offered no certified accounting of the costs of the Kibby development. It is impossible to quantify the issues Bennett is trying to assert without accurate numbers. I think Bennett's rebuttal testimony should not be taken seriously unless Trans Canada supplies LURC with certifiable data.

Bennett also asserts that the TIF was mutually beneficial to Trans Canada and the taxpayers of Maine but again with no hard data to back up his claims. He vaguely offers that the residents of Franklin County will benefit from the TIF payments to the County. The TIF application listed one of the major uses of the TIF funds in Franklin County as "scenic highway information improvements; such as roadside signs". How is such a waste of taxpayer money supposed to improve the lives of Franklin County residents?

The Trans Canada Corp. naturally seeks to maximize its profits but Trans Canada cannot expect LURC or the taxpayers of Maine to subsidize their development of the mountains of Maine.

The Commission also heard testimony that Trans Canada was not able to deliver electricity last winter and that there is serious doubt that there is a market for Trans Canada's windpower in the future. To my knowledge Trans Canada has not offered the Commission any convincing explanation or rebuttal to these issues relating to tangible benefits.

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May 31, 2010