THE STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION

APPLICATION FOR SITE LOCATION OF DEVELOPMENT ACT PERMIT
AND NATURAL RESOURCES PROTECTION ACT PERMIT
FOR THE NEW ENGLAND CLEAN ENERGY CONNECT
FROM QUÉBEC-MAINE BORDER TO LEWISTON
AND RELATED NETWORK UPGRADES

PRE-FILED DIRECT TESTIMONY OF

GREG CARUSO

FEBRUARY 28, 2019
TESTIMONY OF GREG CARUSO

Please state your name and address.

My name is Greg Caruso. My address is 81 West Shore Rd, Caratunk, Maine 04925.

What is the name of your organization and business address?

Maine Guide Service, LLC, PO Box 81, Caratunk, Maine 04925.

What occupations have you had in the Caratunk area?

For the past 26 years, I have worked as a Maine guide in the outdoor industry, and twenty-four of those years as a whitewater guide, Master Maine Guide and year-round manager in charge of hiring, training, staffing, and scheduling for one of the largest outfitters in New England. Working as a hunting, ATV and snowmobile guide, I have brought hundreds of guests up to Johnson and Coburn mountains. As a whitewater and fishing guide, I have brought thousands of guests through the Kennebec River gorge. In addition to that, I have logged thousands of hours as a snowmobile groomer operator and have groomed every trail from the Forks to Grand Falls, to Bald Mountain, to Parlin Pond, Greenville, Rockwood and Bingham. I also work as a contractor for the ATC on the Appalachian Trail, ferrying over 6000 hikers the last 3 years. I hope that you would consider me an expert in my field.

Why did you choose to intervene in these proceedings?

One thing that all of these years have revealed to me, is that people come to Maine to get away from the modern industrial world, to escape if only for a few hours or days from the super highways of traffic, the madness of work and schedules, tall steel and concrete structures, and never-ending noise and bright lights. Where else can you
travel only a few hours to get complete solitude, and peace from those things? In all
of my interactions with the thousands upon thousands of guests, the comments
remain the same, “Wow! This is amazing!” or “Such a beautiful place!” or “It’s so
quiet here!” or “This is unspoiled wilderness!” or “Such an incredible getaway!”
There has never been anyone that said, “Looks like great place for a power line!” or
“These ridges should have some wind towers!” or “I’d like to see some blinking red
light at night over that mountain!” or “We need some red balls hanging over this
awesome gorge!”
Our most critical assets in this region for tourism are our mountains and waterways.
This is hallowed ground. It’s absolutely critical that we keep these places intact,
particularly in those remote towns or villages that rely on it for their livelihoods.
Is there a public need for this project? I am here to give a resounding NO to that
question. To answer anything other than that ignores all of the facts surrounding this
project. Maine does NOT need this and neither does Massachusetts. They have
plenty of their own natural resources they could exploit, but they chose not to. In
addition, Vermont has a ready and waiting, permitted corridor, underground and
under water, from Canada to Massachusetts.
There is no price that we can put on Maine’s most critical natural resources, which
give us our livelihoods and quality of place. How can we say to our guests “This is a
wild and scenic stretch of river...but ignore this part here.”? or “This is a national
scenic byway...umm, but not over here.” Or - “Let’s ride to top of Coburn Mountain
for a view of some amazing mountains and lakes... but don’t look when you get to
the top.” I guarantee the guests comments will be “Hey, what’s that about down
there?”, or “Too bad they had to put that there!” or “What’s up with that power line?” Nobody can know for certain what the long term negative economic impacts would be, but I can tell you that this would be at least many nails in the coffin to our tourism industry. Our large working forest has been almost worked to death, and if you add giant transmission line to fragment that forest even more, or add a bunch of grid scale wind farms to that, our way of life as a tourist attraction will be buried in the ground. Our brook trout habitat will be lost, our deer yards shrunk away to nothing, and our view shed destroyed.

We simply cannot in good conscience sacrifice these things for a few short-term jobs, or money for a bike trail (like we need more trails up here). Every waterbody in this state, belongs to the people of this state, and the view shed in this state, belongs to everyone.

Common sense needs to prevail here. We don’t need this! Remember that this is vacationland! The way life should be.

CMP has not shown that there is no alternative. I would like to cite laws that are relevant in these proceedings:

Site Location of Development Law – 30 M.R.S. § 484. Applicable Licensing Criteria

30 M.R.S. § 484(3). No adverse effect on the natural environment.

CMP has not “made adequate provision for fitting the development harmoniously into the existing natural environment and that the development will not adversely affect existing uses, scenic character, air quality, water quality or other natural resources in the municipalities along the transmission line or in neighboring
municipalities.” CMP’s proposed project will likely have significant negative impacts on existing whitewater rafting, hiking, hunting and fishing activities on rivers remote ponds, lakes and on land, as well as on the scenic character of the Old Canada Scenic Byway and the Appalachian Trail.

These significant negative impacts on our natural environment correlate to our residents' way of life, livelihoods and the community's economic viability which is dependent on the lure of tourists to visit the very attributes which will be taken away.

30 M.R.S. § 484(3)(A).

The Department should consider the effect of noise from the construction and operation of the proposed transmission line. It is impossible for it to not disturb the wildlife and recreational users.

30 M.R.S. § 484(3)(H).

CMP’s proposed project may adversely impact significant vernal pool habitat.

CMP’s application indicates that there are at least 42 significant vernal pools and 23 potentially significant vernal pools wholly or partially located within the proposed action area. The herbicides CMP would use to keep the corridor clean would inevitably enter and pollute the vernal pools.

30 M.R.S. § 484(5). Ground Water.

CMP’s proposed project may “pose an unreasonable risk that a discharge to a significant ground water aquifer will occur.” CMP’s application indicates that “potential sources of groundwater contamination will include fuel and hydraulic and lubrication oils used in the operation and maintenance of vehicles, as well as the application of herbicides to control vegetation.” NECEC Site Location of
Development Application at 15-1.

Chapter 375: No Adverse Environmental Effect Standards of the Site Location of Development Act.

06-096 Ch. 375, § 3. No Unreasonable Alteration of Natural Drainage Ways.

CMP’s proposed project “will cause an unreasonable alteration of natural drainage ways” through improper drainage right-of-way and drainage that may result in adverse impact to adjacent parcels of land. CMP’s application indicates that their project will cross 115 streams, 263 wetlands, and impact 76.3 acres of mapped wetlands. This corridor is crossing some very significant terrain with heavy equipment. This terrain includes the areas I guide for fishing and hunting.

06-096 Ch. 375, § 6. No Unreasonable Adverse Effect on Surface Water Quality.

CMP’s proposed project could cause the pollution of surface waters through both point and non-point sources of pollution. CMP’s application indicates that their project will cross 115 streams, 263 wetlands, and impact 76.3 acres of mapped wetlands.

06-096 Ch. 375, § 9. Buffer Strips.

CMP’s proposed project will not adequately utilize natural buffer strips to protect water quality, wildlife habitat, and visual impacts from the proposed transmission line. At this time, it does not appear that CMP’s proposed buffers are sufficient to avoid these impacts.

06-096 Ch. 375, § 10. Control of Noise.

CMP’s proposed project will not adequately control excessive environmental noise from construction, operation, and maintenance of the proposed transmission line.
which could degrade the health and welfare of nearby neighbors. This is especially
ture for noise from the transmission lines themselves.
Specifically, during the long construction period, our fishing, hunting, rafting, hiking
trips will be invaded by the industrialized noise. Peace and quiet and the sounds of
nature are integral parts of the outdoor experience that people expect and are
attracted to.

06-096 Ch. 375, § 12. Preservation of Unusual Natural Areas.

CMP’s proposed project will harm numerous land and water areas that contain
natural features of unusual geological, botanical, zoological, ecological,
hydrological, other scientific, educational, scenic, or recreational significance.

CMP’s proposed project will impact at least 8 deer wintering areas (44.3 acres) and
12 inland waterfowl and wading bird habitats (22.7 acres). The project will cross and
degrade the scenically and recreationally significant Kennebec Gorge.

As for the proposed mitigation to IF&W for the deer, in my experience as a guide,
deer need large swaths of wood to survive the winter. Wintering areas cannot be
limited to a few small strips of wood along a powerline. In addition, these powerline
areas would be polluted with strong herbicides that these deer would be ingesting.

06-096 Ch. 375, § 14. No Unreasonable Effect on Scenic Character

And NRPA 38 M.R.S. § 480-D (1). Existing uses.

CMP’s proposed project will definitely and unreasonably interfere with existing
scenic, aesthetic, and recreational uses as indicated above.

CMP’s proposed project will have an unreasonable effect on the scenic character
along the proposed transmission line. For example, the line will cross the
Appalachian Trail, the Old Canada Scenic Byway, the Kennebec Gorge, and many other important scenic sites - most importantly Coburn and Johnson mountains and the critical snowmobiling and hunting areas. I have attached a visual rendering of the Coburn and Johnson Mountain area via Google Earth with the snowmobile trail system drawn (See Exhibit 1). As the successive pictures reveal, a large portion of the snowmobile trail system between Jackman and The Forks will be directly and severely impacted by this transmission corridor should permits be granted. The Coburn and Johnson mountain trail system is at the very heart of our small town economy. A permit in area would be the worst thing possible for our snowmobile tourism. It’s the “mecca” of snowmobiling in Maine.

Outdoor recreation hub - I have been grooming The Forks Area snowmobile trails since 1998. I’ve groomed, guided and ridden and hunted in and around the area of Johnson and Coburn Mountains for 20 years. I know the area and lay of the land intimately. I understand the location of the power line and also understand the importance of protecting the area of Coburn and Johnson mountains. That area in particular is a hub for outdoor recreation for all of our tourism activities. From snowmobiles to ATVs to hikers to animal watchers to sightseers, it is central to our whole area and our livelihoods.

4 trails collide with the corridor - There are four different trail systems that merge in the same location - at the Coburn Mountain parking lot. ITS 89 West comes from Eustis; the Coburn Connector comes off of ITS 87 from The Forks/Bingham; ITS 89 North comes from Jackman; and the north shoulder bypass from Lake Parlin also connects to ITS 87 bringing guests from Rockwood in the East. Anyone traveling
through this destination area will be inundated with powerline in every direction. It will be impossible for this corridor/line not to be in-your-face and obtrusive to your experience.

Impacting every trip - If you ask any snowmobiler that’s ever been up here, if they’ve been to Coburn Mountain, over 90% would say “yes”. It is the first choice in destination. A typical ride from The Forks would be ITS 86 along the Dead River to ITS 89 to Grand Falls, then from Grand Falls back on ITS 89 to Coburn Mountain over the north shoulder and to Parlin Pond. Then from Parlin Pond back to ITS 87 and down to The Forks. The Entire time, Johnson and Coburn Mountain are central to that trip. Scenic views of these mountains from far to near are key guiding stops along the way. If the powerline would be put into place, literally the poles and lines will be observable from every scenic viewpoint.

Scenic destination area. Usage and Impact.

In the last ten years, traffic in that area has exploded. It is one of the most popular destinations anywhere in the state. NECEC would be similar to running a powerline up and around Cadillac Mountain in Acadia. The value and character and area has been overlooked by the designers of this project and has purposely been ignored. No studies have been done to know the amount of traffic that goes through these routes during the winter. The Department and Commission should not even consider this until studies are done to determine facts related to usage and economic impact of this area.

Personal Financial Harm. No studies have been done to understand the economic impact that Coburn Mountain and the snowmobile trails have in our communities.
To shut down Coburn during construction, would force many of the local residents, like myself, to find work in another part of the state. The very presence of this powerline invading our snowmobile trail system is enough to ward off the visitors and regulars that I guide and know. It will change the landscape to the point of no return. This area will forever be raped of its uniqueness and allure and all that makes it a treasure. Powerline trails. In terms of the quality of snowmobile trails under transmission lines, I have had years of experience maintaining trails and grooming trails. They don’t hold the snow. They are hard on equipment because they are an unimproved surface. They are windswept and sun exposed. They are the first trails to be melted, and consequently closed. Nobody enjoys riding under a powerline but simply uses them as a means of egress. No surveys have been done, aside from Sandra Howard’s, to see if snowmobilers enjoy riding on powerlines. But in my experience, powerlines are simply used as a means of egress and are not the preferred trails to ride or maintain.

Lights. Designers failed to take into consideration that any towers that are high enough to require blinking red lights to aerial visibility are creating light pollution to the very people who come up to our area to get away from it. These lights would be a desecration of the view shed and outdoor experience.

06-096 Ch. 375, § 15. Protection of Wildlife and Fisheries.

CMP’s proposed project does not adequately protect wildlife and fisheries. CMP’s proposed project does not contain buffer strips of sufficient area to provide wildlife with travel corridors between areas of available habitat, will adversely affect wildlife
and fisheries lifecycles, and will result in unreasonable disturbance of deer wintering areas, significant vernal pools, waterfowl and wading bird habitat, and species declared threatened or endangered.

Natural Resources Protection Act – 38 M.R.S. § 480-D. Applicable Licensing Criteria. 8 M.R.S. § 480-D (3). Harm to habitats; fisheries.

CMP’s proposed project may unreasonably harm significant wildlife habitat, freshwater wetland plant habitat, threatened or endangered plant habitat, aquatic or adjacent upland habitat, travel corridor, and aquatic life. CMP’s proposed mitigation may diminish the overall value of significant wildlife habitat and species utilization of the habitat in the vicinity of the proposed transmission line.

38 M.R.S. § 480-D (8). Outstanding river segments.

CMP has not demonstrated that no reasonable alternative to crossing outstanding river segments, such as the Kennebec Gorge, exists which would have less adverse effect upon the natural and recreational features of the river segment. Although CMP doesn’t consider this section of the crossing as "particularly unique or wild", citing "... the Preferred Alternative location, which as described above is not particularly unique or wild, would not adversely affect existing uses of the Kennebec River."

This section is where I stop with my fishing guests for lunch. It is just above Cold Stream, a major tributary and significant spawning waterway. It is hard to believe that this much disruption and heat will not interfere with the fisheries’ viability.

Chapter 310: WETLANDS AND WATER BODIES PROTECTION

06-096 Ch. 310, § 5. General Standards.

CMP has not adequately minimized the amount of wetland to be altered. I believe that CMP’s proposal may result in an unreasonable impact because the project will
cause a loss in wetland area, functions, and values, and CMP has not demonstrated that there is not a practicable alternative to the proposed project that would be less damaging to the environment.

Chapter 315: Assessing and Mitigating Impacts to Existing Scenic and Aesthetic Uses 06-096 Ch. 315.

CMP’s proposed project is likely to unreasonably interfere with existing scenic and aesthetic uses, and thereby diminish the public enjoyment and appreciation of the qualities of a scenic resource, and that any potential impacts have not been adequately minimized.

Chapter 335: Significant Wildlife Habitat

06-096 Ch. 335, § 3(A). Avoidance.

CMP’s proposed project will have an unreasonable impact because it is will degrade significant wildlife habitat, disturb wildlife, and affect the continued use of significant wildlife habitat by wildlife. CMP has not demonstrated that there is not a practicable alternative to the project that would be less damaging to the environment. CMP has indicated that the placement of the corridor is based on land CMP owns. This is not avoidance.

06-096 Ch. 335, § 3(B). Minimal alteration.

CMP has not minimized the alteration of habitat and disturbance of wildlife.

06-096 Ch. 335, § 3(C). No Unreasonable impact.

One or more of the standards of the NRPA at 38 M.R.S. § 480-D will not be met and that therefore CMP’s project will have an unreasonable impact on protected natural resources and wildlife.