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

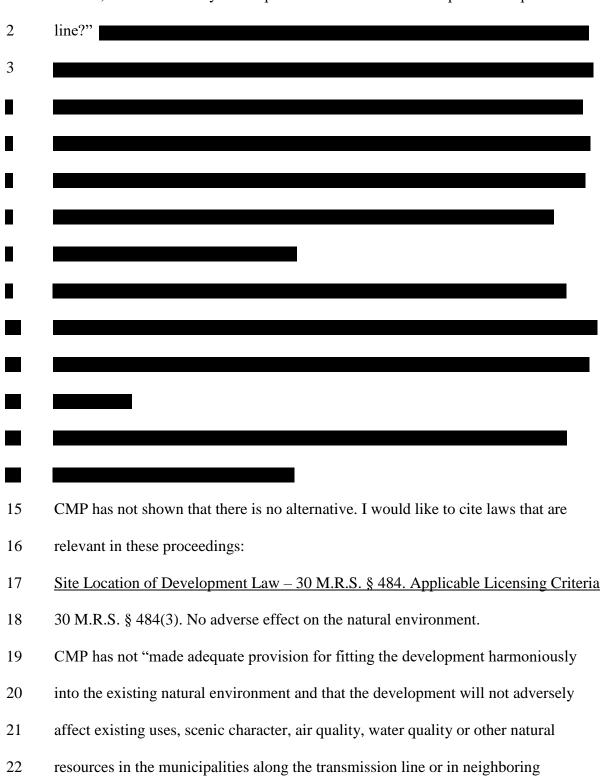
FEBRUARY 28, 2019

TESTIMONY OF GREG CARUSO

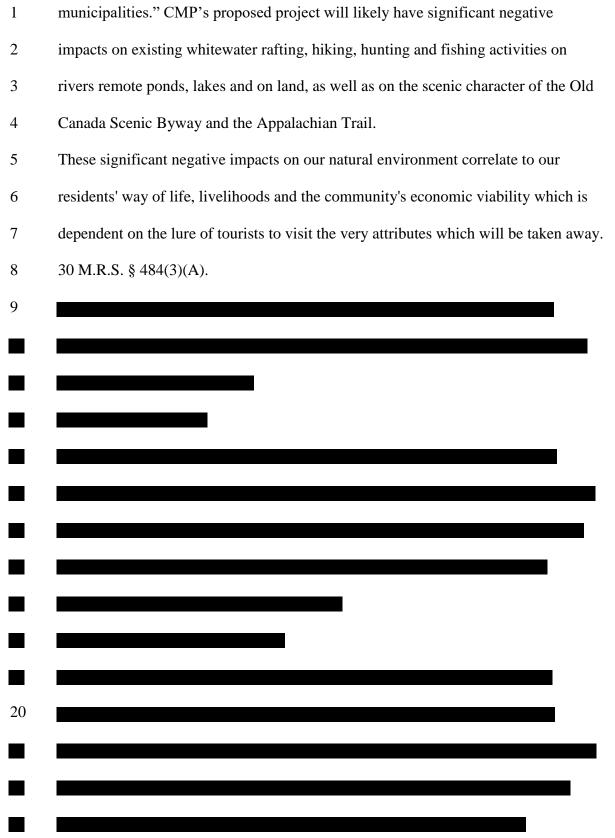
1	Please state your name and address.
2	My name is Greg Caruso. My address is 81 West Shore Rd, Caratunk, Maine 04925.
3	What is the name of your organization and business address?
4	Maine Guide Service, LLC, PO Box 81, Caratunk, Maine 04925.
5	What occupations have you had in the Caratunk area?
6	For the past 26 years, I have worked as a Maine guide in the outdoor industry, and
7	twenty-four of those years as a whitewater guide, Master Maine Guide and year-
8	round manager in charge of hiring, training, staffing, and scheduling for one of the
9	largest outfitters in New England. Working as a hunting, ATV and snowmobile
10	guide, I have brought hundreds of guests up to Johnson and Coburn mountains. As a
11	whitewater and fishing guide, I have brought thousands of guests through the
12	Kennebec River gorge. In addition to that, I have logged thousands of hours as a
13	snowmobile groomer operator and have groomed every trail from the Forks to Grand
14	Falls, to Bald Mountain, to Parlin Pond, Greenville, Rockwood and Bingham. I also
15	work as a contractor for the ATC on the Appalachian Trail, ferrying over 6000 hikers
16	the last 3 years. I hope that you would consider me an expert in my field.
17	Why did you choose to intervene in these proceedings?
18	One thing that all of these years have revealed to me, is that people come to Maine to
19	get away from the modern industrial world, to escape if only for a few hours or days
20	from the super highways of traffic, the madness of work and schedules, tall steel and
21	concrete structures, and never-ending noise and bright lights. Where else can you

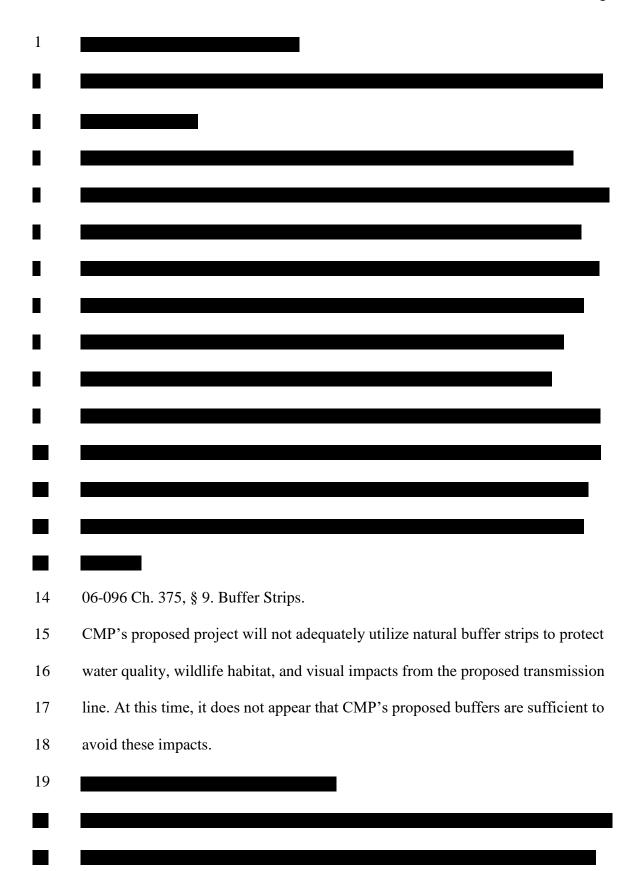
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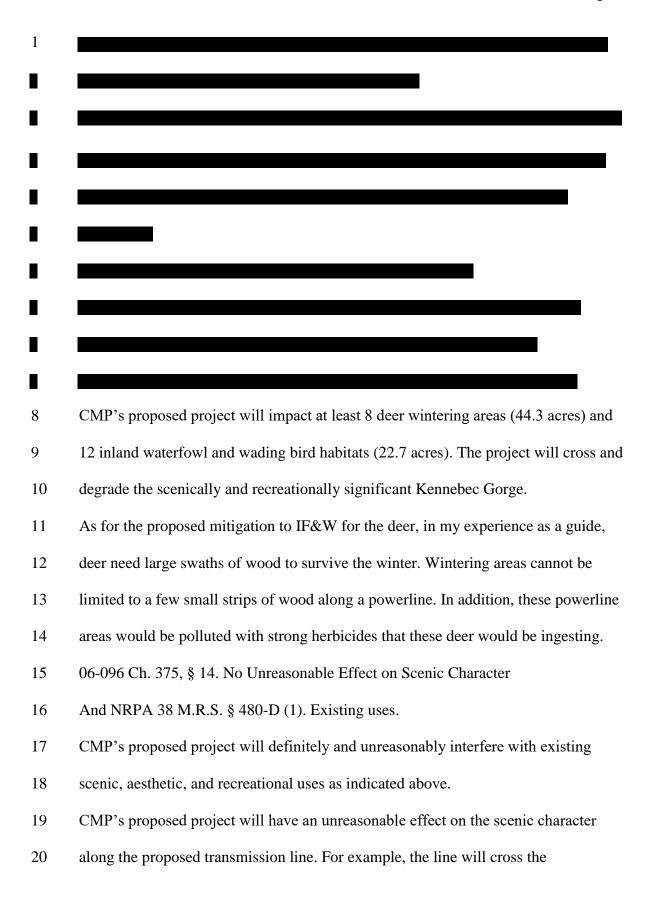
1	travel only a few hours to get complete solitude, and peace from those things? In all
2	of my interactions with the thousands upon thousands of guests, the comments
3	remain the same, "Wow! This is amazing!" or "Such a beautiful place!" or "It's so
4	quiet here!" or "This is unspoiled wilderness!" or "Such an incredible getaway!"
5	There has never been anyone that said, "Looks like great place for a power line!" or
6	"These ridges should have some wind towers!" or "I'd like to see some blinking red
7	light at night over that mountain!" or "We need some red balls hanging over this
8	awesome gorge!"
9	Our most critical assets in this region for tourism are our mountains and waterways.
10	This is hallowed ground. It's absolutely critical that we keep these places intact,
11	particularly in those remote towns or villages that rely on it for their livelihoods.
12	Is there a public need for this project? I am here to give a resounding NO to that
13	question. To answer anything other than that ignores all of the facts surrounding this
14	project. Maine does NOT need this and neither does Massachusetts. They have
15	plenty of their own natural resources they could exploit, but they chose not to. In
16	addition, Vermont has a ready and waiting, permitted corridor, underground and
17	under water, from Canada to Massachusetts.
18	There is no price that we can put on Maine's most critical natural resources, which
19	give us our livelihoods and quality of place. How can we say to our guests "This is a
20	wild and scenic stretch of riverbut ignore this part here."? or "This is a national
19	scenic bywayumm, but not over here." Or - "Let's ride to top of Coburn Mountain
20	for a view of some amazing mountains and lakes but don't look when you get to
21	the top." I guarantee the guests comments will be "Hey, what's that about down



1 there?", or "Too bad they had to put that there!" or "What's up with that power







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1	Appalachian Trail, the Old Canada Scenic Byway, the Kennebec Gorge, and many
2	other important scenic sites - most importantly Coburn and Johnson mountains and
3	the critical snowmobiling and hunting areas. I have attached a visual rendering of
4	the Coburn and Johnson Mountain area via Google Earth with the snowmobile trail
5	system drawn (See Exhibit 1). As the successive pictures reveal, a large portion of the
6	snowmobile trail system between Jackman and The Forks will be directly and severely
7	impacted by this transmission corridor should permits be granted. The Coburn and
8	Johnson mountain trail system is at the very heart of our small town economy. A permit
9	in area would be the worst thing possible for our snowmobile tourism. It's the "mecca"
10	of snowmobiling in Maine.
11	Outdoor recreation hub - I have been grooming The Forks Area snowmobile trails
12	since 1998. I've groomed, guided and ridden and hunted in and around the area of
13	Johnson and Coburn Mountains for 20 years. I know the area and lay of the land
14	intimately. I understand the location of the power line and also understand the
15	importance of protecting the area of Coburn and Johnson mountains. That area in
16	particular is a <u>hub</u> for outdoor recreation for all of our tourism activities. From
17	snowmobiles to ATVs to hikers to animal watchers to sightseers, it is central to our
18	whole area and our livelihoods.
19	4 trails collide with the corridor - There are four different trail systems that merge in
20	the same location - at the Coburn Mountain parking lot. ITS 89 West comes from
21	Eustis; the Coburn Connector comes off of ITS 87 from The Forks/Bingham; ITS 89
22	North comes from Jackman; and the north shoulder bypass from Lake Parlin also
23	connects to ITS 87 bringing guests from Rockwood in the East. Anyone traveling

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1	through this destination area will be inundated with powerline in every direction. It
2	will be impossible for this corridor/line not to be in-your-face and obtrusive to your
3	experience.
4	Impacting every trip - If you ask any snowmobiler that's ever been up here, if
5	they've been to Coburn Mountain, over 90% would say "yes". It is the first choice in
6	destination. A typical ride from The Forks would be ITS 86 along the Dead River to
7	ITS 89 to Grand Falls, then from Grand Falls back on ITS 89 to Coburn Mountain
8	over the north shoulder and to Parlin Pond. Then from Parlin Pond back to ITS 87
9	and down to The Forks. The Entire time, Johnson and Coburn Mountain are central
10	to that trip. Scenic views of these mountains from far to near are key guiding stops
11	along the way. If the powerline would be put into place, literally the poles and lines
12	will be observable from every scenic viewpoint.
13	Scenic destination area. Usage and Impact.
14	In the last ten years, traffic in that area has exploded. It is one of the most popular
15	destinations anywhere in the state. NECEC would be similar to running a powerline
16	up and around Cadillac Mountain in Acadia. The value and character and area has
17	been overlooked by the designers of this project and has purposely been ignored. No
18	studies have been done to know the amount of traffic that goes through these routes
19	during the winter. The Department and Commission should not even consider this
20	until studies are done to determine facts related to usage and economic impact of this
21	area.

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3	The very presence of this powerline invading our snowmobile trail system is enough
4	to ward off the visitors and regulars that I guide and know. It will change the
5	landscape to the point of no return. This area will forever be raped of its uniqueness
6	and allure and all that makes it a treasure.
7	Powerline trails. In terms of the quality of snowmobile trails under transmission
8	lines, I have had years of experience maintaining trails and grooming trails. They
9	don't hold the snow. They are hard on equipment because they are an unimproved
10	surface. They are windswept and sun exposed. They are the first trails to be melted,
11	and consequently closed. Nobody enjoys riding under a powerline but simply uses
12	them as a means of egress. No surveys have been done, aside from Sandra
13	Howard's, to see if snowmobilers enjoy riding on powerlines. But in my experience,
14	powerlines are simply used as a means of egress and are not the preferred trails to
15	ride or maintain.
16	Lights. Designers failed to take into consideration that any towers that are high
17	enough to require blinking red lights to aerial visibility are creating light pollution to
18	the very people who come up to our area to get away from it. These lights would be
19	a desecration of the view shed and outdoor experience.
20	06-096 Ch. 375, § 15. Protection of Wildlife and Fisheries.
21	CMP's proposed project does not adequately protect wildlife and fisheries. CMP's
22	proposed project does not contain buffer strips of sufficient area to provide wildlife
23	with travel corridors between areas of available habitat, will adversely affect wildlife

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1	and fisheries lifecycles, and will result in unreasonable disturbance of deer wintering
2	areas, significant vernal pools, waterfowl and wading bird habitat, and species
3	declared threatened or endangered.
4	Natural Resources Protection Act – 38 M.R.S. § 480-D. Applicable Licensing
5	Criteria. 8 M.R.S. § 480-D (3). Harm to habitats; fisheries.
6	CMP's proposed project may unreasonably harm significant wildlife habitat,
7	freshwater wetland plant habitat, threatened or endangered plant habitat, aquatic or
8	adjacent upland habitat, travel corridor, and aquatic life. CMP's proposed mitigation
9	may diminish the overall value of significant wildlife habitat and species utilization
10	of the habitat in the vicinity of the proposed transmission line.
11	38 M.R.S. § 480-D (8). Outstanding river segments.
12	CMP has not demonstrated that no reasonable alternative to crossing outstanding
13	river segments, such as the Kennebec Gorge, exists which would have less adverse
14	effect upon the natural and recreational features of the river segment. Although CMP
15	doesn't consider this section of the crossing as "particularly unique or wild", citing
16	" the Preferred Alternative location, which as described above is not particularly
17	unique or wild, would not adversely affect existing uses of the Kennebec River."
18	This section is where I stop with my fishing guests for lunch. It is just above Cold
19	Stream, a major tributary and significant spawning waterway. It is hard to believe
20	that this much disruption and heat will not interfere with the fisheries' viability.
21	Chapter 310: WETLANDS AND WATER BODIES PROTECTION
22	06-096 Ch. 310, § 5. General Standards.
23	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

1	cause a loss in wetland area, functions, and values, and CMP has not demonstrated
2	that there is not a practicable alternative to the proposed project that would be less
3	damaging to the environment.
4	Chapter 315: Assessing and Mitigating Impacts to Existing Scenic and Aesthetic
5	Uses 06-096 Ch. 315.
6	CMP's proposed project is likely to unreasonably interfere with existing scenic and
7	aesthetic uses, and thereby diminish the public enjoyment and appreciation of the
8	qualities of a scenic resource, and that any potential impacts have not been
9	adequately minimized.
10	Chapter 335: Significant Wildlife Habitat
11	06-096 Ch. 335, § 3(A). Avoidance.
12	CMP's proposed project will have an unreasonable impact because it is will degrade
13	significant wildlife habitat, disturb wildlife, and affect the continued use of
14	significant wildlife habitat by wildlife. CMP has not demonstrated that there is not a
15	practicable alternative to the project that would be less damaging to the environment.
16	CMP has indicated that the placement of the corridor is based on land CMP owns.
17	This is not avoidance.
18	06-096 Ch. 335, § 3(B). Minimal alteration.
19	CMP has not minimized the alteration of habitat and disturbance of wildlife.
20	06-096 Ch. 335, § 3(C). No Unreasonable impact.
21	One or more of the standards of the NRPA at 38 M.R.S. § 480-D will not be met and
22	that therefore CMP's project will have an unreasonable impact on protected natural
23	resources and wildlife.