



ECRWSS
POSTAL CUSTOMER

Map showing the approximate route through Charleston, Garland, and Dexter

UPDATE ON THE EAST-WEST CORRIDOR (EWC)

What it will be: a fenced-in, 220-mile long, 500 foot wide, privately owned, four lane toll highway that may have pipelines and power lines. It will connect maritime Canada with Quebec by running straight across northern Maine. It is being promoted by the Cianbro Corporation as a 'transportation, communications, and utility corridor' (utilities usually include electricity, gas, and water).

Where it will go, locally: crossing Route 15 just north of the Bacon Road in Charleston (with an interchange); then between the Campbell and Center Roads in Garland; then between the Pleasant Ridge Road and Main Stream in northern Dexter.

Darryl Brown, Cianbro's project manager, is holding question and answer sessions around the area by himself. **We urge you to ask him about the following concerns:**

1. **Since this will be a privately owned road,** communities have no direct say over whether or not it can be built, to what uses it can be put, or accessibility. Once properties are purchased, construction could start as soon as state and federal permits are obtained.
2. **Where will the financing come from?** Cianbro's 2008 feasibility study said tolls will probably not produce enough revenue to pay for the EWC. Thus, other revenue sources will be needed.
3. **Who will benefit from and own the Corridor?** Out-of-state or multinational corporations will be the likely owners, due to the huge cost (over \$2 billion). They will probably charge fees to transport tar sands oil, fracked natural gas, and wind generated electricity, or do it themselves. Tar sands oil companies would probably be glad to pay even high fees, as a pipeline on private property would avoid all the fighting we are seeing over much of the country and even here in Maine. Fees may also be generated by transporting Maine groundwater, minerals, and lumber to the coast, for export, and out-of-state waste companies starting new landfills. Cianbro will likely get to build the \$170 million worth of bridges and overpasses, as well as pipelines.

4. **Eminent domain:** Cianbro insists they will not use eminent domain, but a 'utility' can use it. See: <http://www.mainelegislature.org/legis/statutes/search.asp>, click on "Maine Revised Statutes...", then type "eminent AND domain" in the text box. The top two cited laws, in their first paragraphs, state that eminent domain may be used by utilities like power and gas companies. This is from one of them: "Transmission and distribution utilities have eminent domain... Subject to approval by the commission under subsection 4, a transmission and distribution utility may take and hold by right of eminent domain lands and easements necessary for the proper location of its transmission lines...". Senator Thomas's constitutional amendment does not address this use of eminent domain.
5. **Jobs:** The short-term construction jobs are not being guaranteed to local residents. Long term jobs are being promised as 'if you build it, they will come'. Similar promises were made to small towns like Howland, when I95 was built.
6. **Effects on local businesses:** This project will likely shrink the retail, recreational, and tourism businesses that many here currently depend upon, partly by traffic being diverted from secondary roads. Toll fees may take up most or all of the mileage savings in transporting locally produced products. The negative impact on the natural character of our outdoors and associated large scale resource extraction activities, like mining, will likely hurt tourism and recreation businesses.
7. **Effects on local residents:**
Properties would be divided, interfering with local travel and recreation. Given the tolls and a total of only 6 planned interchanges, there may be little to no travel benefit. There would be new air, light, and noise pollution, including (for those nearest the EWC) more deaths from heart attack and stroke and more asthma in children. There would be a decline in property values. We would have to deal with out-of-state or foreign owners, over whom we would have little influence.
8. **Other risks:** If the EWC becomes unprofitable, the owners may declare bankruptcy, transferring all debt and costs of care onto the state taxpayer. This has happened in other states with private highways: <http://www.uspirg.org/reports/usp/private-roads-public-costs> (click open the report and see page 20.) Tar sands oil spill: After 2 years and almost \$1 billion of clean-up, a spill area in Michigan is still considered unsafe for human use. See: <http://insideclimatenews.org/news/20121011/epa-dilbit-enbridge-6b-pipeline-kalamazoo-river-cleanup-tar-sands-oil-sands-keystone-xl-landowners-environment>

What you can do: Contact your legislators: representatives at 287-1440, senators at 287-1505. Contact your selectmen and county commissioner (Tom Davis, 942-8535). Let them know how you feel. Write your local papers. Pass a moratorium in your town, as Monson has done and others are doing. Put up a "No EWC" road sign (call 356-8317). Come to a free informational meeting led by Chris Buchanan, spokesperson for the coalition of local groups opposing the EWC, at 1 pm, 2 March, at the Dexter Ridgeview School on Fern Road (Cianbro has declined to participate). FMI: 356-8317; stopthecorridor.com; defendingwater.net/maine.