

Data Submitted (UTC 11): 7/21/2017 6:00:00 AM

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Comments: July 19, 2017

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RE: Stibnite Gold EIS Scoping Comment

The Midas proposal is for an enormous and very complex open pit mining project, planned for an extended 20-year time frame, though an environmentally sensitive area, and in our back yard. Consequently, I have some concerns I would like to voice and ask that these issues are addressed or mitigated with the final project.

The prior mining activity left behind problems, resulting in a Superfund site and \$13 million tax-payer dollars already spent on cleanup, with many problems remaining. The promise of Midas Gold cleaning up this existing problem site is enticing. However, I am concerned that this much larger & longer mining project will create additional and expanded environmental concerns as well as quality of life issues directly impacting local inhabitants.

1) Traffic & Water Quality: The constricted canyon between Landmark Summit and Warm Lake is steep, narrow, and filled with switchbacks. It runs alongside Warm Lake Creek, crossing over the tributary to Warm Lake at numerous points. This road is precarious and threatening even in ideal circumstances. If what we have heard verbally from Midas on more than one occasion is correct, there will be 136 (on average) one-way large truck trips planned daily on this route, even in snowy and icy conditions and they will be carrying tons of toxic chemicals and contaminated ore. That equates to just under a million trips during the life of the project. Our concern, with a million trips, is the inevitable spill caused by accident, slide, or overturning. This canyon feeds 90% of the water for Warm Lake. A spill anywhere along the road will funnel and find it's way into Warm Lake Creek, then into Warm Lake itself.

As you know, even small amounts of arsenic, antimony, or fuel could devastate the lake for decades. The lake is itself a tributary for the South Fork of the Salmon River, spawning grounds for threatened Salmon. We would like

to see sufficient information to assess the risk at that section of the road. Midas has proposed shifting their course in other sections of their route to mitigate concerns, however this section of the road is actually the most hazardous and disastrous, yet we do not see in the plan any assessment of the proposed traffic impact that adequately discloses the risk posed, nor any plan to mitigate the hazard on this section of the road down the canyon. Given the volume of traffic, accidents and spills in this area are inevitable. We request more robust plans in place for containment of spills or accidents here, and continuous monitoring of the stream and tributary feeding into Warm Lake, similar to the monitoring proposed in other areas. We also request an immediate shutdown plan in the event of any reported or detected spill, due to transport through that canyon, until demonstrated that the accident has been remediated, and a viable mitigation or counter measure is in place to prevent any further incident.

2) Quality of Life: The primary recognized asset at Warm Lake is the pristine quality of the Lake Area. This proposal immediately impacts this asset and the value of our property and investments as cabin owners. It introduces noise pollution, reducing the enjoyment of quiet and solitude, a major reason we inhabit in this area. It threatens our safety and very lives, as we will be co-mingling with the heavy truck traffic between Warm Lake and Cascade. (We've requested multiple pullouts along Warm Lake Highway for traffic to pass safely). It menaces the security of our cabins when they are uninhabited. What plans are in place to mitigate or compensate Warm Lake Cabin Owners for these impacts?

3) Reclamation: Many mining projects historically have promised reclamation at their conclusion, only to cut and run, once the profits dry up, leaving the cleanup burden on taxpayers. Bonding for projects are notorious for being seriously underestimated. I am concerned this area could be left in a worse state than in the past, potentially leaching chemicals into groundwater or overflowing into streams. Sometimes this ongoing contamination continues years after the closing of a mine. To mitigate this potential, we believe that bonding for a worst-case long-term scenario is appropriate. It would also encourage best-case environmental stewardship by Midas, while protecting those of us left behind dealing with the aftermath.

4) Overall Scope: This project is enormous and lengthy. Any reduction in scope equates to a similar reduction in risk. We would like to see a reduction in the timeline (isn't ten-years more than an adequate compromise?) A reduction in the impact of truck traffic (limiting trucks to Mon-Fri would dramatically reduce the conflict with normal cabin and camper traffic along Warm Lake Highway, as well as reduce noise during periods of greatest Lake use). A winter shutdown would reduce some of the hazard from Landmark Summit to Warm Lake.

Ultimately, if the threat introduced cannot be sufficiently mitigated, it must be prevented.

Respectfully,

Kathryn Drake