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Comments: On behalf of the Cascade Rural Fire Protection District (CRFPD)} I am commenting on the DEIS for the Stibnite Gold Project. We have had few conversations with Midas Gold representatives over the last several years with Anne Labelle and Belinda Provancher. These conversations were brief and the main intent of them was to keep CRFPD updated on the status of the Stibnite Gold Project.

This is an exceptionally large project, there is a lot of information to digest and understand in the DEIS for the Stibnite Gold Project. My comments are going to focus on the geographic location of Stibnite in relation to CRFPD's boundary. Cascade Rural Fire Protection District provides Fire/Rescue and EMS services to the southern half of Valley County. The EMS district boundary that CRFPD contracts service with Valley County is 1300 square miles. The EMS district starts at Mile Marker 84.5, Boise County/Valley County line, on Highway 55 and goes north to Mile Marker 125 on Highway 55. The western boundary is the Adams County/Valley County line on top of West Mountain and the eastern boundary is the Middle Fork of the Salmon River. The Stibnite Gold Project lies well within our EMS District and would require cooperation with CRFPD to transport patients off the Stibnite mine site. The main answer we have received from Midas Gold regarding transporting patient from the mine to an appropriate Hospital is they will call a helicopter and have them flown out. This is a viable option when weather allows it, however helicopters are not always available and weather during all seasons can ground them. The other option is to transport them by a ground ambulance. This option will be provided by CRFPD or an agency contracting with Midas Gold. This will have to be communicated to CRFPD and an agreement in place to have this as an option within CRFPD's EMS district.

Alternative 2 provided Table 2.4-3 Alternative 2 Projected Operations Supply and Haulage Traffic. This table provides the Annual Average Daily Traffic (AADT) for Heavy Vehicles and Light Vehicles that will travel the roads to and from Stibnite. This table shows an AADT total of 50 per day and 9,181 total number of trips per year including the additional trips to supply chemical to the Centralized WTP that were not reflected in Table 2.4-3. The annual heavy vehicle traffic is projected to be 5,985 with 33 AADT. This amount of heavy vehicle traffic is concerning to CRFPD since we are equipped to provide vehicle extrication on light vehicles. CRFPD's Motor Vehicle Extrication tools are not designed to stabilize or extricate patients from heavy vehicles nor do we have the proper training to provide this service.

In order for CRFPD to be able to provide this service we would need Heavy Duty Extrication and Stabilization Equipment and the proper training to operate them. CRFPD is also concerned with the amount of fuel and hazardous materials that is proposed to be hauled to the Stibnite Gold Project. Currently CRFPD does not have the necessary equipment in the event of an accident hauling these materials. CRFPD would also need additional equipment and training to mitigate a hazardous materials incident.

The remote nature where the Stibnite Gold Project is located along with weather and mountain road factors will require careful and thoughtful consideration in selecting the option that best meets all of our needs. There is no way CRFPD could provide the service level required for this project without mitigation funding.