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Organization:

Title:

Comments: I have owned property in Yellow Pine for 43 years and lived there, full time, for the past 32 years. I have explored the Stibnite claims and mining operations from the 1969 legacy damage, 1996 last active mine use, restoration attempts, and the Midas Gold preparations for the Stibnite Gold Project. I have seen the damage, the improvements, and the various companies and government agencies involved.

I support Alternate 2 because it covers most of my concerns. I feel that if the governmental agencies do proper supervision the project will be successful and complete restoration is possible.

I firmly support the power line plan as proposed in ES 7.2, Alt. 2. I served on the Idaho Power Co. collaborative that addressed the need for a substation on Johnson Creek and upgrades to provide the power for the site. This portion of the project also provides improved electric service to the private properties in the area after the project has closed.

Alt. 2, p. 1.16, proposed off-site property in Scott Valley reduces vehicle travel on Johnson Creek Road and the Warm Lake Road so I support that plan. Previous mining companies at Stibnite also used busses from Yellow Pine to Stibnite to reduce the number of personal vehicles. Midas's "no alcohol" policy will also make the travel safer.

The Burntlog Road travel route is preferable over the Johnson Creek Road. The route is away from fish spawning areas and sedimentation problems. The restoration of the route is included in Alt. 2. Use of Johnson Creek road will increase and the communities along that route have seen that during the past operations. Midas Gold has already shown their cooperation with Valley County, as did previous mining companies.

Access to Thunder Mountain, through Stibnite, is my major concern. P.2, 92 ; 2.4.4.2

Midas Gold met with representatives of Yellow Pine and those meetings resulted in analysis of alternative routes around the Yellow Pine pit to allow public through travel during operations. The route on the far side of the pit is preferred. The grade required is much less than the route that involves Fiddle Creek. Public access to Thunder Mountain only via Burntlog route is not acceptable. The route over the filled Yellow Pine pit refers to the "service road". I would assume since this road is the public access route the road would be constructed to accommodate trucks with horse trailers to be sure the local guide has access.

Stibnite Project EIS comment: Imel

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During operations that require closing through traffic past active operations the public use of Burntlog route should be allowed with traffic controls and signage planned.

ATV/UTV use of all forest roads and trails is critical to public recreation.

Reprocessing of legacy tailings in the Hangar Flat area (ES 23) and implementing a liner

will lessen the contamination of Meadow Creek by legacy chemicals buried in that area.

Fig. A-16 & 17 Restoration of tailings and temporary storage results in eventual restoration of Meadow Creek which is a major benefit.

Water rights/quality: Lime processing on site could produce air and water quality concerns. I prefer bringing in lime by trucks rather than processing on site. I feel the trade-off of increased vehicle delivery trucks will have less environmental impact.

Vegetation impact: Alt. 2 shows less impact on riparian and previous fire-impacted areas than Alt 1. I note the extensive research results in the EIS, particularly the H-2 Vegetation Resources and animal species studies. It appears to be in response to questions presented by Forest Service and other agencies. The Alt. 2 proposed (9.2.2) eventual restoration will have new, expanded meadow and wetlands for indigenous and migratory animals. The fire impacts in the Burntlog route area will have recovered, providing a migratory route.

Summary: While Alt. 2 does temporarily affect stream in Meadow Creek, the recovery and restoration "end result" provides Tribes, Federal and State governments with premium habitat for salmon, which cannot happen in Alt. 5.