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Comments: To Whom it may Concern,

I am writing in hopes of protecting the South Fork Salmon river in Idaho from development and future mining prospects.

The South Fork Salmon River watershed and the project area provide some of the best access to non-wilderness 'wilderness' that can be found in this part of the state. I have spent numerous years exploring the South Fork Salmon drainage my road, bike, foot, and boat. The SFS watershed is unique, as year round road access is available, but limited enough that users of all different groups (hunters, anglers, hikers, OHV, boaters) all have access to desirable locations that are otherwise hard to come by. South Salmon provides amazing recreation opportunities and is known for its best expert-level whitewater. While there are still impacts from the mining industry from the past, the feel of being "out there" are overwhelming.

Recreation in the 14,211-acre operations boundary will be eliminated for the life of the mine. SDEIS 2-160. The map is shown in Figure ES-1. Note that this area is a lot larger than the 2,500 or so acres where vegetation will be cleared for the mine itself and haul roads. The 14,000+ acres operations boundary is the ambient air boundary from the air permit. If so, that means that people are being excluded from this area because the air will be too polluted to recreate in. Both action alternatives will have impacts on recreation: "localized, long term, and major." Public access routes would be controlled by Perpetua & road closures will affect the ability of outfitters and guides to provide activities and could degrade a customer's experience. Alter the recreation setting for the FCRNRW under preferred alternative facilities would displace wildlife-based and non-motorized recreation opportunities. Many recreational activities not sufficiently analyzed in the SDEIS including fishing and paddling.

The Preferred Alternative creates new motorized access where such access currently does not exist. In particular, this could increase use and potentially facilitate illegal motorized use of the FCRNRW. The Burntlog Route would bring motor access extremely close to the FCW and Black Lake area. Burntlog Route would fragment the landscape and would have major negative effects on wildlife resources in the area. Under either alternative, access to the project area, in general, would be impacted by increased mine related traffic. This increase would also serve to degrade and impact the feeling of remoteness that makes recreating in this area so special to begin with.

The South Fork Salmon is a unique, precious, and beloved watershed that could never be restored once developed. Please help those of us who deeply love the watershed protect it, its users, and inhabitants from harm.