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Comments: Dear All Parties US Forest Service McCall Idaho

I am long time resident of Valley County and McCall and feel a deep connection to the rivers and community of our area. The SDEIS has basically the same analysis of the socio-economic impacts as the past one and as a long time Real Estate agent I, among many others, knew we had to find out more due to the facts in the impacts did not add up to us.

In response to this inadequate treatment of the effects of the mine on Long Valley, a coalition of businesses including myself raised money for a more comprehensive study. A short synopsis of that study, as well as a guide to access the whole study, is below to help construct your comments. I am sure your team has seen these items raised by others however I want to echo what we all feel is that the impacts need much more study.

General Economic Findings:

Public and protected lands in Valley County added over \$11,000 to what the average income per resident would have been without those lands.

Incomes of residents of Valley County are \$7400 higher (on average) than those of other non-metropolitan counties in Idaho due to economic benefits from local natural amenities.

Any employment economic "benefit" from the mine could be almost completely wiped out by even a 2% decline in the visitor-recreation and non-labor income sectors, due to degradation of those natural amenities.

Perpetua's property tax revenues of \$300,000 per year are expected to amount to 1.3% of Valley County's annual budget.

Local workers' pay will likely be no more than 2-3% of Perpetua's overall mine spending.

Local Infrastructure and Spending:

Mine operations will create additional burdens on city and county services, such as schools, roads, police, fire department, hospitals and telecommunications facilities that will not be offset by the \$300,000 paid by Perpetua in property taxes.

Rather than making local purchases, Perpetua will likely attempt to minimize their costs and secure supply chains from regional or national sources.

Valley County's housing market will become increasingly less affordable for the locals if the mine is built.

Power Consulting did the study and found that the directly linked socio-economic implications of their report to the 2018 McCall Area Comprehensive Plan (developed under the guidance of Valley County Commissioners).

They referenced the following:

the number one value for residents and visitors [was] the mountain character and small town feel of McCall defined by the natural setting, open space, agricultural lands, good air and water quality; access to nature-based amenities and an abundance of recreational opportunities were ranked second and third in the top reported values of survey participants for the Valley County area and the City of McCall.

together, these facts can explain the relatively high measures of local economic vitality in Valley County

McCall had managed to protect its small-town community "feel" despite the relatively fast growth as a recreation destination that attracted visitors and supporting steady, ongoing growth.

Issues of HWY 55 transportation, spill risk, local wage scale problems, housing availability/affordability, and general infrastructure concerns were not adequately examined in either the Draft or Supplemental EIS documents

As a local real estate agent there are not near enough homes for rentals for local workers. Most visitors come for the clear air, great skiing in the winter and clean forests and water for all kinds of recreation in the summer.

Other concerns

Due to the continued growth in our little county and the state of Idaho recreation has outpaced income for most other income sources for the area. River outfitters, rentals of boats for lakes and rivers, motor sports enjoy more freedom in our area due to the multiple use history of the Payette Forest.

Recreation has been such a benefit to our the growth of Valley County and is the leading reason for the local economic growth to Valley County and the best use of the Payette Forest and the South Fork Salmon, and unlike other areas, is used by all users. Below are some of the highlights of this area that will be in many cases impacted for ever. One aspect of the SDEIS is the impact on outfitters and other income to our area from the use of this amazing area and has not been addressed in the SDEIS.

Recreation in the 14,211-acre operations boundary will be eliminated for the life of the mine as laid out in SDEIS 2-160. 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."

For me these impacts need much more research and find out more about these impacts on the outfitting and other income sources from this. The impacts of the increase in traffic in the area and the likely spills from truck accidents will further make this area less desirable for visitors.

Transportation Risks and Impacts

I have spent most of my life traveling the roads of South West Idaho, driving to many amazing places in the state. I have had the bad luck to been a car wreck on HWY 12 in Idaho. The two lane roads of Idaho present so many dangers with other drivers and the drivers of trucks. Most of the road travel along the rivers of Idaho and it is just a matter of time the trucks hauling materials for the Stibnite project will have a mishap.

This could be minor to major with spills of toxic chemicals into our water ways with poison that can last for decades and kill fish. The EDIS does not do a full review of these impacts. The transportation analysis for the SGP effectively ends at the intersection of Warm Lake Road and SH 55. Because this project represents a Federal undertaking, the Forest Service and Perpetua are mandated to complete a transportation analysis of the full transportation route.

This should include routes for fuel transportation, hazardous chemicals and reagents used in ore processing, and dynamite and ammonium nitrate used for breaking the bedrock matrix and ore deposit matrix. We understand that this could include several routes along SH 55, SH 95 and roads that connect these two primary transportation arteries in West Central Idaho

There are other shortcomings in this SDEIS, the concerns I have said above are the ones that concern me the most. I urge the Forest Service go back and get redo all studies on all the shortcomings of the EDIS.

Thank you