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Comments: I am very concerned about the effects of this project on the local economy and the social impacts that the SGP will have on our communities. Very little is mentioned of these effects in the DEIS or in the SDEIS. The boom and bust effects of large scale mining in small, rural areas is well documented. Impacts to local infrastructure can not be excluded in an effort to expedite a project and "worked out later". Valley County has transitioned over the last few decades from a resource economy to a recreation based economy. This project has probable and possible effects on recreation that have not been addressed.

Valley County currently faces a serious problem for employers seeking employees due to a lack of workforce housing. Adding a portion of the "transient" mining workforce or even 100 new families to our communities will place even more strain on the housing problem. This problem literally affects every type of business in the area including restaurants, the public schools, hospitals, construction and trades as well as the US Forest Service. Workers have been priced out of the housing market and adding more higher paid workers to the area will only increase the problem. Adding higher paying jobs to the local economy may sound good on one hand but the impacts to local employers already straining financially to keep employees will be even further exacerbated. Who will drive a school bus part time when they can drive the mine shuttle for twice as much money? Local employers can't compete with a gold mine's wages.

The burden on local services will also be an issue and has not been addressed adequately in the SDEIS. EMS, Law enforcement, and schools are all already stretched very thin based on the housing situation, the expanding population and the ever increasing number of visitors to the area. These issues have been given only a brief mention at best in the SDEIS. If our local communities and businesses can expand their services to meet the increased demand during the operational period of the mine, Valley County will be left with the problem of reducing services, employees, housing, and empty businesses that are no longer needed once the mine shuts down. This is the historical fact of the mining "boom and bust" economy, local communities scramble to meet short-term demand for increased services and are then forced to downsize in the bust phase.

I am also very concerned about the impacts on recreation in the area. Close to the mine site, access to public lands will be reduced both summer and winter. If the only access to areas like Monumental Summit and areas off of the Burnt Log Route are through the mine site or are on a route shared with heavy truck traffic there will be safety issues. How will winter public access be controlled? Specifically, what is the plan for the Warm Lake Summit and areas beyond? Will the road be plowed and open to both mining and public traffic or will the public road be closed to the public? Closure would severely limit recreational access to Warm Lake Summit, Tyndall Meadows, and Deadwood Summit for ALL winter recreationists. A shared route in winter will be hazardous to say the least. If this route is open to the public how will avalanche mitigation take place both near Warm Lake Summit and along the Burnt Log Route, how will the public be notified of mitigation operations taking place? No mention of these details is made in the Avalanche Mitigation plan. How will the hazards of meeting a massive truck on the Warm Lake Summit switchbacks on snowy roads be addressed? This project especially during the construction phase eliminates snowmobile and backcountry ski access to several areas that are very popular including the village of Yellowpine, no viable option has been presented. The proposed snowmobile trail reroute from Warm Lake crosses more avalanche terrain than the existing trail and was not included in the avalanche mitigation plan for the mine.

I am also very concerned about the possibility of either a transportation accident involving hazardous chemicals or an unplanned spill or accident at the mine site entering the Middle Fork of the Salmon or the South Fork of the Salmon drainage and having effects on the Main Salmon below. Idaho Outfitters and Guides rely on these rivers for a 7 billion dollar per year rafting and fishing industry in Idaho. Private rafters and fishermen contribute even

more to the state economy. How has this been addressed in the SDEIS and what will the mine operator do to alleviate economic impacts to the recreation economy of Valley County and areas downstream if some type of accident occurs?

Last, I am concerned that the Transportation Plan does not adequately address the impacts to local roads like Johnson Creek, Warm Lake or even Highway 55. No requirements have been made by the USFS in permitting this project to work with local governments to address the increase in traffic or the impacts to the physical roadways. Increased heavy truck traffic and the addition of hundreds of workers travelling to and from Valley County and the mine site will have impacts on our road infrastructure that have not been resolved. Beyond the physical impacts what about the increase in traffic? The studies done don't adequately address the increase in traffic and travel times along the Highway 55 corridor or the routes into and around the project area.

I believe that there are too many Social and Economic issues that have been ignored or left unanswered in this analysis and these gaps will impact our local communities and residents in ways we can not respond to. I urge the USFS to pause and examine these missing components and require more coordination with local governments prior to permitting the project.