

Attn: Ms. Jackson

The Stibnite Gold Project presents a big opportunity for Idaho. Without this project, the conditions at Stibnite will likely never get better. Fish will continue to be blocked from their spawning grounds by an abandoned mine pit and legacy tailings will continue to degrade water quality. Who else has a plan to clean up this site? No one, it has set this way for years, it is time to let a private mining company use their money clean up the mess left by other miners.

The project also presents an opportunity for America. It could help secure a domestic source of antimony, so we can stop getting it from China. This is an important project and I appreciate all of the effort our various regulators have put into reviewing and analyzing this project over the last six year to make sure it is the best project possible. Since all of you have done your jobs, I feel great about supporting the project.

Perpetua Resources has worked with the local snowmobile clubs to review their plans, make sure alternative access was proposed and made sure those options moved forward through the NEPA process. We appreciate their transparency and willingness to work with us, they even took time to ride the new route to look at potential concerns, in order to mitigate obstacles. I support the Johnson Creek access during construction, but support Burntlog route life of mine so that those of us that snowmobile can have northern access between Cabin/Trout Creek and Yellow Pine after construction.

The SDEIS indicates "Plowing of the Burntlog Route and Warm Lake Road would cutoff direct OSV access to the Horn Creek Road, Sand Creek Road, and Warm Lake Road (east/south of Landmark) OSV routes from Johnson Creek Road, which would be the only publicly available winter route to the Landmark area as Warm Lake Road would be closed to public winter use (Winter, 4th paragraph, page 4-535). I understand Perpetua included an OSV trail along the south side of Warm Lake Road connecting Johnson Creek Road to Landmark-Stanley Road which is not described in this section. They proposed this connector to maintain access to the Landmark-Stanley Road. Maintaining this access is extremely important to the snowmobile community. Also, plowing of Burntlog Route does not cut off access to trails east and south of Landmark. It's not ideal but snowmobile users can access these trails as long as there is a snow floor on the Burntlog Route.

After reviewing the SDEIS, the 2021 Modified Mine Plan appears to be the alternative with the Burnt Log access so that our recreationalists can still utilize the Johnson Creek area with their families and it will minimize travel along the river corridor. The company has mitigation measures to protect the natural habitat, wildlife and fish. As a private citizen, I appreciate that in addition to the lengthy NEPA review provided by the U.S. Forest Service the Stibnite Gold Project will also be required to comply with all applicable federal and state laws and regulations, including those governing financial assurance.

The Stibnite Gold Project is the type of project our state needs and it has been studied for 6 years by all the experts, let's move this plan forward. I encourage the U.S. Forest Service to permit this project, using the 2021 Modified Mine Plan presented by Perpetua Resources in the SDEIS, straight away.

Best,

Danny Amen



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