

Dear Ms. Jackson,

I am writing to express my full support of Perpetua Resources and the Stibnite Gold Project. Perpetua has shown they are committed to Idaho, our local communities and want to take care of the environment. They have sponsored events, planned festivals, and supported our local hospitals, we want Perpetua in our community. The company designed its project to clean up legacy waste, reconnect salmon to their native spawning grounds and fix one of the watershed's largest source of sedimentation. The Stibnite Gold Project would improve water quality, wetlands and leave the river better than they are today. I hope you move forward and permit this project as quickly as possible.

The permitting process is designed to move the best plans forward. After reviewing the SDEIS, it is clear to me the Burntlog Road option is the very best plan for Idaho. Referencing Pg. 2-18 you indicate that the Burntlog Route would avoid environmental and human health and safety risks associated with the Johnson Creek Route which passes through identified areas for avalanches, landslides, and floods. This route would provide another route for SGP ingress/egress, would decrease SGP and public traffic interaction with Yellow Pine and Johnson Creek area residents; and would decrease the potential for spill risk adjacent to fish-bearing streams.

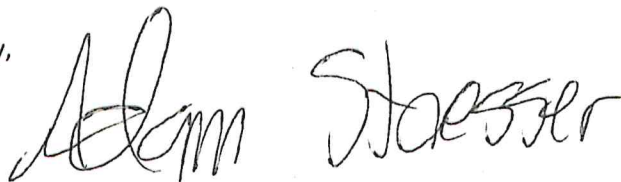
This will allow the abandoned mine site to be restored, America to secure a domestic source of the critical mineral antimony and fish to be reconnected to their native spawning grounds. In addition, Perpetua Resources has also taken the time to work closely with the Valley County Snowmobile committee to work through alternative OSV parking and access from the beginning. They have also taken the time to visit with the local clubs as well. 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, 4<sup>th</sup> 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.

The Stibnite Gold Project has been under federal review for the past six years and Perpetua Resources has been studying the site for an additional six years. Twelve years of scientific analysis by experts in their fields and comments from stakeholders is ample time to evaluate a project. The process has been rigorous and done its job. Now, we need to move the Stibnite Gold Project forward.

I encourage the U.S. Forest Service to move the Stibnite Gold Project forward with the Burnt Log Route, as it will keep Johnson Creek open to recreationalists and keep them from traveling along the river long term.

Cordially,



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N MOUNTAIN VIEW  
DR BOISE, ID 83704