

Ms. Linda,

America desperately needs antimony. This mineral is used in munitions, large-capacity storage batteries, fire retardants and more. Currently, we are entirely dependent on foreign countries to provide this mineral, which is why I am writing in support of the Stibnite Gold Project. This project can stop our import reliance on antimony.

The Stibnite project is important to me because it will strengthen our national security through the production of antimony. Right now, the U.S. relies on foreign countries for antimony and they do not have the environmental laws and regulations, no labor laws to prevent children from working in mines and most do not follow the same safety measures our County does. These days, I think Americans value a domestic supply chain for such important minerals more than ever. The project at Stibnite could produce over 100 million pounds of antimony and become our only domestically mined source in the entire country. I feel confident in the company's 2021 Modified Mine Plan.

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.

Perpetua Resources is the type of company we want in our communities, companies that will engage when needed to help find solutions to regional issues. The formation of the Stibnite Advisory Council has helped as well, the representatives are there to listen and have a direct relationship with the leadership of the company, this will be extremely helpful in years to come as the project moves into operations. Perpetua and the team are great communicators, they are open and transparent and have spent many years producing a plan that has been in regulatory review for the past six years. The experts have had sufficient time to analyze the plan. Now it is time to move it forward. I highly encourage the U.S. Forest Service to permit this project, using the 2021 Modified Mine Plan presented by Perpetua Resources in the SDEIS, as expeditiously as possible.

Thank you for your time.

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