

Ms. Jackson,

Public participation is a huge part of the permitting process and I appreciate the opportunity to share my thoughts on the SDEIS. This project is important to me not only because it can provide America with a domestically mined source of antimony and restore an abandoned mine site in need of repair, but it will also give our local youth HOPE. Hope they can stay in their hometown, have a good job with benefits and family wages and raise a family in one of the most beautiful places in the country.

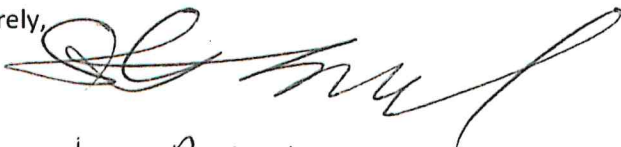
The Stibnite Gold Project would secure America's only source of antimony. Today, we predominately rely on China and Russia for this critical mineral, which is concerning given its importance. Antimony is used heavily in national defense applications, including everything from munitions to military uniforms. It is also key to the clean energy transition. In fact, Perpetua Resources plans to supply antimony to large-scale battery maker Ambri, so they can commercialize their technology. The antimony from Stibnite could help power approximately 1 million homes with solar power for the battery's 20+ year lifespan and then it can be recycled. I support the Stibnite Gold Project using the Burntlog route because I want to help America reach our clean energy goals and remain a safe country.

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. You even 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.

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.

Reviewing Perpetua Resources' improved plans it is clear to me the company really believes in taking care of the environment and keeping the community safe. That is why they reduced water temperatures, improved water quality and shrunk the project footprint by 13 percent. I urge you to trust in your own review process and permit the Stibnite Gold Project.

Sincerely,



Steve Rodell  
20669 Middlebn Road  
Caldwell, ID 83605