

I am writing to not only support the Stibnite Project but to possibly share some insight in regards to winter recreation situations.

Perpetua Resources has worked with the local snowmobile community to address any issues that the project might have an adverse affect upon. There have been several meetings both in person and zoom to discuss these issues and they have reacted with strong interest and integrity. A field trip with several key individuals of the snowmobile community and representatives from Perpetua has physically traveled alternative routes for snowmobile trails and grooming routes. Key situations were addressed to ensure a viable solution to the loss of the Warm Lake to Landmark paved road that would be open year around with the project getting approval, being that this stretch of road is normally groomed for snowmobiling during the winter. The aspect of utilizing the access road to the existing, and future rebuilt, power line to the project is acceptable to both Perpetua and the snowmobiling community. Many snowmobile trails in the northeastern states utilize power line easements and right of ways for trail systems.

I might share a few key items that should be addressed that might have been missed or incorrectly evaluated. The fact that the Johnson Creek Road from Trout Creek campground to the intersection of the Thunder Mountain Road does not have an alternative parallel route for snowmobile access as some folks have reported and should be addressed. Also, the Johnson Creek Road from Thunder Mountain road continuing northward can be a dual use road for both vehicle traffic and snowmobiles. To accommodate the amount of traffic, though, might necessitate some extraordinary traffic control.

With this being stated, it would be extremely advantageous to have the permanent access to the project on the Burnt Log Road. During the additional construction that would be warranted to extend this road to the project, this road could be utilized during the winter months and groomed for snowmobile use at least to the point of the intersection with the Thunder Mountain Road. This would eliminate the possible conflict with the project's use of the Johnson Creek Road in that steep narrow portion between Landmark and the Thunder Mountain Road for the couple of years that construction would be needed for the Burnt Log Road.

Even though this could make a trip into the Landmark or Yellowpine area a bit longer it would only be for a couple of years. As for when the Burnt Log Road is completed and could become the primary vehicle route to the project, the Johnson Creek Road could then revert back to the primary snowmobile route for recreationists to travel to Landmark and Yellowpine.

I share this information with you as the past president of the McCall Area Snowmobile Club, current Board Member of the club, and Valley County Grooming Advisory Board Member.

Please move the Stibnite Gold Project forward, especially now that the public has had multiple opportunities to provide feedback and regulators have been analyzing Perpetua Resources' plans for six years. The review process has improved the project and now it is time to make it a reality.

Mark Wood