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First name: Steven
Last name: Hull
Organization: Cascade Rural Fire Protection District
Title: Fire Chief
Comments: Ms. Linda Jackson
Stibnite Gold Project
500 N. Main Street, Building 2
McCall, ID 83638

Ms. Jackson,

On behalf of the Cascade Rural Fire Protection District (CRFPD)} I am commenting on the SDEIS for the Stibnite Gold Project. We have had conversations with Perpetua Resources representatives over the last several years with Anne Labelle and Belinda Provancher. These conversations were brief and the main intent of them was to keep CRFPD updated on the status of the Stibnite Gold Project. Most recently Perpetua has indicated they are starting conversations around an impact agreement for the Region and I look forward to being part of those discussions.

My comments are going to focus on the geographic location of Stibnite in relation to CRFPD's boundary.

Cascade Rural Fire Protection District provides Fire/Rescue and EMS services to the southern half of Valley County. The EMS district boundary that CRFPD contracts service with Valley County is 1300 square miles. The EMS district starts at Mile Marker 84.5, Boise County/Valley County line, on Highway 55 and goes north to Mile Marker 125 on Highway 55. The western boundary is the Adams County/Valley County line on top of West Mountain and the eastern boundary is the Middle Fork of the Salmon River.

Based on information from the Executive Summary p. es-26 where you indicate that "Emergency Medical Technicians and emergency equipment and supplies would be on-site, including an ambulance, first aid, and medical supplies. These facilities would minimize the demand on the local services and provide medical services for workers and site-visitors in an otherwise remote area". The CRFPD wants to be assured there are sufficient communications and agreements in place since the Stibnite Gold Project is within our EMS District.

The Access and Transportation Specialist Report, page 61 indicates the Annual Average Daily Traffic to be 65 vehicles per day (45 heavy vehicles and 20 light vehicles). This amount of heavy vehicle traffic is concerning to CRFPD since we are equipped to provide vehicle extrication on light vehicles, however CRFPD's Motor Vehicle Extrication tools are not designed to stabilize or extricate patients from heavy vehicles, nor do we have the proper training to provide this service. In order for CRFPD to be able to provide this service we would need Heavy Duty Extrication and Stabilization Equipment and the proper training to operate them.

CRFPD is also concerned with the amount of fuel and hazardous materials that is proposed to be hauled to the Stibnite Gold Project. Currently CRFPD does not have the necessary equipment in the event of an accident hauling these materials. CRFPD would also need additional equipment and training to mitigate a hazardous materials incident. However, based upon the information in Section 3.2.5 Material Transportation Safety Measures, I believe Perpetua has done a good job in outlining their standard operating procedures and understand they are in the process of developing similar hazardous materials transport plans. I do appreciate that all transport drivers will be required to have spill response, safety and resource awareness training before being allowed to transport hazardous material on our back country roads. I also appreciate the additional safety measures that will be implemented to reduce the risk of accidents. Perpetua Resources has taken extra safety precautions to date and their safety record is good. It is my job to make sure it remains that way. The CRFPD has had the opportunity for one joint HAZWOPER training session with Perpetua and we look forward to

additional joint hazardous materials training opportunities for our team in the future.

The remote nature where the Stibnite Gold Project is located along with weather and mountain road factors will require careful and thoughtful consideration in selecting the option that best meets all of our needs. There is no way CRFPD could provide the service level required for this project without mitigation funding.