

exhibit 8

Jann Higdem Testimony
September 8, 2022
Rehearing West Pine Fork Road

My name is Jann Higdem and I am a home owner and former business owner in Shoshone County.

I would like to refresh the commissioners' memories of my past roles with you.

- + The commissioners contracted me their Natural Resource Management Plan. I ceased work on it after they violated the terms of our contract.
- + The commissioners appointed me the secretary of their Natural Resource Management Committee.
- + The commissioners paid me to write their massive 152-page Objection Letter to the USFS's Revised Land Management Plan in 2013.
- + The commissioners asked me to figure out why the EPA considered the West Silver Valley to have to 5th worst air quality in the nation, regarding PM 2.5.
- + The commissioners referred me as a person to represent minerals & oil industries for the CdA BLM Resource Advisory Council (RAC). I was appointed by Secretary Salazar to this position.

Pertinent to natural resources and on federal lands:

+ I drafted 3 legislative bills relative to increased public access on federal lands, that were sponsored by Rep. Giddings. Two were to give local governments more control over RS 2477, or wagon, roads. Both failed because the Attorney General felt they violated the 10th amendment and the federal supremacy clause. The other was to ask Congress to release the portions of Idaho's Wilderness Study Areas the BLM deemed unsuitable for wilderness, back to multiple use.

It passed both chambers & waits in DC for action.

I am a member of the Idaho Recreation Council, Public Lands for the People, & Citizens for Balanced Use. I am a member of a national property rights/public access think tank whose membership also includes top Trump appointees in the USDA & DOI, as well as members of Congress and various state legislators. A small group of us drafted a now ratified resolution for the Nat'l Assn of Counties (NACo) that asks the USFS to promptly begin rulemaking and NEPA, including scoping, an EIS and public comment, regarding how wildfires should be suppressed. Let it Burn and Initial Aerial Attack are just two possible alternatives.

There are several reasons why the commissioners should deny this validation petition, again. The petitioner has no legal standing, the road on the Avery & ManuLife properties is private, the road was never officially designated, the County cannot use this process to validate a road on federal lands, the BLM will not consider opening the road to motorized vehicles beyond the private properties, the Roller Coaster was built on the wrong fork of the creek and should be obliterated, which would remove the jeep club's need for this road. These all piggy back onto my comment letter at the initial hearing and the reasons the commissions denied the initial validation petition.

I.C. 40-203A states in part, "Any resident or property holder within a county... may petition the board of county commissioners... to initiate public proceedings to validate a highway or public right-of-way... provided that the petitioner shall pay a reasonable fee as determined by the commissioners to cover the cost of the proceedings". The petitioner, Mr. Paul Loutzenheiser, lives, works, and owns real property in Kootenai County; he merely recreates in Shoshone County. He has zero legal standing to petition the County, especially since PRR responses show that the county taxpayers have paid the costs for both of these hearings, rather than the petitioner. If the commissioners had followed the law, we would not be here today.

The petitioner is asking the county commissioners to validate a section of a road located on Joe Avery and ManuLife's property and apparently through several miles of federal lands beyond their properties and ending at what was once the Brush cabin in section 15 Township 47, Range 1. It could also be that the petitioner is seeking validation to the county line. It is known to locals that Mr. Brush provided a major source of moonshine for the area's miners and loggers.

From the original patent deed, through current warranty deeds, there are no legal descriptions for a county road on either of these two properties. They are paying taxes for the entire parcels. Due to previous public records request responses, the commissioners are quite aware of the fact the County has never officially designated the road through the Avery/ManuLife properties. A couple of months prior to the County's removal of the blockade at Avery's property which was placed at BLM's suggestion, Commissioner Fitzgerald had visited First American Title for confirmation of the

county road on the parcels. He was told that there was no recorded evidence of the road and that an Assessor GIS map showing no ownership of the road was not considered evidence that the road belonged to the County. This should have ended the issue, before Commissioner Fitzgerald told the road crew to spend thousands of taxpayer dollars to remove the blockade.

The petitioner it seems, will attempt to prove that the county commissioners designated the West Fork Pine Creek Road as a county road in July 1909, by using commissioner minutes as evidence. The commissioners first appointed 3 people as viewers to lay out and survey the proposed road and present it to the commissioners later. In the July 1909 meeting, the minutes the report was "examined and approved" and they designated the road through some sections with an incomplete legal description.

I.C. 40-202 states in part, "(1) *The initial selection of the county highway system and highway district system may be accomplished in the following manner: (a) The board of county...commissioners shall cause a map to be prepared showing the general location of each highway and public right-of-way in its jurisdiction, and the commissioners shall cause notice to be given of intention to adopt the map as the official map of that system, and shall specify the time and place at which all interested persons may be heard.*

(b) After the hearing, the commissioners shall adopt the map, with any changes or revisions considered by them to be advisable in the public interest, as the official map of the respective highway system.

(2) If a county or highway district acquires an interest in real property for highway or public right-of-way purposes, the respective commissioners shall:

(a) Cause any order or resolution enacted, and deed or other document establishing an interest in the property for their highway system purposes to be recorded in the county records; or

(b) Cause the official map of the county or highway district system to be amended as affected by the acceptance of the highway or public right-of-way.

While the 1909 minutes do exist, public records requests by Mr. Avery for the survey and/or report mentioned were returned with a note these records do NOT exist. The same response was given to another PRR back on October 3, 2020, when he asked for: "1) Any recorded documents such as deeds, easements, full-scale maps & full-scale surveys; 2) County Commissioner Meeting minutes, Public Hearing minutes, Resolutions, RS 2477 status documents & quiet title issuances, court documents, maintenance agreements, Memorandums of Agreement/Understanding, professional title search results and any access-related injunctions (draft and final)" relative to sections 1, 12, & 13 of township 47, range 1 and section 36 of township 48, range 1. The noted lack of any of these documents indicates that there were NO follow through actions with the County as mandated in the Idaho Code, which is virtually identical to the 1887 Rev. Stat. of Idaho Territory, sections 850 & 851.

The 1909 commissioners, violated Idaho law. They *never* generated a map or survey of the road (especially that includes the Avery & ManuLife properties) to be discussed in a hearing they *never* had. They *never* passed a resolution designating the road and most egregiously, they have never to this day paid any of the land owners for the purchase of the road's legal description commencing at the confluence of the East Fork. If the petitioner's use of the Assessor's GIS Parcel System is acceptable as evidence of the road's ownership, the same system shows today that, except for a very small portion, the current land owners on almost the entire road from its confluence with the East Fork, own the land the road is on. They are seemingly paying double taxes; for the land the road is on and for the road's taxing district. Rhetorically, how will the County compensate these current land owners for the taking of their land so many years ago? The petitioner's usage of the commissioners' minutes in 1909 as evidence completely collapses. Mr. Avery will show how the petitioner's evidence of the public expenditure of funds on the road maintenance proposed in 1974 also collapses.

The rest of this road beyond the Avery & ManuLife properties that the petitioner also wants to validate is owned by the United States, originally managed by the Forest Service and currently by BLM. This would likely be considered an RS 2477 road but it is not on the County's short list of RS 2477 roads. If one accepts 1909 as the year the road was

designated, one must also realize that the County had to have designated it a number of years prior to the creation of the federal reserves in 1906 and been able to demonstrate regular use and maintenance. It was not & cannot now be an RS 2477 road. I am certain the commissioners are aware of the prior commissioners' 2009 East Fork Eagle Creek Road validation debacle. They validated the road through lands managed by the Forest Service. Later they had to file for Quiet Title with the U.S. Government. The District, Idaho Supreme and 9th Circuit Courts all noted that the County could not use the validation process as an end-run around Quiet Title action. The Quiet Title Act has a 12-year statute of limitations clause where the clock starts with the final decision notice for the Resource/Travel Management Plan. The County's clock started up in 2007 when the BLM issued its final decision to close portions of the West Fork Pine Creek Road, and the County's time to initiate Quiet Title action ended in 2019. They can no longer pursue the courts for possession of this road, but it doesn't matter, because the BLM doesn't allow Quiet Title actions. They are waiting for Congress to enact legislation that instructs the involved parties on how to proceed with their dispositions. They will however, possibly allow easements to the County, which will have annual payments. I don't think the taxpayers would like to pay for a long easement that so few would benefit from.

The 1999 BLM Decision Notice and Findings of No Significant Impact (or FONSI) for the West Fork of Pine Creek Road Construction involved sections 1, 2, 9, 10, 11, 12, 14 & 15 in Township 47, Range 1. It came out of necessity due to the 1996 & 1997 floods from rain on snow that caused major damage to streams and roads in the Pine Creek area. The road was noted to wash every time the creek overran its banks and destroyed the culverts. It noted that the creek provides for spawning and rearing habitat for Westslope Cutthroat and Brook Trout. The Decision states, "Fish habitat has been greatly impacted within this watershed due to past flood events and the encroachment of a road that runs parallel to the lower two miles of the West Fork Pine Creek. The road, located on private land, along with these flood events has impacted riparian vegetation, decreased bank stability and large woody debris, increased sedimentation and elevated water temperatures due to a decrease in vegetative and instream cover." This is the road through the Avery & ManuLife property. The Westslope Cutthroat (classified as a sensitive species) spawn in the creek during April and May and the fry emerge in June and July. It seems the petitioner would like to have the County open the road and allow motor vehicles to obliterate the Westslope Cutthroat Trout population.

The BLM solution was to close & kelly hump the whole road, then relocate and construct or reconstruct a new West Fork Pine Creek Road in a higher location. This is currently accessible from the Langlois Creek Road. The 2007 BLM Resource Management Plan seasonally opened the Roller Coaster section of the road & the Middle Fork. In 2010 the BLM proposed removing many of these kelly humps. The Field Manager at the time said that they would determine which ones should be removed or reconfigured to maintain opportunities for technical jeep users. He said, "The end result would be a diverse motorized route that is passable to high-clearance 4WD and smaller motor vehicles, yet would still offer challenging sections for technical jeep users." He does not mention that NEPA would be needed to create the forthcoming massive Roller Coaster area, or that this contradicted the 2007 Plan which stated the BLM would consider a plan for rock crawling only in the Middle Fork of Pine Creek and if accepted, would move through the NEPA process, which would include scoping, an environmental analysis and public comments etc.. The BLM has denied the North Idaho Trailblazers any more Voluntary Road/Trail Maintenance Agreements beyond 2020 until the issues are properly addressed.

At my request, the BLM Field Manager emailed me that the BLM does "not have any interest or plans to entertain/initiate an Environmental Assessment to address new route designations for the West Fork Pine Creek area." He also stated that he is "not aware of any authorized or directed maintenance of the non-designated route, from ManuLife property boundary to the Middle Fork, prior to or after the 2007 Travel Management Plan record of decision."

Lastly, the commissioners violated several sections of I.C. 40-203A in allowing this hearing. The petitioner has no standing to request either of these hearings. The petitioner did not pay the costs associated with either hearing. No survey or report was prepared prior to the decision to schedule the initial hearing. The 1909 commissioners violated several sections of I.C. 40-202, which resulted in an invalid road designation. Please deny the validation petition again.

Nepa# ID-404-EA-2414

**Decision, Rationale, and FONSI
West Fork of Pine Creek Road Construction
EA No. ID060-98-15**

I. Decision

Based on the attached Environmental Assessment, my decision is to adopt the Proposed Action for the West Fork of Pine Creek Road Construction. All the mitigation measures included within the proposed action will be adopted as part of this decision except for the following measures, which will be listed in two categories ("Amended" and "Not Accepted"). The "amended" measures will be accepted as part of my decision. The "not accepted" measures will not be a part of my decision.

"Amended Measures"

FISH:

The upper stream crossing in Section 10, should be a well armored low water stream crossing verses installing a culvert. With the past flooding events that have occurred, it is recommended not to confine the channel by installing a culvert. Also with low stream flows that exist in the West Fork Pine Creek, a culvert could potentially prevent upstream fish passage.

AMENDED: The natural channel is narrow; designing and engineering a low water crossing would require more of the canyon walls to be excavated. Such a crossing would destabilize these side-slopes creating a greater risk for slides. A culvert sized to accommodate 100-year flood conditions and which allows for movement of material shall be used in place of a low water crossing. A baffle system will be placed in the culvert creating a natural cobble layer to assist upstream fish passage. The culvert will be armored to prevent further erosion.

"Measures Not Accepted"

WILDLIFE:

Construction personnel should drive slowly to avoid hitting wildlife and thereby reduce any adverse effects to gray wolf, Canada lynx, fisher, wolverine, and other wildlife.

The road design follows the natural lay of the land. It has many curves and tight bends and will have a natural road surface which would prevent drivers from excessive speeds. This should allow individuals adequate response time to avoid contact with wildlife.

II. Rationale

This decision is in accordance with the decisions in the Emerald Empire Land Use Plan. The proposed action is needed to relocate and construct a new road into the West Fork of Pine Creek drainage to provide access into the upper portion of the West Fork of Pine Creek for resource protection and future management options. This replaces the need for the old location of the West Fork of Pine Creek road. Road obliteration and stream restoration measures will be implemented on the old road and accompanying riparian areas.

III. FONSI

I have concluded that no significant impact would occur if the Proposed Action, together with the mitigation measures as specified above, were implemented. Because of this and the fact that significant controversy is not expected, an Environmental Impact Statement will not be necessary.



Emerald Empire Resource Area Manager



Date

Environmental Assessment
West Fork of Pine Creek Road Construction
EA No. ID060-98-15

Type of Action: Road Construction
Location: T.47N., R.1E.
Sec 1,2,9,10,11,12,14,15,16

I. INTRODUCTION

A. Background

North Idaho was struck by a series of floods in 1996 & 1997. These floods, caused by rain on snow events, precipitated major damage to streams and roads in the Silver Valley, particularly in the Pine Creek drainage. The road system that accesses the West Fork of Pine Creek was obliterated due to the flooding. The first 2 ½ miles of this road system is located within the flood plain of the stream. This segment of the road has been devastated each time the stream has overrun its banks. The lower side drainages have a history of washing out the culverts during these peak flows. Presently the only access to the upper segment of the drainage is by off-road vehicles. Lack of road access prevents adequate fire protection placing this drainage at a major fire risk as well as limiting timber management activities.

B. Need for Proposed Action

The purpose of the proposed action is to relocate and construct a new road into the West Fork of Pine Creek drainage. The new road location will establish the road in a position on the slope that will minimize the risk of major flood damage to the road during major storm events. This road will provide access into the upper portion of the West Fork of Pine Creek. The proposed action will allow the construction of new roads, reconstruction and realignment of existing roads, replacement of undersized culverts and culverts that have been damaged due to past floods.

A right-of-way application has been made to build a new road into private lands in Section 10 and to use the existing roads located in Sections 10, 11, and 15.

C. Conformance with land use plans and regulations

The proposed action is in conformance with the Emerald Empire Management Framework Plan, approved November 18, 1981.

aspects. Some common species which occur in the action area include: alder, ninebark, oceanspray, pachistima, redosier dogwood, Rocky Mountain maple, and snowberry shrubs; with understory herbaceous species such as bluebunch wheatgrass, Columbia brome, Idaho fescue, ladyfern, arnica, goldthread, queencup beadlily, swordfern, wild ginger, and wild strawberry, depending on habitat type. Shrub and herbaceous species are the dominant vegetation where openings in the forest canopy exist, especially on south-facing slopes. Patches of talus occur along parts of the routes; lichens and mosses are the dominant vegetation on these rocky areas.

Introduced plant species, such as spotted knapweed (listed noxious in Idaho), yellow hawkweed (listed noxious in Idaho), and common tansy (listed noxious in Kootenai County), occur along the main West Fork of Pine Creek Road, which would be used to access the road construction area.

According to the Soil Survey for Shoshone County, dominant woodland vegetation in the potential natural community for the drier sites in the action area would include species such as: ponderosa pine, Douglas fir, grand fir, western larch, western white pine, ninebark, oceanspray, snowberry, bluebunch wheatgrass, goldthread, pine reedgrass, trailplant, and queencup beadlily. The potential natural vegetation for the more moist sites would include species such as: western hemlock, western redcedar, western larch, western white pine, grand fir, Douglas fir, pachistima, snowberry, queencup beadlily, goldthread, starry false Solomon's seal, and foamflower.

D. Fish

The West Fork Pine Creek provides spawning and rearing habitat for native and introduced resident fish. Westslope cutthroat trout, brook trout and sculpin presence have been documented during electro-fishing surveys. Electro-fishing was conducted within the lower two miles of the West Fork in 1995 by EcoAnalysts, Inc., and in 1978 by the University of Idaho.

The dominant instream habitat types for the lower reaches of the West Fork consist of riffle habitat (66%), followed by pools (15%), glide/run habitat (15%) and side channels (4%). Bank stability in the drainage was 74% and acting woody debris was recorded as eight pieces per 100 meters. Resident spawning areas of 17.5, 102.5, and 44 m² were classified as good, fair, and poor, respectively (EcoAnalysts, Inc., 1995).

Fish habitat has been greatly impacted within this watershed due to past flood events and the encroachment of a road that runs parallel to the lower two miles of the West Fork Pine Creek. The road, located on private land, along with these flood events has impacted riparian vegetation, decreased bank stability and large woody debris, increased sedimentation and elevated water temperatures due to a decrease in vegetative and

instream cover. The headwater areas of West Fork Pine Creek have also been altered by past flood events as the upstream channel was dry during a site visit in the Fall of 1998.

Endangered, Threatened, Proposed and Sensitive Species

BLM Sensitive Species

Westslope Cutthroat Trout
Shorthead Sculpin

Oncorhynchus clarki lewisi
Cottus confusus

Westslope cutthroat trout: West Fork Pine Creek provides spawning and rearing habitat for westslope cutthroat trout. Spawning occurs in the spring, normally during April and May and is dependent on water temperature. Generally fry emerge from June through July (Simpson and Wallace, 1982). They may then move downstream into lakes or stay in the natal streams for extended periods, but they commonly rear in streams for two or more years and then migrate downstream, mainly in the spring to larger rivers or lakes for a final period of rearing before reaching maturity (Meeham, 1991).

Shorthead sculpin: Shorthead sculpin spawn and rear in the West Fork Pine Creek. They prefer cool, clear water of streams and spawn in May and early June.

E. Wildlife

Threatened and Endangered Species. The Biological Assessment (BA) (see Appendix IV) for this proposed action discusses gray wolf and Canada lynx. No other Federally listed or proposed wildlife species are likely to inhabit the action area.

Candidate Species are unlikely to inhabit the action area.

Sensitive Species. The Biological Evaluation (BE) (see Appendix V) for this proposed action discusses 32 wildlife species. Flammulated owl, pygmy nuthatch, Lewis' woodpecker, and white-headed woodpeckers are especially highlighted because they inhabit mature and older forests composed mostly of ponderosa pine and Douglas-fir. An adult pair of northern goshawks were previously reported near the proposed road in alternative 3.

State-listed Species. The BE for this proposed action discusses northern pygmy-owl and northern flying squirrel.

Other Wildlife Species. The action area provides habitat for many wildlife species including deer, elk, moose, black bear, and mountain lion. Ruffed grouse and red squirrels are common residents in the forest. Thirty-seven migratory birds have been counted in the breeding bird census plot along Pine Creek in Section 12. Many of these species breed on site, while the others migrate through the area. Six of these species

March 19, 2010

Marc Hildesheim
North Region Trails Specialist, Idaho Dept. of Parks and Recreation
2885 Kathleen Ave., Suite 1
Coeur d'Alene, ID 83815

In reply refer to: LLIDC01000 (8340)

Dear Mr. Hildesheim:

Thank you for the application information regarding IDPR's Trail Cat, Mini-Excavator, and Trail Ranger programs funded through the state Motorbike Recreation fund. The BLM Coeur d'Alene Field Office has been in contact with the Coeur d'Alene River Ranger District of the U. S. Forest Service (USFS) regarding an interagency tour for the Trail Cat machine in June or July in the Silver Valley area. Andy Boggs with the Coeur d'Alene River Ranger District is planning and coordinating the USFS portion of the project.

The BLM proposes the following project within the West Fork of Pine Creek southwest of Pinehurst, Idaho. The area and trail in question is readily accessed from Interstate 90 via Pine Creek Road and receives moderate levels of motorized use.

The project would consist of the removal and/or modification of "kelly hump" structures along the West Fork Pine Creek trail which were constructed prior to the route being designated as "open" to motor vehicles under the 2007 Coeur d'Alene Resource Management Plan. Approximately 50 of these obstacles were installed on the route prior to its current "open" designation. Intended as barriers to keep vehicles off of the primitive roadway since it was closed to vehicles at that time, the humps are now primarily a nuisance, creating difficult obstacles for public users and maintenance/access problems for the BLM. Now that the trail is officially designated as open seasonally to all motor vehicle types, public safety and access concerns must be addressed for this trail.

BLM staff will conduct a site visit in April, 2010 to assess the project and determine the final route layout. At that time, BLM will determine which obstacles (kelly humps) should be completely removed or reconfigured to maintain opportunities for technical jeep users. However, BLM personnel will make the final site-specific decisions based primarily on resource and transportation objectives. Some sections of the trail would be rerouted out of the floodplain onto an older roadbed to the east. The end result would be a diverse motorized route that is passable to high-clearance 4WD and smaller motor vehicles, yet would still offer challenging sections for technical jeep users. The rerouted trail would also be more sustainable in the long term as critical portions would be relocated out of the floodplain of Pine Creek. The following photos show typical sections of the trail that would be worked during this project.

The specific information you requested regarding the project follows.

1. Map of project area is enclosed.

2.

- a. West Fork Pine Creek Trail. (BLM does not use a trail numbering system)
- b. Trail length: 1.8 miles.
- c. Trail is open to all motorized vehicles. Trail is closed seasonally August 30 through December 31 annually due to private land access agreements.
- d. Last maintained in 2001 with brushing and minor rerouting.
- e. Pinehurst, Idaho, is 8.5 miles distant and has full RV sites with hookups. BLM has a travel trailer available for housing crews. If preferred by the SWECCO crew, several hotels are available in Wallace, Idaho, about six miles east of Pinehurst via Interstate 90.
- f. Only one trail is included in this request.

Proposed project dates: June 2-9, or June 9-16 (Assuming a "shift" runs Wednesday to Wednesday with two travel days)

The BLM project in the Pine Creek area is expected to require the Trail Cat for approximately four days of the standard eight-day "shift" established for the machine and crew. The Forest Service would utilize the remaining 3-4 days on Trail 16 (St. Joe Divide Tr.), accessed via Moon Pass south of Wallace. Please contact Andy Boggs at (208) 769-3038 for details on the USFS portion of the project.

A BLM technical representative would be made available to be on the project site in Pine Creek for the entirety of the operation per your program requirements. An estimated two ½ day periods would be required for transport of the Trail Cat into the BLM site and then from the BLM site to the USFS site south of Wallace.

We appreciate the opportunity to apply for this program and improve public motorized access to BLM public lands in the Pine Creek area. Brian White, Outdoor Recreation Planner, has coordinated and planned this project and is your primary contact if you need additional information. Brian can be reached at (208) 769-5031 or via email at brian_white@blm.gov. If IDPR approves the project, Brian would serve as, or assign, the technical field representative for the BLM.

Sincerely,

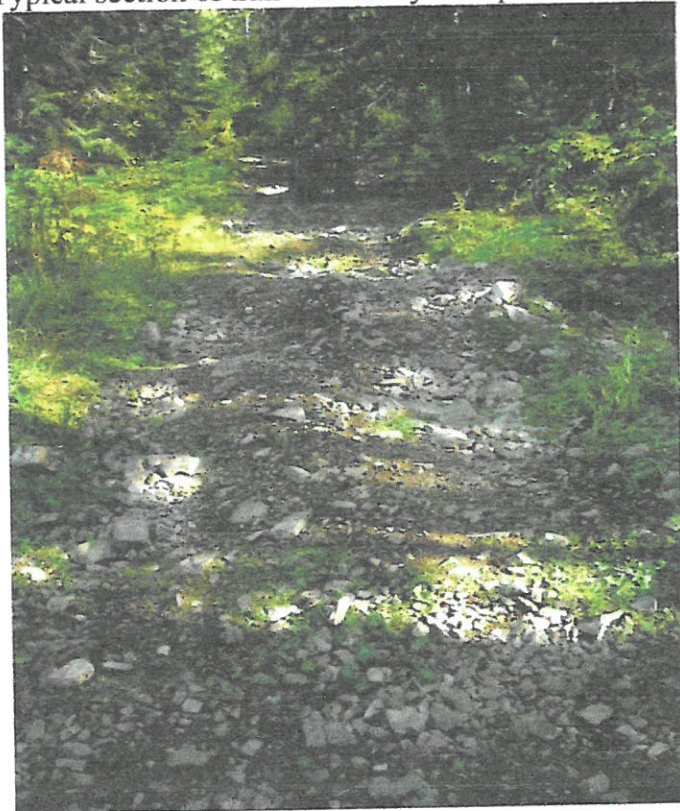
Eric R. Thomson
Field Manager

Enclosure (1 p.)

Photo 1. Typical trail section with kelly hump to be modified/removed.



Photo 2. Typical section of trail with Kelly Hump to be modified/removed.



**BLM will not consider opening the West Fork Pine Creek Road to motorized traffic
from ManuLife property to the Middle Fork**



Jann Higdem <jhigdem57@gmail.com> Aug 5, 2022, 2:18 PM

to James, bcc: me

Good afternoon Mr. Pease,
I was glad to hear you & others visited the Roller Coaster this week. I hope it was an enjoyable and productive visit.

If the Trailblazers or someone else were to petition the BLM to re-open the closed-to-motorized portions of the WF Pine Creek, do you think the BLM would possibly allow their plan to progress to the NEPA process for an EA/EIS & public comment?

Are you aware of any maintenance the BLM has performed/contracted on the closed section of the WF PC from ManuLife's property to the Middle Fork since at least its 2007 closure?

They can't seem to get RS 2477 out of their minds, or how the declaration process works.

Sigh, have a good weekend sir!
Jann

Pease, James (Ray) Aug 16, 2022, 5:43 PM

to me

Good afternoon Jan. I do not have any interest or plans to entertain/initiate an Environmental Assessment to address new route designations for the West Fork Pine Creek area. I am also not aware of any authorized or directed maintenance of the non-designated route, from ManuLife property boundary to the Middle Fork, prior to or after the 2007 Travel Management Plan record of decision. I hope, I was able to adequately address your questions.

Respectfully, Ray

J. Raymond Pease (*Ray*)
Field Manager
Coeur d'Alene Field Office
Coeur d'Alene, ID

(208) 769-5038 Desk #
(208) 449-7325 Cell #

"Your present circumstances don't determine where you can go; they merely determine where you start."
~Nido Qubein