

Q & A with local highway district candidates

Compiled by Bryan Dooley
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CANYON COUNTY — Five candidates will compete for two local highway district positions in the May 17 election. In Nampa Highway District No. 1, Larry Ames, Willie Rowell and Dick Smith are running for the

Sub-district 3 position, currently held by Norm Rambo. Rambo did not seek reelection. In Canyon Highway District No. 4, incumbent Sub-district 3 Commissioner Jerome Scroggins faces challenger Rick Youngblood.

There are no contested races in the Golden Gate or Notus-Parma highway districts. Responses have been edited for space and clarity. Read complete responses and answers to additional questions at idahopress.com.

- 1** Why are you running for highway district commissioner?
- 2** Why should you be elected?
- 3** What are the biggest issues facing your district?
- 4** Is there anything you would like to see the district do differently?
- 5** Should the four highway districts in Canyon County consolidate? Why or why not?



Larry Ames

1984, Garrett Freightlines as a service maintenance and repair tech. 1980-2000, owned and operated my own auto, truck, and equipment maintenance and repair business. 2000-2004, worked for Idaho Transportation Department as a transportation tech. 2005-2010, Nampa Highway District 1. Currently retired.

How long have you lived in the district? 10 great years.
Education: Two years of college,

BIO Occupation/work background: 1977-



Willie Rowell

BIO Occupation/work background: Senior account executive, Turn-Key Medical.

How long have you lived in the district? 32 years.
Education: Master's degree in business administration, bachelor's degree in business administration, associate's degree in electronics, Nampa High School



Dick Smith

position with the Nampa Highway District No. 1 as shop foreman, a position that I currently still hold. I am responsible for the maintenance of all the district's equipment. I am also responsible for truck and equipment specification and the bidding process for Nampa Highway District No. 1 and have assisted other highway districts from across the state in this process. ...

How long have you lived in the district? In 1975, Ida Cal Freightlines transferred its headquarters from Jerome. As part of that transfer, I moved to Nampa and specifically relocated my family in District No. 3. I have lived in the same home for the past 36 years and raised

BIO Occupation/work background: I have been in the truck and heavy equipment maintenance business for 45 years. I was director of maintenance for Ida Cal Freightlines from 1972 to 1991. In October of 1991, I took a



Jerome Scroggins

15 years with J.R. Simplot in an administrative position in the ag, chemicals and fertilizers departments; owned and operated a farm for 23 years; retired in 2003 and have since devoted 95 percent of my time to commissioner duties for Highway District No. 4.

How long have you lived in the district? 43 years.
Education: Graduate of Caldwell High School, 1961; horticulture education; agriculture multimodal degrees; Treasure Valley Community College; U.S. Army.

BIO Occupation/work background: I have spent all of my adult life in the horticulture and agriculture fields:



Rick Youngblood

years in bank management; presently president-community business development for Intermountain Community Bank; worked 10 years between banking in the private sector as president-CFO of several local private companies.

How long have you lived in the district? I have been a Canyon county resident for 30 years.
Education: Attended North Idaho College and College of Idaho. Graduated from WSU-NW Ag School and University of

BIO Occupation/work background: Twenty

two courses in architectural drafting and design, a correspondence course in criminal investigation, and I would be willing to take other courses to better serve in this position.

Other elected positions: None.

1 As a commissioner I feel I could use my past experiences to benefit the community. Having worked in the district for the past five years, I know and

graduate, PMP certified project manager.

Other elected positions: None.

1 Our community needs a qualified representative to reflect their will regarding very expensive and important decisions regarding our transportation infrastructure.

my family here.
Education: I graduated in 1971 with an associated arts degree in heavy duty truck and diesel from LA Trade Tech in Los Angeles, Calif. I subsequently received my teaching certificate from Mt. San Antonio College that same year.

Other elected positions: None.

1 I am retiring from the Nampa Highway District. I have enjoyed my career with the district and would like to remain actively involved in the decision processes that affect my community. I believe that my experience and background would be an asset to the district as we look to the future needs of the community. My knowledge of road construc-

ever ran for was highway district commissioner in 2003.

1 I am running because I am an honest person, a property owner and want to protect the taxpayer's dollars and property rights to the best of my ability, being one of three commissioners. I like being involved in transportation and serving my community.

2 Forever working to ensure limited funds are spent wisely. In the process of working with other highway district officials to ensure emergency vehicles have

Washington Pacific Coast Banking School. Numerous banking and financial/accounting related courses.

Other elected positions: None — first time.

1 Two reasons: First, I was approached by people in my district who felt there was a need to bring more fiscal accountability to transportation. Today it is all about spreading our tax dollars further and finding efficiencies while keeping our roads up to date and safe. Second, I have

understand many of the needs of the district and the concerns of the public.

2 Having recently retired, I feel that I have the time necessary to dedicate to the needs of the position. Having owned my own business, I've learned how to work with people and how to listen to concerns that they may have. I feel I am qualified to serve my community in this position and will work with the current

2 The Nampa Highway District needs new and different talent in their organization to help overcome challenges that they are facing. I will bring experience, wisdom, integrity and character to the job.

3 Repairing or replacing existing roadways and developing new transportation routes while

tion and traffic patterns gives me insight in weighing the needs of our citizens — both residential and industrial.

2 My background, education and experience make me the best candidate for the job. I have an intimate knowledge of the Nampa Highway District No. 1's operations and could provide a seamless transition in the oversight and management of this district. I have worked with the current commissioners and have a good rapport with them.

3 ... The goal is to continue to maintain our roads and bridges to the same standards as previously on 23 percent less

connecting highways for a quick response and safe travel within the Treasure Valley. During my 7 1/2 years as a highway district commissioner, I have studied, understand and abide by the Idaho statutes pertaining to transportation. I understand the mechanics of the public entity, budgeting process and policies. I have an open-door policy and am available to the public 24/7.

3 The district has a problem in planning ahead for big-ticket projects and should be following Idaho statutes pertaining to lim-

and want to give back to the community where I live, work and play.

2 The industry I am in, I know all about our current economy and the financial challenges we all face. I help people-businesses with financial needs every day. Reviewing financials, budgets and strategic plans looking for efficiencies is what I do. I am a facilitator; I bring people and ideas together to meet common goals and objectives. I would apply this experience to the work

commissioners, employees and the people in the district, ensuring that we have a safe and effective transportation system throughout the area.

3 With the higher costs of fuel and budget cuts, we need to make sure we are effective and efficient in where our money is spent. We also want to ensure the safety and needs of our employees.

operating under continued budget constraints.

4 Better representation for the electorate. I would like the district to use smaller gravel during chip sealing to help prevent broken windshields and to make it easier for cyclists to use the roadways after sealing. Have input from affected residents before

money. To achieve this goal, we are extending the life of our current equipment by retaining older equipment and maintaining it in house. We are also trying to extend the life of our roads by maintaining them through chip seal and other preventative measures. Even with these changes, additional cutbacks will be required in order to operate under the current budget, which is \$2 million less than last year. ...

4 No; the Nampa Highway District No. 1 has a good reputation in its service to the community. It has had good leadership in the past and I feel confident that I can continue this trend in the future.

ited funding.

4 Bi-annually contract a human resource person to interview commissioners, staff and general work force to provide guidelines and/or training for a united public entity. The public deserves and needs highway district commissioners who will listen and honor their concerns regarding safe roads, intersections and spending to justify the construction of new projects.

5 No, not at this time. Canyon Highway District No. 4 and

of our highway district.

3 It's all about doing more with less and still making it happen. No one wants to pay more tax dollars, so it's understanding we spend only what we have and making it meet our needs. It's making tough decisions and standing by them.

4 The most important issue facing our county today is job growth and bringing new business to our community. Safe, convenient working transportation is

4 I don't think we need any major changes, but we can always make changes to improve or fine-tune the system.

5 No, I feel that consolidating doesn't allow each district the independence needed to address each district's individual needs. It is too large of an area to be effective. If consolidated it would need to be divided into sub-districts, like Ada County, and you'd still have divisions like before.

changing speed limits.

5 I oppose consolidating highway districts. The larger an organization is, the less attention will be paid to detail. Our roads need more attention to detail to keep them in good condition.

5 I believe it would be a mistake to consolidate the four districts. I have worked with different highway districts in the state, and I am of the opinion that the bigger they get, the less efficient they become. What happens is when districts are combined, funds are expended where the majority of the population resides and the rural and outlying communities are neglected. Ada County is a good example of this problem. Canyon County has many small rural areas that have representation in the current district configuration. The Nampa Highway District No. 1 has three commissioners representing three different areas within this one district, ensuring that the community as a whole is represented. ...

Nampa Highway District No. 1 currently share a rock crusher (combined crusher fund). Also, Canyon County Highway District No. 4, Golden Gate Highway District and Notus-Parma Highway District share a gravel pit consisting of 112 acres. The research study presented to me showed there would be minimal savings by consolidating; however, consolidating will be in the future because:
a) Maybe more effective and productive elected official
b) Funding issues
c) Loss of road mileage to urban maintenance

crucial to bringing new business to our area. We have to keep this in the forefront of all our planning and decision making.

5 We need to continue to seek efficiencies in operations, whether it be equipment, manpower or leadership. I am open to discuss and explore all ideas. My strengths are bringing people together to come up with solutions. Let's work with our districts and understand ways to save more taxpayer dollars!

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