

MINUTES  
**JOINT FINANCE-APPROPRIATIONS COMMITTEE**

**DATE:** Thursday, February 05, 2026  
**TIME:** 8:00 A.M.  
**PLACE:** Room C310  
**MEMBERS:** Senators Co-Chair Grow, Woodward, Cook, Bjerke, Hart, Carlson, Zuiderveld, Galloway, Ward-Engelking, Wintrow  
Representatives Co-Chair Tanner (14), Miller, Furniss, Petzke, Manwaring, Mitchell, Price, Bruce, Harris, Green  
**ABSENT/  
EXCUSED:** Senators Co-Chair Grow, Woodward

**Co-Chair Tanner (14)** called the meeting to order at 8:00 a.m.

**Ms. Brooke Dupree**, Senior Analyst, LSO Budget & Policy, provided an overview of the Idaho Transportation Department (ITD), including its organizational structure. ITD has four divisions and six budgeted programs: Transportation Services, which consists of Administration, Capital Facilities, and Aeronautics; Motor Vehicles; Highway Operations; and Contract Construction and Right-of-Way Acquisition. She also examined the ITD consolidated fund analysis and the five-year appropriations and expenditures chart.

**Ms. Dupree** provided an overview of the ITD FY 2027 enhancement requests. For Transportation Services, these requests included approximately \$16M for deferred maintenance projects; \$350K for airfield improvements; \$43K for aeronautics facilities maintenance; and \$6K for new equipment. For Highway Operations, these requests included approximately \$3M for SH-16 operations and maintenance; \$5M for tree removal, and \$5M for new equipment. For Contract Construction and Right-of-Way Acquisitions, these requests included approximately \$88M for road safety and capacity projects and \$187M for road and bridge maintenance. ITD also requested \$64M for department-wide replacement items and \$3M for department-wide computer hardware. She explained the budget law exemptions were requests for reappropriation authority. These budget enhancements comprised \$275M in General Fund transfers and \$95M in dedicated funds, for a total of \$370M.

**Ms. Dupree** pointed out the differences between the Governor's recommendation and the ITD requests. The Governor proposed slightly different amounts for SH-16 operations, maintenance, and replacement items, and did not recommend the \$275M transfer to the Strategic Initiatives Fund. Additionally, the Governor recommended cash transfers from the Strategic Initiatives Fund back to the General Fund of \$45M in FY 2026 and \$33M in FY 2027; these cash transfers were related to cancelled ITD projects.

In response to a committee question, **Ms. Dupree** stated the Governor's recommendation did not withdraw all FY 2026 General Fund dollars, but instead reduced FY 2026 funding by \$45M and eliminated the FY 2027 allocation.

In response to a committee question, **Ms. Dupree** further explained the five-year appropriations and expenditures chart, noting the decrease between FY 2025 and FY 2026 resulted from the absence of reappropriated funds and the exclusion of approximately \$181M from the Strategic Initiatives Program Fund in FY 2026. She also stated the FY 2027 budget request included continuous appropriation language to continue this status in FY 2027.

**Mr. Scott Stokes**, ITD Director, answered committee questions. He noted after increased bonding was given legislative approval more than three years ago, projects were implemented quickly, and ITD would be prepared to proceed with planned projects if funding was restored.

In response to committee questions about the State Street ITD headquarters project, **Dir. Stokes** indicated the project remained in the planning and design phase. Hazardous material removal, originally estimated at \$8M, was now contracted for under \$1M. Total spending to date was approximately \$2–3M, with most construction costs yet to be incurred. Dir. Stokes stated about \$41M had been appropriated, and the total project cost was projected at \$60–70M.

In response to a committee question, **Dir. Stokes** explained early in the LUMA project, integration with federal agency systems proved too complex, so ITD retained its existing finance system. While all data was ultimately transferred into LUMA, payments, reimbursements, and accounting continued in the department's Advantage system. A full transition to LUMA was planned for a later date.

In response to committee questions, **Dir. Stokes** explained \$187M for road and bridge maintenance was split 60% to ITD, which was fully contracted, and 40% to local agencies. Funding focused first on keeping roads and bridges safe and in good condition before addressing expansion or capacity projects.

In response to a committee question, **Dir. Stokes** stated the initial \$80M Transportation Expansion and Congestion Mitigation (TECM) program was fully bonded and contracted. The ITD board was expected to consider in July 2026 whether to bond the additional \$20M based on program priorities. If bonding was not approved, the funds would still be allocated to ITD projects over time.

In response to a committee question, **Dir. Stokes** explained larger ITD projects were contracted out, while smaller tasks, such as tree removal, were handled by internal crews when time allowed. This approach maintained efficiency and productivity and required ensuring crews had the proper tools.

In response to a committee question, **Dir. Stokes** stated ITD increased funding three years earlier to improve pavement conditions on all routes, including rural roads, raising annual pavement contracts from \$150M to \$200M. Maintaining pavement conditions statewide was identified as the top priority.

There being no further business to come before the committee, the meeting adjourned at 8:40 a.m.

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Representative Tanner (14)  
Chair

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Alyson Jackson  
Secretary