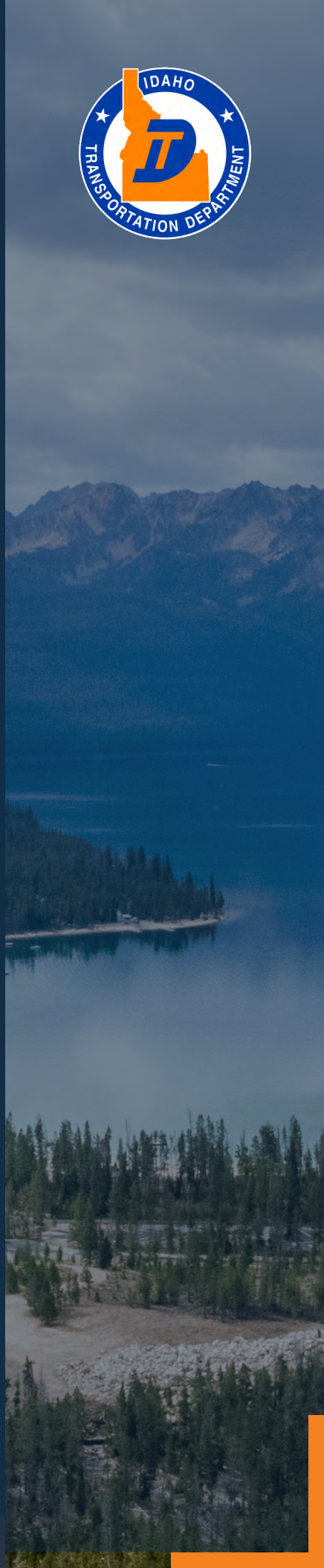
2050

Idaho Long-Range Transportation Plan

Executive Summary

October 2026





Idahoans review the 2050 LRTP at a statewide open house.

What Is the 2050 LRTP?

Every five years, the Idaho Transportation Department (ITD) analyzes how people and goods move across the state, evaluates today's challenges, and plans for future trends by updating the state's Long-Range Transportation Plan (LRTP). The 2050 LRTP update sets a statewide vision and long-term goals, evaluates how well Idaho's roads, bridges, transit, bicycle and pedestrian, rail systems, port, and aviation are serving residents and businesses today, and lays out strategies to meet the state's future needs and challenges across every mode of travel.

The 2050 LRTP was shaped by public and stakeholder feedback and priorities gathered over the past year, incorporates regional, statewide, and national priorities, and builds on the 2040 LRTP, which the Idaho Transportation Board adopted in December 2019.

Why Idaho Is Required to Plan This Way

Idaho Code Title 40 governs ITD's structure and duties, and Idaho Code 40-310 sets the Idaho Transportation Board's authority. The 2050 LRTP aligns with board policy and ITD's strategic plan, both centered on system preservation, safety, mobility, and economic opportunity.

Federal statewide transportation planning regulations require each state to carry out a continuing, cooperative, and comprehensive ("3-C") statewide transportation planning process that results in the development of a long-range statewide transportation plan.

Key federal requirements for the LRTP include:



Minimum 20-year horizon. The plan must address a forecast period of at least 20 years from its effective date, which is why Idaho's current update extends to 2050.



Multimodal scope. The plan must address all public roads, public transportation, freight, bicycle, pedestrian, and intermodal connections, regardless of ownership.



Ten federal planning factors. Per 23 U.S.C. § 135(d), the plan must consider factors including economic vitality, safety, security, accessibility and mobility, environment and quality of life, system integration and connectivity, efficient system management, system preservation, resiliency and reliability, and travel and tourism.



Performance-based planning. Under the 2015 Fixing America's Surface Transportation (FAST) Act and continued under the 2021 Infrastructure Investment and Jobs Act (IIJA), the LRTP must reflect a performance-driven, outcome-based approach, including national performance measures for safety, pavement, and bridge condition, and system performance, freight, and Congestion Mitigation and Air Quality (CMAQ).



Public involvement and consultation. The state must provide meaningful opportunities for public input and consult with MPOs, federal land management agencies, tribal governments, and resource agencies during plan development.



Fiscal context. While the statewide LRTP itself is not required to be fiscally constrained, it must be developed in coordination with the fiscally constrained Statewide Transportation Improvement Program (STIP), which is the first four years of the seven-year Idaho Transportation Investment Program (ITIP).



Where Idaho Stands Today

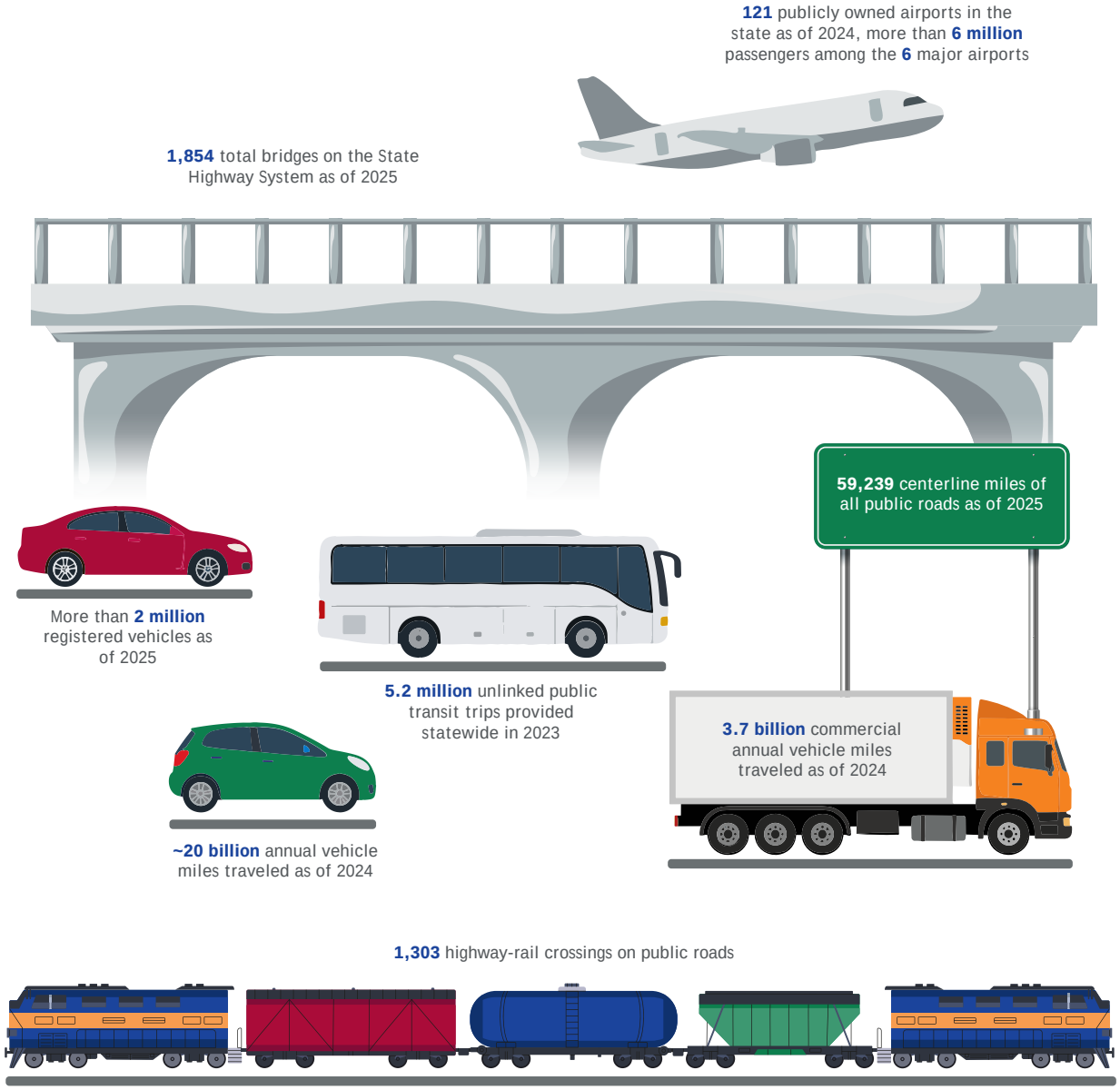
Before planning for the future, ITD examined the condition of Idaho's transportation today. Idaho's state highway system totals 12,276 lane miles and carries more than 2 million registered vehicles. The system also includes 1,854 state highway bridges, 121 public airports, and transit service that provides 5.2 million rides annually.

ITD maintains its highways and bridges to a high standard. Since 2020, 86–89% of state highway pavement has been in good or fair condition every year, comfortably above the state's 80% goal. Bridges have improved too, from 76% in good condition in 2015 to 83% in 2024, exceeding the state's 80% target three years running.

The roads and bridges you drive on today are, on average, in better shape than a decade ago. These recent gains are a reflection of increased funding and bonding programs from the Idaho Legislature that focused on expansion projects. Keeping it that way, as Idaho grows and construction costs rise, is one of the biggest challenges facing ITD in the future.

Keeping Idaho Moving: A Statewide, Multimodal Partnership

ITD's job spans far more than highways: it plans, builds, and maintains the state highway system, runs the Department of Motor Vehicles and aviation programs, supports public transit, and manages federal-aid funding statewide. Much of Idaho's road network is owned by local cities, counties, and highway districts. Beyond roads, the system includes over 100 public-use airports, privately owned freight railroads, the Port of Lewiston (Idaho's only seaport), and active transportation infrastructure. These modes connect and complement one another to move people and goods.





Idaho Is Growing and So Is Demand on Our Transportation System

Idaho is one of the fastest-growing states in the country, and that growth is changing what the transportation system needs to deliver. More residents, an aging population, and a growing freight economy are all pushing more trips onto Idaho's highways even as the system ages and construction costs continue to increase.

Population

As of 2024 **2.0M** Idaho residents → As of 2050 **2.7M** projected Idaho population by 2050.

Age 65+ Share

As of 2024 **17.4%** of Idahoans are age 65 or older today → As of 2050 **20%** projected share of age 65+

Vehicle Access

As of 2024 **96%** of Idaho households have a vehicle. Tied #1 in the U.S.

Work from Home

As of 2023 **14%** of Idahoans work from home (up from 7% in 2020).

Projected VMT

2022 - 2050 **+22%** projected increase in Vehicle Miles Traveled (VMT).

Source: 2050 LRTP Emerging Trends chapter; ITD Statewide Travel Demand Model

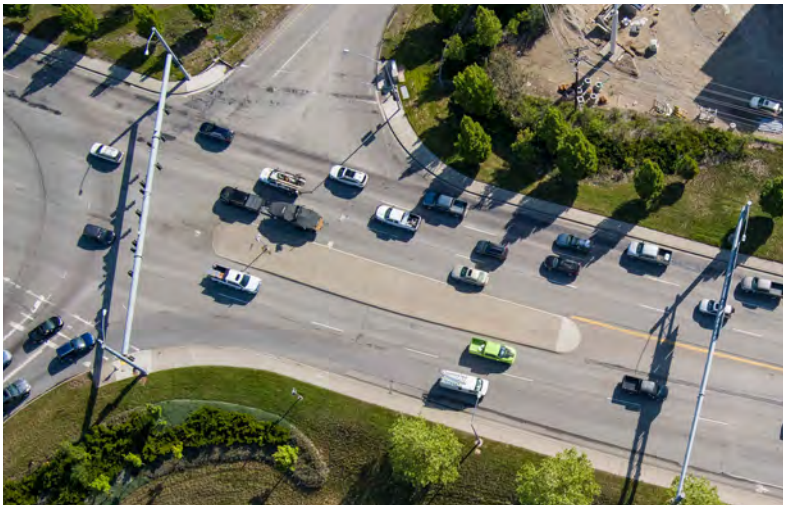
A Growing Economy Depends on a Well-Maintained Network

Idaho's gross domestic product (GDP) reached a record high in 2025, and agriculture, forestry, and mining all depend on a reliable transportation network to reach markets. Travel times are currently predictable for freight haulers. As the economy and population grow, freight movement is projected to grow right along with it. Today rail carries more freight than any other mode except trucking, which has reduced pressure on state highways, but with economic and population growth, truck travel on the state highway system is expected to rise 33% between 2022 and 2050.

Industry/Measure	Detail	Value
Idaho GDP (2025)	Record high, +2% year-over-year	$101.6 billion
Agriculture	185 commodities; ~126,000 jobs	$14 billion
Forestry	21.5M acres forestland; 28,000 jobs	$2.8 billion
Mining	Phosphate & silver production	$657 million
Employment Growth (2022-2032)	Projected statewide job growth	+121,000 jobs (13.8%)
Truck Travel Growth 2022 to 2050	State highway system, per STDM	+33%

What This Means for Idahoans

A larger, older population means more Idahoans depend on a safe and reliable road network to stay connected whether or not they still drive. At the same time, a growing economy is putting more trucks and more commuters on the same roadways, many of which were built decades ago for a much smaller population and economy. The 2050 LRTP is ITD's roadmap for keeping pace with Idaho's population and economic growth.



Idaho’s Transportation Vision & Goals

The 2050 LRTP is guided by a single, simple vision and four goals that turn it into action.

Vision: Enhance Quality of Life through Transportation

The 2050 LRTP is organized around four goals that together define what ITD aims to achieve for Idaho's transportation system over the next 20+ years. The goals of the 2050 LRTP are based on ITD’s Strategic Plan, but with a focus on customer service and project delivery, rather than the employee experience and business practices.





Provide the Safest Possible Transportation System and Work Environment

Reflects ITD's enduring commitment to protecting the lives of travelers and the workforce that builds and maintains the system.

Provide a Mobility-Focused Transportation System that Drives Economic Opportunity

Recognizes that the movement of people and goods is essential to Idaho's economic vitality, rural connectivity, and quality of life.

Continually Improve the Customer Experience

Places the needs and expectations of the traveling public at the center of how ITD plans, communicates, and delivers transportation services.

Continually Improve Project Delivery

Underscores ITD's responsibility to be a reliable steward of public resources by delivering projects on time, on budget, and with lasting value.

Together, these four goals provide the framework for the objectives, performance measures, and implementation strategies developed in the 2050 LRTP.

LRTP Public Engagement by the Numbers

2 ROUNDS OF PUBLIC ENGAGEMENT

6 REGIONAL OPEN HOUSES
(Pocatello, Idaho Falls, Twin Falls, Coeur d'Alene, Lewiston, Boise)

150 ATTENDEES AT THE OPEN HOUSES

5 REGIONAL POP-UP EVENTS

343 ONLINE SURVEY RESPONSES

1,290 VISITS TO THE ONLINE OPEN HOUSE

5 ADVISORY COMMITTEE MEETINGS

6 MPO PARTNERS

30 DAY FORMAL PUBLIC COMMENT PERIOD

2 TRIBAL PARTNER INTERVIEWS

A Team Effort

Idaho's transportation system is a team effort. The Idaho Transportation Board sets policy direction; ITD plans, builds, and operates the state highway system; six metropolitan planning organizations (in the Coeur d'Alene, Lewiston, Boise, Twin Falls, Pocatello, and Idaho Falls areas) lead local planning; cities, counties, and highway districts own most local roads and partner in larger planning processes; and Idaho's five tribal nations, along with federal partners, help shape the plan every step of the way.

ITD Asked. Idahoans Answered.

The LRTP reflects two rounds of statewide public engagement. Round 1 conducted listening sessions and a public survey in fall 2025, where Idahoans told us their multimodal transportation challenges and priorities. Round 2 provided opportunities for Idahoans to comment on the draft LRTP in summer 2026.



What are your most pressing transportation needs in Idaho?

When asked to identify Idaho's most pressing transportation needs, survey respondents noted the following:

Maintenance and Preservation

Top priority, with a strong preference for maintaining existing roads and bridges over new construction.

Safety Improvements

Second-highest priority, including projects like turn lanes, lighting, and intersection upgrades to reduce crash risks.

Resilience and Reliability

Moderate priority for keeping roads open during natural disasters and severe weather.

Accessibility

Moderate support for improving sidewalks and crosswalks for safer pedestrian environments.

Expansion

Lower priority for expanding public transit, building new bike/pedestrian systems, or expanding new and existing routes.



Investing in Idaho's Transportation Future

Idaho is growing fast, and the LRTP lays out what that growth demands of the transportation system through 2050. ITD assessed needs across two programs. The first is the programs ITD owns directly, and a snapshot of the pavement, bridges, maintenance and operations, Intelligent Transportation Systems, safety, ports of entry, and highway capacity needs include:

- Idaho's 12,276 lane miles of state highway pavement need steady, well-timed upkeep as costs rise and more of the network reaches the age where major repairs are due.
- About 60% of the state's 4,402 bridges were built between 1950 and 1990, so bridge investment will need to grow as several major structures approach the end of their service lives.
- Safety remains the top priority, with continued funding needed for both education campaigns and physical improvements at high-crash locations, in pursuit of Idaho's goal of zero roadway deaths.
- Day-to-day maintenance and operations, like snowplowing, pothole repair, and incident response, face a growing challenge simply in finding and keeping enough skilled workers.
- Intelligent Transportation Systems (traffic signals, cameras, message signs, and the Idaho 511 traveler information system) will need continued investment to keep pace with new vehicle technology.
- Idaho's ports of entry, which screen commercial trucks for size, weight, and safety, will need upgraded technology and facility improvements to keep freight moving safely and efficiently.
- And as more people move to Idaho, particularly to the urban areas, additional highway capacity will be needed to manage growing congestion.

Together, these needs represent the biggest share of what the state alone is responsible for funding and delivering.

Beyond the state highway system, a few key parts of Idaho's transportation system rely mainly on local and regional partners to build and maintain these critical assets. The second program is led by ITD partners, and a snapshot of public transportation, bicycle and pedestrian infrastructure, passenger and freight rail, waterway ports, and aviation needs includes:

- Public transit is run by more than 55 local and tribal agencies statewide, funded mainly through federal grants rather than state dollars, and the demand on this system is expected to grow as Idaho's population grows and ages.
- Sidewalks, bike lanes, and trails are typically planned and paid for by cities and counties, with ITD contribution through funding, safety programs, technical assistance, and inclusion in programmed projects. These facilities, along with more public transit, especially in the form of passenger rail, are regularly advocated for by the public.
- Railroad crossings are jointly maintained by ITD, local governments, and the private railroads, with upgrades focused on safety and reducing delays.
- Idaho's 121 public airports are owned locally by cities, counties, or tribes, with ITD supporting them through statewide planning rather than direct operation.
- The Port of Lewiston, Idaho's only water port, moves agricultural products and other goods to the Pacific by barge, and ITD helps by improving the roads that connect to the port.

In each case, meeting future multimodal transportation needs depends on continued coordination between ITD and regional and local partners.

Funding Idaho’s Transportation Future

Idaho's transportation system supports daily travel, the movement of goods, and the connection of rural and urban communities across the state. Maintaining and modernizing this system requires sustained investment in pavements, bridges, safety, technology, transit, and a wide range of other programmatic areas. Transportation projects in Idaho are funded through a mix of state and federal dollars, and ITD's forecast shows that funding will stay relatively flat to 2050 even as needs continue to grow. State revenue is projected to run between roughly $580 million and $740 million per year through 2050, while federal funding is expected to hold steady at about $457.6 million annually. Combined, that's about $29.1 billion over the 25-year planning horizon, or an average of $1.1 billion a year.

That steady funding picture is good news for predictability, but it also means ITD has to make hard choices. Because pavement and bridge preservation are the foundation of a safe, functioning system, maintaining Idaho's existing system will continue to claim the largest share of available revenue, especially as more of the system's aging pavement and bridges reach the point where major rehabilitation is required. Demand for safety projects is also growing with increased population and travel, and as technology continues to improve. That leaves a narrower share of funding to address the state's other pressing needs, such as expanding capacity in fast-growing areas, upgrading technology, and supporting freight, active transportation, and transit. This means ITD will need to keep prioritizing investment carefully, lean on strategic funding opportunities, and continue working with the legislature and federal partners to grow revenue where possible.

Turning the Plan into Action

The 2050 LRTP includes 28 strategies, grouped into 14 categories, that guide how ITD and its partners will plan, invest, and deliver projects over the next 20+ years. Every strategy aligns with Idaho priorities and in combination meet the federal planning factors and national goals.

Together, these 28 strategies provide a clear, well-organized roadmap that helps ITD, its partners, and the people of Idaho understand where Idaho's transportation system is headed, and how each part of the system contributes to a safer, stronger, more connected future.

WITHIN THESE 14 CATEGORIES, THE 2050 LRTP INCLUDES:

NEW

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New strategies that respond to today's emerging priorities, including system resilience, access for underserved communities, tribal coordination, rural communications and emergency connectivity, electric vehicle infrastructure, freight reliability, land use coordination, and data-assisted planning.

EXPANDED

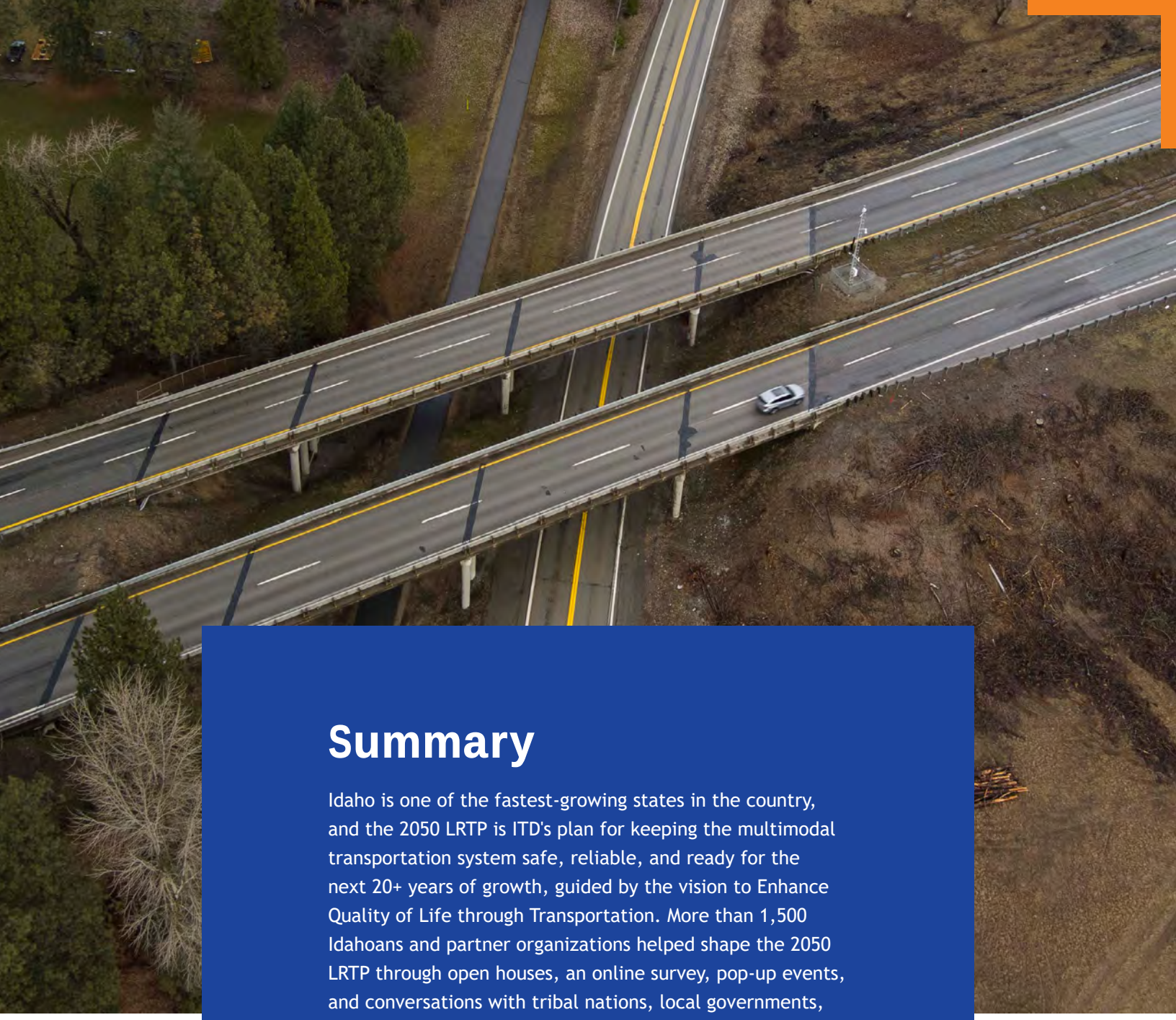
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Expanded strategies that build on the direction set in the 2040 LRTP, with strengthened focus on safety, technology and operations, rural and community context, freight, active transportation, emerging technologies, and customer experience.

CARRIED FORWARD

6

Carried Forward strategies that continue proven direction from the 2040 LRTP for bridges, rail, ports, aviation access, and public transportation coordination, because they remain just as important today as when they were first adopted.



Summary

Idaho is one of the fastest-growing states in the country, and the 2050 LRTP is ITD's plan for keeping the multimodal transportation system safe, reliable, and ready for the next 20+ years of growth, guided by the vision to Enhance Quality of Life through Transportation. More than 1,500 Idahoans and partner organizations helped shape the 2050 LRTP through open houses, an online survey, pop-up events, and conversations with tribal nations, local governments, and regional planning partners across the state.

That input helped confirm what matters most to Idahoans: safety on the roads they drive every day, maintaining the existing system, reliable travel as their communities grow, and a multimodal transportation system that works for residents, businesses, and visitors. The LRTP sets a strategic direction ITD and its partners will follow to maintain and modernize the system, invest wisely, and adapt to change to keep Idaho's economy competitive to 2050 and beyond.


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