2050

Idaho Long-Range Transportation Plan

October 2026



Message from

Alberto Gonzalez



It's no surprise that Idaho continues to be one of the fastest growing states – it's a great place to live and work. Idaho is home to beautiful people and landscapes. We offer a strong economy and a transportation system that delivers on our mission of Your Safety. Your Mobility. Your Economic Opportunity.

The Idaho Transportation Department is committed to improving the quality of life in the communities we serve. We recognize most communities across Idaho are feeling the pressures of growth, and people seek relief in their communities.

Extraordinary growth is increasing public demand on the transportation system, and ITD is in the driver's seat. We cannot succeed in isolation; meaningful engagement is our solution.

This document serves as a strategic guide that informs our 20-year horizon of a transportation network that serves all Idahoans. We have a great responsibility to invest taxpayer dollars wisely in deliberate, tangible benefits. Our plan ensures that we continue to deliver timely and meaningful projects at a pace that works for Idaho.

We deploy a statewide vision with a multi-modal mindset to inform the future programming of studies and projects. We consider growth, travel demands, land use, system reliability and public need. ITD is committed to customer service and working with statewide partners to deliver long-term infrastructure that will serve Idaho for generations.

Thank you to our communities for your meaningful engagement – your input to help create this document – and your ongoing commitment to quality transportation. A modernized transportation system is safer for everyone.

With so much change around us, ITD will leverage our innovative spirit and commitment to excellence to advance transportation services that benefit our customers today and serve Idaho for years to come.

Alberto Gonzalez

IDAHO TRANSPORTATION DEPARTMENT DIRECTOR

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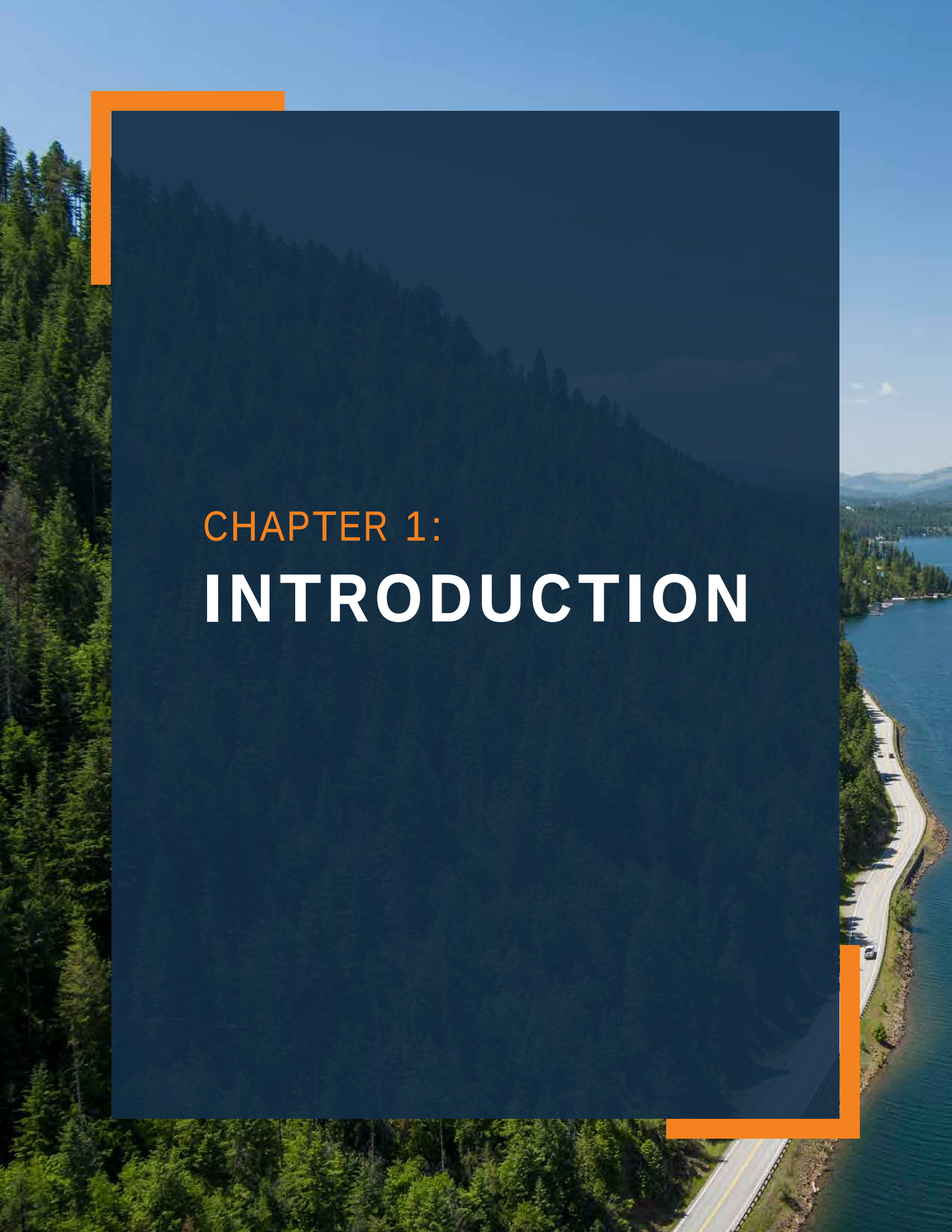
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CHAPTER 1:

INTRODUCTION

Purpose

The 2050 Long-Range Transportation Plan (LRTP) is Idaho's road map for the future – a long-term guide that helps the Idaho Transportation Department (ITD) continue to maintain, preserve, and modernize Idaho's transportation system that connects every corner of the state. To build a transportation system that serves Idahoans today and well into the future, the 2050 LRTP brings together vision and goals, public input, trends analysis, needs identification, revenue projections, and implementation strategies into a single, forward-looking document. Each part of the plan plays a vital role in guiding Idaho's transportation future. To bring that future into focus, the LRTP:



Sets a statewide vision and long-term goals for the transportation system. The LRTP establishes a clear vision for Idaho's transportation future and sets long-term goals for safety, mobility, economic opportunity, and system reliability.



Considers other statewide, regional, and national transportation plans. The LRTP aligns with federal requirements, state modal plans, Metropolitan Planning Organization (MPO) long-range plans, and local and tribal transportation efforts so that Idaho's direction is coordinated and consistent with the work of partners across the state and country.



Incorporates public and stakeholder feedback about transportation values. Through open houses, surveys, pop-up events, advisory groups, stakeholder meetings, and tribal consultation, the LRTP captures the priorities and values of Idahoans, ensuring the plan reflects the real-life needs of the communities it serves.



Evaluates the existing condition of the multimodal transportation system. The LRTP looks at the current condition of Idaho's highways, bridges, public transportation, rail, aviation, freight corridors, and bike and pedestrian networks, creating a data-informed starting point for future planning.



Analyzes future external trends that may impact transportation. The LRTP examines major trends shaping Idaho's future, including population growth, economic development, technology, travel behavior, and extreme weather impacts, so the state can plan ahead rather than simply react to change.



Forecasts future needs and revenue based on trends. The LRTP identifies future modal needs and projects expected federal and state revenue. By comparing anticipated needs to available funding, the plan helps ITD set realistic priorities and make the most of every transportation dollar invested across Idaho.



Identifies implementation strategies to support the plan's vision, goals, and objectives. Finally, the LRTP outlines practical implementation strategies that turn the vision and goals into action, providing ITD and its partners a path to maintain, preserve, and modernize Idaho's transportation system over the next 20+ years.

Vision & Goals

The 2050 LRTP is built around a clear vision — ***Enhance Quality of Life through Transportation*** — recognizing that how Idahoans move shapes how they live, work, and connect with one another every day.

ITD 2050 LRTP Vision: Enhance Quality of Life through Transportation

Together, the four 2050 LRTP goals reflect ITD's commitment to serving Idahoans in every part of the state. While these goals look toward the future, they are anchored by ITD's fundamental priority to maintain the state's existing infrastructure, ensuring that current roads and bridges remain functional and resilient. The goals focus on providing the safest possible transportation system and work environment, supporting a mobility-focused network that drives economic opportunity, continually improving the customer experience, and continually strengthening how projects are delivered. Each goal builds on the others, working in concert to create a transportation system that is safer, more connected, more responsive, and more efficient for everyone who lives, works, and travels in Idaho.



Idaho's Transportation Organizations

Getting around Idaho — whether by car, truck, bus, plane, train, bike, or on foot — is made possible by a wide network of organizations working together. From the highways that connect Idaho's communities to the local streets, transit routes, airports, and freight corridors that touch daily life, no single agency does it alone. State, federal, regional, local, and tribal partners each play a role in planning, building, maintaining, and improving Idaho's transportation system. Together, they make sure Idahoans can travel safely, do business, reach essential services, and enjoy the places that make Idaho special. Knowing who these organizations are makes it easier for Idahoans to understand how transportation decisions are made, where their voices can be heard, and how the 2050 LRTP fits into a much bigger statewide partnership.

Idaho Transportation Board

The Idaho Transportation Board is the seven-member decisionmaking body that provides direction and oversight for ITD. Appointed by the governor and confirmed by the Senate, board members represent each of Idaho's six transportation districts plus an at-large chair. The board approves major plans, programs, and policies, including the Idaho Transportation Investment Program (ITIP) and key funding decisions, ensuring that the direction of Idaho's transportation system reflects the priorities of communities across the state.





Idaho Transportation Department

ITD is the lead state agency responsible for planning, designing, building, maintaining, and operating Idaho's state highway system. ITD also administers the Division of Motor Vehicles, oversees the state's aviation system, supports public transportation across Idaho, manages federal-aid funding programs, and leads major statewide planning efforts. Organized into six districts that span the state from the Panhandle to the eastern border, ITD is committed to serving Idahoans through its mission of ***Your Safety. Your Mobility. Your Economic Opportunity***.

Idaho's Six Metropolitan Planning Organizations

In Idaho's urbanized areas, federally designated MPOs lead transportation planning and programming for their regions. Idaho has six MPOs, each of which works closely with ITD, local governments, transit providers, and the public to develop regional long-range plans and Transportation Improvement Programs (TIPs). These organizations include the Kootenai Metropolitan Planning Organization (KMPO) in Coeur d'Alene; the Lewis-Clark Valley Metropolitan Planning Organization (LCVMPO) in Lewiston; the Community Planning Association of Southwest Idaho (COMPASS) serving the Treasure Valley; the Magic Valley Metropolitan Planning Organization (MVMPO) in Twin Falls; the Bannock Transportation Planning Organization (BTPO) in the Pocatello area; and the Bonneville Metropolitan Planning Organization (BMPO) in Idaho Falls.

THE SIX MPOS INCLUDE

1. **Kootenai Metropolitan Planning Organization** (KMPO) serves Kootenai County in northern Idaho.
2. **Lewis-Clark Valley Metropolitan Planning Organization** (LCVMPO) serves the Lewiston, Idaho–Clarkston, Washington area.
3. **Community Planning Association of Southwest Idaho** (COMPASS) serves Ada and Canyon Counties in the Treasure Valley.
4. **Magic Valley Metropolitan Planning Organization** (MVMPO) serves portions of Twin Falls and Jerome Counties.
5. **Bannock Transportation Planning Organization** (BTPO) serves the Pocatello metropolitan area.
6. **Bonneville Metropolitan Planning Organization** (BMPO) serves the Idaho Falls metropolitan area.

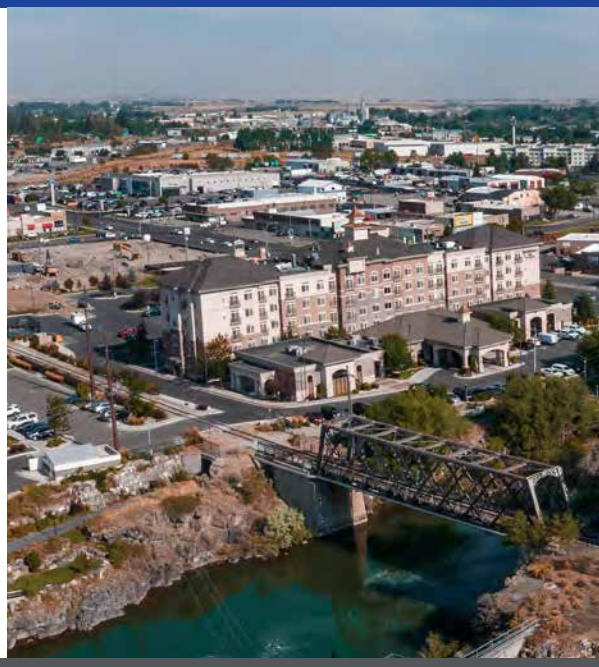


Local Highway Technical Assistance Council

The Local Highway Technical Assistance Council (LHTAC) supports Idaho's many local highway agencies, including cities, counties, and highway districts, by providing technical assistance, training, project delivery support, and federal-aid program administration. Since the majority of Idaho's road miles are managed at the local level, LHTAC plays a critical role in helping communities access funding, coordinate with ITD, and deliver projects that meet local needs.

Local Highway Districts, Cities, & Counties

Idaho is unique in that much of its road network is owned and maintained not by the state, but by a network of local jurisdictions. Highway districts, cities, and counties are responsible for tens of thousands of miles of roads, streets, bridges, and pathways across Idaho. These local partners coordinate closely with ITD on shared corridors, regional planning efforts, and federal-aid projects, and they represent the priorities of the communities they serve.





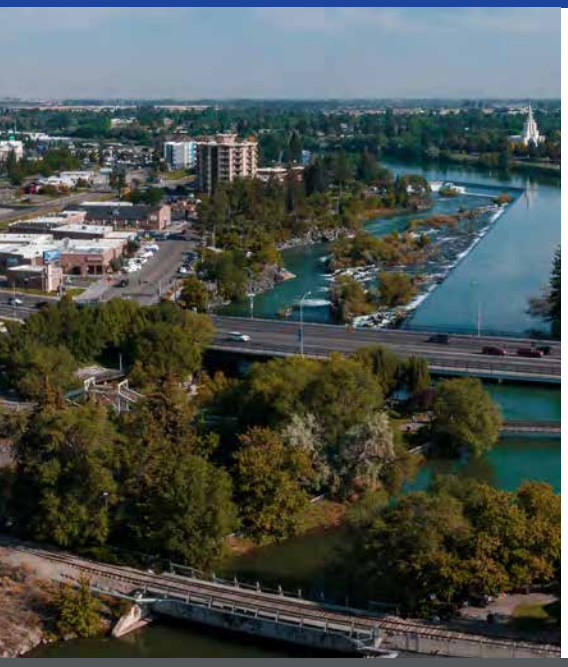
Tribes in Idaho

Idaho is home to five federally recognized tribes, each a sovereign nation with its own government, transportation programs, and planning authority. The Coeur d'Alene Tribe, the Kootenai Tribe of Idaho, the Nez Perce Tribe, the Shoshone-Bannock Tribes, and the Shoshone-Paiute Tribes of the Duck Valley Indian Reservation play essential roles in shaping transportation across their lands and within the broader regions they help connect. ITD and the Federal Highway Administration (FHWA) engage in government-to-government consultation with tribal nations to ensure that tribal priorities, sovereignty, and cultural values are respected throughout the planning process.

Public Transportation Providers

A growing network of public transportation providers serves Idaho's urban, suburban, and rural communities. From Valley Regional Transit in the Treasure Valley and Citylink in northern Idaho to Pocatello Regional Transit, Targhee Regional Public Transportation Authority, and a wide range of rural and tribal transit programs, these providers help Idahoans access jobs, healthcare, education, and essential services. With state funding for transit limited, ITD's Public Transportation Office partners with these providers primarily by administering federal funding, supporting planning, and helping expand mobility options across the state.





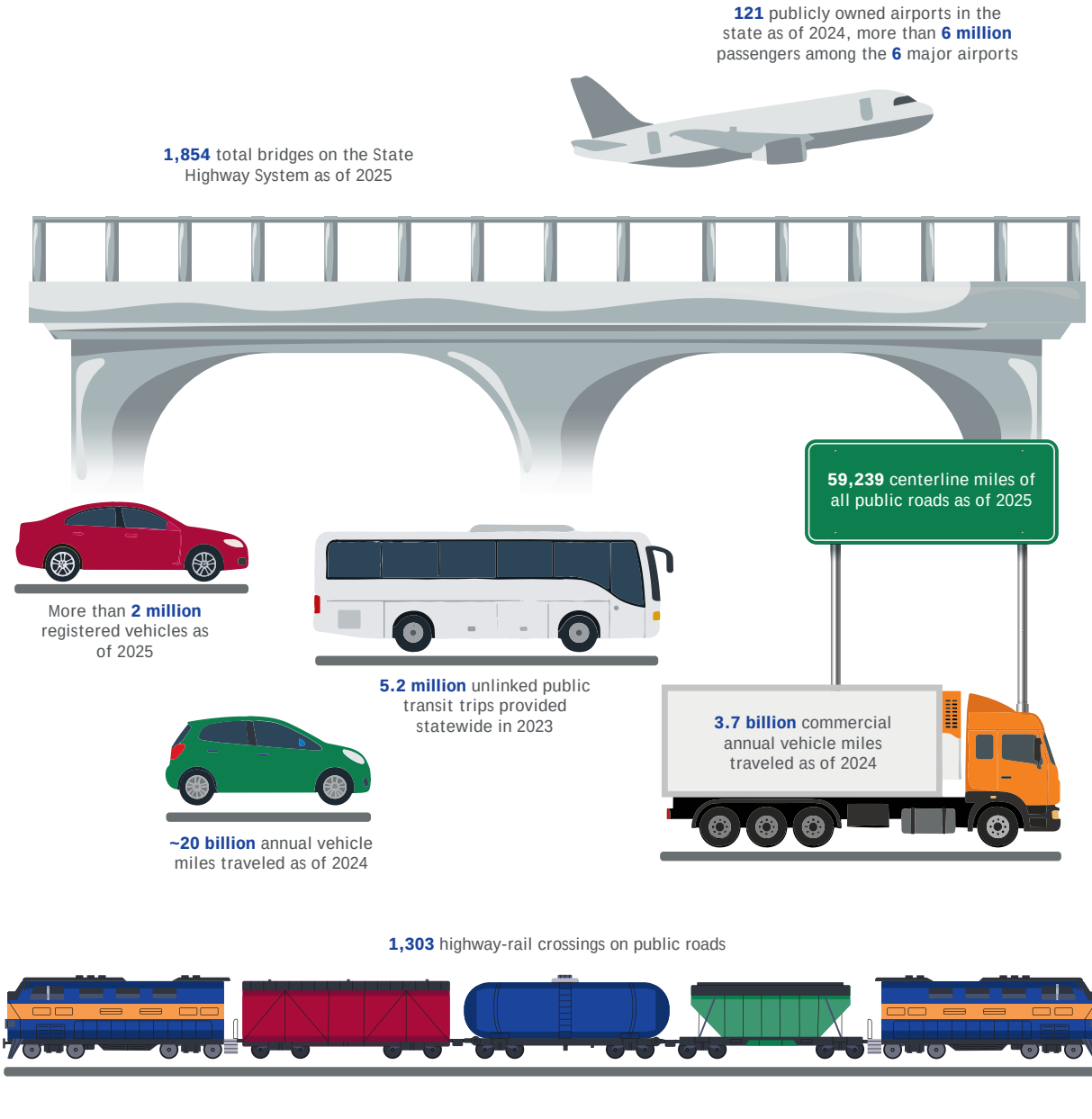
Modal & Industry Partners

Idaho's transportation system is about more than highways. Aviation, rail, freight, water ports, and active transportation all play a vital role in moving people and goods. ITD's Division of Aeronautics supports more than 100 public-use airports, from major commercial hubs to small backcountry strips. Privately owned railroads carry Idaho's agricultural products, manufactured goods, and natural resources to markets across the country and beyond. The Port of Lewiston is Idaho's only seaport, and it links the state to the Pacific Ocean, while freight carriers, ports of entry partners, and walking and biking advocates help shape a transportation system that works for all Idahoans.

Federal Partners

At the federal level, the U.S. Department of Transportation and its agencies, including the FHWA, Federal Transit Administration (FTA), Federal Aviation Administration (FAA), Federal Railroad Administration (FRA), and United States Maritime Administration (MARAD) provide funding, guidance, and oversight to support Idaho's transportation system. Federal partners help ensure that Idaho's plans and projects align with national performance goals and meet the requirements of programs that bring critical investment to Idaho communities.





Working Together

Each of these organizations brings something unique to Idaho's transportation system, such as local knowledge, technical expertise, regional perspective, sovereign authority, or national context. Together, they form the partnership that makes Idaho's transportation system work. The 2050 LRTP reflects this collaboration, bringing together the priorities, plans, and perspectives of all of Idaho's transportation organizations to plan a shared path toward a safer, stronger, and more connected future.

State & Federal Planning Requirements

The development of Idaho's 2050 LRTP is guided by a framework of federal and state requirements that establish the planning horizon, content, and process for statewide transportation planning.

Federal Requirements

Federal statewide transportation planning is governed by 23 U.S.C. § 135 and implemented through the joint FHWA and FTA planning regulations at 23 CFR Part 450, Subpart B. These 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 STIP, which is the first four years of the seven-year ITIP.

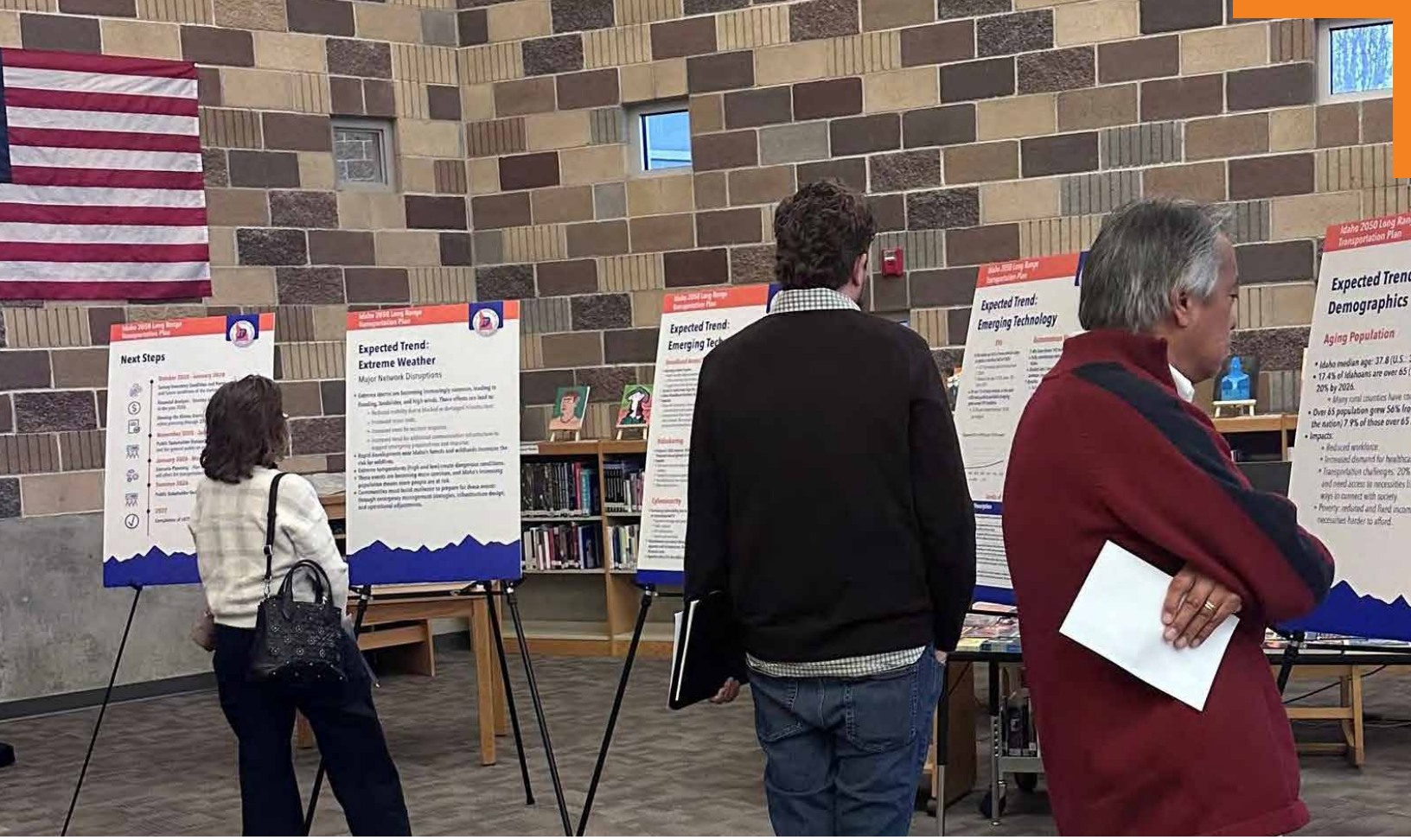


State Requirements

At the state level, Idaho Code Title 40, Chapter 5 governs ITD's structure, duties and related programs, and Idaho Code 40-310 defines the authority and responsibilities of the Board. The 2050 LRTP aligns with direction from the Idaho Transportation Board's policies and ITD's strategic plan, which together emphasize system preservation, safety, mobility, and economic opportunity as core priorities for the state.

In addition, the LRTP is developed with consideration for Idaho's six MPOs and local highway jurisdictions to ensure consistency between statewide policy direction and regional and local transportation plans.

Together, these federal and state requirements shape the 2050 LRTP as a policy-level, performance-based, multimodal plan that guides transportation decisionmaking in Idaho over the next 20+ years.



Public Input

At ITD, public input shapes how the department plans, maintains, and modernizes Idaho's transportation system. Whether the agency is charting a 20+ year vision through the LRTP, programming the next seven years of investments in the ITIP, advancing a corridor or modal study, or delivering a construction project in a local community, ITD relies on Idahoans — residents, businesses, local officials, tribal partners, and travelers — to identify what is working, what is not, and where the system needs to go next.

ITD's approach to public engagement is guided by a tiered, scalable framework designed to match the level of outreach to the scope and impact of each effort. The department's Guide to Public Involvement helps staff calibrate engagement intensity based on a project's complexity, impacts, and anticipated public interest. The Public Outreach Planner (POP) provides project managers and Public Information Officers (PIOs) with a practical toolkit for selecting and budgeting the right public input techniques. Day-to-day execution is led by district PIOs, who may hire specialized consulting teams for more comprehensive outreach. The agency's goal is simple: to make participation easy, meaningful, and accessible to every Idahoan, so the decisions made today reflect the priorities of the people who use Idaho's transportation system every day.



Long-Range Transportation Plan

The LRTP is Idaho's blueprint for the future of transportation, and it is a policy plan that looks ahead 20+ years to anticipate how Idahoans will travel, transport goods, and connect with their communities. Required by federal law, the LRTP is refreshed regularly to maintain a 20-year planning horizon, ensuring that the state's transportation strategy keeps pace with Idaho's rapid growth, evolving economy, and changing technology. The 2050 LRTP builds on the 2040 LRTP adopted in December 2019, charting an updated course that reflects today's needs and tomorrow's opportunities. The following outlines how the LRTP public conversation takes place.

Dedicated Website

The 2050 LRTP website hosts plan information, fact sheets, Frequently Asked Questions (FAQs), surveys, and public comment forms separate from the main ITD site so that interested members of the public have a single, branded entry point.

Metropolitan Planning Organization Coordination

Because the LRTP sets the long-term vision for transportation across all of Idaho, ITD works closely with the state's six MPOs to ensure the plan reflects both statewide priorities and the unique needs of Idaho's urbanized regions. Throughout the development of the LRTP, the MPOs were engaged through the public open houses, a scenario planning workshop to discuss needs and strategies, and individual meetings to discuss the travel demand model.

Multi-Round Engagement

To give Idahoans multiple opportunities to shape the future of transportation, ITD designed the 2050 LRTP around two distinct rounds of public engagement. The first round, held in late 2025, focused on listening and gathering Idahoans' top priorities, concerns, and ideas about how the state's transportation system should evolve over the next 20+ years. That early input helped guide the development of the draft plan. The second round, held in the summer of 2026, brought the draft 2050 LRTP back to the public for review and comment, giving Idahoans a chance to see how their voices had been reflected and to weigh in once more before the plan was finalized. This two-step approach ensured that public input shaped the plan from the very beginning and continued to guide it all the way to adoption.

Open Houses

Because Idaho is a large and geographically diverse state, ITD made a deliberate effort to bring Round 1 of the 2050 LRTP directly to communities across every region. In-person open houses were held in November and December of 2025 in Pocatello, Idaho Falls, Twin Falls, Coeur d'Alene, Lewiston, and Boise, ensuring that Idahoans in the north, south, east, west, and everywhere in between had a convenient, local opportunity to meet with the ITD project team, ask questions, and share their priorities for the future of transportation.

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

Pop-Up Engagements

To meet Idahoans where they already are, ITD also hosted a series of pop-up engagement events to gather input and promote the online survey over the winter of 2025-2026. Rather than waiting for the public to come to an open house, ITD brought the conversation directly into community gathering places, including Teton Valley, Blackfoot, Coeur d'Alene, Lewiston, and Twin Falls.

Online Public Survey

The online LRTP public survey was designed to make participation easy, accessible, and meaningful for Idahoans across the state. Available 24 hours a day on the LRTP website, the survey gave residents the freedom to share their input on their own time. Designed to be quick to complete yet rich in insight, the survey allowed ITD to hear from a far broader cross-section of Idahoans than in-person meetings alone could reach. ITD received 343 responses to the online survey. The survey results are shared later in this section and helped shape the priorities, strategies, and investment direction of the 2050 LRTP, ensuring that the plan reflects the real, everyday experiences of the people who depend on Idaho's transportation system.

Targeted Outreach

Beyond open houses and online tools, ITD met with organizations that depend on Idaho's transportation system every day. Advisory group sessions brought together leaders and subject-matter experts to provide LRTP guidance and feedback. Tribal interviews provided dedicated conversations with Idaho's tribal nations, ensuring their unique perspectives, sovereignty, and transportation needs were heard and reflected in the LRTP.

Public Comments

Before the 2050 LRTP is finalized and adopted, ITD provided Idahoans with one final, formal opportunity to review the LRTP and share their feedback. In August and September 2026, the draft LRTP was made available for a 30-day public comment period, giving residents, businesses, partner agencies, and other interested community members the time they need to read the plan, ask questions, and submit comments. ITD received 49 public comments on the draft LRTP. ITD announced the comment period through a wide range of channels — including the LRTP website, news releases, social media, partner organizations, and direct outreach to MPOs, local governments, and tribal nations — so that Idahoans across the state are aware of the opportunity. Plan documents are made available both online and at convenient public review locations, ensuring everyone has a chance to weigh in regardless of how they prefer to access information. After the comment period closed, ITD carefully reviewed and considered all input received before presenting the final 2050 LRTP to the Idaho Transportation Board for adoption — making sure the voices of Idahoans are reflected in the 2050 LRTP that will guide the future of transportation across the state.

LRTP Survey Results

To help guide the long-term vision for Idaho's transportation system, ITD gathered feedback from residents, businesses, and stakeholders across the state as part of the LRTP outreach process. The online survey was provided to open house participants and sent out via email to ITD's email distribution lists. It was designed to better understand how people travel today, what transportation challenges they face, and what priorities they believe should shape the future of Idaho's transportation network. The results provide valuable insights into community needs, concerns, and opportunities, helping to inform planning decisions and ensuring that the LRTP reflects the perspectives of those who rely on the system every day.

SURVEY QUESTIONS INCLUDED



Based on the survey responses, the following provides the key takeaways regarding Idaho residents' travel habits and priorities:

Dominant Travel Mode

Driving is the primary method of transportation, with nearly all respondents driving multiple days per week or daily.

Infrequent Alternatives

Biking, walking, and carpooling are used rarely by residents.

Minimal Transit Use

Public transportation and ridesharing services (like Uber and Lyft) represent only a minor portion of overall travel behavior.

Infrastructure Necessity

The data highlights a critical reliance on the roadway system, emphasizing the need for well-maintained roads in urban, suburban, and rural settings.

Top Priority

Safety was consistently ranked as one of the most valued attributes of the transportation system.

High Values

Mobility and reliability also ranked highly, with participants emphasizing the need for efficient movement and routes that remain functional during storms or crashes.

Specific Safety Concerns

Respondents expressed a particular need for increased safety during winter weather, at high-speed intersections, and while traveling on rural highways.

Safety and Congestion on Growing Highway Corridors

Roads originally designed for low-volume, rural conditions are now serving much higher traffic due to growth in some regions.

What should ITD value the most when planning and making transportation decisions?

Participants were asked to identify what they believe ITD should value most when planning for the future. Safety emerged as the top priority, followed closely by mobility and maintaining a dependable transportation network. Many participants highlighted the role of transportation in supporting Idaho's economy, including freight movement and access to jobs.

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

What are your most pressing transportation needs in Idaho?

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

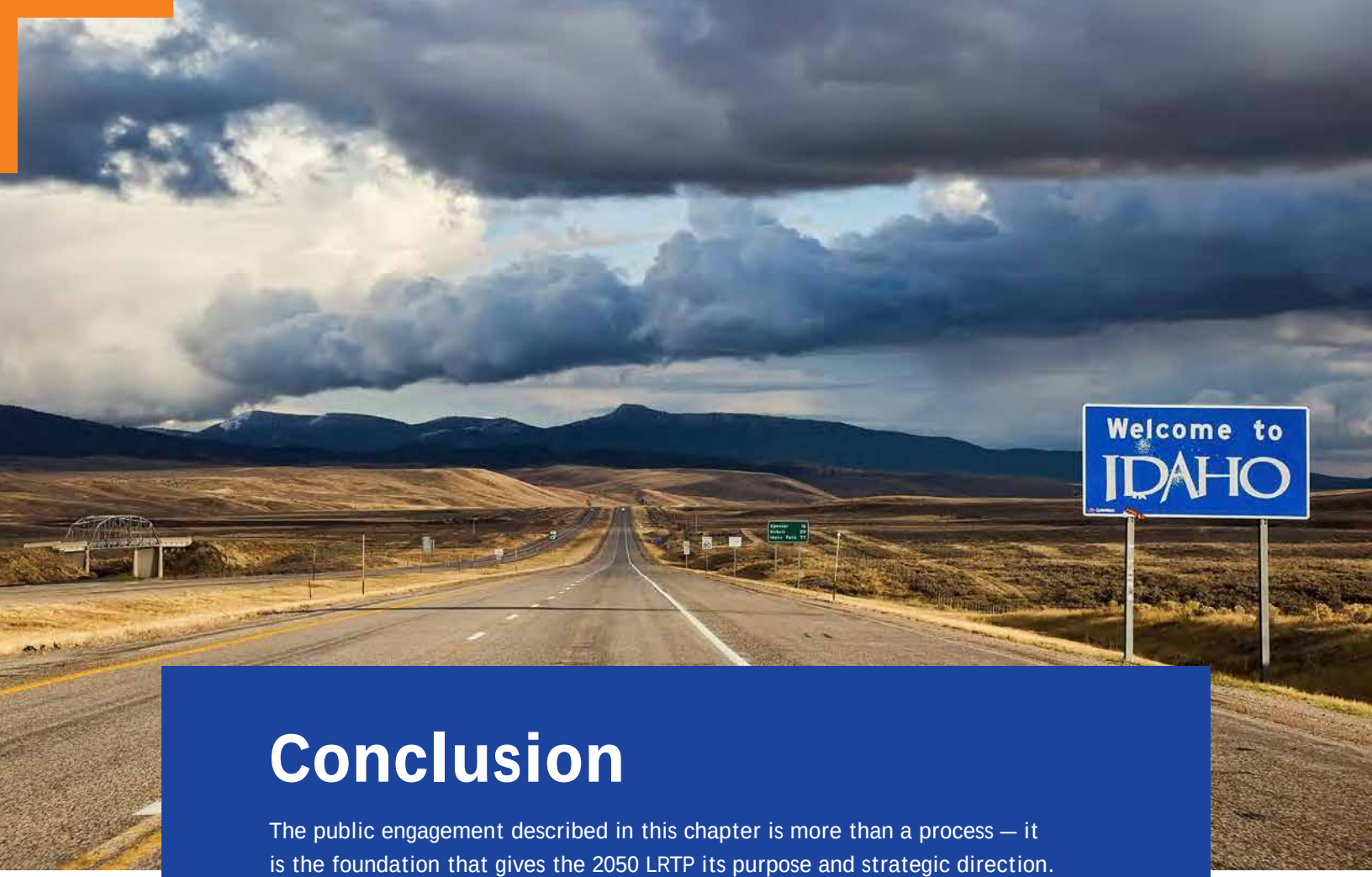


Lower priority for expanding public transit, building new bike/pedestrian systems, or expanding new and existing routes.

Overall, the survey results provided a clear message: Idahoans want ITD to focus first on maintaining existing roads and bridges, investing in safety improvements, and ensuring reliable system performance before pursuing major expansion or new transportation modes.

Public Feedback Sends a Clear Message

Idahoans want ITD to focus first on maintaining existing roads and bridges, investing in safety improvements, and ensuring reliable system performance.

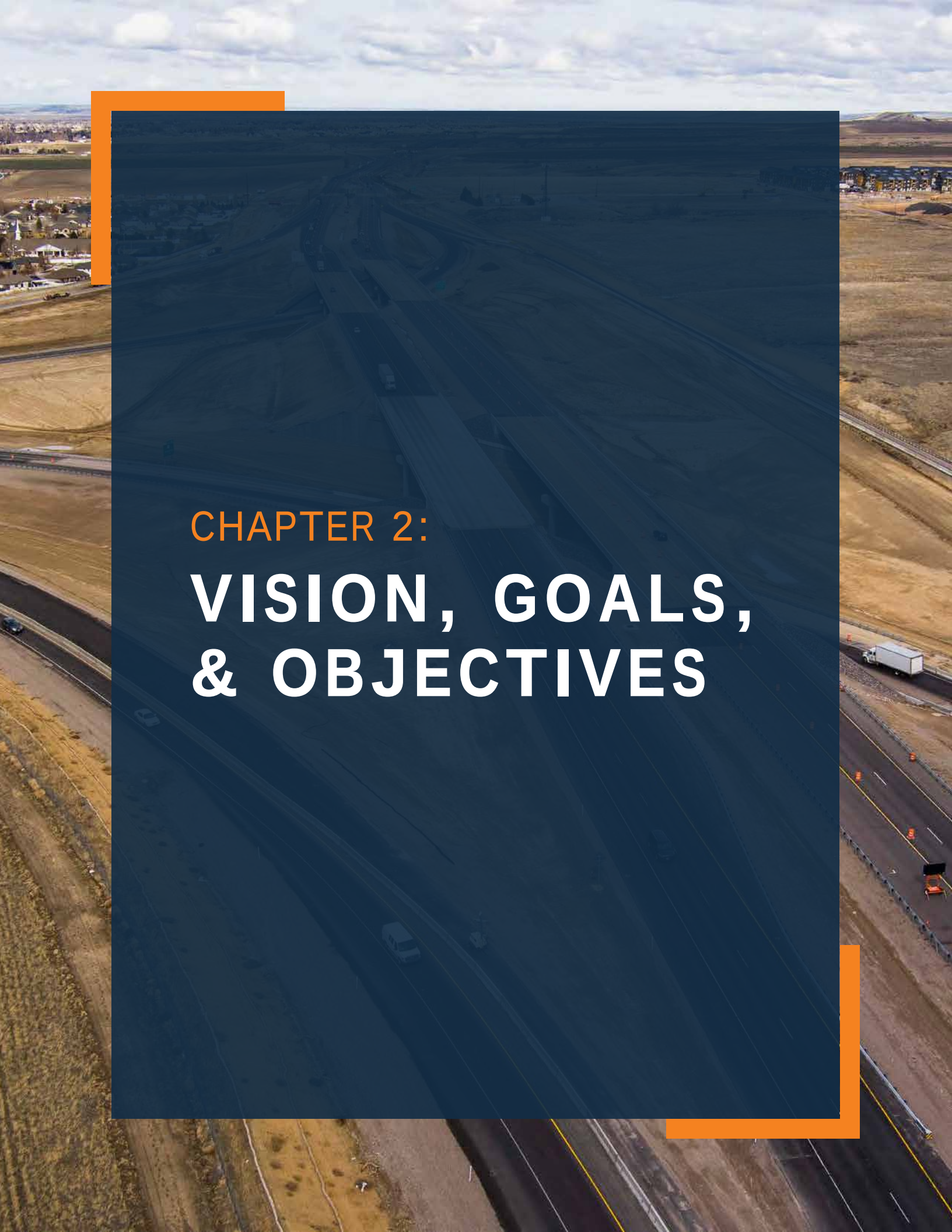


Conclusion

The public engagement described in this chapter is more than a process — it is the foundation that gives the 2050 LRTP its purpose and strategic direction. Through statewide open houses, pop-up events, an online survey, advisory groups, tribal interviews, partner coordination, and a formal public comment period, Idahoans from every region and walk of life had the opportunity to share their priorities, concerns, and hopes for the future of transportation. These voices represent the people, businesses, and communities the plan is designed to serve, and they shape the values that guide what comes next. Public engagement also helps ITD meet important federal and state requirements that ensure long-range transportation plans are transparent, inclusive, and grounded in public input.

Just as important, the LRTP reflects the close partnership between ITD and the many transportation organizations that help connect Idahoans every day, including Idaho's six MPOs, LHTAC, local governments, tribal nations, transit providers, modal partners, and federal agencies. ITD partners' expertise, regional perspective, and ongoing collaboration are essential to ensuring the LRTP reflects both statewide priorities and the unique needs of communities across Idaho.

Building on this combined input, the following chapter introduces the vision, goals, and objectives that translate public and partner priorities into a strategic direction for Idaho's transportation future. This strategic direction defines what the state is working toward over the next 20+ years and how progress will be measured along the way.



CHAPTER 2:

VISION, GOALS, & OBJECTIVES



Introduction

ITD developed the 2050 LRTP to provide a comprehensive blueprint to maintain, preserve, and modernize the state's transportation infrastructure through 2050. The foundation of the plan is the vision, goals, and objectives, which provide a clear strategic framework that aligns with Idaho's evolving transportation needs, improves the safety of the transportation system, supports the state's economy, and enhances the quality of life of all residents and visitors.

Plans Reviewed

Developing the vision, goals, and objectives that guide the 2050 LRTP was a thoughtful, research-driven process designed to ensure the plan reflects the priorities Idahoans care about most, and aligns with the broader transportation efforts already shaping the state and the nation. To build a strong foundation, ITD carefully reviewed a wide range of existing statewide plans, modal strategies, and national guidance, drawing lessons learned, performance data, and policy direction from each. This review ensured that the 2050 LRTP builds on the work that has come before, complements other ongoing transportation efforts, and supports a unified direction for Idaho's future.

THE PLANS AND DOCUMENTS REVIEWED



- ✓ 2040 Long-Range Transportation Plan (2019)
- ✓ FY 2025 ITD Annual Report
- ✓ Transportation Asset Management Plan (2022)
- ✓ Strategic Freight Plan (2023)
- ✓ Transit Asset Management Plan (2023)
- ✓ ITD Strategic Plan (2022)
- ✓ National Electric Infrastructure and Siting, Feasibility, and Access Study (2025)
- ✓ Carbon Reduction Strategy (2024)
- ✓ Transportation Systems Management and Operations (TSMO)
- ✓ Statewide Rail Plan (2026)
- ✓ Strategic Highway Safety Plan (2021-2025)
- ✓ U.S. DOT Strategic Plan (2022)
- ✓ Public Transportation Plan (2018)
- ✓ Idaho Intercity Bus Plan Update (2021)



Federal Context

The LRTP must align with the seven national Federal-Aid Highway Program performance goals as established in 23 U.S.C. § 150(b) because federal law requires statewide long-range transportation plans to support a performance-driven, outcome-based approach to managing the nation's transportation system. The following national performance goals were created under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and carried forward through the FAST Act and the IIJA to ensure that federal transportation investments across all states are directed toward a common set of national priorities.

Why Federal Alignment Matters

Shared Standards

Idaho's plan meets the same high standards used nationwide.

Smart Use of Every Dollar

Federal funding flows to plans that match national goals.

National Connection

Idaho's system links to a national network of roads, freight, and rail.

Aligning with national goals strengthens Idaho's transportation system and its access to federal resources.

National Priorities

Safety

To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

Infrastructure Condition

To maintain the highway infrastructure asset system in a state of good repair.

Congestion Reduction

To achieve a significant reduction in congestion on the National Highway System.

System Reliability

To improve the efficiency of the surface transportation system.

Freight Movement and Economic Vitality

To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

Environmental Sustainability

To enhance the performance of the transportation system while protecting and enhancing the natural environment.

Reduced Project Delivery Delays

To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Common Goals, Local Solutions

Federal goals set a shared national direction — but how Idaho meets them is shaped by Idahoans, our communities, and the unique character of the state.





Vision

Defines the overarching outcomes of Idaho's transportation system.



Goals

Broad and strategic statements that outline the key areas of focus and aims to be accomplished within the plan.



Objectives

Identify how ITD will make progress toward its goals.

Vision

The vision for the 2050 LRTP is to ***Enhance Quality of Life through Transportation***. It is intentionally the same as the vision established in the ITD Strategic Plan, reflecting a unified, agency-wide commitment to a single, enduring purpose for transportation in Idaho. Adopting a shared vision ensures that the long-range policy direction set by the LRTP and the day-to-day strategic priorities, performance measures, and resource decisions guided by the Strategic Plan are fully aligned and reinforce one another.

Goals

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.

Objectives

Each of the four 2050 LRTP goals is supported by a set of objectives that translate the broad direction of the goal into more specific, measurable areas of focus. The objectives describe what ITD intends to accomplish in pursuit of each goal. Together, the objectives provide a clear framework for tracking progress, guiding decisionmaking, and ensuring that actions across ITD contribute to the long-term outcomes envisioned in the 2050 LRTP. In cases where the objective was adapted from an existing plan, that plan is listed in parentheses.

Provide the safest possible transportation system and work environment

- Reduce the number of traffic deaths (Strategic Highway Safety Plan)
- Reduce the serious injury rate on the transportation system (Strategic Highway Safety Plan)
- Enhance the safety and security of pedestrians and public transportation users (Public Transportation Plan)
- Reduce crashes and injuries in work zones (TSMO Plan)

Provide a mobility-focused transportation system that drives economic opportunity

- Maintain the highway infrastructure asset system in a state of good repair (Federal-Aid Highway Program)
- Maintain facilities in a state of good repair (Asset Management Plan)
- Minimize disruptions from routine and unexpected events, including extreme weather and stormwater runoff/flooding events (TSMO and Strategic Freight Plan)
- Improve connectivity from production, processing, and manufacturing facilities to distribution centers and consumers (Strategic Freight Plan)

Continually improve the customer experience

- Engage people and communities to promote safe, affordable, accessible, and multimodal access to opportunities and services (National Goals)
- Maintain consistent and dependable travel times for all modes of transportation (TSMO Plan)

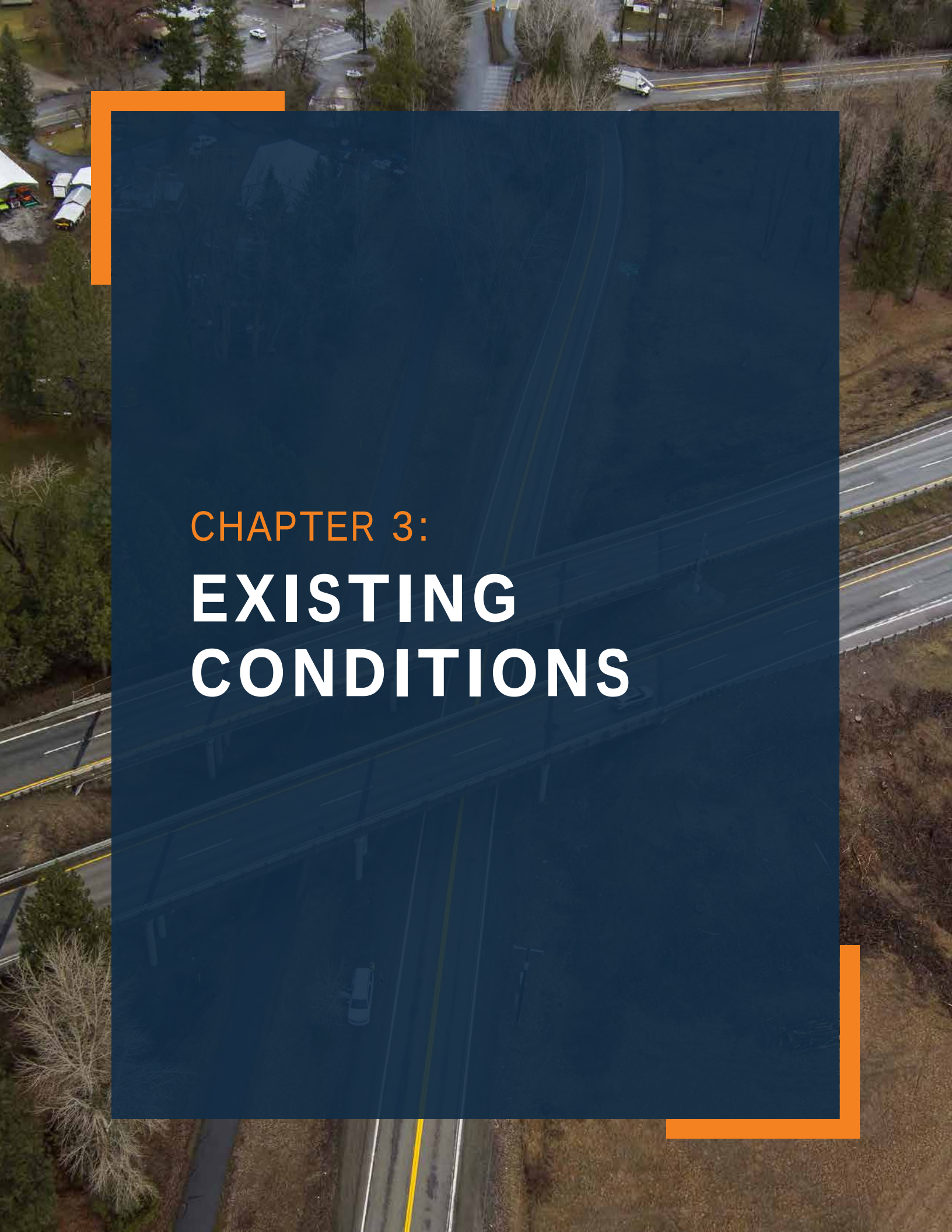
Continually improve project delivery

- Utilize purpose-driven research and innovation to modernize the transportation system (USDOT Strategic Plan)
- Establish policies and processes to effectively serve Idaho's communities and responsibly steward the public's resources (USDOT Strategic Plan)
- Accelerate project completion through eliminating delays in the project development and delivery process (ITD's advancement of the Federal-Aid Highway Program and State revenue sources)



Conclusion

The vision, goals, and objectives outlined in this chapter provide the strategic direction for the rest of the 2050 LRTP. This strategic direction establishes what ITD is working toward — a transportation system that is safer, more mobile, more reliable, and more responsive to the needs of every Idahoan. This direction offers a clear framework for measuring progress and guiding decisions over the next 20+ years. With this direction in place, the plan now turns to the current state of Idaho's transportation system. Understanding existing conditions is essential to translating vision into action because it reveals where the system is performing well and where challenges remain. The next chapter examines Idaho's highways, bridges, transit, rail, aviation, water ports, and active transportation networks, providing the data, context, and insight needed to move from today's reality toward the future envisioned in this plan.



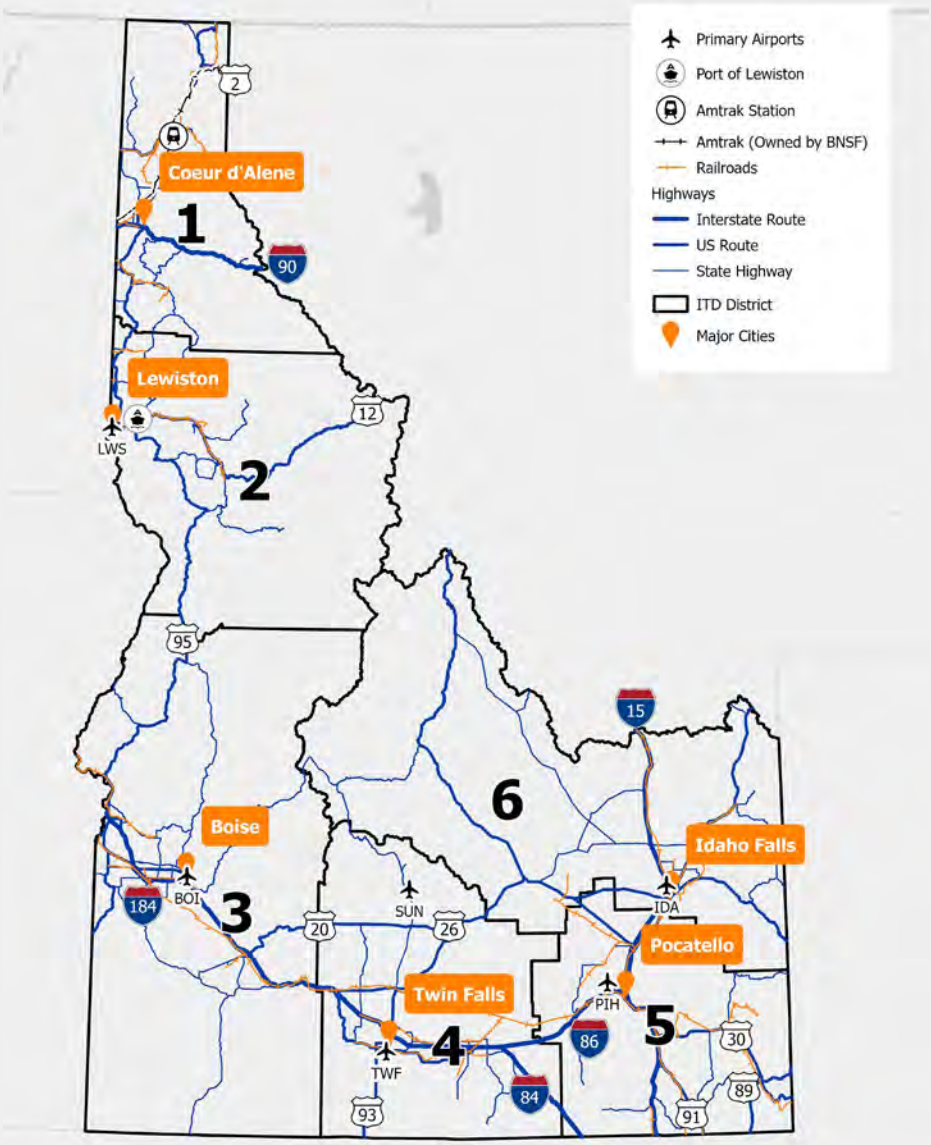
CHAPTER 3:

EXISTING CONDITIONS

Introduction

As part of the planning process for the 2050 LRTP, a comprehensive review of existing conditions was conducted on the state's transportation network, shown in **Figure 1**. The purpose of reviewing the existing conditions is to establish a clear, data-backed understanding of the assets and services that make up the state's multimodal transportation system and how the system currently performs. This baseline assessment provides the foundation for identifying needs, shaping long-term strategies, and guiding investment decisions that support Idaho's safety, mobility, and economic opportunity goals.

Figure 1: Idaho Transportation System





Highways & Bridges

Idaho's public road network totals approximately 60,000 lane miles, encompassing Interstate highways, the Non-Interstate National Highway System (NHS), other state routes, local roads, and roads on federal lands. ITD is responsible for maintaining the state highway system (SHS) — roughly 12,276 lane miles (4,961 centerline miles) of Interstate, Non-Interstate NHS, and other state-owned routes. Much of the SHS (7,140 lane miles or 58%) overlaps with the NHS, including interstates and other national highway routes. **Figure 2** shows the distribution of lane mileage across these systems.

The remaining public roads are maintained by local jurisdictions, including cities, counties, and highway districts, while roads on federal lands are maintained by the applicable federal agency. ITD and these local and federal partners work together to preserve and operate Idaho's full network of public roads.

Who Maintains Idaho's Roads?

State Highway System

Idaho Transportation Department

Local Roads & Streets

Cities, counties, and highway districts

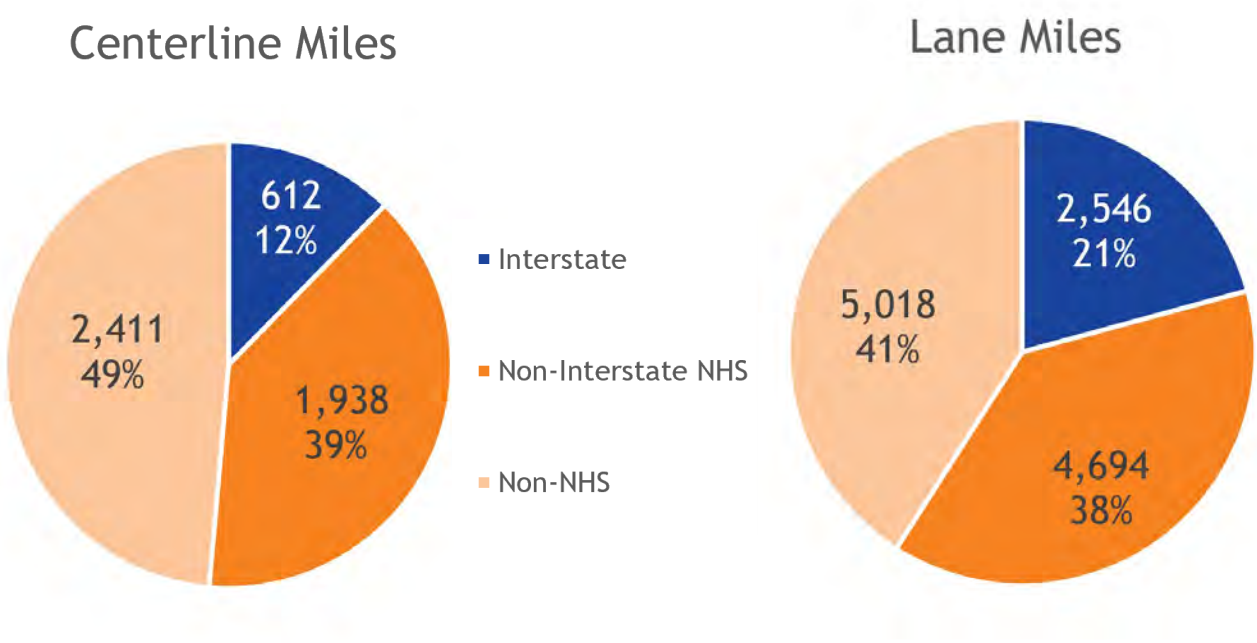
Federal Land Roads

U.S. Forest Service, Bureau of Land Management (BLM), National Park Service, and other federal agencies

Shared Stewardship

ITD partners with local and federal agencies to keep the full network working seamlessly

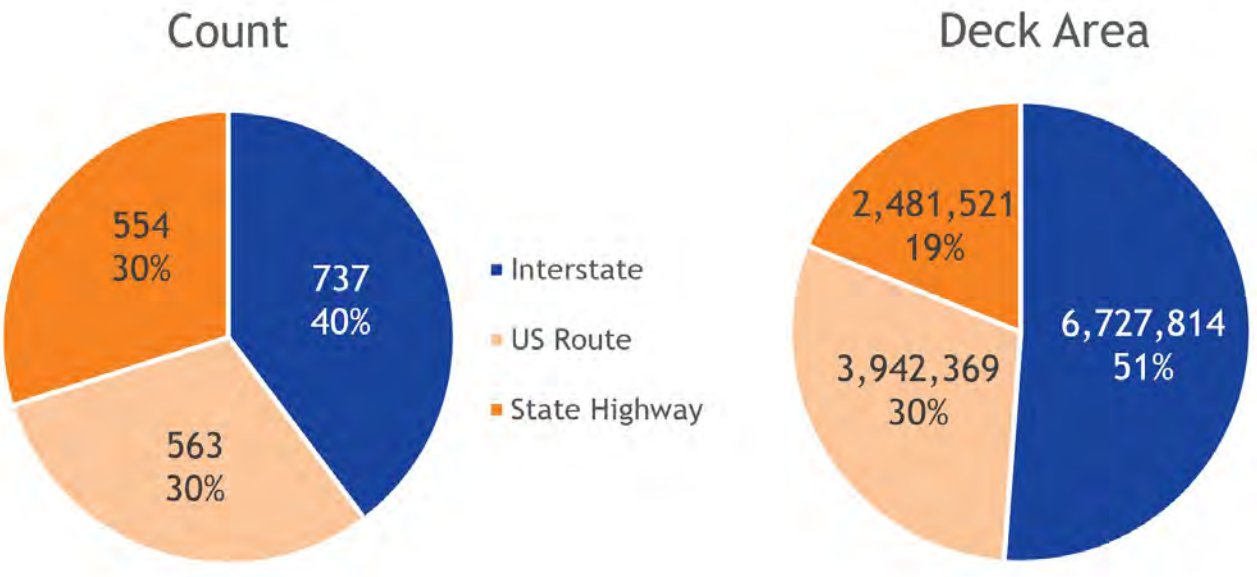
Figure 2: State Highway System Miles by NHS Category



Source: ITD 2025 Highway Performance Monitoring System (HPMS)

As shown in **Figure 3**, ITD owns and maintains 1,854 bridges including short span structures (with 13,151,704 square feet of deck area) on the SHS, which carry Interstate, U.S. Routes, and other state routes across rivers, railroads, roadways, and other crossings throughout Idaho.

Figure 3: SHS Bridges by Route Type



Note: U.S. routes, state highway routes, and local roads over interstate routes are included as interstate bridges. Source: ITD internal data, as of December 31, 2025

Asset Condition

ITD is responsible for maintaining pavement and bridges in a state of good repair across the SHS. These critical assets support the safe and reliable movement of people and goods statewide, and ITD uses a performance-based asset management approach focused on preserving assets in good or fair condition and minimizing the miles and number rated in poor condition. Maintaining the current SHS is a high ITD priority. States are required to report on NHS condition and performance to FHWA based on several established federal performance measures.

Table 1 shows pavement measures and the most recent pavement performance, as reported in the 2024 Mid-Performance Period (MPP) Progress Report. Condition ratings are based on standardized measures such as the International Roughness Index (IRI), cracking, rutting, and faulting.

Infrastructure Performance Highlights

Idaho's bridges have seen a steady climb in quality, moving from 76% in good condition in 2015 to 83% in 2024—surpassing the state's 80% performance goal for three consecutive years. Meanwhile, pavement quality continues to outperform targets, staying as high as 89% in recent years. These gains in recent years reflect increased funding from the Idaho Legislature targeting expansion projects.

Table 1: NHS Pavement Condition Performance Measures

Performance Measures	2021 Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Target	Target Met?
Percentage of Interstate Pavement in Good Condition	57.8%		≥35.0%	≥35.0%	TBD
Percentage of Interstate Pavement in Poor Condition	0.3%		≤4.0%	≤4.0%	TBD
Percentage of Non-Interstate NHS Pavement in Good Condition	40.3%	38.7%	≥20.0%	≥20.0%	✓
Percentage of Non-Interstate NHS Pavement in Poor Condition	0.7%	0.5%	≤8.0%	≤8.0%	✓

Note: At the time of the 2024 MPP release, complete interstate pavement condition data for 2023 was not available due to data collection timing and equipment calibration. Full data collection has since been restored.

ITD also defines its own, stricter performance criteria to measure pavement conditions on the SHS. Due to consistent investment in highway maintenance, the SHS has maintained its performance goals over the last decade. **Figure 4** shows that the share of SHS pavement in good or fair condition has been between 86% and 89% each year since 2020, consistently better than the state's goal of 80% minimum.

Figure 4: Share of SHS Pavement in Good or Fair Condition, 2015-2024



Source: ITD Performance Measures Dashboard, April 2025.

Similarly, ITD reports on NHS bridge condition based on federal performance measures, but establishes its own measures for SHS bridges. **Table 2** shows the bridge conditions on the NHS have met the state's target, as reported in the 2024 MPP Progress Report. ITD has improved its percentage of bridges in good condition from 24% to 31% while simultaneously decreasing the percentage of poor performing bridges from 2% to 1% as of December 2025.

Table 2: NHS Bridge Condition Performance Measures

Performance Measures	2021 Baseline	2024 Mid Period Performance Report	2-Year Target	4-Year Target	Target Met?
Percent of NHS Bridges by Deck Area in Good Condition	21.0%	24.1%	≥19.0%	≥19.0%	✓
Percent of NHS Bridges by Deck Area in Poor Condition	3.7%	1.9%	≤3.5%	≤3.5%	✓

Source: ITD 2024 Mid Performance Period Progress Report.



On the SHS, bridge conditions have steadily improved over the last decade. **Figure 5** shows the share of bridges by deck area in good condition, based on ITD's internal measures. Bridge conditions have increased from 76% in good condition in 2015, achieving the state's target of 80% in 2022, and continuing to improve to 83% in 2024.

Figure 5: Percent of SHS Bridges in Good Condition, 2015-2024



Source: ITD Performance Measures Dashboard, April 2025.



System Performance

ITD also tracks how predictable or reliable travel is on Idaho's NHS for the people and freight that use these roads every day. **Table 3** shows the travel reliability measures, the state's most recent performance measurement, and ITD's reliability targets. The percent of reliable person miles traveled tracks how often travel times stay consistent for everyday travelers. Truck travel time reliability measures how predictable travel times are for trucks moving goods across the state. As of 2024, ITD is meeting or exceeding its targets for every reliability measure, meaning Idahoans and freight haulers can generally count on predictable travel times across the state's major highways.

Table 3: System Reliability Performance Measures

Performance Measures	2021 Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Target	Target Met?
Percent of Reliable Person-Miles Traveled on the Interstate	98.8%	95.2%	≥90.0%	≥90.0%	✓
Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	91.1%	89.6%	≥70.0%	≥70.0%	✓
Truck Travel Time Reliability Index on the Interstate	1.18	1.22	≤1.30	≤1.30	✓

Source: ITD 2024 Mid Performance Period Progress Report

Intelligent Transportation System

Intelligent Transportation Systems (ITS) refers to advanced technologies and solutions designed to improve the efficiency, safety, and reliability of road networks. These tools can be used to manage traffic flow, monitor infrastructure conditions, and support decisionmaking for both travelers and operators. ITD has begun using a variety of ITS tools across the state.

EXAMPLES OF THE ITS INFRASTRUCTURE CURRENTLY DEPLOYED

1. ### Dynamic Message Signs (DMS)

   Electronic signs along highways that display real-time information to drivers, such as travel times, crash alerts, road closures, and weather warnings.

2. ### Central Traffic Signal Systems

   Networked systems that allow ITD to monitor, coordinate, and adjust traffic signals from a central location to improve traffic flow and reduce delays.

3. ### Closed Circuit TV (CCTV)

   Roadside cameras that provide ITD operators with live video of highway conditions to support incident detection, traffic monitoring, and faster response to crashes or hazards.

4. ### Road Weather Information Systems (RWIS)

   Roadside weather stations that collect data on pavement temperature, precipitation, wind, and visibility to help ITD make informed decisions about winter maintenance and traveler advisories.

5. ### Snowplow Automated Reporting and Tracking

   Onboard technology that tracks the real-time location and activity of ITD snowplows, supporting more efficient winter operations and providing the public with up-to-date information on plowed routes.

6. ### Use of LiDAR Surveys for Roadway Asset Inventory

   Laser-based scanning technology that captures highly accurate three-dimensional data of roadways and roadside features, enabling ITD to efficiently inventory and manage assets such as signs, guardrails, pavement, and drainage structures.

Collectively, ITD's ITS assets are performing well and delivering measurable benefits in safety, mobility, and customer information. However, like any technology-based system, they require ongoing investment to remain effective. Key challenges include aging field devices reaching end of useful life, limited fiber and cellular communications in rural and mountainous areas, interoperability of systems implemented at the local or district level, and the need to keep central software platforms current and cyber-secure.

The Backbone of Idaho Freight

Rail carries more of Idaho's freight than any mode except trucking — supporting Idaho's farmers, manufacturers, and natural resource industries while keeping pressure off the state's highways.



Rail

Freight Rail

Rail is an important part of Idaho's freight network, carrying more goods than any mode except trucks. Rail is especially important for moving Idaho's high-volume, high-weight, and long-distance freight, including grain, potatoes, fertilizer, lumber, paper products, and intermodal containers. By carrying freight that would otherwise travel by truck, the rail system helps reduce wear and tear on Idaho's highways, supports the competitiveness of key industries, and contributes to a more efficient and resilient overall freight network.

The state has 1,793 miles of track, owned and operated by 11 private railways and two federally owned rail lines (**Figure 6**). As shown in **Table 4**, most of this mileage (1,087 miles or 61% of the total) is owned by the large Class I carriers Union Pacific (UP) and Burlington Northern Santa Fe (BNSF). UP owns an extensive network across southern and northern Idaho, while BNSF has a shorter route through the northern part of the state. These two railways provide long-haul connections linking Idaho shippers to West Coast ports, Midwest distribution hubs, and points across North America.

Most of the remaining track miles are run by nine Class III (or "short line") railroads, that provide critical first- and last-mile connections between local industries and the Class I network, particularly located in Idaho's agricultural regions and timber-producing areas.

Table 4: Idaho's Freight Rail Carriers

Railroad	Alpha Code	Class	Track Miles	Daily Train Movements	Commodities
Union Pacific RR (UP)	UPRR	I	873	60-90	Feed & Animal Protein, Fertilizer, Wheat & Flour, Grain, Dry Goods
Burlington Northern Santa Fe RR (BNSF)	BNSF	I	214	32	Fertilizer, Wheat & Flour, Grain, Dry Goods, Coal
Boise Valley RR	BVRR	III	46	4	Potatoes, Onions, Asphalt, Feed, Lumber, Propane
Bountiful Grain & Craig Mountain RR	BGCM	III	105	1	LPG, Peas, Power Poles
Eastern Idaho RR	EIRR	III	328	15	Sugar, Corn, Potatoes, Wheat, Barley, Cotton Seed, Petroleum, Fertilizer
Great Northwest RR	GRNW	III	12	2	Paper, Lumber, Grain
Idaho Northern and Pacific RR	INPR	III	160	2	Lumber, LPG
St. Maries River RR	STMA	III	9	1	Lumber
Washington, Idaho & Montana	WIM	III	18	1	Lumber
Pend Oreille Valley RR	POVR	III	28	1	Lumber
Malad Shortline		III	2	2	Pumice
U.S. Government General Cargo. One line to the Idaho National Laboratories and one line to Gowen Field Army National Guard's Orchard Training Area.		III	14*		U.S. Government General Cargo

** Because these carriers operate on tracks owned by UP, the mileage shown is also included in UP's total.*

Source: ITD 2026 Rail Plan and FRA Website

Passenger Rail

Although passenger rail isn't widespread in Idaho, it still plays a role for the communities it serves and represents an important option for residents and visitors traveling longer distances across the country. Passenger rail services in Idaho are operated by Amtrak, the national passenger railroad, with service provided by the Empire Builder, a long-distance route that stops daily in Sandpoint in North Idaho. Like most of Amtrak's network, the Empire Builder operates over tracks owned by a freight railroad — in this case BNSF, which owns the line through Idaho and manages train dispatching along the route (**Figure 6**).

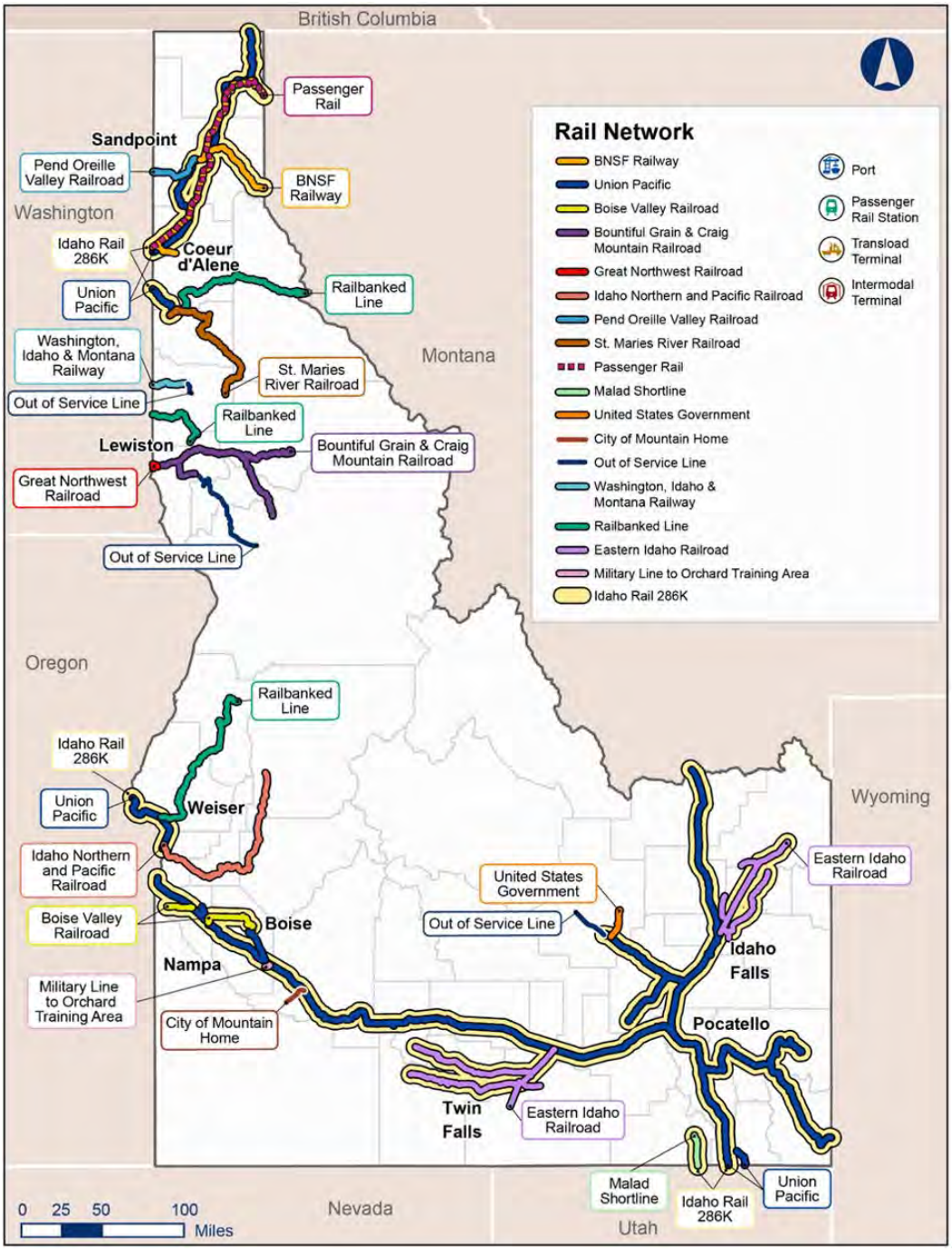


Figure 6: Idaho Rail Lines

From Sandpoint, eastbound trains carry passengers to destinations such as Fargo, North Dakota; St. Paul, Minnesota; Milwaukee, Wisconsin; and many smaller communities along the way before reaching the route's eastern endpoint in Chicago, Illinois. Westbound trains travel first to Spokane, Washington, where the route splits into two branches, one continuing to Seattle, Washington, and the other to Portland, Oregon. This gives Idaho riders a connection to major cities across the northern United States, as well as access to Amtrak's broader national network from those hubs.

In 2024, 6,469 passengers began or ended their journey at Sandpoint.[1] While that is a small share of Idaho's overall travel activity, passenger rail is an important option for the residents, students, seniors, and visitors who use it, particularly those traveling long distances, those who prefer not to drive or fly, and those connecting to communities not easily reached by other modes.

Highway-Rail Crossings

Keeping people safe where roads and railroads meet is an important part of ITD's work. There are 1,303 highway-rail crossings on public roads in Idaho and 89% of them are at-grade, meaning the road and the tracks meet at the same level.[2] Protection measures at these crossings can vary, with some having active warning systems like flashing lights and gates that activate when a train approaches, while others rely on passive warning systems such as crossbuck signs and pavement markings. In coordination with the railroads, ITD uses state and federal funding to increase safety by grade-separating busy crossings or by installing active warning device systems, as well as through public awareness educational programs. ITD has also worked with railroad companies to leverage federal funding to expand rail infrastructure across the state, helping support local businesses, agriculture, and Idaho's broader economy.



[1] *Amtrak, Amtrak in Idaho Fiscal Year 2024*

[2] *Federal Rail Administration Crossing Inventory*



Other Modes

Public Transportation

Public transportation plays an important role in connecting Idahoans to the places they need to go to every day. There are a total of 50 agencies providing public transportation services to communities of all sizes across Idaho, including public agencies, local governments, tribal governments, and private entities (**Table 5**). Together, these providers operate a combined fleet of 516 vehicles, primarily comprised of buses, cutaways, and vans, to serve riders in both urban and rural areas. Many urban transit agencies run traditional fixed-route bus service along set schedules and stops, while rural agencies offer demand-response service that picks riders up where and when they need it, or vanpools that help groups of commuters share the ride to work. This mix of services is necessary to meet the state's diverse transportation needs, including daily connectivity for commuters, access to vital services for seniors, and easy connection to shopping, dining, events, and recreation for visitors.

Table 5: Idaho Transit Providers by Operator Type

Operator Type	Carriers
City, County, or Local Government Unit or DOT	8
Independent Public Agency or Authority of Transit Service	4
Private-Non-Profit Corporation	31
Other Publicly-Owned or Privately Chartered Corporation	2
University	2
Tribe	3
Total	**50**

Source: National Transit Database



Idaho's largest transit operators are independent public agencies, counties, and cities. The state's largest operator is Valley Regional Transit, which operates fixed-route services in the Treasure Valley area using a total of 101 buses and cutaways. The Ada County Highway District operates a vanpool service with 96 vehicles, while the City of Pocatello and Mountain Rides Transportation Authority in Blaine County each operate mixed-mode services with fleets of 40 vehicles. However, private non-profit corporations are the most common category of operators in the state. Most entities in this category are senior centers, healthcare providers, and similar facilities that operate a small number of vehicles to help residents and patients access their services.

While many small carriers are not required to report ridership or operational data, the state's larger carriers provided more than 5.2 million unlinked passenger trips in 2023, a 17% increase over 2022. The same carriers reported operating over 12 million vehicle revenue miles (VRM), a 1% increase from 2022. This increase in ridership with similar VRM suggests increased efficiency, with more passengers choosing to use existing services.

Idaho currently does not provide state funding for public transportation. However, ITD's Office of Public Transportation (PT) provides state coordination for planning and investment. PT administers several federal funding programs and works with operators to access and leverage those funds.

A Network of All Sizes

*Idaho's 50 transit providers — from large urban operators to small rural and non-pro t programs — deliver more than **5.2 million rides a year**, connecting Idahoans of all ages and backgrounds to the places that matter most.*

Idaho's intercity bus network serves as a critical transportation lifeline across vast rural distances and mountain corridors, providing essential mobility for residents, students, nondrivers, and regional travelers. Primary coverage across key state corridors is anchored by four key providers: Salt Lake Express, Northwestern Trailways, and Greyhound Lines.

Idaho's Gateway to the World

The Port of Lewiston gives Idaho shippers direct, water-based access to global markets — connecting Idaho's farms and businesses to ports in Portland and beyond.



Waterway Ports

The Port of Lewiston, located in western Idaho at the eastern end of the commercially navigable Columbia Snake River System, is Idaho's only water port and one of the state's most strategically important freight assets. It is also the most inland port on the west coast, located 465 miles from the Pacific Ocean along Marine Highway M-84. The port gives Idaho shippers direct, water-based access to global markets without needing a truck to move the goods. From Lewiston, barges move down the Snake and Columbia Rivers through a series of federal locks and dams to deepwater ports in Portland and along the Lower Columbia, where cargo is transferred to ocean-going vessels bound for Asia, Europe, and other international destinations. The Port plays a critical role in Idaho's economy, particularly for the agricultural sector. Wheat, pulse crops (dry peas and beans, lentils, and chickpeas), and other bulk commodities grown in the Palouse and surrounding regions are loaded onto barges at the Port of Lewiston for export, providing Idaho farmers with a cost-competitive alternative to long-distance trucking or rail.

While the port is publicly owned and operated, loading terminals, warehouses, and other support facilities are operated by privately held tenant companies. In addition to the port's infrastructure, tenants are served by the Great Northwest Railroad, a Class III railroad connecting the port with the broader national rail network.

While ITD does not operate the Port of Lewiston itself, the agency plays an important supporting role by maintaining the highways that connect people and goods to and from the port. Ongoing maintenance, planning, and improvement efforts on key corridors, including US-12, US-95, and SH-128, ITD helps ensure that trucks, travelers, and freight can move safely and reliably between the port and the rest of the state, supporting the farmers, businesses, and communities that rely on it, and strengthening Idaho's economy as a whole.

Aviation

Primary Airports



Aviation plays a vital role in connecting Idaho to the rest of the country and the world, and supports many of the activities that keep the state moving. From commercial flights that carry residents and visitors to and from major destinations, to the small backcountry airstrips that provide access to Idaho's most remote and rugged landscapes, aviation supports a wide range of essential functions including domestic and international travel, freight and mail delivery, emergency medical services, search and rescue, and wildland firefighting operations that protect Idaho's communities and natural resources.

Most of this activity takes place at Idaho's 121 publicly owned, public-use airports, a network that reaches into nearly every corner of the state. Six of these airports, designated by the ITD Division of Aeronautics as "primary" airports handle the bulk of the state's scheduled commercial passenger service. Together, these primary airports served more than 6 million passengers in 2024, with Boise Airport handling the vast majority of that traffic at 83%, followed by Idaho Falls Regional Airport. **Table 6** shows passenger volumes at these airports for Fiscal Years 2023, 2024, and 2025.

Table 6: Passenger Volumes at Idaho's Six Primary Airports

Airport	FY 2025	FY 2024	FY 2023
Boise Airport (KBOI)	5,229,399	4,990,885	4,752,757
Idaho Falls Regional (IDA)	709,887	610,641	547,710
Pocatello Regional (PIH)	42,064	51,401	34,100
Twin Falls - Magic Valley Regional (TWF)	*	63,153	32,485
Lewiston - Nez Perce County (LWS)	79,254	55,119	36,761
Sun Valley - Hailey Friedman (SUN)	292,195	246,382	221,568

Note: As of this publication, Twin Falls - Magic Valley Regional had not submitted FY25 data

Demand for air service is expected to grow in the coming years. As of 2020, ITD's Division of Aeronautics expected annual growth is 2.3% per year for commercial aircraft operations through 2037, and 0.8% for aircraft operations. Aviation is also an important economic driver for the state. As of 2020, Idaho's airports created more than 33,000 jobs and nearly $5 billion in economic output.[3]

[3] *ITD Division of Aeronautics, 2020 Idaho Airport System Plan Update*

General Aviation & Backcountry Airports

Beyond the primary airports, Idaho's broader network of general aviation and backcountry airfields plays an equally important role in supporting the state's unique geography and economy. General aviation and backcountry airfields:

- **Provide access to remote communities, ranches, and recreation areas —** connecting residents, workers, and visitors to places that would otherwise require hours or days of ground travel, and supporting the tourism and outdoor recreation economies that are central to many rural communities.
- **Serve as critical staging grounds for firefighting aircraft during wildfire season —** supporting smokejumper operations, air tanker reloads, and helicopter staging for the U.S. Forest Service, BLM, and state and local agencies as they respond to fires across Idaho's forests and rangelands.
- **Support agricultural aviation operations like crop dusting —** enabling efficient application of seed, fertilizer, and crop protection products across Idaho's farms and ranches, which is especially important for large-acreage operations and time-sensitive growing windows.
- **Enable medical evacuation flights in places where ground transportation is limited or impossible —** providing life-flight access to trauma centers and specialty hospitals for residents and visitors injured or taken ill in rural and backcountry areas, where every minute matters.

Together, Idaho's commercial, general aviation, and backcountry airports form an integrated system that strengthens the state's economy, supports public safety, and connects Idahoans to the rest of the world.

Reaching Every Corner

From Boise's busy commercial concourse to a remote backcountry airstrip in the Frank Church Wilderness, aviation connects Idaho — strengthening the economy, saving lives, and reaching places no other mode can.





A Local Partnership

Most walking and biking trips in Idaho happen on local streets — which is why ITD partners closely with cities, counties, and highway districts to plan, build, and maintain the sidewalks, bike lanes, and trails that Idahoans use every day.

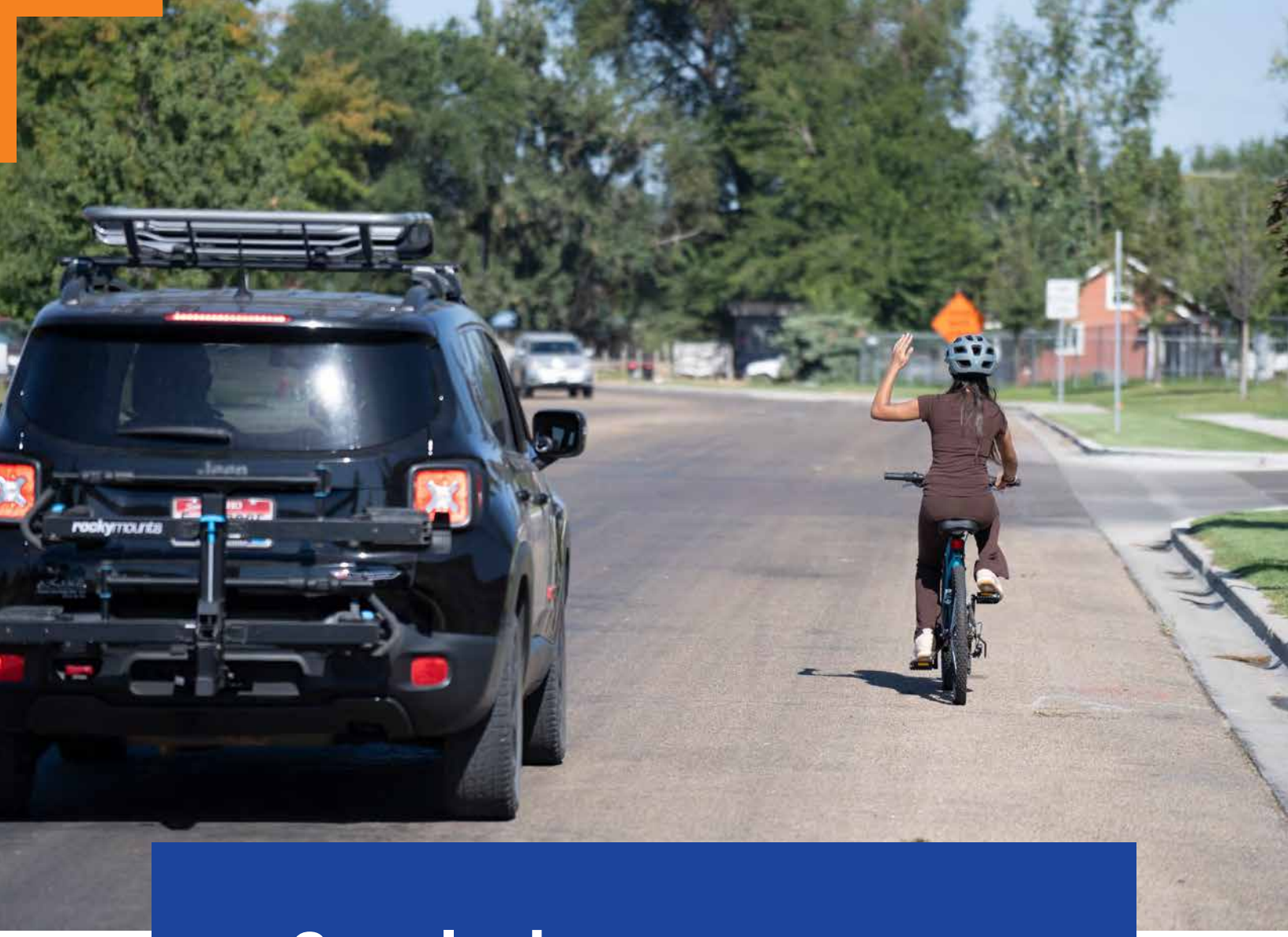
Active Transportation

Bicycle and pedestrian travel are essential components of Idaho's multimodal transportation system, supporting last-mile connectivity, economic vitality, and local mobility. These modes are particularly important for vulnerable road users, including people walking, bicycling, using mobility devices, older adults, children, and individuals with disabilities. Communities across Idaho rely on a wide range of facilities to support these users, including sidewalks, shared-use paths, bicycle lanes, paved shoulders, curb ramps, and local trail systems.

ITD recognizes the importance of providing transportation facilities that are safe, accessible, and well-suited to the communities they serve. The Americans with Disabilities Act of 1990 (ADA) plays a critical role in ensuring that these facilities are accessible to all individuals, providing equitable access, safety, and independence for all users. Because most walking and biking trips happen on local streets, these facilities are most often planned, built, and maintained in partnership with cities, counties, highway districts, and other local jurisdictions that know their communities best.

ITD supports these efforts in many ways — promoting safety education and awareness campaigns, providing technical guidance to local agencies, administering federal funding programs that help build and improve walking and biking infrastructure, and giving careful consideration to the needs of all roadway users in state highway projects.

Decisions about where to focus active transportation investments are guided by a combination of crash data, traffic volumes, accessibility assessments, public input, and ongoing coordination with local communities, helping ensure that improvements are made where they will have the greatest benefit for safety, mobility, and quality of life. By working together with local partners, ITD helps make Idaho a place where people of all ages and abilities can walk and bike safely and confidently — whether heading to school, commuting to work, running errands, or enjoying everything Idaho has to offer.



Conclusion

An understanding of the existing transportation system extents and performance helps ITD to evaluate the current transportation needs. ITD strives to meet transportation system targets, but future trends may potentially impact the transportation system. These emerging trends present both challenges and opportunities. Analyzing the potential impacts of emerging trends helps transportation planners to better prepare for the future of transportation both in identifying future needs and implementation strategies. The following chapter explores future emerging trends to help ITD prepare for transportation changes over the next 20+ years.



CHAPTER 4:

EMERGING TRENDS

Introduction

Idaho's transportation system is shaped by much more than traffic counts and road conditions. This chapter explores the emerging trends most likely to influence demand, performance, and investment priorities on the state's roads, bridges, and intermodal connections. These include a growing and aging population; a changing economy with continued growth in professional services, manufacturing, and tourism; changing commute patterns; the rise of automated vehicles; greater reliance on broadband and connected technologies; new mobility services like ride-hailing; increasing cybersecurity risk tied to digital infrastructure; and more frequent extreme weather events that test system resilience.

Demographics

Population Change

Idaho has been one of the fastest-growing states in the nation over the last quarter-century. The 2020 Decennial Census counted 1.84 million Idaho residents, up 17% from 1.57 million in 2010 and 42% above the 2000 count of 1.29 million. Despite this growth, Idaho remains sparsely populated: its 2020 population density of 22.3 people per square mile ranked 46th in the US, in part due to the large amount of public land in the state.

Since 2020, Idaho has been growing faster than almost anywhere else in the country. The state crossed the 2 million mark in 2024, gaining 162,000 residents in just four years, which is a 9% jump compared to 3% nationwide and 2% across the West. Between July 2023 and July 2024, roughly 30,000 more people called Idaho home.

Idaho's growth story is largely due to migration. Of the 162,000 new residents since 2020, about 142,000, or nearly 9 in 10, moved here from somewhere else, with most coming from other states. Births outpaced deaths by 22,000, accounting for the rest of the increase. The trend continued in 2023–2024, when migration brought in 24,000 new residents and natural change added another 6,000.

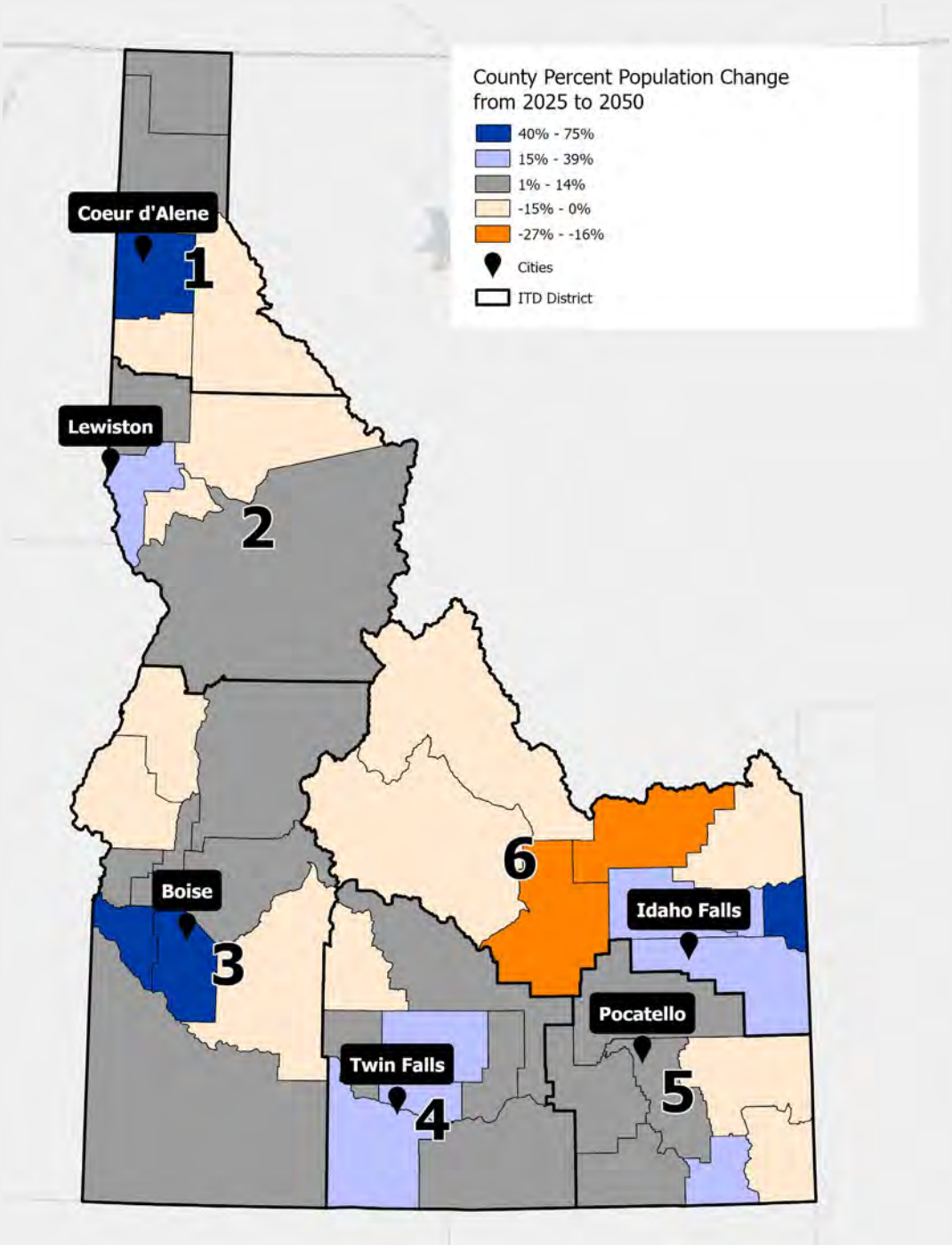
Idaho is Growing Fast

Between 2020 and 2024, Idaho added about 162,000 new residents — an 8.8% increase that is more than three times the national rate.



ITD's Statewide Travel Demand Model forecasts the state population will grow by 36% between 2025 and 2050, continuing the state's current high population growth trend. As shown in **Figure 7**, growth will be concentrated in the state's large metro areas, especially near Boise and Coeur d'Alene. Despite strong statewide growth, population will fall in many rural areas. This growing disparity will drive changes in transportation patterns, as demand increasingly shifts to urban areas.

Figure 7: Project Population Growth by County, 2025–2050





Age

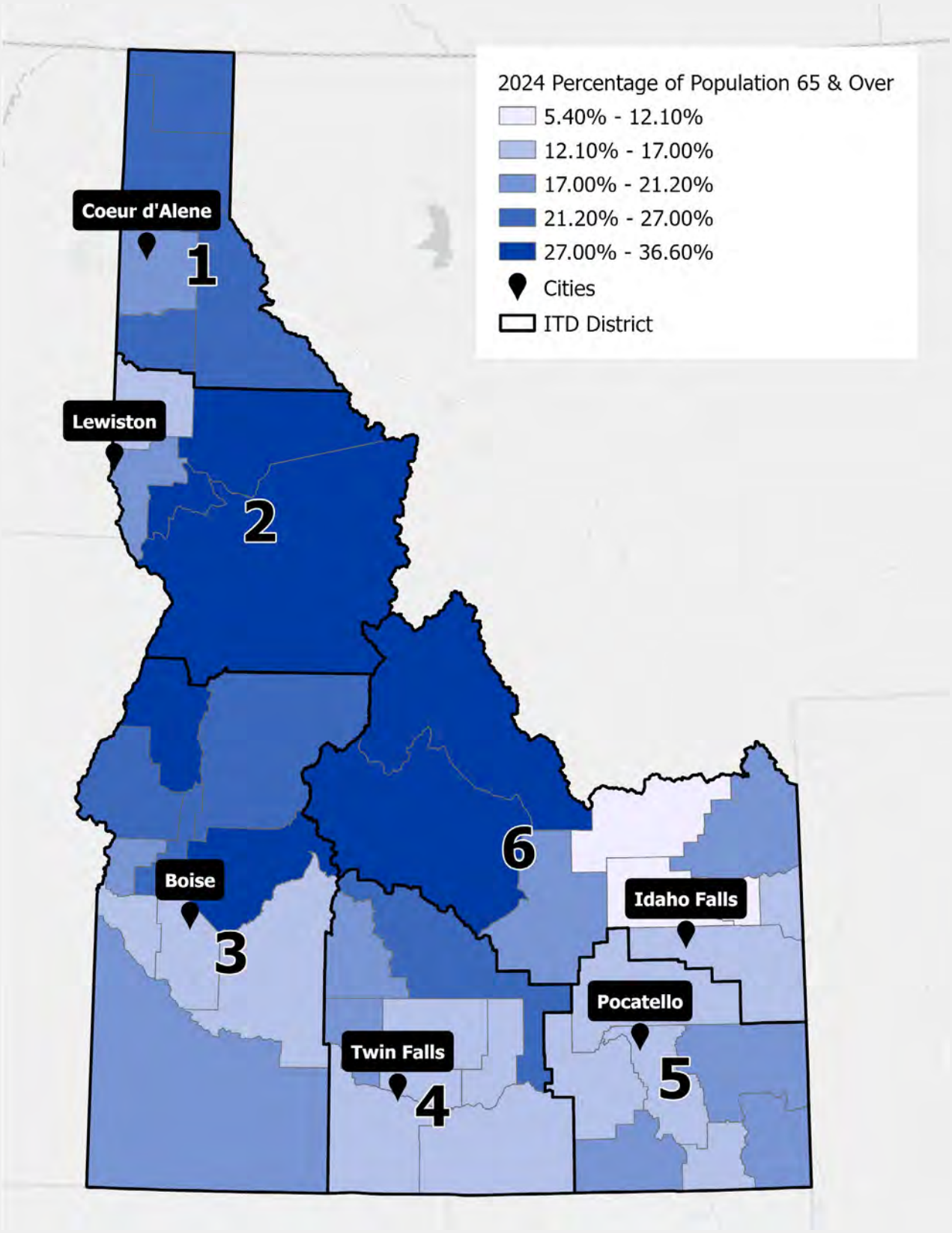
Idaho's population is slightly younger than the nation as a whole but is aging rapidly. In 2023, the state's median age was 37.8 years, compared with 39.2 nationally, and 24% of Idahoans were under 18, compared with 22% nationally. The share of Idahoans age 65 and older (17.4%) is roughly equivalent to the national share (17.7%) but is growing quickly: Idaho's 65-and-older population grew 56% from 2010 to 2020, the fourth-fastest rate in the nation, and AARP projects the over-65 share will exceed 20% by 2026.

Idaho's older population is not growing evenly across the state. Many rural counties already have nearly one in four residents age 65 or older, as shown in **Figure 8**. With fewer working-age Idahoans, demand will rise for medical trips, paratransit, and other supportive services. Accessible travel options beyond driving will matter more than ever, since about 1 in 5 Idahoans over 65 do not drive and rely on other ways to reach doctors, groceries, and friends. Cost is also a factor, as nearly 8% of older Idahoans live below the poverty line, making car ownership, insurance, and fares harder to afford.

Education

Idaho residents are well-educated, and getting them to school, training, and work opportunities is a key role of the transportation system. According to the U.S. Census estimates, more than 9 in 10 of Idahoans age 25 and older (92.1%) have at least a high school diploma or equivalent, ahead of the national rate of 89%. About 36% have some college or an associate degree, compared with 29% nationwide. Roughly 29.1% hold a bachelor's degree or higher, and 9.6% hold a graduate or professional degree, both slightly below national averages. A well-educated workforce helps attract jobs and increase wages. This economic growth will have long-term effects on transportation demand in the state.

Figure 8: Proportion of Idahoans Aged 65 Years and Over, by County



Economic Trends

Economy & Employment

Idaho's economy is the strongest it has ever been, and transportation plays a key role in supporting it.

In 2025, Idaho's economy reached a record $101.6 billion in GDP, a 2% increase over the previous year. The real estate, rental, and leasing industry led the way at $16 billion, followed by professional and business services ($13.5 billion) and government ($10.7 billion). Professional and business services have been the fastest-growing sector over the last decade, more than doubling since 2015.

Idaho's workforce is growing along with its population and economy. As of August 2025, Idaho had about 882,000 jobs. The unemployment rate was just 3.7%, below the national rate of 4.3%. Most jobs are in service industries, including trade, transportation, and utilities (163,000), education and health services (138,000), government (127,000), professional and business services (111,000), and leisure and hospitality (101,000). Among goods-producing industries, mining, logging, and construction (81,000 jobs) and manufacturing (77,000 jobs) lead the way.

Looking ahead, the Idaho Department of Labor projects employment will grow from 876,000 in 2022 to nearly 997,000 by 2032, adding about 121,000 jobs (13.8%) or about 1.3% annually. Goods-producing industries are projected to grow slightly faster (17.9%) than service-producing industries (13.9%). Construction (25.6%), health care and social assistance (22.4%), transportation and warehousing (17.9%), educational services (15.6%), and manufacturing (15%) are expected to grow the fastest.

This kind of growth puts new demands on Idaho's transportation system. More construction, manufacturing, and retail activity means more trucks on the highways, more deliveries to homes and businesses, and more workers commuting to job sites. The transportation and warehousing sectors are projected to add about 5,500 jobs (17.9%), which means more fleets, distribution centers, and demand for drivers. A reliable, well-connected transportation system is essential for Idaho's economy to keep growing.

A $101.6 Billion Economy

Idaho's economy reached a record high in 2025, and a strong transportation system keeps people, goods, and services moving.





Agriculture:
A $14 Billion Industry

Agriculture supports nearly 13% of Idaho's economy and more than 126,000 jobs and it is moved every day by rural roads, highways, rail, port, and freight corridors.

Idaho's Big 3 Industries

Agriculture

Agriculture, including farming and food product manufacturing, remains a cornerstone of Idaho's economy and identity, as it contributed over $8 billion to Idaho's economy in 2024, accounting for 6.3% of the state's total economic output.[4] Idaho produces 185 different agricultural commodities, generating $26 billion in total receipts in 2023, led by milk, cattle, and potatoes. The state ranks among the top three states in production of ten different commodities, leading the nation in production of peppermint oil, trout, potatoes, barley, and alfalfa hay.[5] Most of the agricultural industry is based in the south-central part of Idaho.

In 2022, Idaho was home to 22,877 individual farms and ranches covering 11.5 million acres, roughly a fifth of Idaho's land area. However, the number of agricultural operations fell by more than 2,000 farms between 2017 and 2022, an 8.5% drop that is slightly higher than the national average of 7%. Total farm acreage declined more modestly, by 144,000 acres (1.2%), less than the national rate of 2%. Agriculture continues to support nearly 70,000 Idaho workers, including hired, unpaid, and migrant workers.[6]

Agriculture supports much more than just farming. It supports a wide range of related industries, from services and retail to wholesale trade and transportation. Together, agriculture's direct and indirect economic contributions added more than $14 billion to Idaho's economy in 2022, representing nearly 13% of the state's economy, and supporting more than 126,000 jobs.[7]

Transportation is essential to keeping the agriculture industry strong. Reliable rural roads, highways, freight corridors, and rail and port connections move Idaho's crops, livestock, dairy, and processed goods from farms and ranches to processors, markets, and customers across the country and around the world. Continued investment in these connections helps Idaho agriculture stay competitive and grow.

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[4] *U.S. Bureau of Economic Analysis, "SAGDP2 Gross domestic product (GDP) by state" (accessed Wednesday, November 26, 2025)*

[5] *Idaho State Department of Agriculture, "About Idaho Agriculture" (accessed November 26, 2025).*

[6] *U.S. Department of Agriculture, 2022 Census of Agriculture*

[7] *University of Idaho, "Economic Contribution of Idaho Agribusiness 2023"*

Forestry

Forestry is another significant contributor to Idaho's economy. With 21.5 million acres of forestland, more than 40% of the state, Idaho has long been a leader in timber production. About 16.5 million of those are productive timberlands, and the industry includes 73 primary wood products facilities.[8] Most of Idaho's forestry activity takes place in the northern part of Idaho, where 90% of harvested timber came from between 2001 and 2019.

In 2023, forestry's direct and indirect economic impact reached $2.8 billion, supporting over 28,000 jobs and making it a vital part of many rural communities and the broader economy.[9] Harvest levels have been trending down as Idaho harvested 873 million board feet of timber in 2024, 27% less than in 2013, but production has held steady thanks to greater efficiency and imported timber.[10]

A reliable transportation system is the backbone of forestry's success. Forest roads, state highways, and freight rail move logs from remote areas to sawmills and carry finished wood products to customers across the country. Without dependable connections, Idaho's forest products industry and the rural communities that rely on it could not compete in national and global markets.

Forestry: A $2.8 Billion Industry

Idaho's forestry sector supports more than 28,000 jobs and is a vital part of many rural communities. Forest roads, highways, and freight rail keep timber and wood products flowing to markets across the country.



Mining

Mining has long been an important part of Idaho's history and economy. In 2021, Idaho's mineral production was valued at $657 million, ranking the state 35th in the nation.[11] However, that is down considerably from $1.3 billion in 2011, reflecting both market shifts and changes within the industry.[12] Two minerals dominate the state's production. Phosphate, mined primarily in southeastern Idaho, accounts for about 22% of national phosphate production. Silver, mined in the renowned "Silver Valley" east of Coeur d'Alene in northern Idaho, contributes 14% of the nation's silver supply. Highways, maritime ports, and freight rail are all critical to moving these materials from often-remote mining areas to processors and markets across the country.

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[8] *U.S. Forest Service, "Timber Basket of the Interior West: Idaho's Forest Products Industry and Timber Harvest, 2019, With Trends Through 2021"*

[9] *Idaho Forest Products Commission, "Idaho's Forest Products Industry 2023"*

[10] *University of Montana, "Idaho Timber Harvest" (accessed Wednesday, November 26, 2025)*

[11] *U.S. Geological Survey, Minerals Yearbook 2021, v. I, Metals and Minerals*

[12] *Idaho Geological Survey, "Idaho Mining and Exploration, 2020-2021"*

Transportation

Commute Choice

How Idahoans get to work reflects both the state's rural geography and reliance on personal vehicle ownership. About 71% of Idaho workers drive alone to work, and another 14% work from home. The average one-way commute takes about 22 minutes – shorter than the national average. Almost every Idaho household has access to a vehicle: 96% of residents have one available, tied for the highest rate in the nation. Combined with the state's high drive-alone share, this underscores the central role of the private automobile in Idaho's transportation system.

The COVID-19 pandemic reshaped commuting in Idaho, and many of those changes have remained. The share of Idahoans working from home rose from 7% in 2019 to 13% in 2021 and has held steady at 13% in 2022 and 14% in 2023. With more people working remotely, Idahoans are choosing to live farther from job centers, putting new demands on rural roads, and changing where and when people travel.

Tied for #1 in the Nation for Vehicle Access

96.2% of Idaho residents have access to a personal vehicle — tied for the highest rate in the country. That is why keeping Idaho's highways, local roads, and bridges in good shape matters so much.

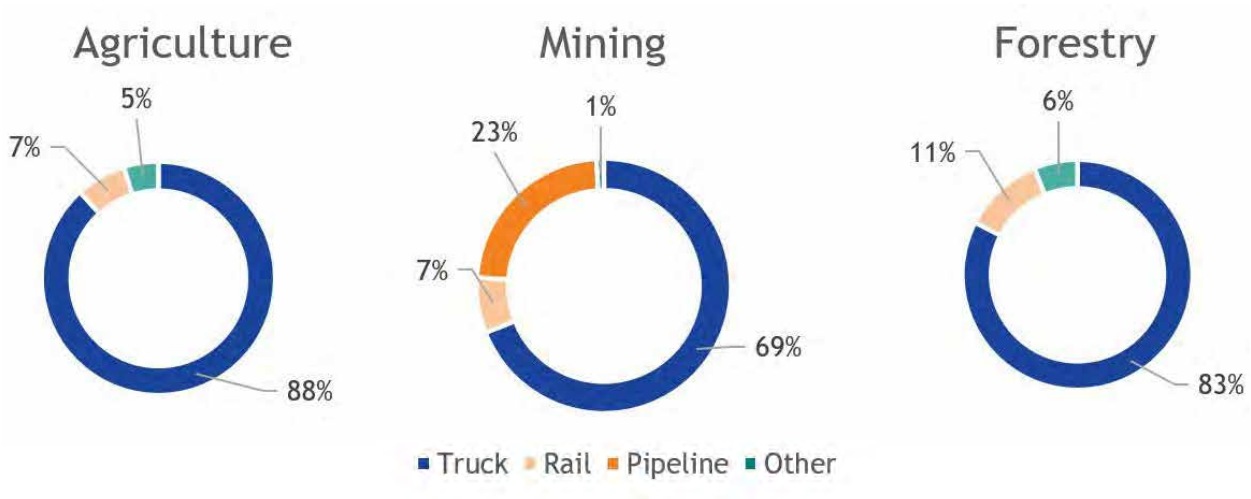




Freight

Much of what moves through Idaho's freight system comes from the state's biggest industries. Agriculture, mining, and forestry together account for 62% of all goods shipped by weight. Most of the shipments (58%) stay within Idaho, while the rest cross state lines. Idaho's top trading partners are Washington (15.5%), Montana (6.1%), Utah (3.6%), and Oregon (1.5%).[13] **Figure 9** shows the transportation modes used to move products from each industry. Keeping highways, rail lines, and freight corridors in good shape is essential to supporting these industries and the workers and communities that depend on them.

Figure 9: Big Three Industry Freight by Mode



[13] *U.S. Federal Highway Administration, Freight Analysis Framework 5.7.1*

Vehicle Miles Traveled

To understand how travel demand will change over time, ITD uses a statewide travel demand model to predict how people and goods move across the transportation network under different conditions. One of the key outputs of this analysis is vehicle miles traveled (VMT), which measures the total distance driven by all vehicles on the road system in a given year.

As shown in **Table 7**, the travel demand model predicts that driving on Idaho's state highway system will grow by 22% through 2050. While steady, this growth rate is not as fast as the state's overall population growth over that same time. The physical limits of the road network mean that capacity for growth is limited. As demand pushes against those limits, particularly in and around Idaho's urban areas, some drivers may not use the state highway system but rather use local roads and other modes.

Freight movement tells a somewhat different story. Truck traffic is expected to grow by 33%, faster than overall vehicle travel, driven by increasing demand to move goods into, out of, and through the state. This trend has significant implications for road wear, safety, and infrastructure investment priorities.

Driving Won't Grow as Fast as Idaho's Population

State highway travel is expected to grow by 22% by 2050 — slower than population growth — as capacity limits on the state highway system push more travelers toward local roads, or other options.

Table 7: Current and Projected Daily VMT by Facility and Vehicle Type

ITD Facility Type	All Vehicles			Trucks		
	2022	2050	% Growth	2022	2050	% Growth
Interstate	16,750,000	21,150,000	26%	1,433,000	1,639,000	14%
NHS	13,200,000	14,850,000	13%	1,220,000	1,758,000	44%
SHS	8,400,000	10,800,000	29%	432,000	708,000	64%
Total	38,350,000	46,750,000	22%	3,084,000	4,105,000	33%

Emerging Technology

Electric Vehicles

Electric vehicles (EVs), which include battery electric, plug-in hybrid, and fuel cell models, are slowly becoming more common on Idaho's roads, though they are still a small share of Idaho's new-vehicle market. Through the first half of 2025, EVs made up 5% of new light-duty vehicle registrations in Idaho, compared with 10% nationally. Battery EVs made up 3% and plug-in hybrids 1% of new registrations.[14]

Idaho's EV market share grew modestly, up 0.2 percentage points from early 2024, even as national EV shares softened. Federal policy will play a role in what comes next. The federal consumer EV tax credit ended on September 30, 2025, which is expected to slow demand in the near term after a short rush of purchases earlier in the year.

Idaho's public charging network is expanding but still trails the national average per-capita. By mid-2025, Idaho had 191 publicly accessible charging stations with 365 Level 2 ports and 240 DC fast ports.[15] About 80% of EV charging nationwide happens at home, so continued growth in Idaho EV ownership will depend on a mix of home, workplace, and public charging. Public DC fast-charging stations will be especially important along interstate and highway corridors that connect Idaho's communities. As more Idahoans choose EVs, planning for a reliable charging network becomes a key piece of the state's transportation future.

Slow But Steady Growth

Idaho's EV market share rose modestly in 2025, even as national EV sales softened. With federal incentives ending and rural distances long, Idaho's transportation future will depend on a strong mix of home, workplace, and public charging.



[14] *Alliance for Automotive Innovation, Get Connected EV Quarterly Report, Q2 2025*

[15] *U.S. Department of Energy Alternative Fuels Data Center*



Automated Vehicles

Autonomous vehicles (AVs) use sensors, cameras, and on-board artificial intelligence software to assist or replace a human driver. The National Highway Traffic Safety Administration uses a six-level scale to describe how much driving the vehicle can do on its own — from Level 0 (no automation) to Level 5 (fully self-driving). Today, Level 2 systems, which help with steering and speed but still require the driver to pay attention, are common in new vehicles sold in Idaho. Higher levels of automation are still being tested, mostly in states with permissive regulations and busy urban environments.

For Idaho, the bigger change in the years ahead is likely to come from automated trucks rather than driverless passenger cars. Self-driving freight technology is already being tested on highways in Texas and other Sun Belt states and could eventually expand onto Idaho interstate and freight corridors. That has real implications for Idaho's transportation system — from how highways are maintained, signed, and connected to communications networks, to how rest areas, ports of entry, and freight hubs are designed for the next generation of trucks.

Preparing Our Roads

Self-driving trucks could one day operate on Idaho's interstates. Investing in highway maintenance, signage, communications networks, and modern freight hubs prepares Idaho for a smarter, safer transportation future.

Smarter Highways Start With Stronger Signals

Idaho's transportation future depends on reliable broadband to power connected vehicles, traveler information, freight tracking, and remote work.

Broadband Access

Reliable, high-speed internet has become as essential to transportation as roads themselves. Today, broadband supports connected and automated vehicles, traveler information systems like Idaho 511, electronic transit and parking payments, freight tracking, and a growing number of Idahoans who work from home. Whether the connection is at a residence, workplace, or along the highway, broadband helps keep Idaho moving.

About 82% of Idaho residents can buy an internet plan that meets Federal benchmarks of 25 Mbps download and 3 Mbps upload. Roughly 80% have access to a 100 Mbps plan, and 68% can get gigabit service. But about 11% of Idaho households still have no internet at all, and that rises to 30% for households earning under $20,000 a year.[16]

Speed tells a similar story. As of July 2025, Idaho's average download speed of 124.57 Mbps ranks last in the nation and 41% below the national average.[17] Even the Boise area averaged just 131.57 Mbps, with Coeur d'Alene topping out as Idaho's fastest city at 191.18 Mbps. The Idaho Office of Broadband points to rural geography as the main driver, noting that the state's low population density, mountainous terrain, and the high cost of serving widely spaced communities make building infrastructure challenging.

Federal investments are beginning to close that gap. Idaho received $128.5 million through the American Rescue Plan Act, supporting 18 active projects that are expected to connect roughly 35,000 homes and businesses by the end of 2026. A larger $583 million Broadband Equity, Access, and Deployment (BEAD) award is funding Idaho's plan to extend 100 Mbps service to every Idaho household by 2027.

As broadband expands, Idaho's transportation system will benefit too — from smarter highways and better traveler information to safer rural travel and stronger support for remote work.

[16] *BroadbandNow.com*

[17] *HighSpeedInternet.com*



The Rural Mobility Gap

Ride-hailing has become a familiar part of getting around in Idaho's larger cities — but most rural counties still have limited or no service.

Ridesharing

Ride-hailing and ride-sharing services like Uber and Lyft have come a long way since the early 2010s, growing from a novelty to a regular part of how people get around in many cities. In Idaho, these services are most active in the Treasure Valley, Idaho Falls, Coeur d'Alene, and Pocatello, where they help fill gaps left by traditional transit, support local tourism, and offer a backup for residents without access to a vehicle. Outside of these areas, service is limited or unavailable, which means many rural Idahoans still depend on personal vehicles or local transit options to meet daily travel needs. Closing this gap through partnerships, microtransit pilots, or other shared-mobility solutions could become an important part of how Idaho expands access to jobs, healthcare, and other essentials in the years ahead.

Cybersecurity

Modern transportation systems depend on a growing network of digital tools and technologies. These include engineering software and databases that ITD staff use every day; the traffic signals and dynamic message signs that keep traffic flowing; the road weather systems that protect drivers; and the apps, websites, and 511 services Idahoans rely on for travel information. As connected vehicles, automated trucks, drones, and smart sensors become more common, protecting these systems from cyber threats has become just as important as maintaining roads and bridges.

Recent incidents at other state transportation agencies show what is at stake. In 2018, the Colorado Department of Transportation was hit by ransomware twice within a month, disabling about 2,000 computers. The Texas Department of Transportation experienced a personnel data breach in 2017 and a ransomware attack in 2020 that cost more than $10 million to recover from.

Extreme Weather

Idaho's transportation system is increasingly affected by extreme weather events. Stronger and more frequent storms produce flooding, landslides, and high winds that can close highways, damage pavement and structures, and disrupt mobility for both passenger and freight movement. Flooding events have repeatedly damaged corridors such as US-12 and US-95, while heavy snow, ice, and avalanches regularly close mountain passes including Lookout, Lolo, Galena, and Teton, isolating rural communities that depend on a single route. Wildfire risk is also rising as development pushes further into forested and rural areas, closing key corridors and reducing highway visibility and aviation operations through heavy smoke.

Extreme temperatures add further hazards for travelers, pavements, and structures, with more 100°F days in southern Idaho and intensified freeze-thaw cycles accelerating pavement damage. Persistent drought has increased dust storms on I-84 and I-86, and emergency repair costs and federal Emergency Relief requests continue to trend upward.

For ITD, the practical implications fall in the following areas:



Reduced mobility and detour complexity when corridors are blocked or damaged, with longer travel times, higher freight costs, and limited alternatives in rural areas where a single route may serve an entire community.



Higher emergency response, repair, and reconstruction costs that compete with planned capital investment, creating uncertainty in long-range financial planning.



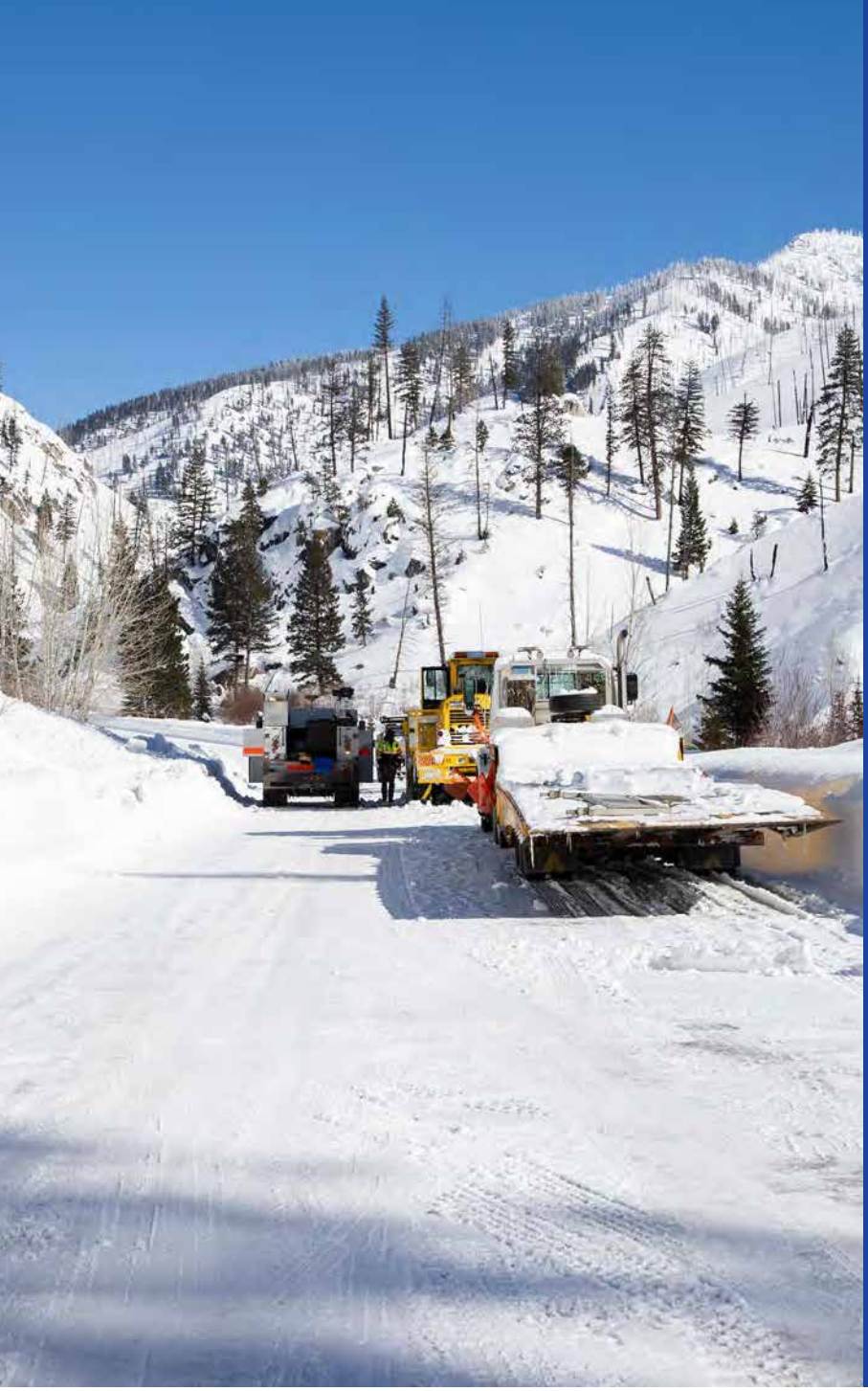
Growing demand for traveler information, communications, and incident management infrastructure to support evacuations and emergency operations, including expanded coverage in rural and remote areas where connectivity gaps slow response times and limit public awareness.



The need to incorporate resilience explicitly into design standards, asset management, maintenance practices, and operational decisionmaking, ensuring that new and existing assets are evaluated for vulnerability to flooding, wildfire, extreme temperatures, and other hazards over their full service life.



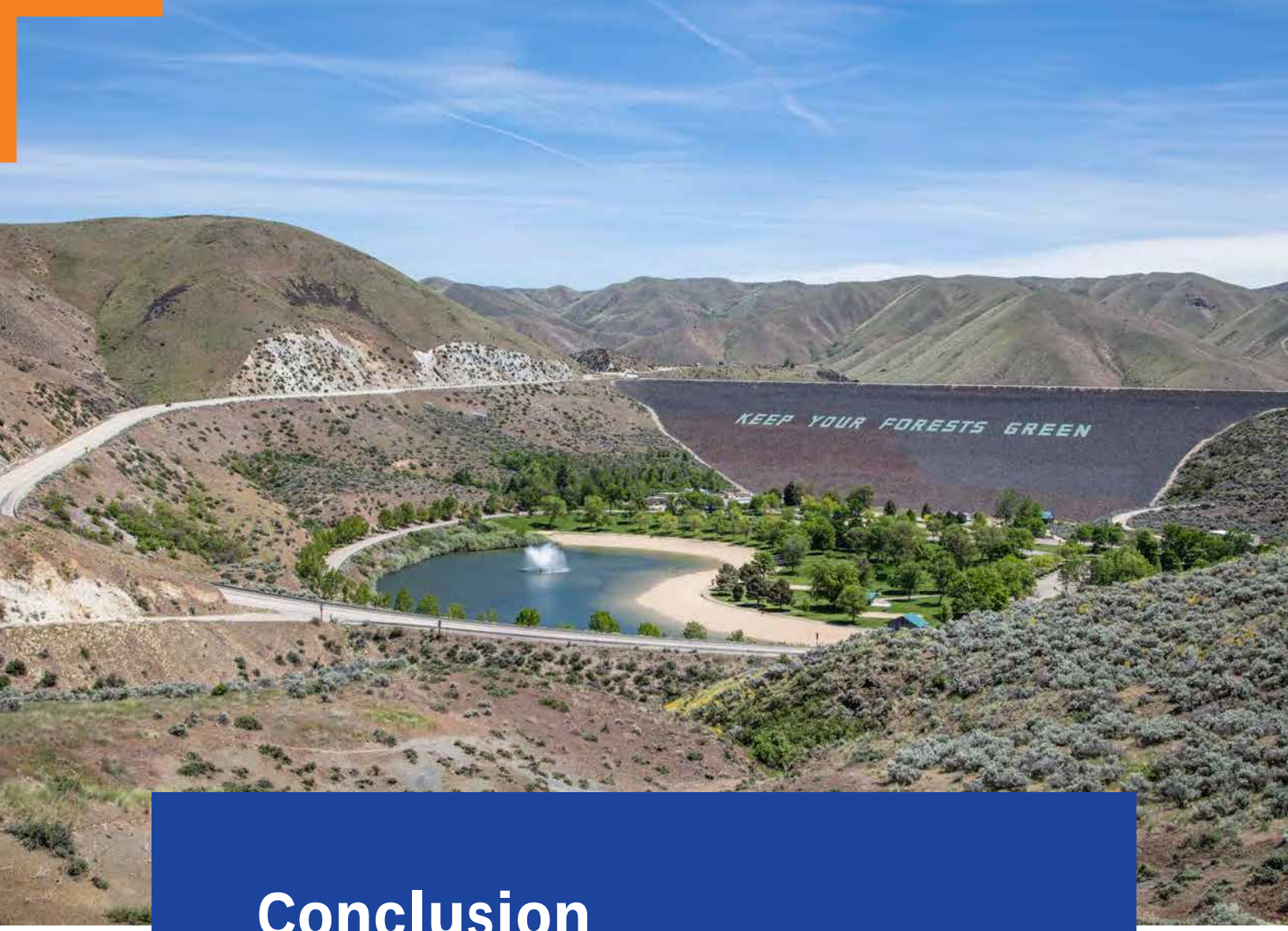
Stronger coordination with local, state, federal, and tribal partners, since extreme weather events frequently cross jurisdictional boundaries and require shared planning, mutual aid, and aligned investment priorities.



One Road In, One Road Out

When floods, landslides, snow, or wildfire close a corridor like US-12, US-95, SH-21, or a mountain pass, entire rural communities can be cut off. Building resilience and redundancy along these critical routes is essential to keeping Idaho connected.

Building resilience to extreme weather will require coordinated work with the Idaho Office of Emergency Management, local emergency services, the U.S. Forest Service, and other federal land managers, utility partners, and Idaho's MPOs and tribes. Specific opportunities include elevating or improving resiliency of at-risk crossings, expanding redundancy along single-route corridors, designing pavements and bridges to wider temperature ranges, improving drainage and slope stability in flood- and landslide-prone areas, and updating maintenance staffing and equipment plans to reflect longer fire seasons and more frequent severe storms.



Conclusion

The emerging trends described in this chapter highlight the forces shaping Idaho's transportation future. While these trends bring new challenges, they also create new opportunities to make Idaho's transportation system safer, smarter, and more responsive to the people it serves. Understanding these trends is a critical component of long-range planning because the choices made today will shape the transportation system Idahoans depend on in the future. With this forward-looking context in place, the next chapter explores Idaho's future transportation needs, translating the existing conditions and emerging trends into the practical implications, demands, and priorities that will guide ITD and its partners over the next 20+ years.



CHAPTER 5:
FUTURE NEEDS



Introduction

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, technology, transit, safety, and a wide range of other programmatic areas. This chapter summarizes the types of long-term investment needs identified for Idaho's multimodal transportation system between 2025 and 2050.

ITD assessed investment needs across modes and assets using approaches tailored to each mode or asset. For pavements and bridges, ITD used engineering models and asset management tools to forecast investment needs to meet its adopted condition targets. For other areas, needs were developed through discussions with ITD subject matter experts and analysis of historical funding levels, expected program revenue growth, and federal formula and grant funding trends. ITD evaluated investment needs based on ITD's and partner responsibilities.

ITD Responsibilities

ITD evaluated investment needs for the following programmatic areas that fall directly within its responsibilities:

- Maintenance and operations
- Pavements
- Bridges
- ITS
- Safety
- Ports of entry
- Highway-rail crossings
- Highway capacity

Partner Responsibilities

ITD also assessed investment needs for programmatic areas that are the responsibility of transportation partners, including local jurisdictions, transit providers, railroads, airport sponsors, and port authorities.

These areas include:

- Public transportation
- Bicycle and pedestrian infrastructure
- Highway-rail crossings
- Aviation
- Waterway ports



Growing maintenance demands, an aging network, and workforce shortages will require Idaho to invest not only in equipment and materials — but also in recruiting and retaining the skilled workforce that keeps the system running.

Maintenance & Operations

Maintenance and operations are the daily work that keeps Idaho's highways safe, open, and reliable, through every season and every storm. This includes winter snow and ice control, pothole repair, drainage and shoulder maintenance, roadside vegetation control, rest area upkeep, bridge inspections and minor repairs, traffic management, and incident response, along with programs like Adopt-A-Highway.

Two important trends are shaping the future of maintenance and operations in Idaho:

1. **Being good stewards.** ITD focuses efforts and resources on ensuring the existing system, much of which was built in the 1960s, is in good condition. This takes thoughtful planning.

2. **Workforce capacity.** The most pressing challenge is not just the physical work, it's finding and keeping the skilled employees who do it. ITD, like many state agencies, faces a tight labor market for maintenance workers, equipment operators, and technical staff, making workforce development an essential part of long-term planning.

Investing in both people and equipment will be critical to sustaining Idaho's maintenance and operations programs through 2050.



Highway Pavements

ITD manages roughly 12,276 lane miles of pavement on the SHS, including Interstate, non-Interstate NHS, and other state routes. Maintaining smooth, safe pavement across this vast network is one of ITD's most visible and continuous responsibilities.

ITD tracks pavement condition using both federal and state performance measures, including roughness, rutting, cracking, and faulting. Idaho holds itself to a higher standard than the federal minimum: any single "Poor" measure triggers an overall "Poor" rating. The state's target is to have no more than 20% of lane-miles in "Poor" condition across the State Highway System.

To meet that goal through 2050, ITD applies the right treatment at the right time using its pavement management system, which forecasts the mix of maintenance, preservation, rehabilitation, and reconstruction investments needed each year. As Idaho continues to grow and as construction costs rise, pavement needs are expected to steadily increase over the planning horizon. Investing in pavement preservation early, before roads fail, remains a top ITD priority and one of the most cost-effective ways to protect Idaho's transportation investment and keep drivers, freight haulers, and visitors moving smoothly across the state.

Meeting Idaho's pavement condition target through 2050 will require steady, well-timed investment as costs rise and more of the network reaches the age where preservation becomes essential.





Bridges

ITD manages and inspect the 4,402 public bridges in Idaho. The state highway system has 1,854 bridges including 475 short span structures with spans between 10 feet and 20 feet. These structures carry commuters over rivers, freight over canyons, and travelers over interstate corridors every day.

ITD's target is to keep 80% or more of its bridges in "Good" condition, using an agency-specific performance measure based on the National Bridge Index. To meet that goal, ITD uses lifecycle-based, risk-driven asset management to preserve structural integrity and stretch every investment as far as possible.

One of the most important trends shaping future bridge needs is the age of Idaho's inventory. About 60% of the state's bridges were constructed between 1950 and 1990, meaning many will approach or exceed their expected service lives by 2050. During that window, ITD anticipates a significant wave of major rehabilitation and replacement work.

Several especially large structures are approaching the end of their service lives, including the I-90 Wallace Viaduct, the US-95 Long Bridge in Sandpoint, and the US-93 Perrine Bridge over the Snake River near Twin Falls. Because of their size and complexity, these bridges will require investment strategies that go well beyond routine bridge programming. ITD has already prepared asset management plans to extend their useful life and prepare for future replacement.

As Idaho's aging bridge inventory approaches the end of its service life between 2038 and 2050, investment needs will grow significantly.



Safety

Safety is at the heart of everything ITD does. Idaho's Strategic Highway Safety Plan (SHSP) defines the state's safety priorities and outlines strategies to reduce the frequency and severity of traffic crashes.

Focus areas include:

- Reducing impaired driving.
- Protecting vehicle occupants.
- Improving safety for vulnerable roadway users, including pedestrians, bicyclists, motorcyclists, younger drivers, older drivers, and commercial vehicle operators.
- Reducing risky driving behaviors such as aggressive and distracted driving.
- Managing roadway design to reduce lane-departure crashes and improve intersection safety.

Idaho's long-term vision is zero roadway fatalities, with a near-term goal of reducing traffic deaths to 230 or fewer by 2025 based on a five-year rolling average.

Reaching that vision requires progress across two complementary tracks:

Behavioral safety programs led by ITD's Office of Highway Safety, which conducts public education, awareness campaigns, and grants that address risky driving. Grant applications from local partners consistently exceed available funding, showing continued unmet demand for behavioral safety investment across Idaho.

Engineering safety improvements delivered largely through the Highway Safety Improvement Program (HSIP), which uses crash data to target high-risk locations. Priorities include upgrades at high-crash intersections and corridors, work-zone safety improvements, and expanded use of ITS and TSMO strategies to reduce crash risk in congested and construction areas.

Together, these programs advance the Safe System Approach, which recognizes that people will make mistakes and designs the transportation system to prevent those mistakes from resulting in serious injury or death.

Reaching Idaho's zero-fatality vision will require continued investment in behavioral safety programs, engineering improvements at high-crash locations, and expanded use of technology and operations strategies to reduce crash risk statewide.





As connected/ automated vehicles and smart sensors become more common, ITS investment will need to keep pace to keep Idaho's roads safe, efficient, and ready for what's next.

Intelligent Transportation Systems

Behind every smart signal, dynamic message sign, traffic camera, and traveler alert is Idaho's ITS network, the technology backbone that makes Idaho's roads smarter, safer, and more responsive.

ITS needs in Idaho fall into two main categories:

1

Capital Investments

Including roadside equipment such as dynamic message signs, connected traffic signals, cameras, cellular modems, and servers that collect real-time data and support long-term planning.

2

Operations and Maintenance

Including the ongoing support required to keep the Idaho 511 traveler information system, the traveler information website, and the state's communications infrastructure running smoothly around the clock.

Because roadside technology often cannot be repaired when damaged, replacement is a recurring long-term need. And as connected vehicles, automated trucks, and smart sensors continue to grow more common, Idaho's ITS network will need to keep pace, supporting new technologies while continuing to deliver the real-time information Idahoans already rely on for safe travel.

Ports of Entry

ITD operates a robust freight screening network that keeps commercial vehicles safe and Idaho's highways protected. This system includes:

9 **Permanent ports of entry equipped with** *weigh-in-motion technology*

5 **Manned satellite ports**

5 **Temporarily staffed satellite ports**

200+ **Mobile Rover Team sites**

Together, these facilities screen commercial motor vehicles for size, weight, and safety compliance, which protects pavement, bridges, and travelers from unsafe or non-compliant freight movement.

Looking ahead, ITD anticipates ongoing needs in two main areas:

Capital investments in new weigh-in-motion scales, cameras, license plate readers, tire anomaly classification systems, and other electronic screening technology that helps trucks move through ports faster while enforcement stays strong.

Facility investments at ports scheduled for rebuild or refurbishment as identified in the Port of Entry 2025 Master Plan and ITD's Capital Facilities Plan.

Personnel and daily maintenance, including monthly scale calibration to keep pace with heavy truck traffic, will remain essential components of a well-functioning port of entry system.

Idaho's ports of entry protect the highway system and keep commercial vehicles safe, compliant, and moving.



Urban, Rural,& Tribal Public Transportation

Public transportation connects Idahoans to jobs, education, healthcare, and daily life. More than 55 transit agencies serve the state, ranging from frequent fixed-route service in urban areas to demand-response service in rural communities and tribal lands.

Idaho does not currently provide state funding for public transportation. Instead, transit providers rely on federal funding, primarily through the FTA, distributed by transit agency type (urban, rural, or tribal) through both formula and competitive grant programs. Formula programs include:

- **Section 5303 and 5304** for metropolitan and statewide planning.
- **Section 5307 and 5340** for urban areas.
- **Section 5310** for enhanced mobility of seniors and individuals with disabilities.
- **Section 5311, 5311(b)(3), and 5311(c)(1)(B)** for rural areas, rural transit assistance, and tribal transit.
- **Section 5339** for buses and bus facilities.

Competitive grants under Section 5339(b) and 5339(c) help Idaho invest in fleet replacement, facility modernization, and low- or no-emission bus technology.

Growing demand, driven by population growth, aging demographics, and the continued importance of transit access for essential trips, means public transportation needs are expected to rise steadily through 2050. Where local match funding has been limited, Idaho has sometimes had to forgo federal opportunities, underscoring the importance of continued coordination between ITD, transit agencies, and local partners.

Public transportation needs will continue to grow through 2050, driven by rising demand, aging fleets and facilities, and the ongoing need to secure local match funding to compete effectively for federal transit dollars.



Bicycle & Pedestrian Infrastructure

Growing communities, expanding trail networks, and rising demand for safer walking and biking mean Idaho's bicycle and pedestrian needs will continue to grow, particularly for improvements that connect neighborhoods, schools, and transit stops.

Walking and biking are essential parts of Idaho's transportation system, supporting last-mile connections, local mobility, and healthy communities. These modes are especially important for vulnerable road users, which include pedestrians, cyclists, older adults, children, people with disabilities, and mobility device users, who depend on safe, accessible facilities to get around.

Communities across Idaho are served by a wide range of facilities, including sidewalks, shared-use paths, bicycle lanes, paved shoulders, curb ramps, and local trail systems. Most of this infrastructure is planned and delivered by cities, counties, and highway districts, with ITD supporting through funding programs, technical guidance, safety campaigns, and ADA compliance efforts.

Key programs shaping future bicycle and pedestrian needs include:



Transportation Alternatives Program (TAP)

The primary source of federal funding for active transportation and accessibility infrastructure.



Safe Routes to School (SRTS)

Supporting safe walking and biking for K–12 students.



Recreational Trails Program (RTP)

Administered by Idaho Department of Parks and Recreation.



ADA Transition Plan

Advancing accessibility across the state highway system.



Safe Streets and Roads for All (SS4A)

A federal grant program supporting comprehensive safety planning and Idaho received five SS4A planning grants in 2025.

As Idaho's communities grow and as more Idahoans embrace active transportation, needs will continue to expand, particularly for improvements that connect neighborhoods, schools, and transit stops safely and comfortably.



Aviation

Aviation is a vital part of Idaho's transportation system, connecting communities across a large and geographically diverse state and linking Idaho to the rest of the country and the world. Idaho is home to 121 publicly owned, public-use airports, forming a network that reaches into nearly every corner of the state. Six of these are designated by ITD's Division of Aeronautics as "primary" airports, which handle the majority of Idaho's scheduled commercial passenger service. Together, Idaho's primary airports served more than 6 million passengers in 2024. Beyond the primary airports, Idaho's broader network of general aviation and backcountry airfields plays an equally important role, supporting access to remote communities, staging wildland firefighting operations, enabling life-saving medical evacuation flights, and supporting agricultural aviation activities.

While ITD does not operate Idaho's commercial or general aviation airports, the department plays a supporting role through the Division of Aeronautics and by maintaining the highway network that connects travelers and freight to Idaho's airports. Because most Idaho airports are owned and operated by local sponsors, including cities, counties, tribal governments, and airport authorities, future aviation investments are coordinated through the Idaho Airport System Plan, individual airport master plans, and ongoing partnership between the FAA, ITD's Division of Aeronautics, and local airport sponsors.

Ongoing investment is needed to maintain and upgrade Idaho's highway-rail crossings, and to address locations where frequent train blockages create safety, emergency response, and mobility concerns.



Highway-Rail Crossings

Highway-rail crossings are one of the most important places where safety, coordination, and infrastructure intersect. ITD maintains the public railway-highway crossing inventory on both the State Highway System and local roads, and helps ensure crossings are safe and well-managed for both drivers and rail traffic.

Future needs in this area include:

1

Crossing Maintenance and Safety Improvements

These improvements include signage, signals, gates, crossing surface upgrades, and adjacent sidewalks where needed. Approaches off the State Highway System fall to the local road authority, while the crossing surface between the rails and 2 feet outside of the rails is the responsibility of the railroad owner.

2

Alternative Routing for Blocked Crossings

When trains block at-grade crossings, drivers and emergency responders may need alternate routes. In some locations, ITD may consider grade-separated crossings or other operational solutions to reduce delay and safety risks.

Funding for highway-rail crossing improvements comes primarily from FHWA's Railway-Highway Crossing Program and the state rail fund. As freight and passenger travel evolve, ITD will continue to identify and address crossings that pose the highest safety and mobility concerns.

Waterway Ports

The Port of Lewiston, Idaho's only water port and the most inland port on the West Coast, plays a vital role in Idaho's freight network. From Lewiston, Idaho grain, pulse crops, and other bulk commodities move by barge down the Snake and Columbia Rivers to Pacific Coast ports, where they connect to global markets.

Looking ahead, several needs will support continued efficient and reliable freight movement to and from the port:

Access Needs

- **Intersection improvement at SH-128 and Down River Road (Old North South Highway) —** Steep grades and geometric constraints create challenges for large truck movements.
- **Support for oversized loads on US-12 —** Reliable access along this key high-wide-heavy freight corridor between Lewiston and Missoula will require careful coordination and partnership.

Other Needs (led by port and partner agencies)

- **Dredging of the Clearwater River turn basins and portside areas —** Sediment buildup, worsened by wildfire debris, has reduced barge efficiency.
- **Expanded on-site rail capacity —** Additional rail lines for car storage and tenant access would improve operational flexibility.
- **Improved local road conditions near the port —** Coordination with the City of Lewiston to keep truck routes safe and functional.
- **Workforce development for truck drivers —** Supporting regional Commercial Driver's License (CDL) programs that ensure a strong freight workforce.
- **Exploration of restored container-on-barge service —** An efficient, environmentally friendly alternative to long-haul trucking.
- **Coordination with Marine Highway and cruise-related activities —** Supporting new privately funded waterfront developments while safeguarding freight function.

Together, these needs reflect the port's dual identity as a working freight facility and a growing regional destination.

Sustaining the Port of Lewiston as a vital freight asset will require investment in highway access, dredging, expanded rail capacity, and coordinated planning between ITD, the Port, the City of Lewiston, and federal partners.

Capacity Needs

Roadway capacity refers to how much traffic a highway can handle before congestion and delay become significant. As Idaho's population and economy continue to grow, more of the state's highway system will experience congestion during peak travel periods.

ITD used its Statewide Travel Demand Model (STDM) to analyze capacity needs on non-MPO facilities, while capacity needs within Idaho's six MPOs are identified through the MPOs' most recent metropolitan transportation plans. Traffic performance is typically measured using Level of Service (LOS), which grades roadway conditions from A (best) to F (failure).

Rural (Non-MPO) Capacity Needs

Approximately 9% of non-MPO ITD facilities operate at LOS D or worse. Looking ahead to 2050, congestion is expected to grow across the network, with about 15% of non-MPO state facilities reaching LOS D or worse conditions during peak weekday hours. Key rural corridors expected to experience capacity constraints include:

- **Highway connections between metropolitan areas and other states —** Such as I-84 between the Treasure Valley and Magic Valley, I-15 south of the Snake River Plain, and US-95 through the north.
- **NHS and SHS routes connecting cities and metropolitan areas —** Including US-20 (BMPO to Rexburg), US-91 (BMPO to BTPO), and US-95 (LCVMPO to KMPO).
- **Key rural corridors —** Including US-2, US-12, SH-34, SH-41, SH-75, SH-8, SH-5, and SH-3.
- **Facilities near growing metropolitan areas —** Including SH-16, SH-52, SH-21, SH-78, and US-95 near the COMPASS; and SH-46, US-30, and US-95 near the MVMPO.
- **State facilities in growing small urban areas —** Including Burley, Ketchum/Sun Valley, Payette/Weiser, Jerome, Emmett, Blackfoot, Kuna, and Rigby.

Idaho's future capacity needs are concentrated on interstate connections, key rural corridors, and highways in and around its fastest-growing MPO regions — requiring a mix of solutions tailored to each corridor and community.



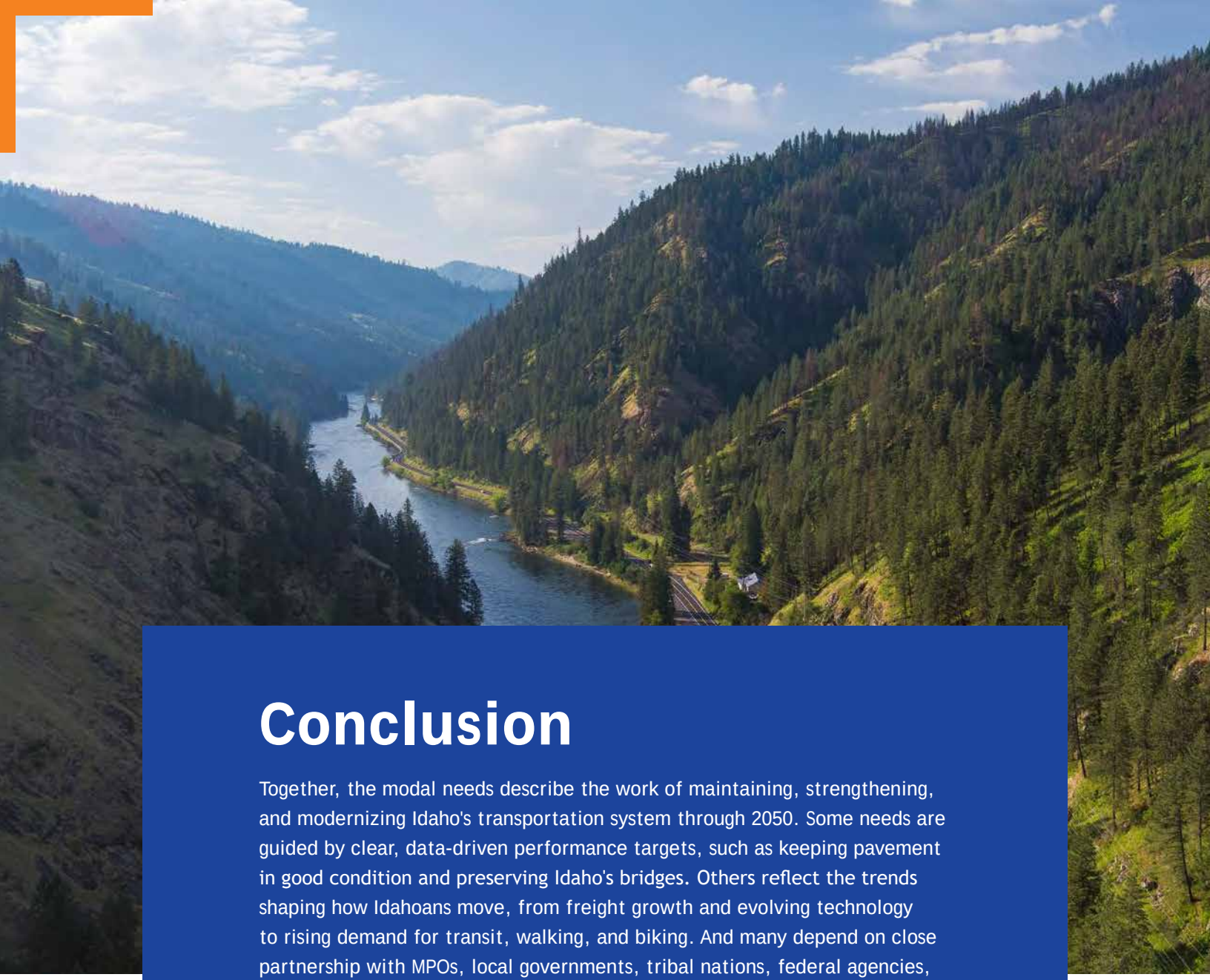


Urban (MPO) Capacity Needs

Although only about 17% of ITD's lane-miles fall within the six MPOs, these urban areas carry the highest traffic volumes and experience the greatest congestion pressure. Capacity needs identified through the MPOs' most recent long-range plans include, but are not limited to:

- **COMPASS (Treasure Valley) —** Capacity needs on I-84 and SH-16, plus corridors including US-20/26, SH-44, SH-45, SH-69, and SH-55, along with new east–west connections to relieve congestion on I-84 and SH-44.
- **KMPO (Coeur d'Alene area) —** Capacity needs on I-90, SH-41 through Post Falls, US-95 through Coeur d'Alene and Hayden, and SH-53 near Rathdrum and Hauser Lake.
- **BMPO (Idaho Falls area) —** Capacity needs on US-20 through downtown Idaho Falls and across the Snake River, SH-43, and SH-91, plus intersection needs on US-26 and Sunnyside Road.
- **BTPO (Pocatello area) —** Capacity needs on US-30, US-91, and portions of the I-15 Business Loop (Alameda Road).
- **LCVMPO (Lewiston area) —** Significant expected growth along US-12.
- **MVMPO (Twin Falls area) —** Future capacity constraints anticipated on US-93, US-30, and portions of I-84, with several already being addressed through active freeway expansion projects.

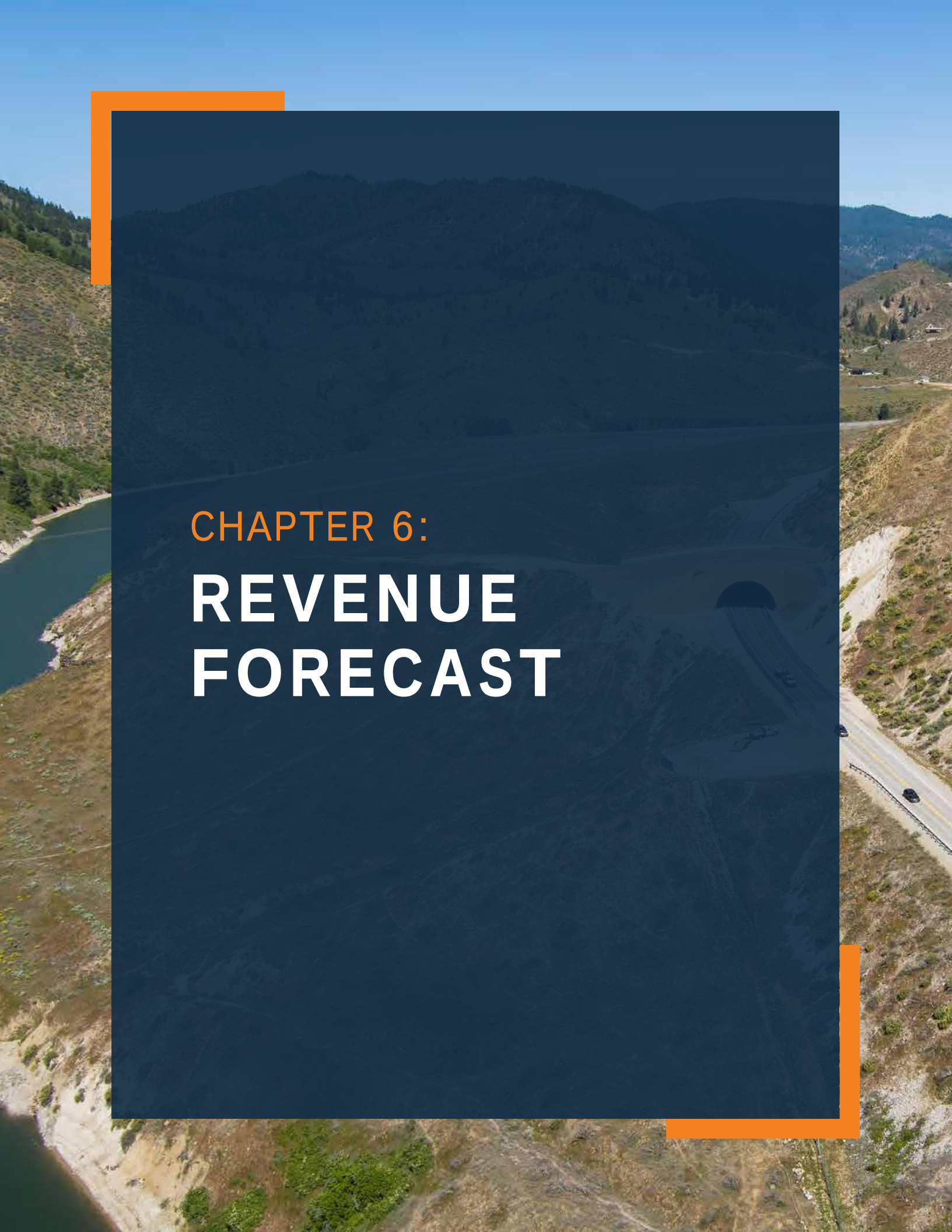
Addressing Idaho's future capacity needs isn't as simple as building more lanes. Because congestion has many causes, including population growth, land-use patterns, freight movement, seasonal travel, and local intersection performance, the right solution varies from corridor to corridor and community to community. ITD and its partners will work through a thoughtful project development process that considers a full range of possible solutions, including targeted intersection and interchange improvements, operational and technology-based strategies (such as ITS and TSMO), transit and multimodal enhancements, active transportation investments, land-use coordination, demand management strategies, and, where appropriate, additional roadway capacity. Community input, environmental review, safety analysis, and cost-effectiveness all factor into the final decision. This approach ensures that every capacity investment is right-sized to its context, delivers lasting value, and reflects the priorities of the people who use the corridor every day.



Conclusion

Together, the modal needs describe the work of maintaining, strengthening, and modernizing Idaho's transportation system through 2050. Some needs are guided by clear, data-driven performance targets, such as keeping pavement in good condition and preserving Idaho's bridges. Others reflect the trends shaping how Idahoans move, from freight growth and evolving technology to rising demand for transit, walking, and biking. And many depend on close partnership with MPOs, local governments, tribal nations, federal agencies, and the private sector, because no single organization can meet Idaho's transportation needs alone.

While the size and scope of these needs will continue to change, one thing remains constant: Idaho's transportation system is essential to the safety, mobility, and economic opportunity of every Idahoan. By understanding today's needs and planning ahead with intention, ITD and its partners can continue to deliver a transportation system that connects communities, supports the economy, and serves Idahoans well into the future. The ability of ITD and other agencies to meet these needs is directly affected by funding levels that are determined in part by the Idaho Legislature. With recent budget cuts affecting all programs, ITD is prioritizing keeping the existing network in good condition.



CHAPTER 6:

REVENUE FORECAST

Baseline Revenue Forecast

Idaho's state transportation system is planned, constructed, maintained, and modernized through a combination of federal and state funding. The 2050 LRTP revenue forecast estimates how much funding the ITD and its partners can reasonably expect to receive between 2025 and 2050, providing a financial picture for planning Idaho's transportation future.

State Revenue Sources

Idaho's state transportation revenue flows into four major accounts, each with its own purpose and funding sources.

1

Highway Distribution Account (HDA)

Idaho's largest source of state transportation revenue. The HDA collects state fuel taxes, vehicle registration fees, and related revenues, then distributes those funds to ITD, counties, highway districts, and cities to support day-to-day road operations, maintenance, and improvements across Idaho.

2

State Highway Account (SHA)

ITD uses these funds for the maintenance, operations, and capital work on Idaho's state highway system.

3

Strategic Initiative Program Fund (SIPF)

Created by the Idaho Legislature in 2017, this fund dedicates a portion of Idaho's sales tax revenue to strategic transportation investments. However, the fund was zeroed out for fiscal year 2027 due to limited available funds for this program.

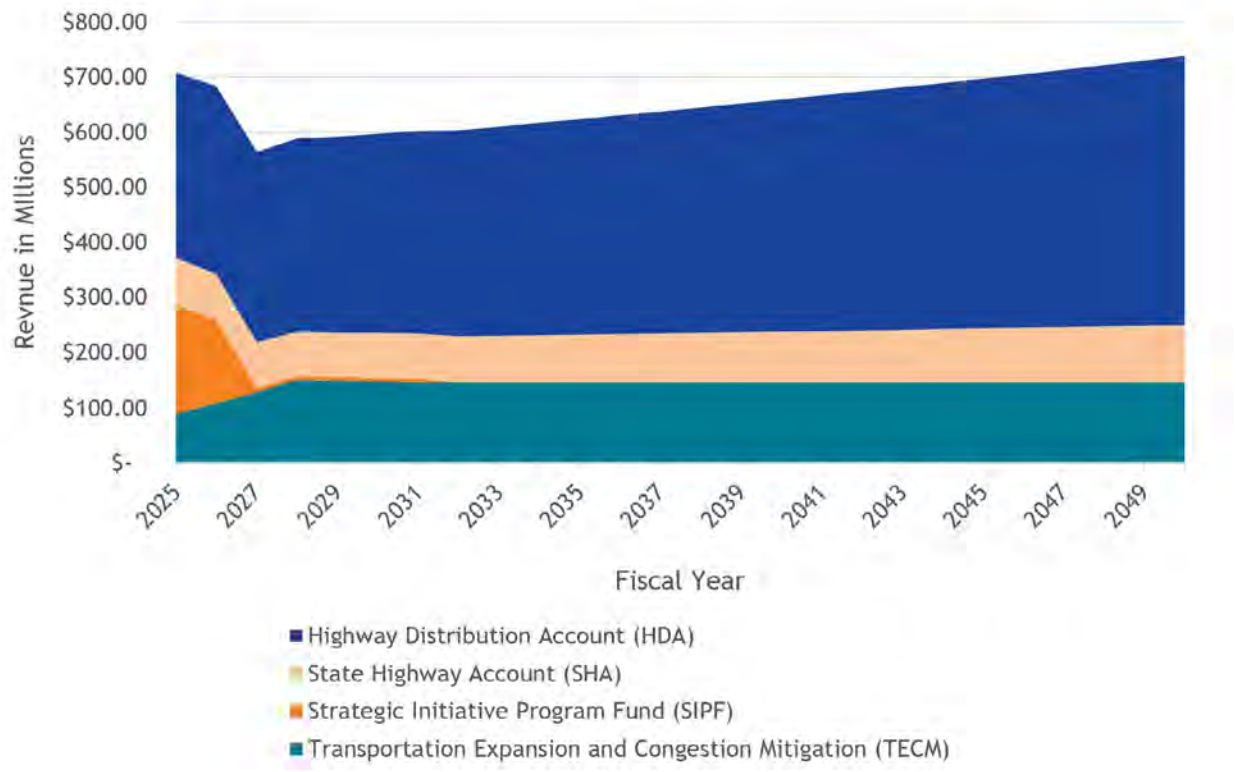
4

Transportation Expansion and Congestion Mitigation (TECM)

Created by the Idaho Legislature in 2017 as a 1% transfer from sales tax to ITD. Lawmakers added the ability to also use TECM funding to bond for projects in 2019. To address the state's rapid growth, the legislature passed a historic transportation revenue package that Governor Little signed as part of his Leading Idaho initiative in May 2021. House Bill 362 raised the percentage of sales tax going to transportation from 1% to 4.5%, with a fixed $80 million per year to ITD to address safety and capacity needs across the state. In 2025, the legislature passed House Bill 25, dedicating an additional $60 million to the TECM fund phased in over the next three years, which allowed the potential to bond up to an additional $1 billion towards project construction.

Together, these four state sources are projected to provide between roughly $580 million and $740 million per year through 2050 under the baseline forecast. As **Figure 10** shows, total state funding starts at about $708 million in 2025, dips in the late 2020s as the early-years TECM funding profile transitions to its long-term level, then climbs steadily to roughly $739 million by 2050. All figures are in nominal dollars, the value of each year's revenue at the time it is received, before adjustment for inflation.

Figure 10: Projected state transportation revenue by source, 2025–2050



Federal Revenue Sources

The federal government provides funding for Idaho's roadway network through nearly twenty separate programs, each with its own purpose, eligibility rules, and federal formula for distribution. ITD receives these funds and, as required by federal law and Idaho Transportation Board policy, passes a portion of them through to counties, cities, MPOs, and other local agencies. Together, these federal funds support the following investments in Idaho's state highway system:



Maintaining Idaho's Highways

Federal funding helps ITD and local agencies keep Idaho's roads and bridges in good condition. This includes pavement preservation and restoration, bridge repair and replacement, and the routine work that keeps the system functioning safely and efficiently.



Improving the Safety of Idaho's Highways

Federal funding supports projects that reduce fatal and serious injury crashes on Idaho's roads. This includes intersection improvements, lane-departure countermeasures, pedestrian safety upgrades, and improvements at railroad crossings.



Expanding and Modernizing Idaho's Highways

Federal funding supports capital projects that add capacity, modernize aging infrastructure, and connect Idaho's growing communities. This includes new and reconstructed interchanges, widened highway segments, and freight infrastructure improvements.



Providing Real-Time Information to Road Users

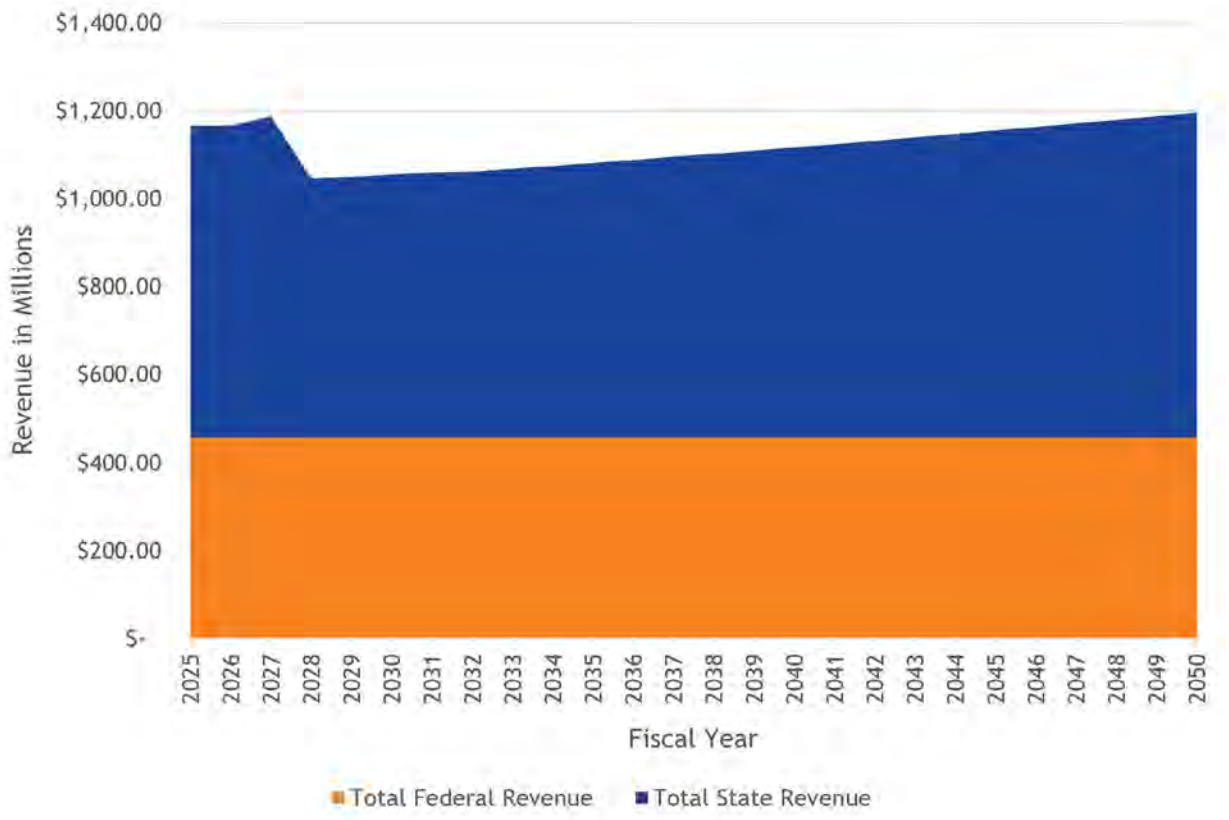
Federal funding supports the deployment and operation of ITS, including traffic management technology, DMS, traveler information services, and the communications infrastructure that delivers real-time traffic, weather, and road condition information to Idaho's drivers, commercial operators, and visitors.

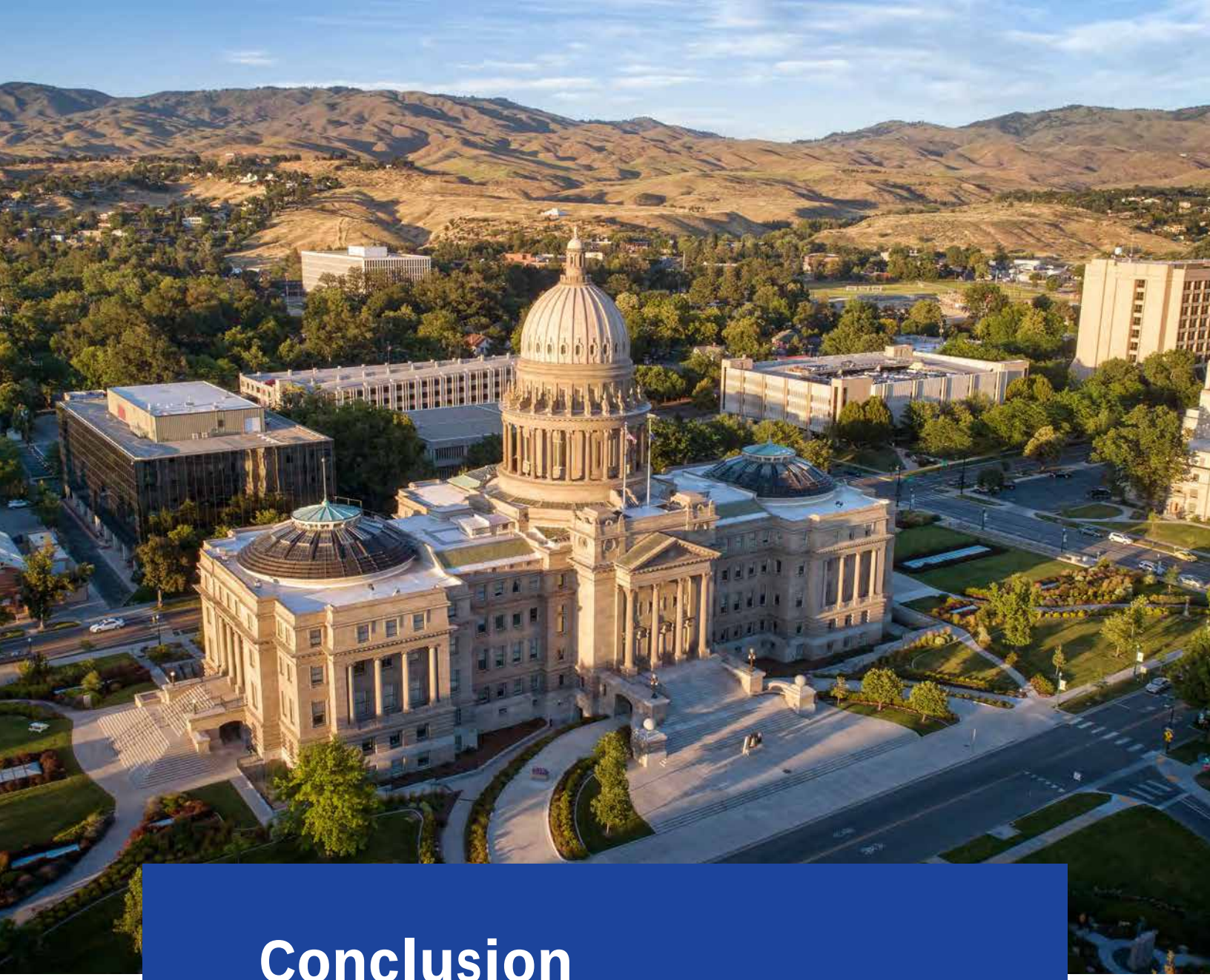
ITD forecasts that revenue from all of these federal programs will remain stable at $457.6 million annually through the 2025–2050 planning horizon.

Total Baseline Revenue Forecast

Combined, and for planning purposes, ITD expects its total annual state and federal transportation revenue to remain roughly steady through 2050, rising slightly from about $1.17 billion in 2025 to about $1.20 billion in 2050 in nominal dollars, as **Figure 11** shows. The 2025-2050 total revenue is projected to reach $29.1 billion, an average of about $1.1 billion per year. If and when state and federal revenues increase, ITD adjusts its forecasts and ITIP investments accordingly.

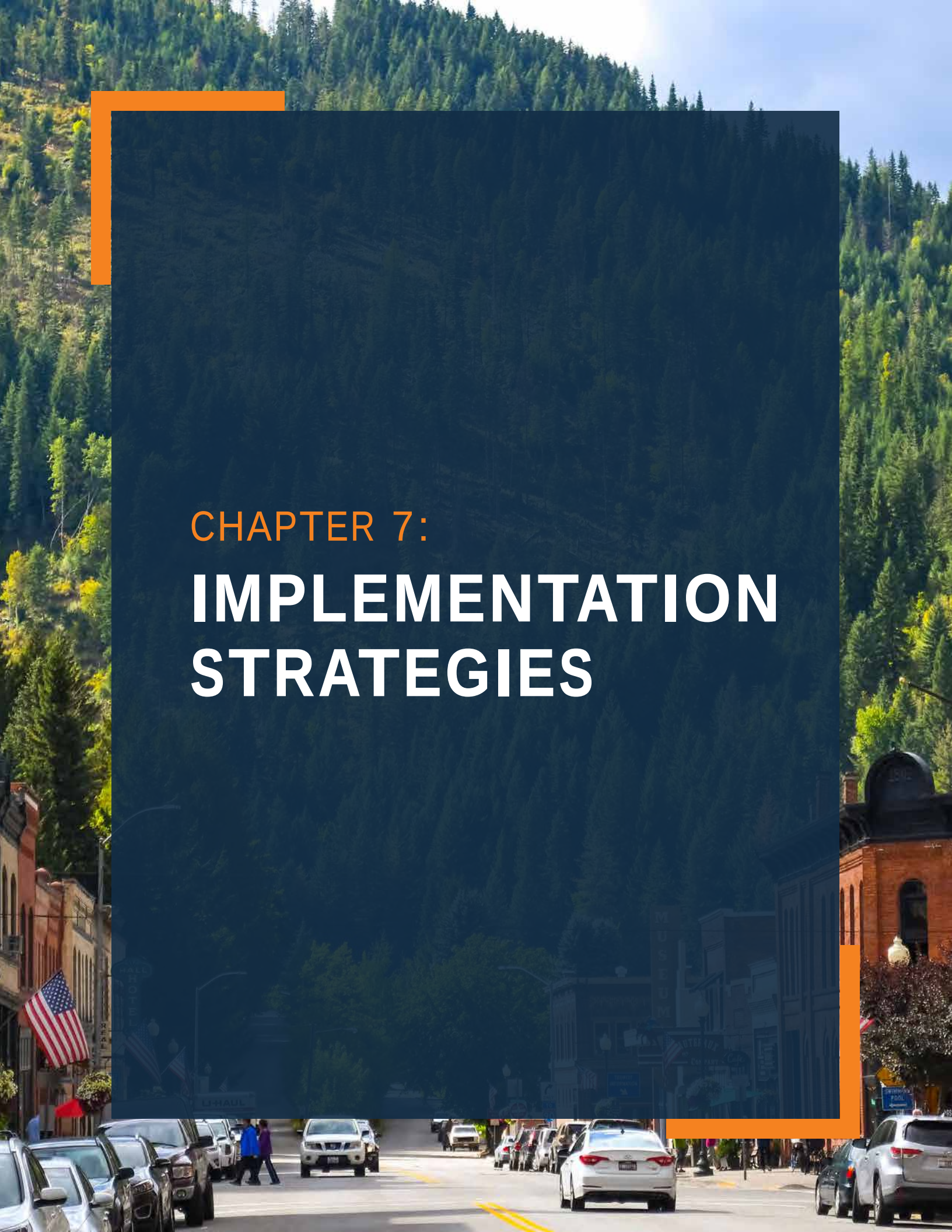
Figure 11: Projected total state and federal transportation revenue, 2025–2050





Conclusion

ITD and other agencies in Idaho rely on a combination of state and federal funding sources. With tremendous growth, an increase in revenue is required to continue to deliver a safe and mobile network that keeps goods and services moving. ITD will continue to engage legislative partners to meet performance targets and public expectation.



CHAPTER 7:

IMPLEMENTATION STRATEGIES



Introduction

Every road maintained or constructed, every bridge inspected or replaced, every road plowed after a snowstorm, every transit route funded, and every safety improvement made on Idaho's highways starts with a strategy. This chapter lays out the 28 strategies to guide how ITD and its partners will plan, invest in, and improve Idaho's transportation system over the next 20+ years, turning the 2050 LRTP vision, goals, and objectives into clear direction for action. Together, these strategies help ensure that Idaho's transportation system continues to support the safety, mobility, economic opportunity, and quality of life of every Idahoan through 2050 and beyond.

Strategies Development Approach

Developing the 2050 LRTP strategies was a step-by-step process that combined what ITD has worked on in the past with what Idaho needs going forward. ITD started with the strategies from the 2040 LRTP and looked closely at each one, keeping the strategies that still make sense today, updating others to reflect what has changed, and adding new ones to address topics that were not as urgent five years ago.

During the planning process, ITD listened to Idahoans, tribal partners, MPOs, local governments, industry groups, and advisory committees to make sure the strategies reflect real-world priorities across the state. Insights from the 2050 LRTP Scenario Planning Workshop, which explored how different future conditions could affect Idaho's transportation system, also helped shape the final framework, especially around resilience, reliability, and emerging technology.

Strategic Framework Organization

To make Idaho's long-range strategies easy to understand and easy to act on, the 2050 LRTP groups the 28 strategies into 14 categories that reflect how transportation planning actually happens across the state. Some categories focus on specific parts of Idaho's transportation system, such as highways, bridges, rail, public transportation, freight, ports and waterways, airports, and walking and biking, with strategies tailored to the unique role each plays in moving people and goods. Other categories address topics that touch every mode and every region, including land use and community coordination, tribal coordination, access and environmental stewardship, emerging technologies, planning and project delivery. Together, these system-specific and cross-cutting categories reflect the full picture of how Idaho's transportation network is planned, built, maintained, and modernized. They also help Idahoans clearly see how the 2050 LRTP applies to the parts of the transportation system they use every day.

WITHIN THESE 14 CATEGORIES, THE 2050 LRTP INCLUDES:

NEW

10

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

12

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.

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.

Federal Consistency

Federal law requires every state to develop long-range transportation plans that support shared national priorities, including safety, infrastructure condition, congestion reduction, freight movement, environmental sustainability, and reliable project delivery. Each of the 28 LRTP strategies aligns with these national goals and with the federal planning factors that guide statewide transportation planning across the country. This alignment ensures that Idaho's transportation investments not only meet local needs but also connect to the broader national transportation system.

Purpose & Use

Together, these categories provide a comprehensive and integrated framework to guide ITD's transportation planning and investment decisions through 2050. The strategies are organized by system component and theme, followed by **Tables 9** to **22** that illustrate the strategy source and how each strategy supports the 2050 LRTP goals and objectives, federal planning factors, and national transportation goals. The federal planning factors and national transportation goals are shown in **Table 8**, and the individual key codes are used in the tables to show the alignment with each strategy.

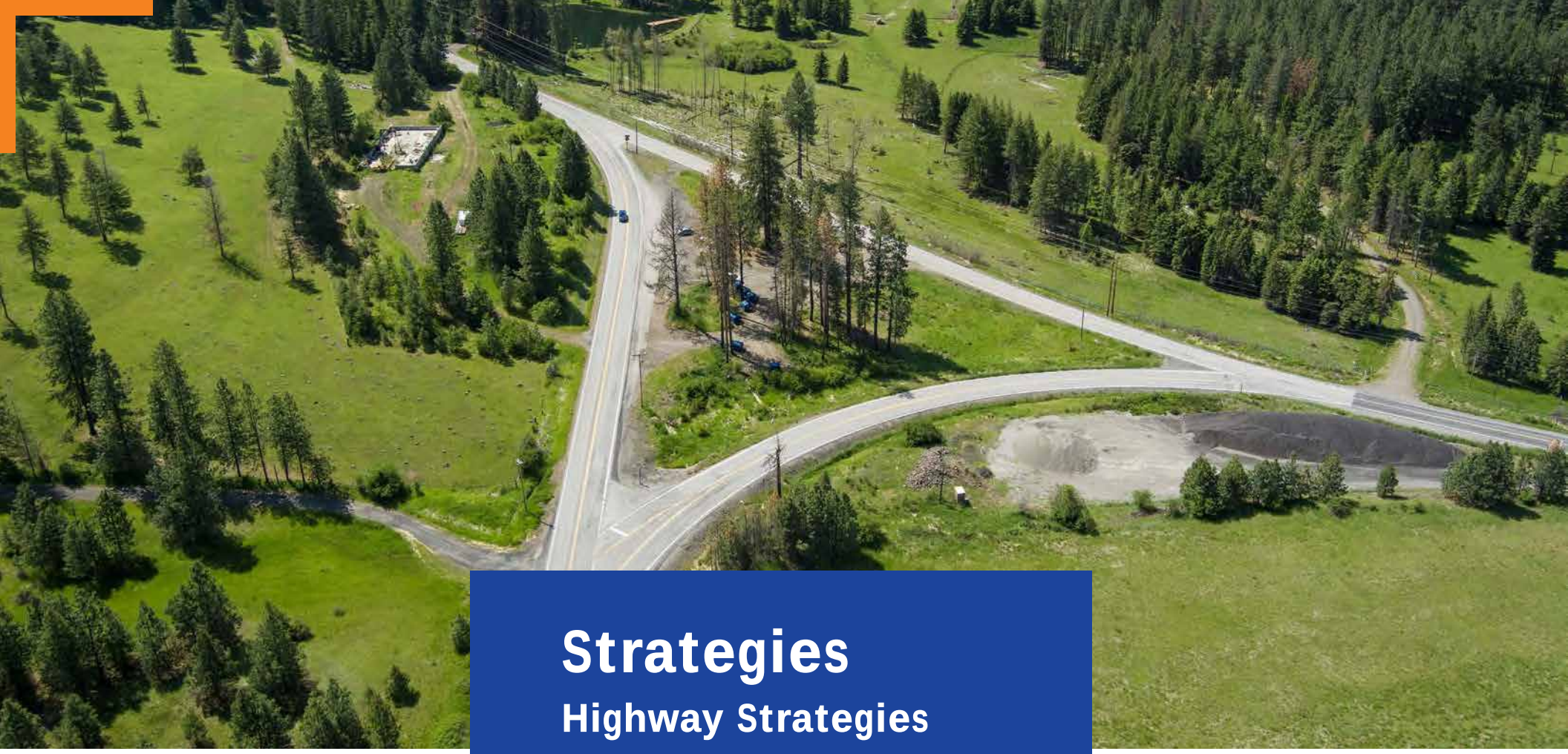
Table 8: Federal Planning Factors and National Goals

Federal Planning Factors (PF)	National Transportation Goals (NG)
PF-1 Economic Vitality	NG-1 Safety
PF-2 Safety	NG-2 Infrastructure Condition
PF-3 Security & Resilience	NG-3 Congestion Reduction
PF-4 Accessibility & Mobility	NG-4 System Reliability
PF-5 Environmental Protection	NG-5 Freight Movement & Economic Vitality
PF-6 System Integration & Connectivity	NG-6 Environmental Sustainability
PF-7 System Management & Operations	NG-7 Reduced Project Delivery Delays
PF-8 System Preservation	
PF-9 Resiliency and Reliability	
PF-10 Travel and Tourism	



How to Read a Strategy

Each strategy is labeled with a code (like H-1 or T-2), a short title, a status tag showing whether it is new, expanded, or carried forward from the 2040 LRTP, and a plain-language description of what ITD and its partners will focus on. Some strategies are also marked Engagement-Driven, meaning they were added or expanded based directly on input from Idahoans and stakeholders during the 2050 LRTP Planning process.



Strategies

Highway Strategies

Idaho's highways are the backbone of daily life, carrying commuters to work, families to school, freight to markets, and visitors to Idaho's world-class recreation destinations. The following strategies focus on keeping the highway system safe, reliable, and resilient in the face of storms, disasters, and continued growth, while preserving the corridors that connect Idaho communities today and for decades to come.

Expanded

H-1 TSMO

Consider transportation systems management and operations investments that improve safety, reliability, and mobility on the state highway system.

New

H-2 System Resilience and Emergency Preparedness

Integrate resilience and emergency preparedness considerations into transportation planning, design, operations, and investment decisions to reduce disruptions from extreme weather, natural disasters, and other system shocks.

New

H-3 Access Management and Corridor Preservation

Preserve the function, safety, and efficiency of key transportation corridors through access management, corridor planning, and coordination with local jurisdictions as development occurs.

Table 9: Highway Strategies Alignment with Goals and Objectives, Federal Planning Factors and National Goals

ID	Strategy	2050 LRTP Goal	Supporting Objectives	Source Documents	Status	Federal Planning Factors	FHWA National Goals
H-1	TSMO	Mobility & Economic; Opportunity; Safety	Reliable travel times; congestion management	ITD Statewide TSMO Strategic & ITS Tactical Plan (2025)	Expanded	PF-1, PF-4, PF-6, PF-7	NG-3, NG-4, NG-5
H-2	System resilience and emergency preparedness	Mobility & Economic Opportunity; Safety	Minimize disruptions from extreme events	Transportation Asset Management Plan (2022); Scenario Planning Workshop	New	PF-3, PF-7, PF-8, PF-9	NG-2, NG-4
H-3	Access management & corridor preservation	Mobility & Economic Opportunity; Safety	Preserve system efficiency and safety	MPO LRTPs; Public Engagement Summary	New	PF-1, PF-6, PF-7, PF-8, PF-10	NG-2, NG-3, NG-5

Bridge Strategies

Idaho's bridges connect communities, carry freight, and support daily travel across rivers, canyons, railroads, and interstate corridors. The following strategies focus on managing bridges in a smart, data-driven way, protecting past investments, prioritizing future work based on real-world impact, and making sure Idahoans can count on safe, reliable crossings wherever they travel.

Carried Forward

B-1 Risk-Based Bridge Asset Management

Manage bridge assets using lifecycle-based, risk-driven, and performance-focused approaches to preserve structural integrity and optimize long-term investments.

Expanded

B-2 Community and Economic Considerations

Consider community access, freight movement, detour impacts, and economic effects when prioritizing bridge preservation, rehabilitation, and replacement projects.

Table 10: Bridge Strategies Alignment with Goals and Objectives

ID	Strategy	2050 LRTP Goal	Supporting Objectives	Source Documents	Status	Federal Planning Factors	FHWA National Goals
B-1	Risk-based bridge asset management	Mobility & Economic Opportunity; Safety	State of good repair; stewardship	Transportation Asset Management Plan (2022)	Carried Forward	PF-7, PF-8, PF-9	NG-2
B-2	Community & economic considerations	Mobility & Economic Opportunity; Customer Experience	Maintain access; minimize detours	Scenario Planning Workshop	Expanded	PF-1, PF-4, PF-6	NG-5

Highway Safety Strategies

Every roadway user expects a safe trip on Idaho’s highways. The strategies below reflect ITD's commitment to a Safe System Approach that reduces crashes, fatalities, and serious injuries on Idaho's roads. From safer speeds and safer roadway design to coordinated safety and operations investments, these strategies work together to protect the lives of everyone who travels Idaho's transportation system.

Expanded

S-1 Safe System Approach

Apply Safe System principles across all roadway types and modes to reduce fatalities and serious injuries and improve safety outcomes for all users, including consideration of speed management, rural roadway conditions, wildlife-vehicle conflict, and community context.

Expanded

S-2 Integrated Safety and Operations

Coordinate highway safety investments with work zone management, maintenance activities, and operational strategies to address systemic safety risks.

Table 11: Safety Strategies Alignment with Goals and Objectives

ID	Strategy	2050 LRTP Goal	Supporting Objectives	Source Documents	Status	Federal Planning Factors	FHWA National Goals
S-1	Safe System approach	Safety	Reduce fatalities & serious injuries	Strategic Highway Safety Plan (2021–2025)	Expanded	PF-2	NG-1
S-2	Integrate safety with operations	Safety	Work zone & system safety	SHSP; TSMO Strategic Plan (2025)	Expanded	PF-2, PF-7	NG-1, NG-4

Rail Strategies

Rail plays an important role in Idaho's transportation system, moving grain, timber, potatoes, fertilizer, and manufactured goods to markets across the country and providing long-distance passenger mobility. The strategies below focus on safer rail-highway crossings and strong freight rail connections that support Idaho's industries, protect the highway system from heavy freight wear, and keep Idaho's economy competitive.

Carried Forward

R-1 Rail Safety and Coordination

Support rail safety improvements, including rail-highway crossing enhancements, through coordination with railroads and partner agencies.

Carried Forward

R-2 Freight Rail Connectivity

Preserve and enhance freight rail connectivity that supports Idaho's industries, ports, and multimodal supply chains.

Table 12: Rail Strategies Alignment with Goals and Objectives

ID	Strategy	2050 LRTP Goal	Supporting Objectives	Source Documents	Status	Federal Planning Factors	FHWA National Goals
R-1	Rail safety & coordination	Safety	Reduce rail-highway conflicts	Idaho Strategic Freight Plan (2023)	Carried Forward	PF-2, PF-6	NG-1
R-2	Freight rail connectivity	Mobility & Economic Opportunity	Support statewide freight movement	Idaho Strategic Freight Plan (2023)	Carried Forward	PF-1, PF-6	NG-5

Freight & Economic Mobility Strategies

Freight movement is the engine of Idaho's economy, supporting farmers, manufacturers, retailers, and countless small businesses. The strategies below focus on making Idaho's freight network more reliable, more efficient, and more responsive to the needs of the communities' freight passes through. Together, they help Idaho compete in national and global markets while protecting the safety and livability of Idaho's towns and neighborhoods.

New

F-1 Freight Operations Infrastructure

Invest in strategic improvements to truck parking, weigh-in-motion technology, and modernization of ports-of-entry facilities to improve commercial vehicle operations on key corridors.

New

F-2 Freight System Reliability

Prioritize freight system reliability by reducing delay, improving incident response, and maintaining predictable travel conditions on key freight corridors.

Expanded – Engagement-Driven

F-3 Community-Sensitive Freight Operations

Consider the safety and livability impacts of freight movement through small towns, residential areas, and Tribal communities when planning freight corridors and operational improvements.

Table 13: Freight and Economic Mobility Strategies Alignment with Goals and Objectives

ID	Strategy	2050 LRTP Goal	Supporting Objectives	Source Documents	Status	Federal Planning Factors	FHWA National Goals
F-1	Freight Operations Infrastructure	Mobility & Economic Opportunity; Safety	Improve freight reliability, safety, and efficiency on key corridors	Idaho Strategic Freight Plan (2023); Advisory Committee Input	New	PF-1, PF-2, PF-7, PF-8	NG-1, NG-2, NG-5
F-2	Freight system reliability	Mobility & Economic Opportunity	Predictable freight travel	Idaho Strategic Freight Plan (2023); Advisory Committee Input	New	PF-1, PF-6, PF-7, PF-9	NG-4, NG-5
F-3	Community -sensitive freight operations	Safety & Customer Experience	Reduce impacts in towns & Tribal areas	Tribal Interviews; Trucking Advisory Committee	Expanded	PF-2, PF-4, PF-6, PF-10	NG-1, NG-5

Public Transportation Strategies

Public transportation helps Idahoans get to work, school, doctor's appointments, and daily errands, especially those who cannot or choose not to drive. The strategies below focus on strengthening transit access for the people who rely on it most and coordinating with other services that shape everyday life.

Expanded

T-1 Accessibility and Essential Mobility

Support public transportation as a vital mobility option for rural communities, older adults, people with disabilities, and transportation-disadvantaged populations.

Carried Forward

T-2 Multisector Coordination

Coordinate public transportation planning with land use, workforce, health, housing, and human service considerations to improve access to opportunity and essential services.

Table 14: Public Transportation Strategies Alignment with Goals and Objectives

ID	Strategy	2050 LRTP Goal	Supporting Objectives	Source Documents	Status	Federal Planning Factors	FHWA National Goals
T-1	Essential mobility & accessibility	Customer Experience	Serve rural & disadvantaged users	Idaho Public Transportation Plan; Public Engagement Summary	Expanded	PF-1, PF-4	NG-5
T-2	Transit coordination with services & land use	Mobility & Economic Opportunity	Improve access to jobs & services	Idaho Public Transportation Plan (2018)	Carried Forward	PF-4, PF-6	NG-5



Ports & Waterways Strategies

The Port of Lewiston is Idaho's only water port and the most inland port on the West Coast, which provides Idaho farmers and businesses with direct water access to global markets. The strategy below focuses on maintaining the highway and rail connections that keep the port open and productive, ensuring Idaho's goods can reach the world efficiently and competitively.

Carried Forward

W-1 Multimodal Freight Access

Preserve and enhance highway and rail access to Idaho's ports and waterways to support efficient freight movement and economic competitiveness.

Table 15: Port and Waterways Strategies Alignment with Goals and Objectives

ID	Strategy	2050 LRTP Goal	Supporting Objectives	Source Documents	Status	Federal Planning Factors	FHWA National Goals
W-1	Multimodal access to ports	Mobility & Economic Opportunity	Efficient freight movement	Idaho Strategic Freight Plan (2023)	Carried Forward	PF-1, PF-6	NG-5



Airport Access Strategies

From major commercial airports to small backcountry airstrips, aviation connects Idaho to the rest of the country and the world. The strategy below focuses on maintaining safe, efficient highway connections to Idaho's airports, which support passenger travel, freight movement, emergency response, and the growing economic role aviation plays across the state.

Carried Forward

A-1 Aviation Access

Support safe and efficient surface transportation access to commercial and general aviation facilities serving passenger travel, freight, and economic development.

Table 16: Airport Access Strategies Alignment with Goals and Objectives

ID	Strategy	2050 LRTP Goal	Supporting Objectives	Source Documents	Status	Federal Planning Factors	FHWA National Goals
A-1	Surface access to aviation facilities	Mobility & Economic Opportunity	Passenger & freight connectivity	Idaho Strategic Freight Plan (2023)	Carried Forward	PF-1, PF-6, PF-10	NG-5

Bicycle & Pedestrian Strategies

Walking and biking are part of daily life for Idahoans of all ages, from kids walking to school and neighbors walking through downtown to commuters biking to work and visitors exploring Idaho's trails. The strategies below focus on making these journeys safer and more accessible, so Idaho's transportation system works for people no matter how they choose to travel.

Expanded

BP-1 Safety for Vulnerable Road Users

Design and operate transportation facilities using Safe System principles to improve safety for people who walk and bicycle.

Expanded

BP-2 Context-Sensitive Integration

Integrate bicycle and pedestrian considerations into transportation projects where appropriate, based on safety needs, community context, and system function.

Table 17: Bicycle and Pedestrian Strategies Alignment with Goals and Objectives

ID	Strategy	2050 LRTP Goal	Supporting Objectives	Source Documents	Status	Federal Planning Factors	FHWA National Goals
BP-1	Protect vulnerable road users	Safety	Reduce fatalities & injuries	SHSP; Public Input	Expanded	PF-2, PF-4	NG-1
BP-2	Context-sensitive integration	Customer Experience	Safe multimodal travel	SHSP; MPO LRTPs	Expanded	PF-4, PF-6	NG-2, NG-4



Land Use & Transportation Strategies

Where and how communities grow directly affects how people travel. The strategy below focuses on aligning transportation decisions with local land use plans, which will help Idaho's transportation system perform well over time, avoid unnecessary long-term costs, and serve the communities where growth is expected.

New

LU-1 Transportation and Land Use Coordination

Coordinate transportation planning and investment decisions with local land use plans to support efficient system performance, reduce long-term costs, and serve areas where growth is planned.

Table 18: Land Use and Transportation Strategies Alignment with Goals and Objectives

ID	Strategy	2050 LRTP Goal	Supporting Objectives	Source Documents	Status	Federal Planning Factors	FHWA National Goals
LU-1	Transportation–land use coordination	Mobility & Economic Opportunity	Reduce long-term costs	MPO LRTPs; Public Engagement Summary	New	PF-1, PF-6, PF-7	NG-3, NG-5

Community Engagement Strategies

Idaho's transportation system is stronger when its many voices are heard. The strategies below focus on building lasting partnerships with tribal nations, MPOs, and other agencies that share responsibility for how people and goods move across Idaho. Ongoing communication, coordination, and shared learning ensure that transportation decisions reflect both statewide priorities and the unique needs of every corner of Idaho.

New – Engagement-Driven

CE-1 Tribal Government Coordination

Engage Tribal governments through regular coordination to support transportation planning, safety, access, and protection of cultural and natural resources on and near Tribal lands.

Expanded

CE-2 MPO Coordination

Maintain regular technical and policy-level meetings with MPOs to exchange data, forecasts, and performance information, helping ensure regional planning efforts remain aligned with the statewide direction established in the LRTP.

Expanded

CE-3 Partner Agency Coordination

Coordinate with federal, public transportation, rail, port, and aviation partner agencies to align planning and investment decisions across all modes, ensuring people and goods move safely and efficiently throughout Idaho.

Table 19: Community Engagement Strategies Alignment with Goals and Objectives

ID	Strategy	2050 LRTP Goal	Supporting Objectives	Source Documents	Status	Federal Planning Factors	FHWA National Goals
CE-1	Tribal government coordination	Customer Experience & Project Delivery	Improve coordination & trust	Tribal Interviews (Shoshone, Kootenai)	New	PF-4, PF-5, PF-6	NG-6
CE-2	MPO Coordination	Customer Experience	Improve transparency and information sharing across jurisdictions	MPO LRTPs, Advisory Committee Input	Expanded	PF-6, PF-7	NG-2, NG-4
CE-3	Partner Agency Coordination	Mobility & Economic Opportunity, and Project Delivery	Improve multimodal connectivity	Advisory Committee Input	Expanded	PF-1, PF-4, PF-6	NG-4, NG-5

Access & Environment Strategies

A great transportation system provides important connections while considering the surrounding environment. The strategies below focus on expanding access to essential destinations for rural, remote, and underserved Idahoans, while integrating environmental stewardship and long-term sustainability into how Idaho plans, maintains, and operates the transportation system.

New

E-1 Transportation Access

Improve how underserved, rural, and remote populations reach essential destinations by investing in better connections and more mobility options.

New

E-2 Environmental Stewardship and Sustainability

Integrate environmental stewardship and long-term sustainability into planning, maintenance, and operations of the transportation system.

Table 20: Access and Environment Strategies Alignment with Goals and Objectives

ID	Strategy	2050 LRTP Goal	Supporting Objectives	Source Documents	Status	Federal Planning Factors	FHWA National Goals
E-1	Transportation Access	Customer Experience	Access to essential destinations	Public Engagement Summary; Tribal Interviews	New	PF-4, PF-10	NG-5
E-2	Environmental stewardship	Project Delivery	Long-term sustainability	ITD Environmental Process Manual	New	PF-5, PF-8	NG-6

Emerging Technologies & Communications Strategies

New technologies are reshaping transportation faster than ever, from connected and automated vehicles to smart sensors and real-time traveler information. The strategies below focus on preparing Idaho's transportation system for the future, and on making sure communications and emergency connectivity reach every corner of the state, including rural and remote communities where staying connected can be a matter of safety.

Expanded

X-1 Emerging Transportation Technologies

Prepare the transportation system for emerging technologies by supporting planning, policies, and infrastructure that enable connected, automated, and data-assisted transportation systems.

New – Engagement-Driven

X-2 Rural Communications and Emergency Connectivity

Identify and address transportation communications needs — including emergency response, traveler information, and system operations — throughout the planning and programming process, with particular focus on rural and remote areas where connectivity is limited.

Table 21: Emerging Technologies and Communications Strategies Alignment with Goals and Objectives

ID	Strategy	2050 LRTP Goal	Supporting Objectives	Source Documents	Status	Federal Planning Factors	FHWA National Goals
X-1	Emerging transportation technologies	Project Delivery	Innovation & preparedness	TSMO Strategic Plan; Scenario Planning Workshop	Expanded	PF-3, PF-7	NG-4
X-2	Rural communications & emergency connectivity	Safety & Resilience	Improve emergency response	Tribal Interviews; Advisory Committee Input	New	PF-2, PF-3, PF-7, PF-10	NG-1, NG-4

Planning & Project Delivery Strategies

Delivering transportation projects on time, on budget, and in step with community priorities is essential to building public trust. The strategies below focus on transparent, data-informed planning developed in coordination with MPOs, tribal partners, local communities, and on continually improving how projects are delivered so that every transportation dollar reaches Idahoans as efficiently as possible.

New

P-1 Data-Assisted and Transparent Planning

Use data-assisted, transparent planning processes, developed in coordination with MPOs, Tribes, and local partners, to support informed and accountable investment decisions.

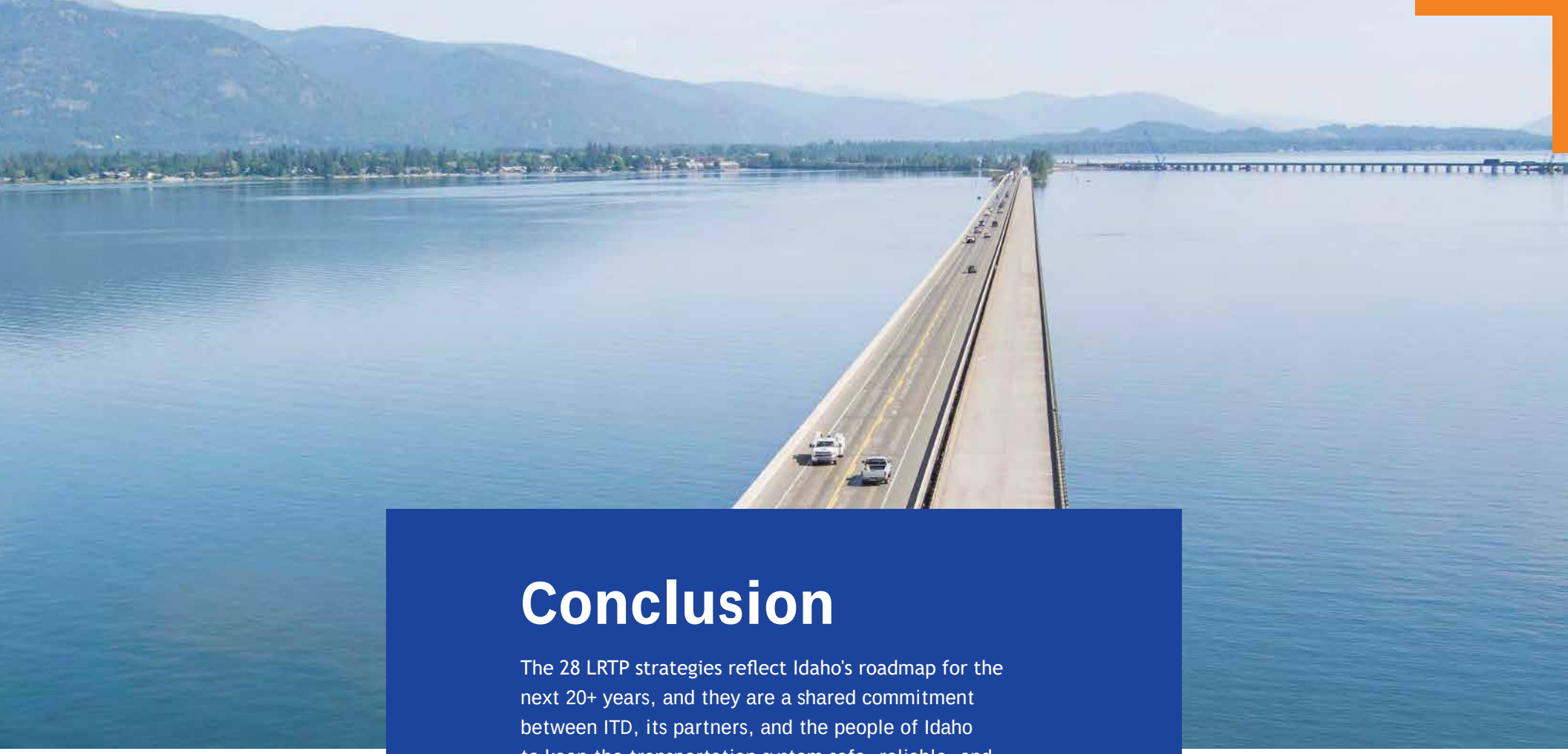
Expanded

P-2 Continuous Improvement in Project Delivery

Apply research, innovation, and performance management practices to improve efficiency and effectiveness in delivering transportation projects.

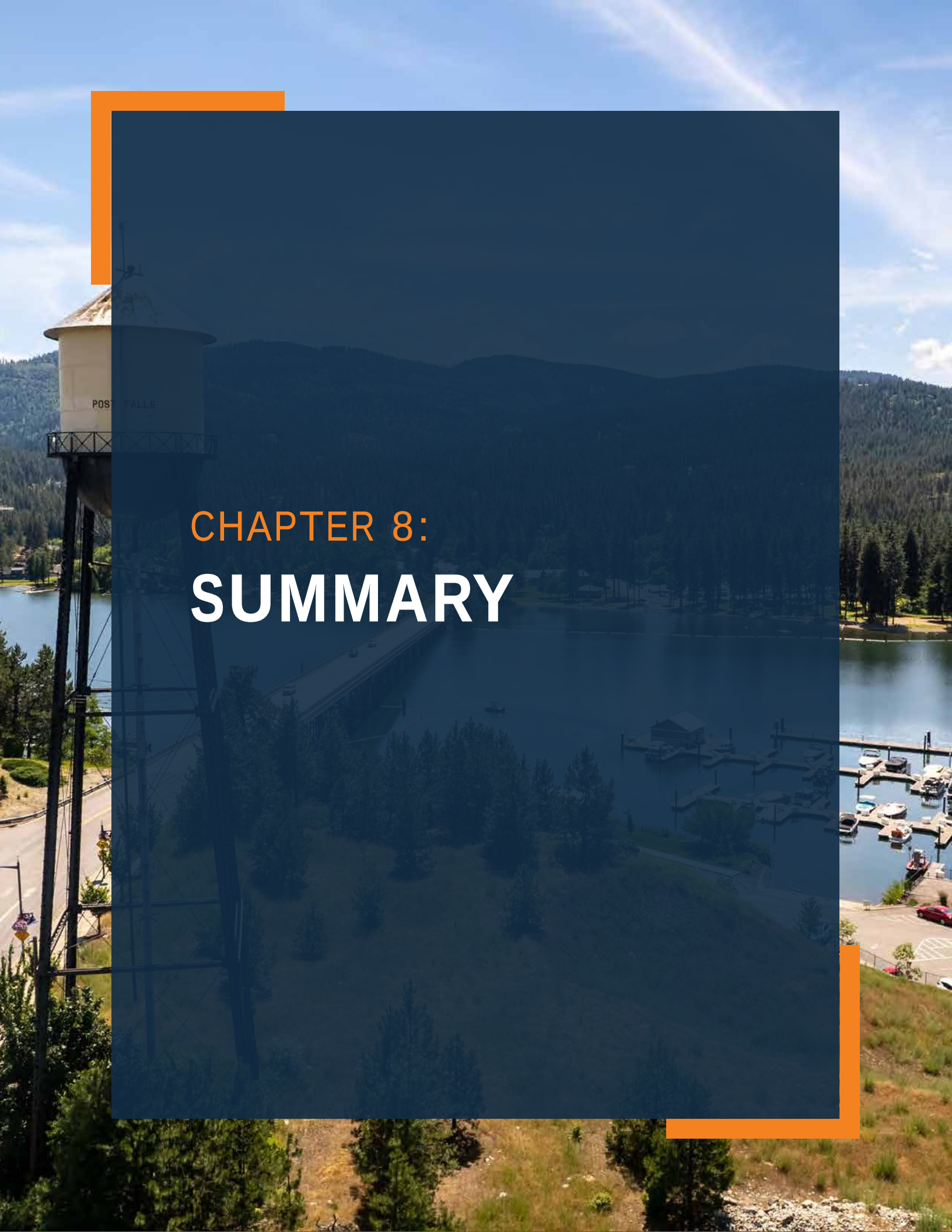
Table 22: Planning and Project Delivery Strategies Alignment with Goals and Objectives

ID	Strategy	2050 LRTP Goal	Supporting Objectives	Source Documents	Status	Federal Planning Factors	FHWA National Goals
P-1	Data-assisted, transparent planning	Project Delivery	Accountability & coordination	LRTP Workplan; ITD practices	New	PF-7	NG-7
P-2	Continuous improvement in delivery	Project Delivery	Improve efficiency	LRTP Workplan; ITD practices	Expanded	PF-7	NG-7

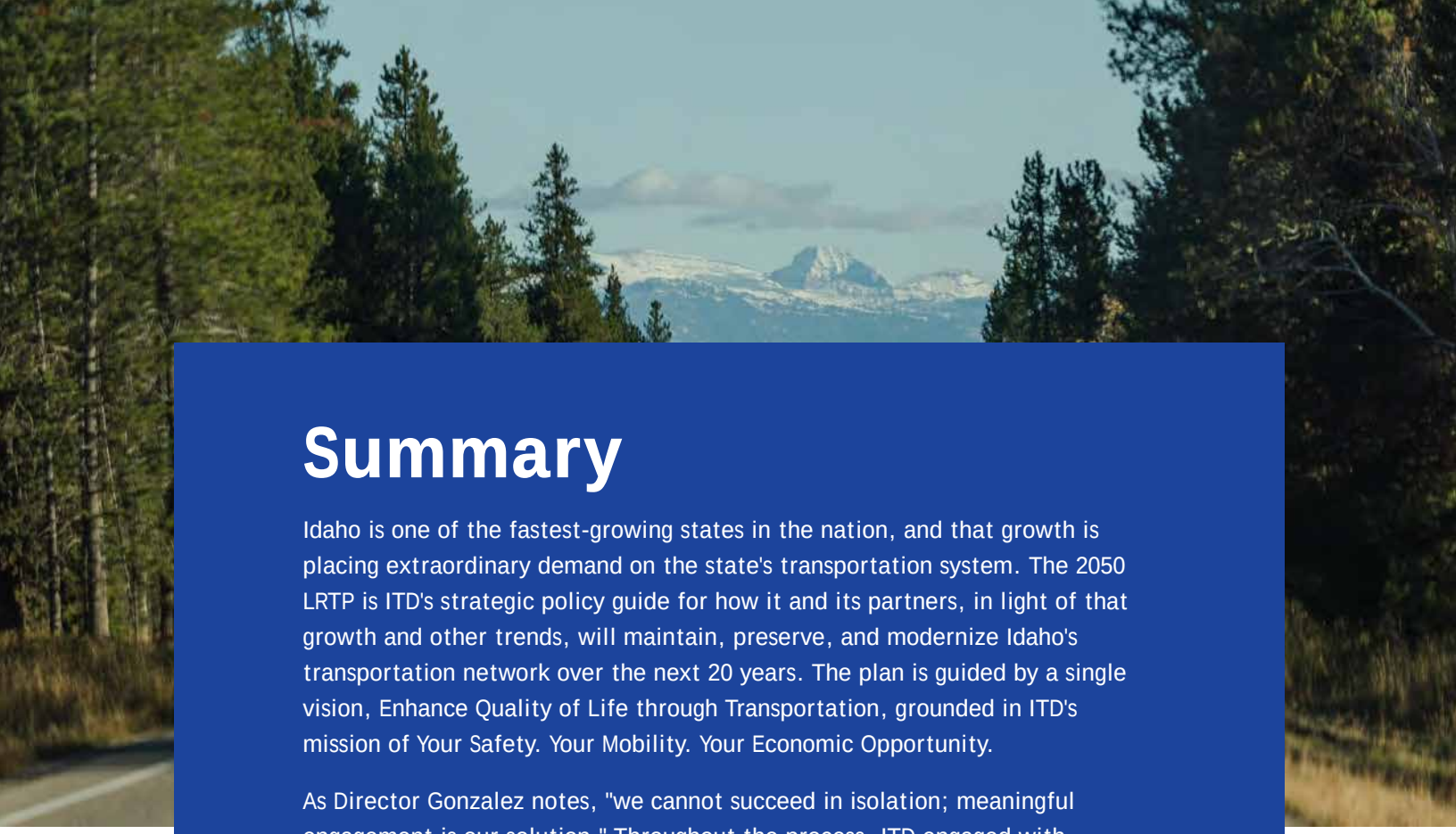


Conclusion

The 28 LRTP strategies reflect Idaho's roadmap for the next 20+ years, and they are a shared commitment between ITD, its partners, and the people of Idaho to keep the transportation system safe, reliable, and ready for what is ahead. The strategies will shape real decisions, where investments are made, how projects are prioritized, how communities are engaged, and how emerging opportunities and challenges are met. Guided by the priorities of Idahoans, the collaboration of ITD's partners, and the direction of national goals, the 2050 LRTP strategies help ensure Idaho remains a great place to live, work, travel, and do business – today, and long into the future.



CHAPTER 8:
SUMMARY



Summary

Idaho is one of the fastest-growing states in the nation, and that growth is placing extraordinary demand on the state's transportation system. The 2050 LRTP is ITD's strategic policy guide for how it and its partners, in light of that growth and other trends, will maintain, preserve, and modernize Idaho's transportation network over the next 20 years. The plan is guided by a single vision, Enhance Quality of Life through Transportation, grounded in ITD's mission of Your Safety. Your Mobility. Your Economic Opportunity.

As Director Gonzalez notes, "we cannot succeed in isolation; meaningful engagement is our solution." Throughout the process, ITD engaged with more than 1,500 stakeholders, including Idaho's six MPOs, tribes, local governments and federal partners. Feedback identified priorities, like maintaining the existing transportation system and focusing on safety, to help ITD meet anticipated needs.

While data shows that ITD is meeting its current performance targets, to counteract trends around population growth, economic changes, an aging network and new technology, additional long-term investment is needed across pavements, bridges, safety and all other modes of transportation. Investments are needed on the entire network; while ITD may operate the most heavily used parts of the transportation system, as state routes become more congested, local roads will also need to be modernized to continue to support the economy. ITD will continue to engage legislative partners to seek funding to meet performance targets and public expectations.

To put the plan's vision and goals into action, the 2050 LRTP includes 28 strategies organized into 14 focus areas, providing strategic direction for how ITD and its partners plan, invest, and deliver projects across the state. Guided by a statewide, multimodal vision and grounded in Idahoans' priorities, the 2050 LRTP is a shared commitment among ITD, its partners, and the people of Idaho to build a transportation system that supports safety, mobility, economic opportunity, and quality of life for generations to come.

ACRONYMS

AARP	American Association of Retired Persons
AADT	Annual Average Daily Traffic
ADA	Americans with Disabilities Act
BEAD	Broadband Equity, Access, and Deployment
BGCM	Bountiful Gran & Craig Mountain Railroad
BLM	Bureau of Land Management
BMPO	Bonneville Metropolitan Planning Organization
BNSF	Burlington Northern Santa Fe (Railway)
BP	Bicycle and Pedestrian
BTPO	Bannock Transportation Planning Organization
BVRR	Boise Valley Railroad
CCTV	Closed Circuit Television
CDL	Commercial Driver's License
CE	Community Engagement
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality (Program)
COMPASS	Community Planning Association of Southwest Idaho
COVID-19	Coronavirus Disease
DC	Direct Current
DMS	Dynamic Message Signs
EIRR	Eastern Idaho Railroad
EV	Electric Vehicle
FAA	Federal Aviation Administration
FAST ACT	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GDP	Gross Domestic Product
GRNW	Great Northwest Railroad
HDA	Highway Distribution Account
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program

ACRONYMS, CONT.

I-	Interstate (e.g., I-84, I-90)
IDA	Idaho Falls Regional Airport
IIJA	Infrastructure Investment and Jobs Act
INPR	Idaho Northern and Pacific Railroad
IRI	International Roughness Index
ITD	Idaho Transportation Department
ITIP	Idaho Transportation Investment Program
ITS	Intelligent Transportation Systems
KBOI	Boise Airport
KMPO	Kootenai Metropolitan Planning Organization
LCVMPO	Lewis-Clark Valley Metropolitan Planning Organization
LEP	Limited English Proficiency
LHTAC	Local Highway Technical Assistance Council
LOS	Level of Service
LRTP	Long-Range Transportation Plan
LPG	Liquified Petroleum Gas
LU	Land Use
LWS	Lewiston – Nez Perce County Airport
MAP-21	Moving Ahead for Progress in the 21st Century Act
MARAD	United States Maritime Administration
MPO	Metropolitan Planning Organization
MPP	Mid-Performance Period
MVMPO	Magic Valley Metropolitan Planning Organization
NG	National (Transportation) Goals
NHS	National Highway System
PF	(Federal) Planning Factors
PIH	Pocatello Regional Airport
PIO	Public Information Officer
PIP	Public Involvement Plan
POP	Public Outreach Planner
POVR	Pend Oreille Valley Railroad
PT	Public Transportation (Office of)
RR	Railroad

ACRONYMS, CONT.

RTP	Recreational Trails Program
RWIS	Road Weather Information System
SH	State Highway (e.g., SH-16, SH-55)
SHA	State Highway Account
SHS	State Highway System
SHSP	Strategic Highway Safety Plan
SIPF	Strategic Initiative Program Fund
SRTS	Safe Routes to School
SS4A	Safe Streets and Roads for All
STDM	Statewide Travel Demand Model
STIP	State Transportation Improvement Program
STMA	St. Maries River Railroad
SUN	Sun Valley – Hailey / Friedman Memorial Airport
TAP	Transportation Alternatives Program
TBD	To Be Determined
TECM	Transportation Expansion and Congestion Mitigation (Program)
TIP	Transportation Improvement Program
TSMO	Transportation Systems Management and Operations
TWF	Twin Falls – Magic Valley Regional Airport
UP	Union Pacific (Railroad)
US	United States (Route, e.g., US-95, US-20)
USDOT	United States Department of Transportation
VMT	Vehicle Miles Traveled
VRM	Vehicle Revenue Miles
WIM	Washington, Idaho & Montana Railway


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