Key facts about Idaho's surface transportation system

April 2026

Investing in Idaho's surface transportation system improves road and bridge conditions and reduces driver costs

- A total of 43% of Idaho's major roads are in poor or mediocre condition. Driving on deteriorated roads costs Idaho motorists $763 million a year – $546 per driver – in the form of additional repairs, accelerated vehicle depreciation, and increased fuel consumption and tire wear.

- A total of 5% of Idaho's bridges are rated in poor/structurally deficient condition, meaning there is significant deterioration to the major components of the bridge. A total of 38% of the state's bridges were built prior to 1970. Many bridges that are 50 years or older may require significant rehabilitation or replacement.

- Vehicle travel in Idaho dropped by 30% in April 2020 due to the Covid-19 pandemic (as compared to the same month the previous year), but rebounded to 14% above pre-pandemic levels by 2025. Since 2000, vehicle travel on Idaho's roads increased 48% and the state's population increased 57%.

- The five-year Infrastructure Investment and Jobs Act (IIJA), which expires on September 30, 2026, will provide $2 billion in federal funds for highway and bridge investments in Idaho over five years, including a 29% increase over the previous federal surface transportation program.

- Construction cost inflation, the erosion of motor fuel taxes due to inflation, improved fuel efficiency, and the adoption of hybrid and electric vehicles threaten the state's ability to keep pace with growing transportation needs. The Federal Highway Administration's national highway construction cost index, which measures the rate of inflation in labor and materials cost, increased 52% from the beginning of 2022 through the third quarter of 2025.

Roadway improvements can reduce traffic crashes and save lives

- From 2020 through 2025, 1,255 people died on Idaho's highways, an average of 251 annual fatalities. Idaho's traffic fatality rate of 1.22 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.1.

- A total of 850 people were killed in traffic crashes in work zones in the U.S. in 2024, 19% higher than a decade ago. There were 26 work zone fatalities in Idaho from 2020 to 2024. Work zone safety can be improved through the use of safety countermeasures including improved work zone design, improved driver messaging, high-visibility markings and speed enforcement.

- Traffic crashes in Idaho imposed a total of $1.8 billion in economic costs in 2024. TRIP estimates that a lack of adequate roadway safety features, while not the primary factor, was likely a contributing factor in approximately one-third of all fatal traffic crashes, resulting in $594 million in economic costs in the state in 2024. These costs include work and household productivity losses, property damage, medical costs, rehabilitation costs, legal and court costs, congestion costs, and emergency services.

Investing in our transportation system generates jobs, fosters economic recovery and growth, and improves safety

- Investments in the surface transportation system will boost Idaho's economy in the short-term by creating jobs and in the long-term will enhance economic competitiveness, stimulate sustained job growth, improve access and mobility, improve traffic safety, reduce travel delays, and improve road and bridge conditions.

- Roads and highways are the backbone of our economy, allowing Idaho motorists to travel 20 billion miles annually and moving a significant portion of the $117 billion worth of commodities shipped to and from the state each year. But, conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of state and federal funding available.

- The design, construction and maintenance of transportation infrastructure in Idaho supports approximately 19,000 full-time jobs across all sectors of the state economy. Approximately 304,000 full-time jobs in Idaho in key industries like tourism, retail sales, agriculture and manufacturing are completely dependent on the state's transportation network.

Latest data from the U.S. Census Bureau, USDOT, FHWA, BTS, ARTBA, NHTSA, and AAA compiled and analyzed by TRIP.

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