



IDAHO 2050 LONG-RANGE TRANSPORTATION PLAN FREQUENTLY ASKED QUESTIONS

The following frequently asked questions were developed in response to comments and questions received during in-person public and stakeholder engagement meetings held across Idaho in November and December 2025. These meetings provided an opportunity for community members, local leaders and partners to share their perspectives, ask questions and help inform the planning process. The responses below reflect common topics raised during those discussions and are intended to provide clear, helpful information for those seeking to learn more about the project.

Why is ITD updating the Long Range Transportation Plan?

The Idaho Transportation Department is currently updating its Long Range Transportation Plan LRTP—moving from the 2040 plan to the 2050 LRTP—for several critical reasons. In short, it's a mix of legal requirements and a practical response to Idaho's status as one of the fastest-growing states in the U.S. By law, ITD must update its long range transportation plan to reflect a minimum 20-year horizon. This keeps the state eligible for federal transportation funding. Idaho is growing quickly, travel patterns are changing, and new challenges, such as aging infrastructure, emerging technology, and economic shifts, require long-term planning. This update ensures transportation investments align with current public priorities and future needs.

How is public input being used in the LRTP?

Public feedback is a critical part of the planning process. Survey responses and comments from the first round of engagement (November – December 2025) identified statewide priorities, needs, concerns, and regional differences. This input will help shape LRTP strategies and policies, which will inform agency decision-making. The feedback received will be reflected in the plan documentation.

What did people say were the most important transportation priorities?

ITD and consultants have been engaging with the public through social media, online open houses, in-person open houses across the state, and a survey. Survey respondents consistently emphasized:

- Safety improvements, particularly on high-risk highways and corridors.
- Maintaining and repairing existing roads before expanding the system.
- More transportation options.
- Managing growth while protecting quality of life.
- Wildlife crossings and environmental considerations.



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Have residents reported that they want to invest in new infrastructure or maintain what we currently have?

Many respondents expressed concern that Idaho may struggle to keep up with maintenance costs as the system expands. Maintaining existing infrastructure was seen as more cost-effective, safer, and more sustainable. ITD will continue to prioritize preserving its existing infrastructure and will consider the long-term life-cycle costs of system expansions in its decision-making.

Is ITD exploring other multimodal options, or are they focused on highways?

ITD is responsible for operating and maintaining an integrated network of more than 12,400 centerline miles of interstates and highways, 1,850 bridges, and 32 state backcountry airstrips. The department's first focus is on maintaining this existing system and serving vehicular traffic, as it is the primary mode of transportation.

ITD recognizes the importance of providing safe, accessible, and context-sensitive facilities that accommodate people of all ages and abilities. Multimodal needs are incorporated into ITD projects where feasible, with the biggest changes to the system often pursued by partners like Metropolitan Planning Organizations (MPOs), local governments, and public transportation providers. ITD also supports these efforts by promoting safety campaigns, providing technical guidance, administering federal funding programs and the limited state revenue sources, and ensuring that the needs of vulnerable road users are incorporated into statewide and corridor-level planning efforts.

Regarding passenger rail, ITD uses the very limited state funding available to match federal programs focused on rail crossing safety and maintains a state plan that other public entities and industry can use to apply for federal grants. Without the establishment of a new funding source and a coalition of public and private partners to ensure its operation and maintenance, it is unlikely that ITD will invest in passenger rail.

The LRTP will continue to support strategies and policies that continue and improve upon existing partnerships to provide and improve multimodal options in the statewide transportation network.



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How is safety being addressed in the plan?

Safety was one of the strongest themes reported by survey respondents. The LRTP will incorporate strategies that:

- Reduce serious crashes and fatalities.
- Improve priority safety corridors and intersections.
- Enhance safety for all system users, including motorists, commercial truck drivers, pedestrians, and bicyclists.
- Reduce the risk of wildlife-vehicle collisions on state highways.

What plans are there for wildlife crossings and environmental impact improvements?

Many respondents emphasized the need for wildlife crossings, fencing, and habitat connectivity, especially in areas with frequent wildlife-vehicle collisions. ITD partners with state agencies like the Idaho Department of Fish and Game to reduce risk in areas with demonstrated need and to identify cost-effective solutions. There is no dedicated funding in Idaho to build wildlife crossings, but reducing wildlife-vehicle collisions is considered during planning and as part of the environmental clearance process.

Wildlife collision hotspots have been documented on interstates, U.S. highways, and state highways within Idaho as part of the [2025 Wildlife-Vehicle Conflict Mitigation Opportunity Research Report](#) conducted by the Wildlife Connectivity Institute and ITD. This report, alongside collaborating with other agencies on prioritizing needs, will be considered in the development of the LRTP policies and strategies and by project staff to determine if needs exist within already-programmed roadway projects.

How does growth factor into transportation planning?

Idaho has consistently been ranked as one of the fastest-growing states. Idaho's population growth and economic development are key drivers of transportation congestion and demand. The LRTP assesses how growth might affect travel needs statewide and explores ways to manage congestion, maintain safety, and support economic development and quality of life.

The LRTP includes a task to update the travel demand model so ITD can understand the future transportation demand and use this tool when planning projects. ITD uses its statewide travel demand model to forecast total traffic and commercial traffic. This tool helps ITD planners and engineers in project planning and development by modeling the need and performance of design features, like how many lanes are needed on a roadway, or what interchange type will work best, etc.



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Will the LRTP decide which projects get built?

The LRTP does not select individual construction projects. Instead, the LRTP is a policy document as it sets long-term goals, priorities, and strategies that guide future investment decisions. Planning staff can reference this resource to identify projects for development in the Idaho Transportation Improvement Program (ITIP).

How will funding realities be addressed?

Many respondents raised concerns about costs, inflation, and limited funding. The LRTP acknowledges these realities through scenario planning. The future scenarios will consider the possibilities of economic upswing or downturn. ITD will conduct a workshop to understand how programs and policies may be impacted by fluctuations in the economy which may result in advancing, delaying, rescoping or redesigning programs. These scenarios will also identify which elements of the transportation network could be vulnerable and any potential changes to policy, workforce or technology to mitigate. The LRTP lays the groundwork for informing future investments to make the best use of available resources while planning responsibly for the future.

Will there be more opportunities to provide input?

The department will continue to seek input from advisory boards around freight, trucking, aeronautics and public transportation to finish drafting the plan. The draft will then be distributed for general public comment before being finalized in winter 2026/2027.



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