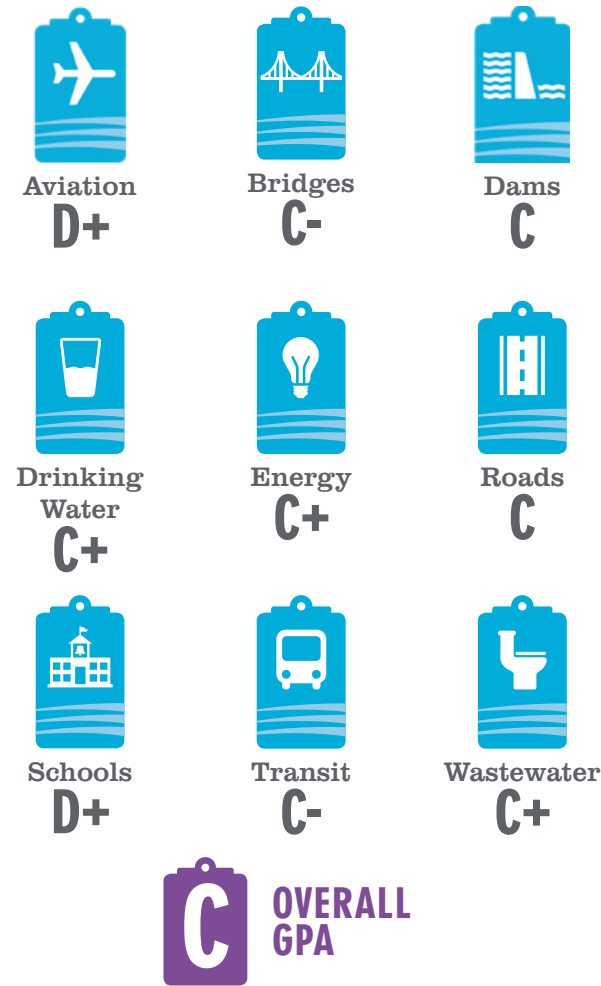
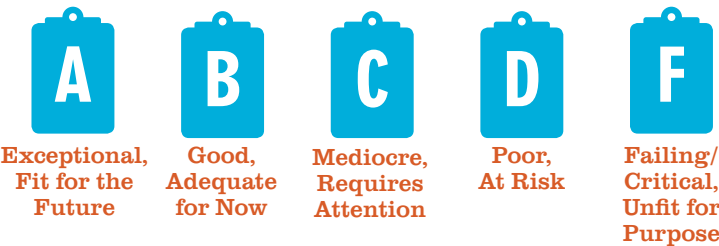


Idaho Grades



About the Grades

The 2025 Report Card for Idaho’s Infrastructure was written by a committee of civil engineers across Idaho who volunteered their time to collect and analyze data, prepare and review their findings and present their conclusions. The committee worked with staff from ASCE National and ASCE’s Committee on America’s Infrastructure to provide a snapshot of our state’s infrastructure, as it relates to us locally and on a national level. **The Report Card sections are graded based on the following eight criteria: capacity, condition, funding, future need, operation and maintenance, public safety, resilience and innovation. ASCE defines these grades as follows:**



How You Can Get Involved

Get the full story behind this Report Card at www.infrastructurereportcard.org/Idaho.

Ask your elected leaders what they’re doing to keep up with your neighborhood’s infrastructure. Use your zip code to get your list of elected officials’ at www.infrastructurereportcard.org/take-action.

Solutions to Raise the Grade

- 1 Establish dedicated, long-term funding for critical infrastructure.** Most sectors—particularly transit, schools, water, and wastewater—lack stable state-level funding. Reliance on competitive grants, one-time infusions, and limited local tax authority leads to deferred maintenance and uneven investment. Dedicated, predictable funding streams, combined with expanded local option tax authority, would allow communities to address needs proactively and sustain long-term improvements.
- 2 Expand asset management and preventive maintenance practices.** Proactive maintenance and condition tracking extend infrastructure life and reduce costly emergency repairs. Statewide support for asset management systems, training, and data-driven decision-making will help agencies prioritize investments, coordinate upgrades, and keep facilities in good working order.
- 3 Prioritize resilience and hazard mitigation in planning and design.** Idaho’s geography and climate risks—including wildfire, flooding, and seismic hazards—require resilient infrastructure. Updated design standards should address redundancy, emergency access, and hazard resistance. Incorporating resilience into transportation, energy, and water systems will protect public safety, reduce disruptions, and safeguard economic activity.
- 4 Strengthen partnerships and regional coordination.** Collaboration among state, local, tribal, and federal partners can improve efficiency, leverage funding, and align priorities. Shared resources—such as equipment, technical expertise, and emergency response—can help rural and smaller agencies in delivering cost-effective solutions and meeting regulations.
- 5 Foster innovation and public engagement.** Encourage adoption of proven, cost-effective technologies—such as intelligent transportation systems, advanced treatment, clean energy, and real-time monitoring. Pairing innovation with clear, consistent public outreach will build understanding of infrastructure’s benefits and generate support for investment and policy changes.

About ASCE-Southern Idaho and Inland Empire Sections

Two ASCE Sections serve Idaho. The Inland Empire Section covers the north and north-central regions, is headquartered in Spokane, WA, and Coeur d’Alene, ID, and serves approximately 450 members. It supports one Younger Member Forum (YMF) for engineers 35 and younger, and three student chapters—Washington State University, University of Idaho, and Gonzaga University—which receive scholarships and support to compete in national civil engineering competitions.

The Southern Idaho Section (SIS), based in Boise, serves over 600 members across Southern Idaho. It includes the Snake River Branch in eastern Idaho, one YMF, and supports three student chapters—Boise State University, Idaho State University, and Brigham Young University–Idaho.

Both Sections, along with the Branch and YMFs, meet regularly for professional development, project presentations, social activities, and STEM outreach. The Idaho Infrastructure Report Card is one way both share their commitment to improving the state’s infrastructure.

Contact Us

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INFRASTRUCTURE MATTERS

Idaho’s infrastructure is the backbone of its economy and quality of life. With one of the **fastest growth rates in the nation**—nearly 25% since 2010—Idaho faces mounting pressures on systems built decades ago for far fewer people. The 2025 Report Card, developed by the Southern Idaho Section of the American Society of Civil Engineers, evaluates nine sectors: **aviation, bridges, dams, drinking water, energy, roads, schools, transit, and wastewater**. Grades range from a high of C+ for energy to a low of D+ for schools, showing systems that are **generally safe and functional today but increasingly strained by age, growth, and funding gaps**.

Aging assets and rising demand are recurring themes. More than 1,500 bridges need repair, over half of school building square footage is in fair or poor condition, and most drinking water and wastewater systems face renewal backlogs. Local agency report that many roads are in fair or poor condition and face persistent congestion despite recent capacity projects. Transit systems operate with aging fleets and growing demand. Dams average 76 years old with a quarter classified as high hazard. Airports maintain adequate pavement conditions but face a \$650 million capital shortfall over the next six years.

Funding constraints limit progress. Idaho relies heavily on local ratepayers, bonds, and competitive federal programs with limited state funding outside of transportation. Restrictions on local option taxes further limit communities’ ability to raise revenue. While federal and state programs – such as the Infrastructure Investment and Jobs Act (IIJA) and the Transportation Expansion and Congestion Mitigation (TECM) – have supported key projects, many are one-time boosts rather than sustained funding solutions. Small and rural communities in particular face challenges with match requirements and limited tax bases.

Public safety is a concern as well. Roadway fatalities reached a two-decade high in 2023. Sixty-five wastewater treatment plants reported Clean Water Act violations. While most drinking water systems meet standards, small systems face greater compliance risks. Other concerns include incompatible land uses near airports, aging school safety systems, and wildfire threats to energy and transportation corridors.

Resilience and innovation are emerging strengths. Utilities are planning 100% clean energy portfolios, cities are piloting electric buses and adaptive signals, and advanced leak detection and water reuse projects are underway. These innovations offer promise but broader adoption and long-term investment are essential.

Idaho stands at a pivotal moment. Recent investments and innovative approaches have laid the groundwork for stronger, more resilient infrastructure. By building on this momentum with **strategic investment, innovation, and collaboration**, Idaho can move its infrastructure from mediocre but serviceable, to resilient, sustainable, and ready for the future.



Above: Arrowrock Dam—ASCE Historical Landmark
Photo Credit: Matthew Lamar

The 2025 Report Card on Idaho’s Infrastructure

The 2025 Report Card on Idaho’s Infrastructure gave the state an overall GPA of C. Idaho’s civil engineers studied nine infrastrutcture categories. Of those nine, seven infrastructure categories are in mediocre condition and two are in poor condition.

The good new is there are solutions to all these challenges. By learning more today about the conditions of the infrastructure you used every day, you too can help raise the grades of Idaho’s infrastructure.

Aviation D+

Idaho’s 121 public-use airports are critical to connectivity, commerce, and emergency access, especially in rural areas. The 2020 Idaho Airport System Plan identifies 75 core airports, 37 of which are part of the National Plan of Integrated Airport Systems (NPIAS) and eligible for federal funding. The remaining 38 rely solely on state support. Rapid population growth has driven a 75% increase in passenger enplanements since 2014. Airports support 33,000 jobs, \$1.2 billion in earnings, and nearly \$5 billion in economic output. Yet NPIAS airports face a \$650 million capital shortfall from 2024–2029. Federal funding has remained flat since 2012 while construction costs have doubled, and funding limits on terminal and hangar projects constrain growth. Without targeted investment, Idaho’s airports risk falling behind rising demand and economic needs.

Bridges C-

Idaho’s 4,646 public roadway bridges are essential to mobility and commerce, yet only 31.6% are in good condition, compared to the national average of 44%. Most bridges (63%) are rated fair—at risk of declining without timely maintenance—and 5.4% are in poor condition. Over 1,500 bridges need repair, and nearly 400 have load restrictions, limiting freight and emergency access. The Idaho Transportation Department (ITD) focuses on preserving fair-condition bridges through enhanced inspections, planning, and strategies like bridge bundling and accelerated construction. Recent state and federal investments have helped, but Idaho still faces a \$2.2–\$2.3 billion backlog. With ongoing growth and increased strain, sustained, predictable funding is critical to prevent costly replacements, disruptions, and declining safety.



Dams C

Idaho has roughly 400 state-regulated dams, including water storage and mine waste containment structures overseen by the Idaho Department of Water Resources. These dams provide irrigation, flood control, hydroelectric power, recreation, and waste storage. Although the number of regulated dams hasn’t changed since 2018, Idaho’s population has grown by 250,000, increasing pressure on water infrastructure. The Idaho Water Resource Board has supported new storage projects, but rehabilitation and safety improvements for existing non-federal dams remain underfunded—a growing concern as many dams age and nearby communities expand. Meanwhile, regulatory focus on low-risk, small diversions diverts resources from higher-risk, large-scale dams. Increased investment in maintenance and rehabilitation is critical to protect public safety and ensure long-term performance of these essential assets.

Drinking Water C+

Idaho’s 2,000+ public water systems, most of them small or rural, deliver safe drinking water but face mounting challenges from aging infrastructure, limited funding, and climate pressures. Nearly 70% of Idaho’s \$1.7 billion drinking water need over the next 20 years falls on small systems with fewer ratepayers and limited staff. Federal funding has supported overdue upgrades, and the state is mapping lead lines, expanding asset management, and deploying smart monitoring tools. Still, concerns remain—aging pipes, capacity limits in fast-growing areas, PFAS contamination, and drought-related shortages. With most residents relying on groundwater, protecting quality and supply is critical. Idaho must invest in small systems, plan for climate extremes, and develop sustainable funding to ensure safe, reliable drinking water for all communities.

Energy C+

Idaho’s rapid population growth is placing new demands on its energy infrastructure, but the state benefits from a strong renewable base—more than two-thirds of electricity comes from renewables, primarily low-cost hydropower. This keeps utility rates among the lowest in the nation, attracting commercial and industrial investment. Idaho’s three largest utilities have pledged to deliver 100% clean energy within 25 years, and the state has strong potential for wind, solar, and geothermal development, particularly in the south. Transmission upgrades will be key to connecting new generation to users. Utilities are also adopting wildfire-resistant designs and safety measures. Continued investment in generation, storage, and grid modernization will be essential to keep Idaho’s energy reliable, affordable, and resilient.

Roads C

Idaho’s road network is increasingly strained by population growth, aging infrastructure, and limited local funding. While 87% of state highways are in good or fair condition, nearly half of local roads—many of them unpaved—are deteriorating due to deferred maintenance. Congestion is growing in both urban areas like the Treasure Valley and rural corridors. Roadway fatalities hit a 20-year high in 2023, with 275 deaths. ITD’s “Zero Deaths” initiative and targeted safety projects are helping, but resilience is a growing concern as flooding, wildfires, and landslides affect key routes with limited detour options. Innovative tools are emerging in larger cities, but smaller agencies often lack capacity. Sustainable funding and statewide coordination are critical to ensure safe, connected, and resilient roads.

Schools D+

High-quality school facilities are essential to student learning, yet Idaho’s investment in school infrastructure remains low. In FY2021–2022, the state spent about \$760 per student on operations and maintenance—well below the \$1,300 national average. While some districts have used local levies to fund new construction, many schools remain outdated or in disrepair, especially in fast-growing areas. Since 2016,

Idaho has lost 40 public schools, even as enrollment is projected to rise by 5% or more through 2028. Physical infrastructure is often left out of statewide education funding discussions, leaving districts to shoulder costs unevenly. The result is overcrowding, deferred maintenance, and facilities that fall short of safety, technology, and accessibility standards. Without dedicated, long-term funding, school infrastructure needs will continue to grow – widening disparities and limited student opportunities.

Transit C-

Public transit in Idaho connects people to jobs, healthcare, education, and other services—especially in communities with limited transportation options. Most residents live outside major urban centers, where service is limited and travel distances are long. Rural households spend over \$14,000 per year on transportation, above the national average. Idaho’s transit network relies on buses and vans, with no passenger rail since 1997, though interest in restoration is growing. While current service is safe and effective, aging fleets, limited hours, and maintenance backlogs—especially in rural areas—pose ongoing challenges. Transit depends largely on federal funding, with no dedicated state support and restricted local revenue options. With 20% population growth expected by 2040, Idaho must invest in expanded, sustainable transit systems statewide.

Wastewater C+

Idaho’s wastewater systems face challenges from aging infrastructure, rapid growth, and tightening environmental regulations, with \$2.6 billion in investment needed over the next 20 years. While cities like Boise and Meridian have made major upgrades, many rural communities struggle to fund improvements due to small ratepayer bases. Over one-third of Idahoans rely on septic systems, increasing groundwater contamination risks as development spreads. In 2023, 65 of 112 treatment plants reported Clean Water Act violations, often tied to aging equipment and capacity issues. Many waterways are impaired by nutrient and bacteria pollution, threatening rivers and aquifers that supply 95% of Idaho’s drinking water. Expanding climate-resilient and energy-efficient technologies—along with improved oversight and funding—will be key to sustainable wastewater management.

