Indiana Grades

Bridges B-

Dams D

Drinking Water C-

Energy D

Roads C-

Wastewater D+

Stormwater D

OVERALL GPA D+

About the Grades

The 2026 Report Card for Indiana's Infrastructure was written by a committee of more than 17 civil engineers across Indiana 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:

A	B	C	D	F
Exceptional, Fit for the Future	Good, Adequate for Now	Mediocre, Requires Attention	Poor, At Risk	Failing/ Critical, Unfit for Purpose

Solutions to Raise the Grade

1. **Increase Dedicated Funding for Local Roads and Bridges**
While state-owned transportation assets are generally performing well, locally owned roads and bridges face significant funding shortfalls that contribute to deferred maintenance and deterioration. Expanding programs such as Community Crossings, increasing local revenue options, and establishing long-term transportation funding mechanisms would help local agencies address backlogs before assets require costly reconstruction. A stronger focus on preservation rather than replacement would materially improve overall system condition.

2. **Accelerate Water and Wastewater System Modernization**
Indiana faces billions of dollars in drinking water and wastewater infrastructure needs related to aging facilities, lead service line replacement, PFAS treatment requirements, sewer rehabilitation, and treatment plant upgrades. Expanding State Revolving Fund programs, pursuing federal grants, and encouraging regional utility partnerships would help utilities address aging infrastructure while maintaining affordability for ratepayers.

3. **Invest in Resilient Stormwater and Flood Management Infrastructure**
Increasingly intense rainfall events are overwhelming aging drainage systems and increasing flood risks across the state. Expanding stormwater utility programs, implementing green infrastructure, upgrading culverts and drainage systems, and incorporating climate resilience into future project design would reduce flood damage, while improving community resilience.

4. **Strengthen Energy Reliability and Grid Capacity**
Projected growth from data centers, industrial development, and electrification will place greater demands on Indiana's electrical system. Strategic investments in transmission infrastructure, grid modernization, energy storage, and diversified power generation sources would improve reliability and resilience while supporting economic growth and future energy demands.

5. **Improve Sustainability of Aging Dams and Critical Assets**
Many of Indiana's dams and other critical infrastructure assets are reaching the end of their service lives. Expanding dam rehabilitation grant programs, increasing inspection resources, prioritizing high-hazard structures, and establishing dedicated asset management programs for aging infrastructure would reduce safety risks and prevent costly emergency repairs.

6. **Apply Innovative Multi-Criteria Decision Analysis to Asset Management**
Agencies that manage assets across sectors must prioritize and synergize improvements to maximize benefits for the taxpayer and community. The state should look at the system as a whole by merging asset management plans and priorities and applying Multi-Criteria Decision Analysis to determine the best utilization of limited available resources.

About ASCE-Indiana

The American Society of Civil Engineers represents more than 150,000 members of the civil engineering profession in 177 countries. Founded in 1852, ASCE is the nation's oldest national civil engineering society.

The Indiana Section is proud to bring together Hoosiers across the state in the industry to continue to grow professionally, network, and further their education. The Indiana section of ASCE is comprised of: Metropolitan Indianapolis Branch, Northwest Branch, North Central Branch, Northeast Branch, and the Southwest Branch

How You Can Get Involved

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

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.



INFRASTRUCTURE MATTERS

Indiana's infrastructure system supports the mobility, economic activity, public health, and quality of life of more than seven million residents. Strategic investments over the past decade have strengthened many critical assets, particularly the state's transportation network. Indiana has become a national leader in asset management, using data-driven decision-making to maintain roads and bridges, while recent federal investments through the Infrastructure Investment and Jobs Act (IIJA) have provided additional resources for transportation, water, and energy infrastructure improvements. Despite this progress, aging infrastructure, increasing demand, workforce shortages, and persistent funding gaps continue to place growing pressure on the state's ability to maintain and improve critical systems.

Indiana's transportation infrastructure remains one of the state's greatest strengths. More than 95% of Indiana's bridges are in fair or good condition, and the percentage of load-posted bridges has continued to decline due to proactive preservation efforts and long-term investment strategies. The state's roadway system, which includes more than 105,000 miles of public roads, benefits from advanced asset management practices and funding reforms implemented through the Next Level Roads program. However, local agencies continue to face persistent challenges, particularly in maintaining aging bridges and pavements with limited funding resources. Deferred maintenance costs Indiana motorists an estimated $1.6 billion annually through vehicle repairs, increased fuel consumption, and accelerated vehicle depreciation.

Water infrastructure presents some of Indiana's most pressing long-term challenges. Public water systems require more than $8 billion in improvements to address aging distribution systems, lead service line replacement, PFAS treatment requirements, and growing system demands. Wastewater systems face similar pressures, with documented needs exceeding $10 billion for treatment plant upgrades, sewer rehabilitation, and combined sewer overflow mitigation. Meanwhile, stormwater infrastructure is increasingly strained by urban development and more frequent extreme rainfall events. Recent flooding disasters have highlighted vulnerabilities in aging drainage systems and underscored the need for more resilient infrastructure planning across the state.

Indiana's energy and dam infrastructure face additional pressures from changing operating conditions and increasing risk. Rapid growth in data centers and electrification is expected to drive substantial growth in electricity demand, while aging generation assets, transmission systems, and severe weather events create reliability concerns. At the same time, Indiana's aging dam inventory, much of which is privately owned, faces substantial rehabilitation needs with limited funding available for repairs and upgrades. Many of these assets were built decades ago and were not designed to current standards or future climate conditions.

Recent investments have improved infrastructure performance across many sectors, but long-term success will depend on sustained funding, continued innovation, workforce development, and resilience-focused planning. Addressing these challenges will allow Indiana to preserve existing assets, strengthen public safety, support economic growth, and maintain its position as the Crossroads of America for decades to come.

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The 2026 Report Card on Indiana's Infrastructure

gave the state an overall G.P.A. of D+. Indiana's civil engineers studied seven infrastructure categories. Of those seven, one infrastructure category in good condition, two are in mediocre condition, and four categories are in poor condition.

The good news is there are solutions to all these challenges, and we can raise the grades of Indiana's infrastructure. By learning more today about the conditions of the infrastructure you use every day, you too can help raise the grade.

Bridges — B-

Indiana's bridge network includes more than 19,500 bridges owned by state, local, and federal agencies that support mobility, commerce, and emergency response. . Overall bridge conditions are strong, with 95% of bridges rated fair or good and state-owned bridges outperforming national averages. Indiana's success reflects a disciplined asset management program, preservation-first investment strategies, and the use of innovative materials and project delivery methods. However, significant challenges remain for locally owned bridges. While recent federal investments have strengthened near-term funding, local bridge needs are estimated at approximately $580 million annually, far exceeding available revenues. As a result, many local agencies remain reliant on competitive grant programs to address aging infrastructure. Without additional recurring funding, Indiana risks increasing bridge closures, load restrictions, deferred maintenance, and substantially higher future rehabilitation and replacement costs.



Photo: The Big Four Bridge over the Ohio River, Jeffersonville, Indiana; Jon Bilous

Dams — D

Indiana has 1,641 dams, most of which support recreation, and 66% are privately owned. The Indiana Department of Natural Resources (IDNR) Dam Safety Program regulates dam construction, operation, and maintenance to protect lives and property, but responsibility for upkeep rests with dam owners under state law. Indiana does not have a state loan or grant program to fund dam rehabilitation. More than half of high-hazard dams are privately owned. IDNR employs eight full-time staff dedicated to dam safety, managing about 28 high-hazard dams per staff member, close to the national average. Its budget averages $720 per regulated dam, slightly below the U.S. average. The agency provides an online inundation mapping tool and tracks dams as its highest-risk assets. Investments in removing aging low-head dams have improved ecosystems and recreation, while hydropower remains minimal. With limitedlimited knowledge and funding for privately owned dams pose significant risks, especially if failures occur before issues are addressed.

Drinking Water — C-

Drinking water systems in Indiana provide potable water to its residents and support commerce and industry. In 2024, the Indiana Department of Environmental Management (IDEM) reported 3,957 public water systems (PWS) in the state with 56% of consumers drinking groundwater and 44% of consumers drinking surface water. However, there are significant shortcomings to many aspects of these systems. Reliable and safe drinking water, in both quantity and quality, are necessary for public safety, health, and welfare. Water sourcing, treatment, and distribution systems are the main components with which water utilities serve their customers. With Indiana's estimated drinking water needs exceeding $8 billion, funding levels consistently being below those needs, and lead service line count ranking 11th-most of all states, the State faces several challenges regarding drinking water infrastructure. Substantial and consistent financial resources are needed to make the state's drinking water systems more suitable and sustainable.

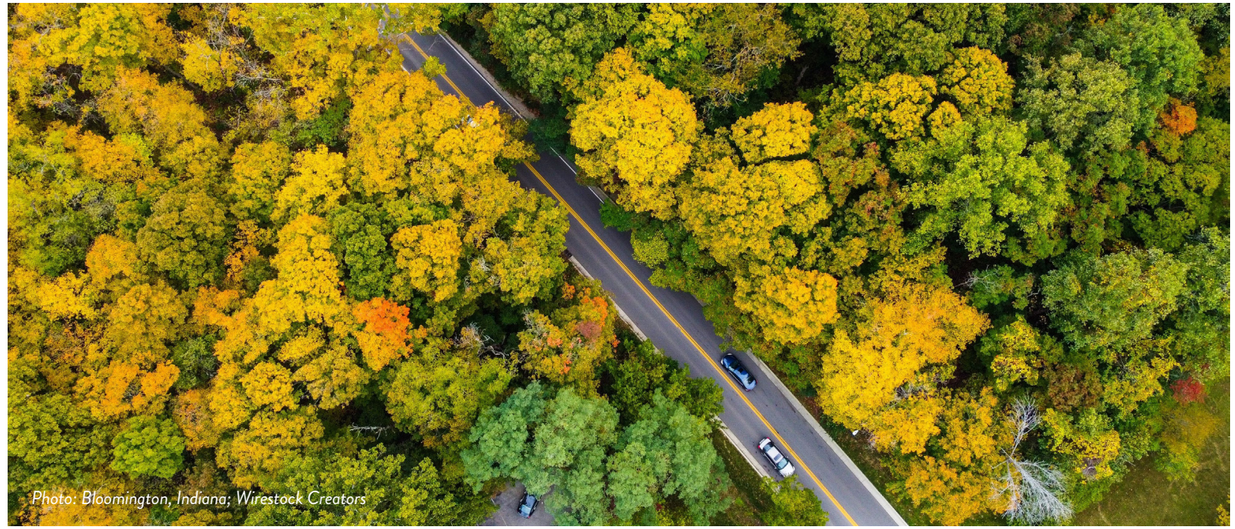

Photo: Bloomington, Indiana; Wirestock Creators

Energy — D

Indiana's energy infrastructure is facing three converging pressures: a rapid expansion of data centers projected to account for roughly 41% of all state electricity demand by 2030; accelerating coal-plant retirements outpacing replacement capacity, requiring U.S. Department of Energy emergency orders to avoid capacity shortfall; and the sharpest residential rate increases in the region, prompting a formal Indiana Utility Regulatory Commission (IURC) affordability investigation in early 2026. These risks are partially offset by Indiana's Transmission, Distribution, and Storage Improvement Charge (TDSIC) mechanism and an active Pipeline Safety Division (PSD), creating transparency and accountability for energy companies, and increasing trust for ratepayers. Sustained investment in replacement clean generation, transmission and distribution (T&D) modernization, and resilience are essential for supporting the current and future needs of Indiana's residents and businesses.

Roads — C-

Indiana's roadway system underpins statewide mobility, economic activity, and freight movement. With more than 105,000 miles of public roads, the system faces growing challenges related to aging pavements, congestion, safety, and funding sustainability. About 17% of Indiana's major roadways are in poor or mediocre condition, and local roads fare worse, with nearly a third of city, town, and county roads rated poor. Driving on deteriorated roads costs Indiana motorists $1.6 billion annually – $336 per driver – in additional vehicle operating expenses.

While legislative reforms in 2017 stabilized transportation funding and enabled data-driven asset management, long-term funding gaps persist. An estimated $474 million is needed annually just to maintain current local road conditions, rising to $1.9 billion to eliminate poor and failed local roads over the next decade. Traffic fatalities remain a serious concern, with rural roads and vulnerable road users facing elevated risk. Continued investment in preservation, safety, resilience, and sustainable funding will be required to maintain system performance and improve outcomes statewide.

Stormwater — D

Stormwater infrastructure in Indiana plays a critical role in protecting public safety, water quality, and community resilience by managing runoff from streets, neighborhoods, and developed land. Indiana's decentralized system includes 208 regulated Municipal Separate Storm Sewer System (MS4) communities, many of which rely on conveyance and storage systems designed for historical rainfall conditions. Statewide impacts are evident. There are approximately 62,746 stream and drainage miles across the state. Some 20,880 of 43,657 assessed stream miles, approximately 33%, are impaired, with stormwater runoff contributing to an estimated 40% of those impairments. Flood risks are also increasing, with ten Federal Emergency Management Agency (FEMA)-declared flood disasters taking place in Indiana in the past 20 years. Recent localized flooding and infrastructure failures highlight growing vulnerabilities across the state. Future pressures from urbanization, increasing impervious cover, and intensifying rainfall will continue to strain aging stormwater systems.

Wastewater — D+

Indiana's wastewater treatment systems are operational but have a significant amount of investment needed. Local communities are tasked with funding, operating, and improving their municipal wastewater treatment plants while also addressing combined sewer overflows or failing septic systems around them. Even with the incoming asset management plans through HEA 1459, the EPA estimated the State needing over $10 billion in wastewater-related funds to address infrastructure improvements in 2022. Communities requested over $2 billion from the State's revolving fund in 2024 with only $300 million being awarded. The State continues to help communities improve their wastewater systems – especially on the CSO front, but more help is needed for Indiana's infrastructure as its population continues to grow.

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