



A National
Transportation
Research
Nonprofit

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KEEPING WYOMING MOBILE:

THE MOST NEEDED IMPROVEMENTS TO PROVIDE A SAFE, RELIABLE, WELL-MAINTAINED TRANSPORTATION SYSTEM IN THE EQUALITY STATE

APRIL 2026

Founded in 1971, TRIP® of Washington, DC, is a nonprofit organization that researches, evaluates and distributes economic and technical data on surface transportation issues. TRIP is sponsored by insurance companies, equipment manufacturers, distributors and suppliers; businesses involved in highway and transit engineering and construction; labor unions; and organizations concerned with efficient and safe surface transportation.

EXECUTIVE SUMMARY

The quality of life in Wyoming and the pace of the state's economic growth are directly tied to the condition, efficiency, safety and resilience of its transportation system. Wyoming faces a significant transportation funding shortfall that will make it challenging to make the needed improvements to the state's transportation system that will support a high quality of life and economic growth. An adequate and reliable source of transportation funding is critical to providing the system of roads, highways and bridges that can support commerce within Wyoming and connect the state to markets around the globe, while providing the safe, smooth and efficient mobility that residents require.

TRIP's "Keeping Wyoming Mobile" report examines the condition, use, safety and efficiency of Wyoming's surface transportation system and documents needed transportation improvements throughout the state. The report examines the state's transportation funding challenges, which include a significant funding shortfall, decreasing transportation funding revenue due to increasing fuel efficiency and the adoption of electric vehicles, and decreased purchasing power of existing funds due to inflation.

TRANSPORTATION FUNDING IN WYOMING

Wyoming faces a number of transportation funding challenges. A lack of sufficient funding will make it difficult to adequately maintain and improve the state's existing transportation system. WYDOT faces a substantial transportation funding shortfall, hampering the state's ability to make needed improvements. The state's gasoline and diesel taxes are the lowest of the six surrounding states. And Wyoming's existing transportation funds are stretched increasingly thin as vehicles become more fuel efficient, the number of electric vehicles on the road increases, and inflation in highway construction costs -which has increased 52 percent from the beginning of 2022 through the third quarter of 2025 - reduces the purchasing power of existing funds.

This report identifies the 25 most needed transportation projects in the state to improve the safety, reliability and condition of the state's transportation system. Only three of the 25 most needed transportation projects in the state currently have construction funding identified. A summary of the top 10 projects is below, with a more detailed list of all 25 projects included in the body of the report.

1. **Reconstruct and redesign interchange between I-80 and I-25 in Cheyenne.** This \$500 million project will reconstruct and redesign the interchange to provide safety improvements and enhance truck movements to nearby distribution centers, service areas and industrial parks. The design phase of this project is underway, but no construction funding is available.
2. **Widening US 287 from Laramie to the Colorado state line.** This \$59 million project would widen 6.5 miles of the corridor to accommodate I-80 freight traffic, which often uses it as an alternate route, especially during inclement weather or crashes. The design phase of the project is about to begin, but no construction funding is available.
3. **I-80 improvements in Uinta, Sweetwater, Carbon, Albany and Laramie Counties.** This \$270 million project would make improvements along 200 miles of I-80 to include truck climbing zones, variable speed limit zones, truck parking and chain up areas, and would allow for additional maintenance personnel and equipment. No design or construction funding is currently available.
4. **New passing lanes on WY 59 in Campbell County.** This \$97 million project would construct new passing lanes or increase the length of the existing passing lanes from Douglas to Gillette to ease congestion and improve safety for tourism, agriculture and energy industry users. No funds are currently available.
5. **Widening Wind River Canyon tunnels in Hot Springs County.** This \$100 million project would widen Wind River Canyon tunnels - or construct an alternate route between Shoshoni and Thermopolis - to accommodate increasingly frequent oversize freight movements and make other resiliency improvements on this critical route north and south through the Big Horn Basin. A planning study has started.

6. **Widening WY 22 from Jackson to Wilson.** This \$60 million project would widen WY 22 to increase mobility and safety on this critical corridor for commuters into Jackson and tourists into ski resorts and multiple national parks. As traffic volumes have increased on this route, the number and severity of crashes have also increased. The project is awaiting environmental review.
7. **Construction of passing lanes on US 20/US 26 from Waltman towards Shoshoni.** This \$5 million project will enhance road safety and improve quality of traffic flow on the 24-mile US 20/26 corridor, which is a critical route east and west through the center part of the state. This project is scheduled for 2027.
8. **Construction of passing lanes on US 20 from Shoshoni towards Thermopolis.** The \$5 million project would construct passing lanes on the 2.7-mile corridor to enhance road safety and improve traffic flow on this critical route north and south through the Big Horn Basin. This project is scheduled for 2027.
9. **Construction of passing lanes on US 20/26 from Casper towards Shoshoni.** This \$16 million project will enhance road safety and improve traffic flow on the 13-mile corridor, which is a critical route east and west through the center part of the state.
10. **Construction of passing lanes on US 85 from Cheyenne towards South Dakota state line.** This \$41 million project will identify strategic areas to deploy passing lanes to enhance road safety and improve traffic flow on US 85, which is a critical route north and south along the eastern edge of the state. The project is identified in a passing lane study, but no design or funding is available.

PAVEMENT CONDITIONS IN WYOMING

Thirty-three percent of Wyoming’s state-maintained roads were in poor condition in 2025. Based on current funding projections, WYDOT estimates that by 2028, the share of state-maintained roads in poor condition will increase to 37 percent, with nearly 250 additional miles of roadway falling into poor condition.

WYOMING STATE-MAINTAINED PAVEMENT CONDITIONS						
YEAR	POOR		FAIR		GOOD	
	Miles	Share	Miles	Share	Miles	Share
2025	2,215	33%	2,402	36%	2,116	31%
2028	2,458	37%	2,246	33%	2,028	30%

BRIDGE CONDITIONS IN WYOMING

Seven percent (224 of 3,138) of Wyoming’s bridges are rated in poor/structurally deficient condition. This includes all bridges that are 20 feet or longer. Bridges that are rated poor/structurally deficient have significant deterioration of the bridge deck, supports or other major components. Between 2024 and 2028, WYDOT anticipates an annual bridge funding gap of approximately \$125 million in funds needed to replace bridges that are beyond their expected service life and to maintain bridges in their current condition over 20 years – a total of more than \$627 million over the six years. WYDOT estimates that under current funding constraints, between 2024 and 2028 the number of state-owned bridges in poor condition is projected to increase by 54 percent (from 80 to 123), and the number of state-owned bridges in good condition is expected to drop by a third (from 534 to 357).

WYOMING STATE-OWNED BRIDGE CONDITIONS			
Year	Good	Fair	Poor
2024	534	1350	80
2025	507	1368	90
2026	367	1479	117
2027	361	1484	117
2028	357	1483	123

TRAFFIC SAFETY IN WYOMING

From 2019 to 2024, 769 people were killed in traffic crashes in Wyoming, an average of 128 fatalities each year. The state’s 2024 traffic fatality rate of 1.12 fatalities for every 100 million miles traveled is lower than the national average of 1.2. After spiking in 2022 and 2023, the number of fatalities and the fatality rate in Wyoming fell in 2024.

WYOMING TRAFFIC FATALITIES & FATALITY RATE						
	2019	2020	2021	2022	2023	2024
Traffic Fatalities	147	127	110	134	144	107
Fatalities per 100M VMT	1.44	1.30	0.99	1.44	1.53	1.12

FREIGHT TRANSPORTATION IN WYOMING

The health and future growth of Wyoming’s economy is riding on its surface transportation system. In 2024, Wyoming’s freight system moved 312 billion tons of freight, valued at \$61 billion. From 2024 to 2050, freight moved annually in Wyoming by trucks is expected to increase 73 percent by weight and 92 percent by value (in inflation-adjusted dollars).

The amount of freight transported in Wyoming and the rest of the U.S. is expected to increase significantly because of further economic growth, changing business and retail models, increasing international trade, and rapidly changing consumer expectations that place an emphasis on faster deliveries, often of smaller packages or payloads.

THE IMPACT OF TRANSPORTATION INVESTMENT ON ECONOMIC GROWTH

According to a [report by the American Road & Transportation Builders Association](#), the design, construction and maintenance of transportation infrastructure in Wyoming supports approximately 13,000 full-time jobs across all sectors of the economy. These workers earn \$402 million annually. Approximately 148,000 full-time jobs in Wyoming in key industries like tourism, retail sales, agriculture and manufacturing are completely dependent on the state’s transportation network.

Sources of information for this report include AAA, the AAA Foundation for Traffic Safety, the American Association of State Highway and Transportation Officials (AASHTO), the American Road & Transportation Builders Association (ARTBA), the Bureau of Transportation Statistics (BTS), the Federal Highway Administration (FHWA), the National Highway Traffic Safety Administration (NHTSA), the Texas Transportation Institute (TTI), The Transportation Research Board (TRB), the U.S. Census Bureau, the U.S. Department of Transportation, and the Wyoming Department of Transportation (WYDOT). Cover photo credit: WYDOT.

Introduction

Wyoming’s surface transportation system provides a vital link for the state’s residents, visitors and businesses, providing daily access to homes, jobs, shopping, natural resources and recreation. Supporting quality of life and a robust economy in Wyoming requires that the state provide an efficient, safe and well-maintained transportation system that allows for a high level of accessibility, connectivity and safety.

Wyoming relies on a diverse economy including energy extraction, mining, tourism and agriculture. A safe, well-maintained and reliable network of roads and bridges is critical to each of these sectors and to the economic health of the state and the nation.

Adequate investment in Wyoming’s transportation network will help enhance economic development opportunities, improve business productivity, and make it easier and more reliable for the public to get to and from destinations including work, home, school, shopping and social events.

Population, Travel and Economic Trends in Wyoming

Wyoming residents and businesses require a high level of personal and commercial mobility. Population increases and economic growth in the state have resulted in an increase in vehicle miles of travel (VMT) and an increased demand for mobility and connectivity. To foster quality of life and spur continued economic growth, it will be critical that Wyoming provide an efficient, safe and modern transportation system that can accommodate future growth in population, tourism, business, recreation and vehicle travel.

Wyoming’s population has grown steadily, reaching approximately 588,000 residents in 2024, a 19 percent increase since 2000.¹ Wyoming’s population is projected to reach approximately 615,000 residents by 2040.² Wyoming had approximately 441,000 licensed drivers in 2023.³

From 2000 to 2024, annual VMT in Wyoming increased by 19 percent, from approximately 8.1 billion miles traveled annually to approximately 9.6 billion miles traveled annually.⁴ Due to the COVID-19 pandemic, vehicle travel in Wyoming dropped by as much as 27 percent in April 2020 (as compared to vehicle travel during the same month the previous year) but rebounded to four percent below 2019 levels by 2025.⁵

From 2000 to 2023, Wyoming’s gross domestic product (GDP), a measure of the state’s economic output, increased by 51 percent when adjusted for inflation.⁶ U.S. GDP, adjusted for inflation, increased 61 percent during this period.⁷

Pavement Conditions in Wyoming

The life cycle of Wyoming’s roads is greatly affected by state and local governments’ ability to perform timely maintenance and upgrades to ensure that road and highway surfaces last as long as possible.

Thirty-three percent of Wyoming’s state-maintained roads were in poor condition in 2025.⁸ Based on current funding projections, WYDOT estimates that by 2028, the share of state-maintained roads in poor condition will increase to 37 percent, with nearly 250 additional miles of roadway falling into poor condition.⁹

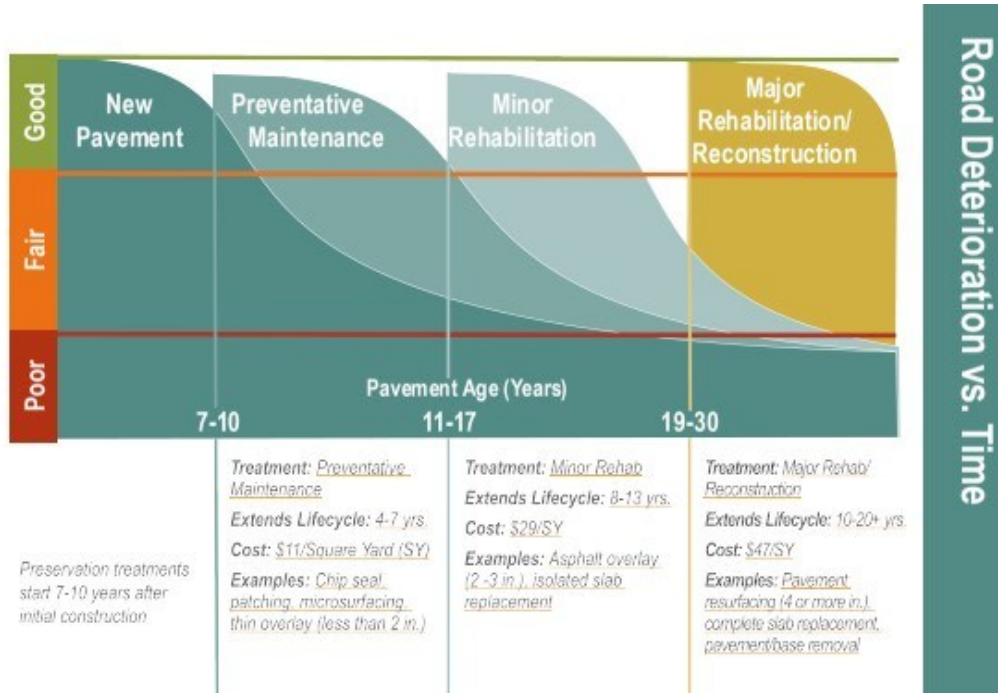
Chart 1. Wyoming state-maintained pavement conditions in 2025 and 2028.

WYOMING STATE-MAINTAINED PAVEMENT CONDITIONS						
YEAR	POOR		FAIR		GOOD	
	Miles	Share	Miles	Share	Miles	Share
2025	2,215	33%	2,402	36%	2,116	31%
2028	2,458	37%	2,246	33%	2,028	30%

Source: TRIP analysis of Federal Highway Administration data.

Pavement failure is caused by a combination of traffic, moisture and climate. Moisture often works its way into road surfaces and the materials that form the road’s foundation. Road surfaces at intersections are more prone to deterioration because the slow-moving or standing loads occurring at these sites subject the pavement to higher levels of stress. It is critical that roads are fixed before they require major repairs because reconstructing roads costs approximately four times more than resurfacing them.¹⁰ As roads and highways continue to age, they will reach a point of deterioration where routine paving and maintenance will not be adequate to keep pavement surfaces in good condition and costly reconstruction of the roadway and its underlying surfaces will become necessary.

Chart 2. Pavement condition cycle time with treatment and cost



Source: Wyoming Department of Transportation 2025 Fact Book.

Long-term repair costs increase significantly when road and bridge maintenance is deferred, as road and bridge deterioration accelerates later in the service life of a transportation facility and requires more costly repairs. A [report on maintaining pavements](#) found that every \$1 of deferred maintenance on roads and bridges costs an additional \$4 to \$5 in needed future repairs.¹¹



Bridge Conditions in Wyoming

Wyoming’s bridges form key links in the state’s highway system, providing access to employment, schools, shopping and medical facilities, and facilitating commerce and access for emergency vehicles.

Seven percent (224 of 3,138) of Wyoming’s bridges are rated in poor condition.¹² This includes all bridges maintained by federal, state and local agencies that are 20 feet or longer. A bridge is deemed in poor condition if there is significant deterioration of the bridge deck, supports or other major components.

Poor bridges may be posted for lower weight limits or closed if their condition warrants such action. Deteriorated bridges can have a significant impact on daily life. Restrictions on vehicle weight may cause many vehicles – especially emergency vehicles, commercial trucks, school buses and farm equipment – to use alternate routes to avoid posted bridges. Redirected trips also lengthen travel time, waste fuel and reduce the efficiency of the local economy. Sixty-four percent of Wyoming’s locally and state-maintained bridges have been rated in fair condition.¹³ A fair rating indicates that a bridge’s structural elements are sound but minor deterioration has occurred to the bridge’s deck, substructure or superstructure. The remaining 29 percent of the state’s bridges are rated in good condition.¹⁴

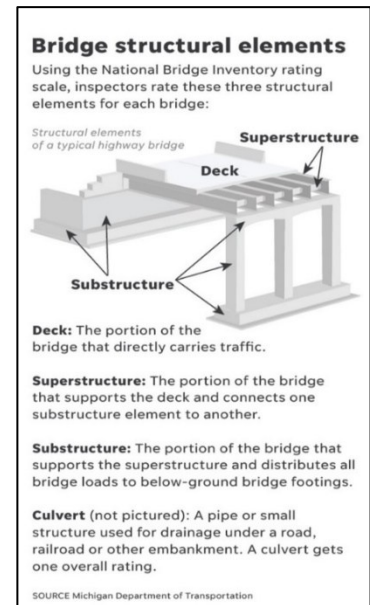
The chart below shows the condition of bridges in each Wyoming county and statewide.¹⁵

Chart 3. Bridge conditions in each Wyoming county and statewide.

COUNTY	POOR		FAIR		GOOD		TOTAL BRIDGES
	Number	Share	Number	Share	Number	Share	
Albany	4	3%	78	62%	43	34%	125
Big Horn	9	10%	57	63%	25	27%	91
Campbell	4	3%	114	75%	34	22%	152
Carbon	19	9%	123	60%	64	31%	206
Converse	19	14%	96	71%	21	15%	136
Crook	4	2%	120	68%	52	30%	176
Fremont	11	6%	81	46%	84	48%	176
Goshen	5	5%	82	77%	19	18%	106
Hot Springs	3	8%	29	74%	7	18%	39
Johnson	7	3%	141	69%	56	27%	204
Laramie	28	11%	167	65%	60	24%	255
Lincoln	7	5%	83	64%	39	30%	129
Natrona	5	4%	85	63%	45	33%	135
Niobrara	1	3%	21	62%	12	35%	34
Park	7	4%	115	61%	65	35%	187
Platte	15	9%	94	59%	50	31%	159
Sheridan	9	5%	124	73%	37	22%	170
Sublette	11	10%	59	54%	40	36%	110
Sweetwater	14	7%	129	68%	48	25%	191
Teton	15	12%	68	56%	39	32%	122
Uinta	16	12%	93	70%	23	17%	132
Washakie	6	10%	32	53%	22	37%	60
Weston	5	12%	28	65%	10	23%	43
TOTAL	224	7%	2,019	64%	895	29%	3,138

Source: TRIP analysis of Federal Highway Administration National Bridge Inventory (2025).

Between 2024 and 2028, WYDOT anticipates an annual bridge funding gap of more than \$125 million in funds needed to replace bridges that are beyond their expected service life and to maintain bridges in



their current condition over 20 years – a total of more than \$627 million over the six years. The chart below includes a breakdown of the annual bridge funding shortfall.

Chart 4. Needed annual funds for bridge replacement and maintenance vs. available funds, 2024-2028.

	Total Need	Amount Funded	Amount Unfunded
Bridge Replacement	\$141,290,000	\$16,960,000	\$124,330,000
Bridge Maintenance	\$26,165,000	\$25,000,000	\$1,165,000
TOTAL ANNUAL BRIDGE FUNDING GAP			\$125,495,000

Source: WYDOT response to TRIP survey.

WYDOT estimates that under current funding constraints, between 2024 and 2028 the number of state-owned bridges in poor condition is projected to increase by 54 percent (from 80 to 123) and the number of state-owned bridges in good condition is expected to drop by a third (from 534 to 357).¹⁶

Chart 5. Number of Wyoming state-owned bridges in good, fair and poor condition, 2024-2028.

WYOMING STATE-OWNED BRIDGE CONDITIONS			
Year	Good	Fair	Poor
2024	534	1350	80
2025	507	1368	90
2026	367	1479	117
2027	361	1484	117
2028	357	1483	123

Source: WYDOT response to TRIP survey.

Most bridges are designed to last 50 years before major overhaul or replacement, although many newer bridges are designed to last 75 years or longer. In Wyoming, 45 percent of the state’s bridges were built in 1969 or earlier.¹⁷ The service life of bridges can be extended by performing routine maintenance such as resurfacing decks, painting surfaces, ensuring that a facility has good drainage and replacing deteriorating components. But most bridges will eventually require more costly reconstruction or major rehabilitation to remain operable.

Traffic Safety in Wyoming

A total of 769 people were killed in Wyoming traffic crashes from 2019 to 2024, an average of 128 fatalities per year. Wyoming’s 2024 traffic fatality rate of 1.12 fatalities per 100 million vehicle miles of travel was lower than the national average of 1.2.¹⁸ After spiking in 2022 and 2023, the number of fatalities and the fatality rate in Wyoming fell in 2024.¹⁹

Chart 6. Wyoming traffic fatalities and fatality rate per 100M VM, 2019-2024.

WYOMING TRAFFIC FATALITIES & FATALITY RATE						
	2019	2020	2021	2022	2023	2024
Traffic Fatalities	147	127	110	134	144	107
Fatalities per 100M VMT	1.44	1.30	0.99	1.44	1.53	1.12

Source: TRIP analysis of National Highway Traffic Safety Administration and Federal Highway Administration data.

In early 2022 the U.S. Department of Transportation adopted a comprehensive [National Roadway Safety Strategy](#), a roadmap for addressing the nation’s roadway safety crisis based on a [Safe System](#) approach that acknowledges the following: humans make mistakes and are physically vulnerable; traffic

deaths and serious injuries are unacceptable; traffic deaths and serious injuries need to be reduced by the provision of a redundant transportation system that reduces or minimizes crashes and ensures that, if crashes do occur, they do not result in serious injury or death.²⁰

Chart 7. The Safe System Approach.



Source: Federal Highway Administration.

The Safe System approach, which is also being adopted by state and local transportation agencies has five objectives:

- [Safer People](#): Encourage safe, responsible behavior by people who use our roads, and create conditions that prioritize their ability to reach their destination unharmed.
- [Safer Roads](#): Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.
- [Safer Vehicles](#): Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.
- [Safer Speeds](#): Promote safer speeds in all roadway environments through a combination of thoughtful, context-appropriate roadway design, targeted education and outreach campaigns, and enforcement.
- [Post-Crash Care](#): Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

Improving safety on the nation’s roadways will require that additional steps are taken to make further progress in achieving the Safe System’s objectives. NHTSA, which provides states with roadway safety grants, requires states to submit annually a [state highway safety plan](#). The state plans outline

numerous steps states are taking to improve traffic safety. Elements of these state roadway safety plans aimed at addressing the Safe System objectives include:

- [Safer People](#): education on speeding, impaired or disadvantaged driving; education on safe pedestrian and bicycling behavior; education on driving safely around large commercial vehicles; enforcement of commercial driver license and vehicle weight requirements; extension of safety belt laws and their enforcement to include all passenger vehicle occupants; enhancing enforcement action of speeding, impaired, aggressive and distracted driving, particularly at high-risk locations; increase penalties, particularly for repeat offender drivers; and increased enforcement at work zones.
- [Safer Roads](#): converting intersections to roundabouts; removing or shielding roadside objects; the addition of left-turn lanes at intersections; improved signalization and lighting at intersections; adding or improving median barriers; improved roadway lighting; adding centerline or shoulder rumble strips; improving pedestrian and bicycle facilities, including sidewalks and bike lanes and providing pedestrian crossing islands; improved work zone safety measures; wider lanes and paved shoulders; upgrading roads from two lanes to four lanes; providing or improving lane markings; updating rail crossings; eliminating vertical pavement drop-offs; and providing large truck parking spaces.
- [Safer Vehicles](#): Support the development, testing and deployment of connected and autonomous vehicle technology such as collision avoidance, lane departure avoidance systems and turning detection systems.
- [Safer Speeds](#): Where appropriate, provide roadway features to encourage safer speeds, including traffic roundabouts and curb extensions; improved signage and dynamic speed signing at high-risk locations; education on the consequences of speeding; and increased speeding enforcement, particularly at high-risk locations.
- [Post-Crash Care](#): Reduce crash response time including the use of emergency vehicle preemption technology; improve emergency response to multi-vehicle or hazardous material crashes; and increase access to level one or two trauma centers for seriously-injured crash victims.

Improving safety on Wyoming's roadways can be achieved through further improvements in vehicle safety; improvements in driver, pedestrian, and bicyclist behavior; and, a variety of improvements in roadway safety features. The severity of serious traffic crashes could be reduced through roadway improvements, where appropriate, such as converting intersections to roundabouts; removing or shielding roadside objects; the addition of left-turn lanes at intersections; the signalization of intersections; adding or improving median barriers; improved lighting; adding centerline or shoulder rumble strips; providing appropriate pedestrian and bicycle facilities, including sidewalks and bicycle lanes; providing wider lanes, wider and paved shoulders; upgrading roads from two lanes to four lanes; providing better road and lane markings; and updating rail crossings.

A 2017 [report](#) from the AAA Foundation for Traffic Safety found implementing these cost-effective and needed roadway safety improvements on U.S. roadways would save approximately 63,700 lives and reduce the number of serious injuries as a result of traffic crashes by approximately 350,000 over 20 years.

Freight Transportation in Wyoming

Today's culture of business demands that an area has well-maintained and efficient roads, highways and bridges if it is to remain economically competitive. Global communications and the impact of free trade in North America and elsewhere have resulted in a significant increase in freight movement, making the quality of a region's transportation system, including its highways, railroads, air and maritime ports, a key component in a business's ability to compete locally, nationally and internationally.

The amount of freight transported in Wyoming and the rest of the U.S. is expected to increase significantly because of further economic growth, changing business and retail models, increasing international trade, and rapidly changing consumer expectations that place an emphasis on faster deliveries, often of smaller packages or payloads.

In 2024, Wyoming’s freight system moved 312 billion tons of freight, valued at \$61 billion.²¹ From 2024 to 2050, freight moved annually in Wyoming by trucks is expected to increase 73 percent by weight and 92 percent by value (in inflation-adjusted dollars).²²

The ability of Wyoming’s and the nation’s freight transportation system to accommodate the growing demand for freight movement efficiently and safely could be hampered by inadequate transportation capacity, a lack of adequate safety features on some transportation facilities, institutional barriers to enhancing the nation’s freight facilities, a lack of adequate funding for needed improvements to the freight network, and a shortage of drivers.

The need to improve the U.S. freight network is occurring at a time when the nation’s freight delivery system is being transformed by advances in vehicle autonomy, manufacturing, warehousing and supply chain automation, increasing e-commerce, and the growing logistic networks being developed by Amazon and other retail organizations in response to the demand for a faster and more responsive delivery and logistics cycle.

Transportation Funding in Wyoming

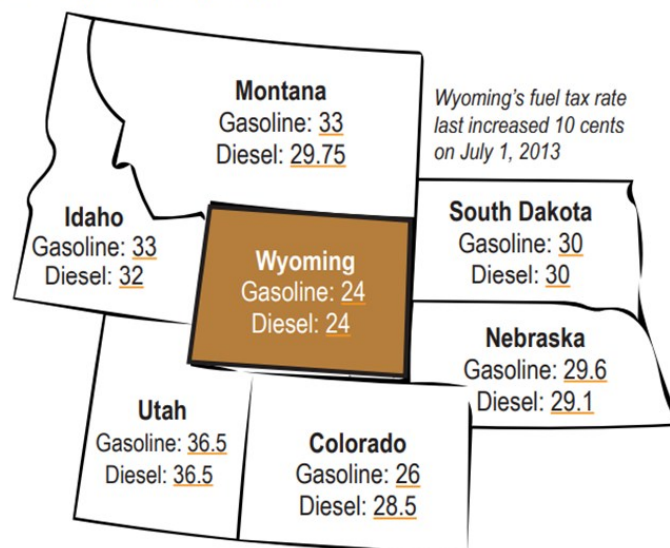
Investment in Wyoming’s roads, highways and bridges is funded by local, state and federal governments. A lack of sufficient funding at all levels, coupled with the impact of rising inflation, will make it difficult to adequately maintain and improve the state’s existing transportation system.

WYDOT faces a substantial transportation funding shortfall, hampering its ability to make needed improvements and updates to the state’s transportation network.²³ Without the ability to make needed repairs now, larger and more costly reconstruction projects may be necessary in the future.

Wyoming’s state fuel taxes for gasoline and diesel, an important component of the state’s transportation funding, are the lowest of the six surrounding states.²⁴

Chart 8. Gasoline and diesel taxes in Wyoming and surrounding states.

Surrounding State Comparison of State Gasoline and Diesel Fuel Tax Rates (cents per gallon)

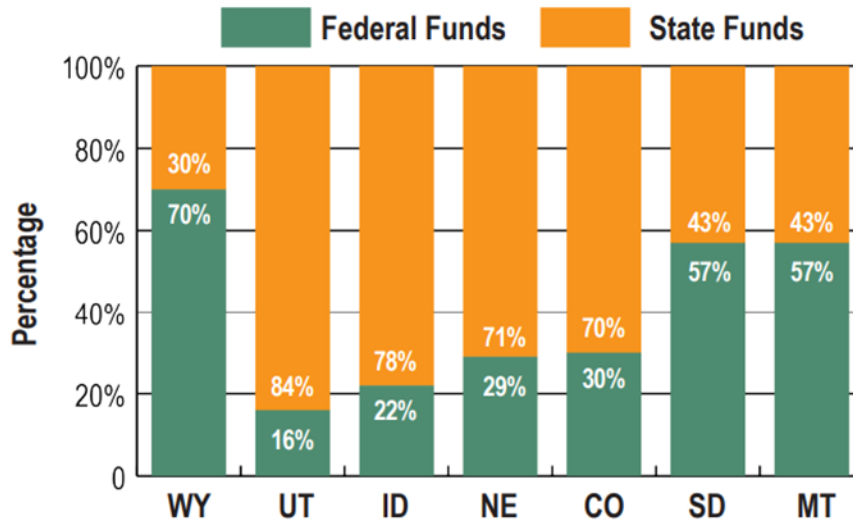


Source: WYDOT Wyoming Transportation Fact Book, 2024-25.

Compared to the national average and relative to surrounding states, Wyoming is heavily reliant on federal funding. Thirty percent of Wyoming’s revenue for state administered highways comes from the state and 70 percent comes from the federal government. Wyoming’s balance of state versus federal transportation funding is nearly the inverse of the national average among states, which is 68 percent state funding and 32 percent federal funding. The chart below details the comparison of federal and state funds for transportation in Wyoming and surrounding states.

Chart 9. Federal versus state funding for state administered highways.

Surrounding State Comparison of Federal vs. State Funding for State Administered Highways (2024)



Source: WYDOT Wyoming Transportation Fact Book, 2024-25.

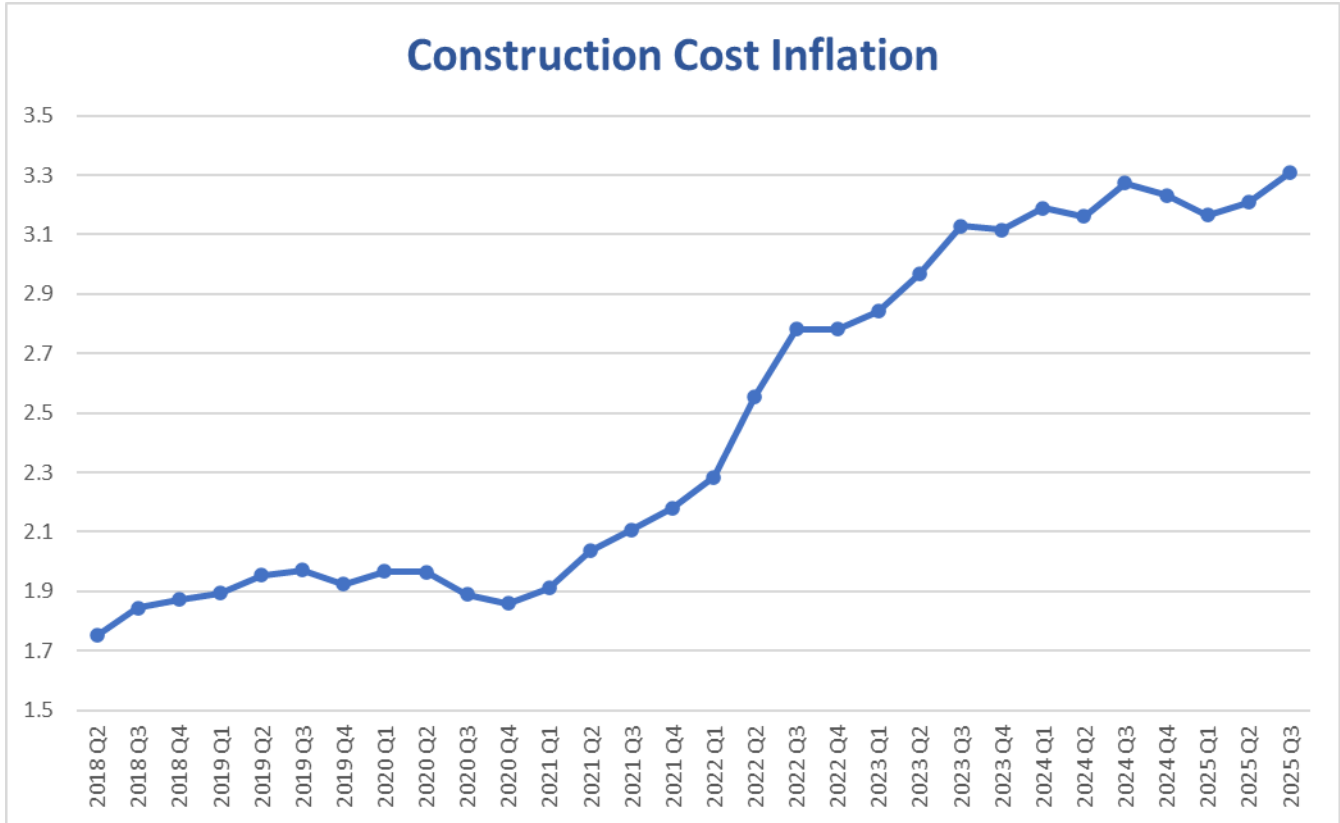
The [Infrastructure Investment and Jobs Act](#) (IIJA), signed into law on November 2021, provides nearly \$1.8 billion in federal funds to the state for highway and bridge investments in Wyoming over five years, representing a 26 percent increase in annual federal funding for roads and bridges in the state over the previous federal surface transportation program. The IIJA is set to expire on September 30, 2026.

The ability of revenue from the Wyoming and the federal motor fuel tax - as well as other sources of state and federal transportation funding - to keep pace with Wyoming’s future transportation needs is likely to erode as vehicles become more fuel efficient, the number of electric vehicles on the road increases, and inflation in highway construction costs reduces the purchasing power of existing funds.

Electric vehicles are projected to make up an increasing share of the Wyoming and U.S. vehicle fleet. In the first quarter of 2025, hybrid vehicles, plug-in hybrid electric vehicles, and battery electric vehicles made up approximately 22 percent of total new light-duty vehicle sales in the U.S.²⁵ The average fuel efficiency of U.S. passenger vehicles increased from 20 miles per gallon in 2010 to 24.5 miles per gallon in 2020. Average fuel efficiency is expected to increase another 31 percent by 2030, to 32 miles per gallon, and increase 51 percent by 2040, to 37 miles per gallon.²⁶

Inflation in the cost of providing highway and bridge repairs is hindering the ability to address the state’s transportation needs. The Federal Highway Administration’s national highway construction cost index, which measures labor and materials cost, increased by 52 percent from the beginning of 2022 through the third quarter of 2025.²⁷

Chart 10. FHWA’s national highway construction cost index.



Source: Federal Highway Administration.

Due to the lack of available funding, numerous needed transportation projects in the state are unable to move forward. The following list identifies the 25 most needed transportation projects in the state to improve the safety, reliability and condition of the state’s transportation system. Only three of the 25 most needed transportation projects in the state currently have construction funding identified.

	County	Route or facility	Length (Mi.)	Project Description	Cost (Mil.)	Current Project Status	Why is the project needed?	Importance to regional mobility	Benefits of project
1	Laramie	I-80/I-25 Interchange	4.5	Reconstruct and redesign interchange between I-80 and I-25 in Cheyenne	500	Design started - no construction funding available	I-80 and I-25 interchange in Cheyenne has higher than normal crashes related to the intersection. Clover leaf design impedes truck movements to nearby distribution centers, truck service areas, and industrial parks	This project facilitates I-80 as a national route. Nearly all truck traffic on I-80 is through traffic, and does not originate or end in Wyoming. The interchange also handles military vehicles of various configurations from Warren Air Force Base and the Wyoming National Guard.	Safety improvements will reduce crashes, improve travel times, and provide long term economic benefits in health and insurance cost control.
2	Albany	US 287	6.5	Widen to multi-lane from Laramie to Colorado state line	59	About to start design - no construction funding available	I-80 freight to Colorado often uses this road as an alternate route, especially during inclement weather. Widening provides for the traffic that develops when the interstate closes due to crashes or weather.	This route allows interstate freight traffic to continue during inclement weather.	Safety improvements will reduce crashes and provide long-term economic benefits in injury and insurance cost control. Allows for on-time freight delivery that would otherwise be delayed during inclement conditions.
3	Uinta, Sweetwater, Carbon, Albany, Laramie	I-80	200	Truck climbing lanes, variable speed limit zones, truck parking and chain up areas, additional maintenance personnel & equipment.	270	Identified in WYDOT study - no design or funding available	I-80 improvements will facilitate regional and national economic growth by keeping roads open and freight moving, especially during winter.	These projects serve I-80's role as a key east-west national freight route. Nearly all truck traffic on I-80 contains freight transiting the state with neither origin or destination occurring in Wyoming.	Operational benefits to the state and highway users include reduced maintenance costs, improved on-time performance, and increased safety.
4	Campbell	WY 59	20	Construct new passing lanes or increase length of existing passing lanes from Douglas to Gillette	97	Multi-lane initiative - no funds available	Most traffic supporting coal mines in the Powder River Basin must approach from the north (Gillette) or the south (Douglas). Currently, a disproportionate amount of traffic travels south from Gillette, causing traffic delays during shift changes.	Projects would allow for continued expansion of mineral development (oil, gas, uranium, coal) in Converse and Campbell counties.	This improvement would benefit operational flow and safety for tourism, agriculture, and energy industry users.
5	Hot Springs	US 20	20	Widen Wind River Canyon tunnels to accommodate increasingly frequent oversized freight movements and make other resiliency improvements--or construct an alternate route between Shoshoni and Thermopolis	100	Planning study started	Freight moving into the Big Horn Basin currently must negotiate three tunnels that cannot accommodate oversized loads from southern Wyoming. The current alternate route is to drive through Billings, MT, and then journey back down to Wyoming.	This highway is on the National Highway System (NHS) and is a critical route north and south through the Big Horn Basin.	This route impacts tourism and agriculture in the Big Horn Basin--both integral to Wyoming's economy. The project will also enhance safety as a significant benefit.
6	Teton	WY 22	6	Widen existing highway to increase mobility and safety from Jackson to Wilson	60	Pre NEPA	Existing traffic volumes between the Y intersection and WY 22/390 intersection far exceed the current two-lane highway's capacity, leading to substantial delays, particularly during peak AM and PM hours. As traffic volumes and congestion have increased over the past decade, the number and severity of crashes have also increased. Accessing WY 22 from the local roadway network, particularly making left-hand turns onto and from WY 22, is severely inhibited by congestion.	This highway is one of only two routes for commuter traffic into Jackson. The highway also serves as a main route to ski resorts and tourism traffic to and from multiple national parks.	Safety improvements will reduce crashes and improve travel times and route reliability, thus providing long term economic benefits, improved crash rates, and injury and insurance cost control for the public.

7	Fremont	US 20/26	24.1	Construct passing lanes from Waltman towards Shoshoni	11	Scheduled for 2027	This project will enhance road safety and improve quality of traffic flow on US 20/26 by adding passing lanes	This highway is on the National Highway System (NHS) and is a critical route east and west through the center part of the state.	Safety improvements will reduce fatalities, injuries, and crashes, thus providing long term economic and quality of life benefits. As an NHS route, the highway must provide the safe and efficient movement of people and goods over long distances. This route's role in freight movement, mineral industry servicing, and tourism is regionally significant.
8	Fremont	US 20	2.7	Construct passing lanes from Shoshoni towards Thermopolis	5	Scheduled for 2027	This project will enhance road safety and improve quality of traffic flow on US 20 by adding passing lanes	This highway is on the National Highway System (NHS) and is a critical route north and south through the Big Horn Basin.	Safety improvements will reduce fatalities, injuries, and crashes, thus providing long term economic and quality of life benefits. As an NHS route, the highway must provide the safe and efficient movement of people and goods over long distances. This route's role in freight movement, mineral industry servicing, and tourism is regionally significant.
9	Natrona	US 20/26	13.3	Construct passing lanes from Casper towards Shoshoni	16	Scheduled for 2027	This project will enhance road safety and improve quality of traffic flow on US 20/26 by adding passing lanes	This highway is on the National Highway System (NHS) and is a critical route east and west through the center part of the state.	Safety improvements will reduce fatalities, injuries, and crashes. thus providing long term economic and quality of life benefits. As an NHS route, the highway must provide the safe and efficient movement of people and goods over long distances. This route's role in freight movement, mineral industry servicing, and tourism is regionally significant.
10	Laramie, Goshen, Niobrara, Weston	US 85	34	Construct passing lanes from Cheyenne towards SD state line	41	Identified in passing lane study - no design or funding available	This project will identify strategic areas for deploying passing lanes to enhance road safety and improve quality of traffic flow on US 85.	This highway is on the National Highway System (NHS) and is a critical route north and south along the eastern edge of the state.	Safety improvements will reduce fatalities, injuries, and crashes. thus providing long term economic and quality of life benefits. As an NHS route, the highway must provide the safe and efficient movement of people and goods over long distances. This route's role in freight movement, agriculture, and mineral industry servicing is regionally significant.
11	Lincoln, Sweetwater	US 30	25	Construct passing lanes from ID state line towards I-80	30	Identified in passing lane study - no design or funding available	This project will identify strategic areas for deploying passing lanes to enhance road safety and improve quality of traffic flow on US 30.	This highway is on the National Highway System (NHS) and is a critical route east and west along the southwestern edge of the state.	Safety improvements will reduce fatalities, injuries, and crashes. thus providing long term economic and quality of life benefits. As an NHS route, the highway must provide the safe and efficient movement of people and goods over long distances. This route's role in freight movement, agriculture, and mineral industry servicing is regionally significant.
12	Hot Springs, Washakie, Big Horn	WYO 789/US 20	21	Construct passing lanes from Thermopolis towards Greybull	25	Identified in passing lane study - no design or funding available	This project will identify strategic areas for deploying passing lanes to enhance road safety and improve quality of traffic flow on WYO 789/US 20.	This highway is on the National Highway System (NHS) and is a critical route north and south through the Big Horn Basin.	Safety improvements will reduce fatalities, injuries, and crashes. thus providing long term economic and quality of life benefits. As an NHS route, the highway must provide the safe and efficient movement of people and goods over long distances. This route's role in freight movement, agriculture, and mineral industry servicing is regionally significant.

13	Converse, Niobrara	US 18/20	5	Construct passing lanes from I-25, Orin Junction, towards Lusk	6	Identified in passing lane study - no design or funding available	This project will identify strategic areas for deploying passing lanes to enhance road safety and improve quality of traffic flow on US 18/20.	This highway is on the National Highway System (NHS) and is a critical route east and west through the center and eastern portion of the state.	Safety improvements will reduce fatalities, injuries, and crashes. thus providing long term economic and quality of life benefits. As an NHS route, the highway must provide the safe and efficient movement of people and goods over long distances. This route's role in freight movement, agriculture, and mineral industry servicing is regionally significant.
14	Statewide	Various	2112	Widen shoulders to at least 4 feet	3528	Identified in WYDOT study - no design or funding available	Upgrading all state highways to provide shoulder widths of at least 4 feet.	Improve safety and mobility for all roadway users by upgrading the shoulder widths.	This improvement will provide a designated recovery area for errant vehicles, create a safe space for bicyclists and pedestrians, and provide sufficient space for emergency vehicles to access incidents.
15	Statewide	Various		Urban fringe road widening	65	Identified in WYDOT study - no design or funding available	This project will add travel and turn lanes to ease capacity concerns. Identified two-lane roads currently exceed capacity or will exceed capacity in the next ten years. These roads are in urban or fringe areas where the cost of expansion is many times more expensive than for rural roads due to the large number of landowners, desired additional amenities such as bike paths, and more difficult traffic control.	As cities and town grow, this project will reduce delays and help control state highway accesses.	Operational benefits to the state and highway users include increased safety for all system users and improved travel times.
16	Uinta, Sweetwater, Carbon, Albany, Laramie	I-80	388	Interstate 80 Complete PCCP Reconstruction	1850	Identified in WYDOT study - no design or funding available	Of the approximately 403 miles of I-80, 98 miles have a concrete pavement surface and 305 miles is existing plant mix that requires a continuous cycle of being overlaid with more plant mix. The existing concrete surfacing currently has performed an average of 20-30 years.	This project facilitates I-80 as a key national freight route. Nearly all truck traffic on I-80 is through traffic that does not originate or end in Wyoming.	Reduced delays for maintenance of plant mix pavement and related projects; improved pavement performance.
17	Statewide	Various		Add snow fence along highways	37	Identified in WYDOT study - no design or funding available	Snowdrifts can add significantly to winter maintenance costs and create serious safety hazards including loss of vehicle control, reduced sight distance on curves and at intersections, signs obscured by ice formation, reduced effective road width, and rendering safety barriers ineffective. The effects of blowing snow on road ice and reduced visibility are even more severe.	Blowing snow is the primary cause of icy roads in wind-exposed areas, and the quantity of snow blowing across a road can be hundreds of times greater than direct snowfall. Studies indicate that up to 25% of all crashes occur during blowing snow in areas without snow fences, compared to 11% in areas protected by fences.	Safety improvements will reduce fatalities, injuries, and crashes. thus providing long term economic and quality of life benefits.
18	Platte	I-25	1.9	Dwyer Junction Interchange Reconstruction w/bridges	11	Engineering study completed - no design or funding available	The interchange configuration at Dwyer Junction is deficient because southbound entrance and exit ramps are to the left of the interstate mainline. The interchange structures are eligible for replacement in the Bridge Management System (BMS). Pavement shows distress and deterioration requiring preservation work to extend its service life.	This project will convert the interchange to a diamond configuration to help improve driver expectations and to aid pavement and bridge conditions by decreasing needed maintenance work.	Safety improvements will reduce fatalities, injuries, and crashes, thus providing long term economic and quality of life benefits. As an NHS route, the highway must provide the safe and efficient movement of people and goods over long distances. This route's role in freight movement, agriculture, tourism, and mineral industry servicing is regionally significant.

19	Laramie	US 30	3	Widen existing roadway and bridges to 5 lanes from Cheyenne toward Archer	14	Engineering study completed - no design or funding available	The eastern edge of Cheyenne is experiencing heavy residential growth. Traffic volumes are expected to continue to increase with development. Safety issues continue to grow as volumes increase on the current facility. This widening of US 30 for additional lanes was presented in the 2008 corridor study.	Since growth in this area has matched or exceeded expectations, this project will reduce delays and help control access onto state highways.	Safety improvements will reduce fatalities, injuries, and crashes. thus providing long term economic and quality of life benefits.
20	Sheridan	US 87	3.3	Urban Reconstruction/widen/pathway on Coffeen Ave. in Sheridan	43.2	Design nearly complete - no construction funding available	Project would improve safety and capacity. The current three-lane roadway section would operate at a level of service (LOS) E in 20 years, thereby not adequately addressing projected traffic volumes. The pavement, last improved in 1992, requires rehabilitation, and the Little Goose Creek structure (No. CZH) is deteriorated and must be replaced to meet current standards. Drainage facilities, intersection lighting, signing, and fencing also require upgrades to enhance safety.	This project will reduce delays, help control access onto state highways and help accommodate further growth in Sheridan.	Safety improvements will reduce fatalities, injuries, and crashes. thus providing long term economic and quality of life benefits.
21	Lincoln	US 89	8	Widen existing roadway to 5 lanes and overlay with structure work from Thayne towards Etna	35	Design nearly complete - no construction funding available	This area of the state has seen increases in development and traffic as it is one of the main routes to Jackson's recreational areas and two popular national parks. The project will increase highway capacity, improve mobility and highway safety, and accommodate increasing traffic volumes expected to occur within the life of the facility under reasonable maintenance.	This highway is on the National Highway System (NHS) and is a critical route north and south along the western edge of the state. It serves tourism, freight and other traffic.	Safety improvements will reduce fatalities, injuries, and crashes, thus providing long term economic and quality of life benefits. As an NHS route, it must provide the safe and efficient movement of people and goods over long distances and provide mobility to serve the nation's economy and provide access to unique scenic treasures.
22	Park	US 14A	2.4	Widen existing roadway to 5 lanes from Cody towards Powell	27	Identified in WYDOT study - no design or funding available	Project will help US 14A function as a Rural Principal Arterial and an NHS highway. The project will address several project needs, such as increasing highway capacity and improving mobility and highway safety while accommodating traffic volumes expected to occur within the life of the facility under reasonable maintenance.	This highway is on the National Highway System (NHS) and is a critical route north and south along the northern edge of the state. It serves local commerce, regional freight, agriculture, and tourism.	Safety improvements will reduce fatalities, injuries, and crashes, thus providing long term economic and quality of life benefits. As an NHS route, the highway must provide the safe and efficient movement of people and goods over long distances. This route's role in freight movement, agriculture, tourism, and mineral industry servicing is regionally significant.

23	Sweetwater	I-80	1	Remove and daylight existing tunnels near Green River	200	No design or funding available	Eastbound and westbound tunnels, roughly 1,200 feet long each, include two travel lanes in each direction and no shoulders. The only detour around the tunnels is through the town of Green River, which causes large traffic impacts to both I-80 and the Green River traffic community because of the volume of traffic, especially trucks, diverted to the local bypass.	Benefits of removing the tunnels include: reducing the need for detours into town, increasing safety (tunnels have cold spots that can increase hazardous road conditions), providing shoulders and extra width for a designated recovery area for errant vehicles, creating a safe space for vehicles that need to pull off of the roadway, and providing sufficient space for emergency vehicles to access incidents.	Safety improvements will reduce fatalities, injuries, and crashes, thus providing long term economic and quality of life benefits. As one of the nation's most significant freight routes, the highway must provide the safe and efficient movement of people and goods over long distances. The route is also vital to the nation's agriculture, tourism, and mineral industries as well as the military.
24	Laramie	WY 212	2.9	Widen existing roadway - College Drive in Cheyenne	15	Planning study completed - no design or funding available	Sections of College Drive along Cheyenne's urban perimeter have experienced notable residential and commercial growth in recent years. Limited connectivity exists parallel to College Drive, putting extra pressure on the corridor since it connects to I-25 and I-80. The project will increase highway capacity, improve mobility and safety, accommodate pedestrians and other active transportation and transit, and accommodate increased traffic volumes expected to occur within the life of the facility under reasonable maintenance.	As Cheyenne grows, with the number of new industrial and commercial sites located or being constructed in this area, this project will reduce delays and help control access onto state highways.	Safety improvements will reduce fatalities, injuries, and crashes. thus providing long term economic and quality of life benefits.
25	Teton	WY 22	1.5	Construct new vehicle arrestor system above the town of Wilson	7	Planning study completed - no design or funding available	Steep grades exist over 5.2 miles of Highway 22 leading down to the town of Wilson. With a long descent, one arrestor, opened in March 2017, may not capture all errant vehicles losing their brakes. Crashes still occur after numerous other safety devices have been implemented (including grade warning and weight restriction devices, brake check areas, speed detection with flashing beacon warning signs, and increased education). An additional arrestor, placed between the current arrestor and Wilson, will further reduce the risk to the driver and to the people of Wilson.	This highway is one of only two routes for commuter traffic into Jackson. The highway also serves as a main route to ski resorts and tourism traffic to and from multiple national parks.	Safety improvements will reduce fatalities, injuries, and crashes. thus providing long term economic and quality of life benefits.

The Importance of Transportation to Economic Growth in Wyoming

Investments in transportation improvements in Wyoming play a critical role in the state's economy. A [report by the American Road & Transportation Builders Association](#) found that the design, construction and maintenance of transportation infrastructure supports the equivalent of nearly 13,000 full-time jobs across all sectors of the state economy, earning these workers approximately \$402.2 million annually.²⁸ These jobs include approximately 6,000 full-time jobs directly involved in transportation infrastructure construction and related activities. Spending by employees and companies in the transportation design and construction industry supports an additional 6,000 full-time jobs in Wyoming.²⁹ Transportation construction in Wyoming contributes an estimated \$73.4 million annually in state and local income, corporate and unemployment insurance taxes and the federal payroll tax.³⁰

Approximately 148,000 full-time jobs in Wyoming in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the quality, safety and reliability of the state's transportation infrastructure network. These workers earn approximately \$7 billion in wages and contribute an estimated \$1.3 billion in state and local income, corporate and unemployment insurance taxes and the federal payroll tax.³¹

Local, regional and state economic performance is improved when a region's surface transportation system is expanded or repaired. This improvement comes as a result of the initial job creation and increased employment created over the long term because of improved access, reduced transport costs and improved safety.

Improving Transportation Safety, Resiliency and Efficiency

Recognizing that extreme weather, sea level change, and changes in environmental conditions may threaten the condition and longevity of the nation's transportation infrastructure, transportation agencies have begun to assess vulnerabilities and consider the resilience of their transportation assets during the transportation planning process. Transportation agencies across the country have begun to incorporate resilience in asset management plans, addressing resilience in project development and design and optimizing operations and maintenance practices.³²

Based on the importance of maximizing the level and safety of mobility provided by its transportation system, transportation agencies are adopting Transportation Systems Management and Operations (TSMO) practices and incorporating improved resiliency into their transportation network. While a TSMO program does not eliminate the need for capacity expansions along some routes, it helps enhance the mobility of an existing corridor as much as possible.

A TSMO program adopts an integrated set of strategies to improve traffic flow and safety on a portion of a roadway, including work zone management, traffic incident management, freight management, traveler information, traffic signal coordination, ramp management, transit management and improved bicycle and pedestrian crossings.³³ The benefits of TSMO can include reduced traffic congestion, reduced fuel consumption and reduced emissions.

Conclusion

As Wyoming strives to support ongoing population and economic growth, it is critical that the state can provide a well-maintained, safe, and efficient 21st-century network of roads, highways, bridges, and transit to accommodate the mobility demands of modern society.

A safe and reliable transportation system that is maintained in good condition and offers improved mobility and accessibility to meet the needs of Wyoming residents, businesses, and tourists alike, is critical to moving Wyoming forward.

###

ENDNOTES

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- ⁶ TRIP analysis of Bureau of Economic Analysis data (2023).
<https://apps.bea.gov/itable/itable.cfm?ReqID=70&step=1#reqid=70&step=1&isuri=1>
- ⁷ U.S. Bureau of Economic Analysis (2023).
- ⁸ WYDOT response to TRIP survey. And Wyoming Department of Transportation. Wyoming Transportation Fact Book 2024-2025.
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- ⁹ [Ibid.](#)
- ¹⁰ Selecting a Preventative Maintenance Treatment for Flexible Pavements. R. Hicks, J. Moulthrop. Transportation Research Board. 1999. Figure 1.
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- ¹⁵ [Ibid.](#)
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- ³³ Federal Highway Administration (2019). What is TSMO? <https://ops.fhwa.dot.gov/tsmo/index.htm#q1>