

Fiscal Year 2025-26 Annual WIG Evaluation



The Colorado Department of Transportation (CDOT) Fiscal Year 2025-26 (FY 26) Performance Plan identified four WIGs: Advancing Transportation Safety, Clean Transportation, Colorado Mountain Rail, and Statewide Transit. CDOT's WIGs are ambitious, short-term goals that align the [Governor's Key Priorities](#) with the Department's strategic priorities. Additional details on the WIGs are available in the Department's FY 26 Performance Plan, which may be accessed from the Department's external website ([Performance Plan and Reports](#)).

Advancing Transportation Safety



In an effort to protect the traveling public, the Colorado Department of Transportation and Colorado State Patrol will reduce the number of traffic-related fatalities and serious injuries in fiscal year 2027 by 22.5%, compared to the same month in fiscal year 2023.

FY 2026 Advancing Transportation Safety Scorecard

Data is reported cumulatively.

Metric Description	FY 2025 Results	Q1 FY 2026	Q2 FY 2026	Q3 FY 2026	Q4 FY 2026	Target FY 2026	Target Status
WIG							
Reduce the number of traffic-related fatalities and serious injuries in fiscal year 2027 by 22.5%, compared to the same month in fiscal year 2023.	4,517 (FY 23)	1,354 ¹ (-1.7%)	2,537 ¹ (+7.6%)	3,489 ¹ (+7.0%)	4,591 ¹ (+1.6%)	3,907 ²	Target Not Yet Met
Strategies							
Increase local law enforcement hours addressing impaired driving on roadways having a high propensity for impaired driving-related crashes and fatalities from 24,462 hours in the field to 26,908 hours in the field by June 30, 2026.	24,462 Hours	4,363 Hours	9,644 Hours	16,458 Hours	25,622 Hours	26,908 Hours	Trending toward Target
Achieve 200 automated speed enforcement days on state, US, or interstate highway work zones by June 30, 2026.	0 Days	72 Days	126 Days	243 Days	425 Days	200 Days	Target Exceeded
Provide \$13 million in funding for the construction of safety projects in areas with a history of or at high-risk for vulnerable road user crashes by June 30, 2026.	\$6.9 Million	\$2.8 Million	\$4.7 Million	\$9.6 Million	\$13.5 Million	\$13 Million	Target Exceeded
Launch a public relations and earned media campaign for 15 high-visibility DUI enforcement periods this fiscal year by June 30, 2026.	0	3	7	12	15	15	Target Met

¹ Vehicle Crash Data is subject to a three-month delay as the Department compiles data from the Department of Revenue and law enforcement agencies across the state and performs quality assurance on the data. The actual number of vehicle crashes should be considered preliminary until one-year after the close of the reporting year.

² This safety target was established in FY 2025 as part of a 3-year goal to reduce traffic-related fatalities and serious injuries by 22.5%. It includes milestone reduction targets compared to FY 2023 of 6% for FY 2025, 13.5% for FY 2026, and 22.5% for FY 2027.

WIG Summary

In a joint effort with the Colorado State Patrol (CSP), CDOT made encouraging progress toward Advancing Transportation Safety despite falling short of the FY 2026 reduction target. Multi-year trends show combined fatalities and serious injuries dropped 4.5% (217 fewer incidents) over two years from the FY 2024 peak, with serious injuries declining to 3,887, their lowest since FY 2023. Annual fatalities also remain 7.5% below their FY 2023 peak, representing 56 lives saved. To drive these positive trends, CSP and law enforcement partners scaled high-visibility DUI enforcement, Click It or Ticket seatbelt campaigns, and targeted impaired driving patrols, while CDOT expanded work zone speed enforcement to 425 days and invested \$13.5 million in safety projects for vulnerable road users. These coordinated enforcement, engineering, and public awareness strategies demonstrate strong progress toward state goals and establishing a safer transportation system across Colorado.

Clean Transportation



Decrease transportation sector emissions of carbon dioxide equivalent from 3.90 tons per capita in fiscal year 2025 to 3.67 by June 30, 2027.

Decrease transportation sector emissions of nitrogen oxide from 5.36 pounds per capita in fiscal year 2025 to 4.54 by June 30, 2027.

Decrease transportation sector emissions of volatile organic compounds from 1.90 pounds per capita in fiscal year 2025 to 1.19 by June 30, 2027.

FY 2026 Clean Transportation Scorecard

Data is reported cumulatively.

Metric Description	FY 2025 Results	Q1 FY 2026	Q2 FY 2026	Q3 FY 2026	Q4 FY 2026	Target FY 2026	Target Status
WIG							
Decrease transportation sector emissions of CO ₂ e from 3.90 tons per capita in fiscal year 2025 to 3.67 by June 30, 2027.	3.90 tons per Capita	1.01 ¹	1.92 ¹	2.78 ¹	3.65 ¹	3.78 ²	Target Exceeded
Decrease transportation sector emissions of NO _x from 5.36 pounds per capita in fiscal year 2025 to 4.54 by June 30, 2027.	5.36 lbs per capita	1.31 ¹	2.27 ¹	3.58 ¹	4.72 ¹	4.93 ²	Target Exceeded
Decrease transportation sector emissions of VOC from 1.90 pounds per capita in fiscal year 2025 to 1.19 by June 30, 2027.	1.90 lbs per capita	0.49 ¹	0.86 ¹	1.27 ¹	1.66 ¹	1.50 ²	Trending toward Target
Strategies							
Increase the percentage of total state highway miles within a 30-mile travel buffer of direct current fast-charging stations from 83% to 85% by June 30, 2026.	83%	84%	82% ³	82%	83%	85%	Trending toward Target
Increase the number of Colorado Scenic and Historic Byways classified as electrified byways from 18 to 21 by June 30, 2026.	18	19	20	20	20	21	Trending toward Target
Increase the number of operational zero-emission transit buses from 79 to 90 by June 30, 2026.	79	79	92	95	95	90	Target Exceeded

¹ The data is modeled using the Environmental Protection Agency MOVES model in combination with vehicle miles traveled (VMT) data from the Federal Highway Administration (FHWA).

² These FY 2026 targets (3.78 for CO₂e, 4.93 for NO_x, and 1.50 for VOC) serve as milestones toward the final FY 2027 multi-year reduction goals.

³ Decreased coverage is due to the closure of the DCFC station in remote Julesburg, CO, impacting overall state coverage..

WIG Summary

CDOT successfully reduced per capita transportation emissions for both carbon dioxide equivalent and nitrogen oxide beyond their respective targets, though volatile organic compound emissions remained slightly above the FY 2026 target. On the strategy front, CDOT exceeded its zero-emission bus goal by deploying 95 operational vehicles. Infrastructure initiatives narrowly missed their final benchmarks, as fast-charging coverage reached 83% toward an 85% goal due to a rural station closure, while electrified byways expanded to 20 routes, coming within a single corridor of the target. Beyond official WIG strategies, broader statewide trends strongly reinforce CDOT's clean transportation goals, highlighted by rapid electric vehicle adoption with registrations reaching 210,586 (a 25.3% year-over-year jump). Furthermore, increasing transportation choice has driven a 9% drop in per-person driving since 2006 despite 27% population growth. Together, these achievements demonstrate clear, lasting momentum toward achieving Colorado's long-term climate goals.

Statewide Transit



Increase ridership for the Bustang Family of Services from 353,575 in fiscal year 2025 to 371,251 (5% increase) by June 30, 2026.

FY 2026 Statewide Transit Scorecard

Data is reported cumulatively.

Metric Description	FY 2025 Results	Q1 FY 2026	Q2 FY 2026	Q3 FY 2026	Q4 FY 2026	Target FY 2026	Target Status
WIG							
Increase ridership for the Bustang Family of Services from 353,575 in fiscal year 2025 to 371,251 (5% increase) by June 30, 2026.	353,575	98,627	193,650	296,330	392,651	371,251	Target Exceeded
Strategies							
Outline an implementation plan for the Transit Connection Study results across all Bustang services by June 30, 2026.	—	In Progress	In Progress	In Progress	In Progress	Plan Outlined	Trending toward Target
Ensure reliable and consistent service for Bustang passengers by maintaining the percentage of scheduled bus trips that are completed as planned at 99.5% throughout fiscal year 2026.	99.5%	99.9%	99.5%	99.5%	99.5%	99.5%	Target Met
Develop a sustainable funding plan for delivering all statewide Bustang services by June 30, 2026.	—	In Progress	In Progress	In Progress	Complete	Plan Finalized	Target Met

WIG Summary

CDOT exceeded its Statewide Transit WIG by reaching 392,651 riders across the Bustang Family of Services in FY 2026, an 11.1% increase over FY 2025 that surpassed the 371,251 target. This performance demonstrates a complete recovery and significant expansion beyond pre-pandemic levels of 283,030 riders in CY 2019, representing a 38.7% growth overall and a remarkable 232.7% rebound since ridership fell to 118,015 in CY 2021. Operationally, CDOT strategies delivered exceptional service reliability by completing 99.5% of scheduled bus trips as planned throughout the fiscal year and successfully developing a sustainable funding plan. While the implementation plan for the Transit Connection Study remains in progress, these achievements ensure resilient, expanded transit connections that advance Colorado's multimodal goals.

Colorado Mountain Rail



Implement daily Colorado Mountain Rail service from Denver to Granby by November 1, 2026.

FY 2026 Colorado Mountain Rail Scorecard

Data is reported cumulatively.

Metric Description	FY 2025 Results	Q1 FY 2026	Q2 FY 2026	Q3 FY 2026	Q4 FY 2026	Target FY 2026	Target Status
WIG							
Implement daily Colorado Mountain Rail service from Denver to Granby by November 1, 2026	—	25% (1/4 milestones)	25% (1/4 milestones)	25% (1/4 milestones)	25% (1/4 milestones)	Implement Daily Service	Trending toward Target
Strategies							
Expand Winter Park Express service and season through SB24-184 funding and thereby increase Winter Park Express ridership from 43,919 in fiscal year 2025 to 46,115 by June 30, 2026.	43,919	0 ¹	23,794 ¹	39,451 ¹	39,451 ¹	46,115	Trending toward Target
Finalize a staffing plan for Colorado Mountain Rail by July 1, 2025.	—	Complete	Complete	Complete	Complete	Plan Finalized	Target Met
Identify station locations for all new Colorado Mountain Rail stations and initiate station area planning by December 31, 2025.	—	In Progress	In Progress	In Progress	In Progress	Location Identified	Trending toward Target
Begin construction of all infrastructure upgrades, including necessary terminal and storage facilities, for daily Colorado Mountain Rail service from Denver to Granby (Phase 1a) by June 30, 2026.	—	In Progress	In Progress	In Progress	In Progress	Construction Begun	Trending toward Target
Secure an operator and rolling stock for daily Colorado Mountain Rail service from Denver to Granby by June 30, 2026.	—	In Progress	In Progress	In Progress	In Progress	Contracts Executed	Trending toward Target

¹ The Winter Park Express is a seasonal train between Denver Union Station and Winter Park Ski Resort. Ridership data is collected from December 2025 to March 2026.

WIG Summary

CDOT continues to make foundational progress on the Colorado Mountain Rail initiative, establishing a clear, phased implementation path toward expanded passenger rail service. While CDOT did not meet its initial implementation target for FY 2026, the seasonal ski train is expected to begin service December 1, 2026, followed by daily Colorado Mountain Rail service from Denver to Granby by April 1, 2027. Although infrastructure construction, operator procurement, and station location planning remained in progress at year-end, key milestones are set for completion in early 2027, including securing equipment and completing the Granby Layover Facility. Together, these efforts ensure structured, multi-year progress toward delivering reliable passenger rail access across Colorado's mountain corridor.