



Fiscal Year (FY) 26 Wildly Important Goals (WIGs)

Quarter (Q) 1 Fiscal Year 2026 Progress Update

The Colorado Department of Transportation (CDOT) 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.

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.

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.

Colorado Mountain Rail



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



Advancing Transportation Safety



WIG	FY 2023 Comparison	FY 2026 Target	FY 2027 Target
Number of fatalities and serious injuries.	4,514	3,940 (13.5% Reduction)	3,530 (22.5% Reduction)

FY 2026 Advancing Transportation Safety Scorecard

*All Data is reported cumulatively unless specified.

Measure Type	Performance Measure Description	Comparison to Q1 FY 23 (07/2022 - 09/2022)	FY 2026 Q1 Target (13.5% Reduction)	Q1 (07/2025 - 09/2025)	Q2 (7/2025 - 12/2025)	Q3 (07/2025 - 03/2026)	Q4 (07/2025 - 06/2026)
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.	1,375	1,189	1,296 ¹ (-5.8%)			
Measure Type	Performance Measure Description	Comparison to FY 25	FY 2026 Target	Q1 (07/2025 - 09/2025)	Q2 (7/2025 - 12/2025)	Q3 (7/2025 - 03/2026)	Q4 (07/2025 - 06/2026)
Strategy	Increase local law enforcement hours addressing impaired driving on roadways having a high propensity for impaired driving-related crashes and fatalities from 24,642 hours in the field to 26,908 hours in the field by June 30, 2026.	24,462 hours	26,908 Hours	No Data ²			
Strategy	Achieve 200 automated speed enforcement days on state, US, or interstate highway work zones by June 30, 2026.	0	200 Days	72			
Strategy	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 (M)	\$13 M	\$2.8 M ³			
Strategy	Launch a public relations and earned media campaign for 15 high-visibility DUI enforcement periods this fiscal year by June 30, 2026.	0	15	3 ³			

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 The data for this metric has a 60-day lag.

³ Data for this metric is reported Quarterly.



Clean Transportation



Pollutant	FY 2025 Comparison	FY 2026 Target	FY 2027 Target
Carbon Dioxide Equivalent (CO2e)	3.90 tons per capita	3.78	3.67
Nitrogen Oxides (NOx)	5.36 lbs per Capita	4.93	4.54
Volatile Organic Compounds (VOC)	1.90 lbs per Capita	1.50	1.19

FY 2026 Clean Transportation Scorecard

*All Data is reported cumulatively unless specified.

Measure Type	Performance Measure Description	Comparison to FY 25	FY 2026 Target	Q1 (07/2025 - 09/2025)	Q2 (7/2025 - 12/2025)	Q3 (7/2025 - 03/2026)	Q4 (07/2025 - 06/2026)
WIG	Decrease transportation sector emissions of CO2e from 3.90 tons per capita in fiscal year 2025 to 3.67 by June 30, 2027.	3.90 Tons per Capita	3.78	No Data ¹			
WIG	Decrease transportation sector emissions of NOx from 5.36 pounds per capita in fiscal year 2025 to 4.54 by June 30, 2027.	5.36 lbs per Capita	4.93	No Data ¹			
WIG	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	1.50	No Data ¹			
Strategy	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%	85%	84%			
Strategy	Increase the number of Colorado Scenic and Historic Byways classified as electrified byways from 18 to 21 by June 30, 2026.	18	21	19			
Strategy	Increase the number of operational zero-emission transit buses from 79 to 90 by June 30, 2026.	79	90	79			

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). Data is reported quarterly, with a 60-day delay from the end of the quarter.



Statewide Transit



WIG	FY 2025 Comparison	FY 2026 Target
Bustang Family of Services Ridership	353,575	371,251

* The Statewide Transit WIG is a one-year goal. A target for FY 2027 will be established at the end of FY 2026.

FY 2026 Statewide Transit Scorecard

*All Data is reported cumulatively unless specified.

Measure Type	Performance Measure Description	Comparison to FY 25	FY 2026 Target	Q1 (07/2025 - 09/2025)	Q2 (7/2025 - 12/2025)	Q3 (7/2025 - 03/2026)	Q4 (07/2025 - 06/2026)
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	371,251	98,627			
Strategy	Outline an implementation plan for the Transit Connection Study results across all Bustang services by June 30, 2026.	—	Complete	In Progress			
Strategy	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%	99.5%	99.9%			
Strategy	Develop a sustainable funding plan for delivering all statewide Bustang services by June 30, 2026.	—	Complete	In Progress			



Colorado Mountain Rail



FY 2026 Colorado Mountain Rail Scorecard

*All Data is reported cumulatively unless specified.

Measure Type	Performance Measure Description	Comparison to FY 25	FY 2026 Target	Q1 (07/2025 - 09/2025)	Q2 (7/2025 - 12/2025)	Q3 (7/2025 - 03/2026)	Q4 (07/2025 - 06/2026)
WIG	Implement daily Colorado Mountain Rail service from Denver to Granby by November 1, 2026.	—	Complete	20%			
Strategy	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	46,115	0 ¹			
Strategy	Finalize a staffing plan for Colorado Mountain Rail by July 1, 2025.	—	Complete	Complete			
Strategy	Identify station locations for all new Colorado Mountain Rail stations and initiate station area planning by December 31, 2025.	—	Complete	In Progress			
Strategy	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.	—	Complete	In Progress			
Strategy	Secure rolling stock for daily Colorado Mountain Rail service from Denver to Granby by June 30, 2026.	—	Complete	In Progress			
Strategy	Secure an operator for daily Colorado Mountain Rail service from Denver to Granby by June 30, 2026.	—	Complete	In Progress			

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.