



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

Quarter (Q) 2 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 Q2 FY 23 (07/2022 - 012/2022) | FY 2026 Q2 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. | 2,354 | 2,036 | 1,327 ¹ (-3.5%) | 2,436 ¹ (+3.5%) | | |
| 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 | 4,362.78 Hours | N/A ² | | |
| Strategy | Achieve 200 automated speed enforcement days on state, US, or interstate highway work zones by June 30, 2026. | 0 Days | 200 Days | 72 Days | 126 Days | | |
| 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 | \$4.7 M | | |
| 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 | 7 | | |

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.



Clean Transportation



| Pollutant | FY 2025 Comparison | FY 2026 Target | FY 2027 Target |
|---|----------------------|----------------|----------------|
| Carbon Dioxide Equivalent (CO ₂ e) | 3.90 tons per capita | 3.78 | 3.67 |
| Nitrogen Oxides (NO _x) | 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 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 | 3.78 | 1.01 ¹ | N/A ¹ | | |
| WIG | 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 | 4.93 | 1.31 ¹ | N/A 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 | 0.49 ¹ | N/A 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% | 82% ² | | |
| 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 | 20 | | |
| Strategy | Increase the number of operational zero-emission transit buses from 79 to 90 by June 30, 2026. | 79 | 90 | 79 | 92 | | |

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.

² Decreased coverage is due to the closure of the DCFC station in remote Julesburg, CO, impacting overall state coverage.



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 | 193,650 | | |
| Strategy | Outline an implementation plan for the Transit Connection Study results across all Bustang services by June 30, 2026. | — | Complete | In Progress | 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% | 99.5% | | |
| Strategy | Develop a sustainable funding plan for delivering all statewide Bustang services by June 30, 2026. | — | Complete | In Progress | 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% | 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 | 23,794 ¹ | | |
| Strategy | Finalize a staffing plan for Colorado Mountain Rail by July 1, 2025. | — | Complete | 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 | 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 | In Progress | | |
| Strategy | Secure rolling stock for daily Colorado Mountain Rail service from Denver to Granby by June 30, 2026. | — | Complete | In Progress | In Progress | | |
| Strategy | Secure an operator for daily Colorado Mountain Rail service from Denver to Granby by June 30, 2026. | — | Complete | In Progress | 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.