



Fiscal Note

Legislative Council Staff

Nonpartisan Services for Colorado's Legislature

HB 26-1086: ADJUST SUBDIVISION ACCESS TO STATE HIGHWAYS

Prime Sponsors:

Rep. Suckla

Fiscal Analyst:

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Bill Outcome: Postponed Indefinitely

Drafting number: LLS 26-0510

Version: Final Fiscal Note

Date: May 28, 2026

Fiscal note status: The final fiscal note reflects the introduced bill. This bill was postponed indefinitely by the House Transportation, Housing and Local Government committee on February 17, 2026; therefore, the impacts identified in this analysis do not take effect.

Summary Information

Overview. The bill would have permitted subdivision plans to be approved without access to the state highway system.

Types of impacts. The bill was projected to affect the following areas on an ongoing basis:

- State Expenditures
- Local Government

Appropriations. No appropriation was required.

Table 1
State Fiscal Impacts

Type of Impact	Budget Year FY 2026-27	Out Year FY 2027-28
State Revenue	\$0	\$0
State Expenditures	\$0	\$0
Transferred Funds	\$0	\$0
Change in TABOR Refunds	\$0	\$0
Change in State FTE	0.0 FTE	0.0 FTE

Summary of Legislation

Starting January 1, 2027, the bill allows a person to submit, and a local authority to approve, an application for a subdivision plan or plat that does not provide access to the state high way system.

State Expenditures

As a result of the bill, the Colorado Department of Transportation (CDOT) may be required to provide additional subdivisions access to the state highway system. CDOT would use money from the State Highway Fund to build such access, which would decrease money available for other CDOT maintenance activities. Any shift in State Highway Fund expenditures would depend on the number of new subdivisions that do not provide access state highway system access and future requests or identified needs for highway access. For informational purposes, CDOT currently estimates that it spends about \$20 to \$80 million per year in highway improvements related to private developments.

Local Government

To the extent local governments provide access to a state highway instead of a subdivision or CDOT, costs to the local government would increase. Exact costs will depend on the number of subdivisions planned and approved that do not provide access to the state highway system.

Effective Date

The bill takes effect 90 days following adjournment of the General Assembly sine die, assuming no referendum petition is filed.

State and Local Government Contacts

Counties

Municipalities

Local Affairs

Transportation

The revenue and expenditure impacts in this fiscal note represent changes from current law under the bill for each fiscal year. For additional information about fiscal notes, please visit the [General Assembly website](#).