

Congress of the United States
Washington, DC 20515

Jared Polis
Governor
State of Colorado
200 E. Colfax Avenue
Denver, CO 80203

Shoshana M. Lew
Executive Director
Colorado Department of Transportation
2829 W. Howard Place
Denver, CO 80204

Dear Governor Polis and Executive Director Lew,

I write to you to express grave concern over your mismanagement of Colorado's Department of Transportation (CDOT). While the state legislature increases Colorado's budget through loophole fees on taxpayers and CDOT prioritizes radical climate goals and ineffective political projects, my constituents in Adams, Weld, and Larimer Counties struggle to conduct business and commute safely every day due to crumbling roads, unstable bridges, and severe traffic congestion. Since CDOT relies on billions of Congressionally appropriated dollars every year, I have a direct responsibility to ensure those funds are administered lawfully and directed toward projects that advance regional infrastructure priorities rather than political agendas.

Since you took office in 2018, funding for CDOT has almost doubled while road conditions have significantly worsened. CDOT's budget for Fiscal Year 2025-2026 reached new heights, including over \$500 million in taxpayer-funded fees, mostly paid by road users who cannot afford to or choose not to drive electric vehicles.¹ At the same time, Colorado has fallen even further in national rankings for its road conditions under your leadership - now the 7th worst in the U.S.² Worse yet, Colorado has the 3rd worst urban highways and 5th worst rural highways. This is not surprising given that CDOT funding for ambitious mass transit projects has more than doubled during your tenure, while highway projects and road repairs have only seen minor increases.

With major highways like I-25, Highway 85, I-76 and many rural roads under CDOT management running through my district, community members and businesses face higher bills in return for worse roads, repetitive costly vehicle damage, longer travel times, and higher chances of traffic incidents resulting in injury or death. On average, this is costing motorists across our state \$1,900 a year.³ Instead of punishing Colorado's vital industries that require diesel fuel to transport products⁴—including agricultural production, clean energy generation, advanced manufacturing, and innovative technology development—I strongly urge reconsideration of your budget allocations and prioritize transportation projects that Colorado communities and industries have been begging CDOT to invest in for years.

Unfortunately, many Front Range communities, especially those in rural areas, will not see many CDOT allocated dollars from this year's record-high budget if the projects they need don't meet

¹ [FY 2025-2026 Final Budget Allocation Plan — Colorado Department of Transportation](#)

² [Colorado Backslides to 43rd in National Road Conditions Ranking](#)

³ [Colorado Receives D+ in Roads on 2025 Infrastructure Report Card](#)

⁴ [Colorado Department of Transportation Imposes a New Fee on Diesel Fuel](#)

the goals of your Administration: reduce carbon emissions to meet arbitrary climate goals, invest millions into mass transit systems in big cities, and prioritize costly multimodal projects. As a result, main streets that run through vibrant small towns, like Platteville, will continue to fall apart and those towns will feel compelled to submit proposals for larger projects that are more expensive and will take longer to complete. Your political pet projects should never supersede local needs. Instead, local communities should be at the forefront of your decision making.

According to CDOT's own audit, even if local communities receive state funding for those projects, CDOT is more likely than ever to administer those funds irresponsibly.⁵ The total amount of statutory violations in your funding disbursement is more than six times higher than when you took office, resulting in \$4.8 million unaccountable taxpayer dollars - the majority of which were irresponsibly spent in the Division of Transit and Rail (DTR). When roads are crumbling and 417 bridges across our state are deemed structurally deficient, including many crossing I-25 in Adams County, every dollar and every decision counts.⁶ I encourage you to work more directly with local governments in my district to not only stretch funding further, but also to improve public safety. Coloradans deserve to travel safely through our state, and I will continue to advocate for proposals that will benefit our communities' ability to do so.

Lastly, multiple violations of federal regulations following USDOT guidance show that CDOT was actively jeopardizing its access to federal funding, which accounts for almost half of CDOT's total budget this fiscal year, by providing Commercial Drivers Licenses (CDLs) to ineligible non-citizens. The federal government takes extremely seriously its responsibility to secure a high measure of confidence that CDOT will correctly administer funds before it disperses funding to the state, especially for discretionary grant programs and community funding projects. It is completely irresponsible for your agency leadership to allow these violations to occur and put Colorado communities at further risk. I implore you to conduct an internal investigation and proactively reverse all current violations of federal law that could diminish Colorado's competitiveness in applications for federal grants or restrict hundreds of millions of dollars of future formula funding from reaching our neighborhoods.

I respectfully urge your offices to take immediate steps to correct the blatant mismanagement that has plagued CDOT under your leadership, restore public trust in CDOT, and ensure good governance in the allocation of taxpayer dollars. The agency's failure to prioritize core infrastructure needs—despite record-high budgets and unprecedented federal support—is not just irresponsible, it's indefensible. My constituents deserve a transportation system that works for them, not against them. I will continue to advocate for the communities I serve, whom you have neglected, until CDOT is reoriented toward delivering results that reflect their needs and values.

Sincerely,

A handwritten signature in black ink that reads "Gabe Evans". The signature is written in a cursive, flowing style.

Gabe Evans
Member of Congress

⁵ [CDOT Report Audit - Released Feb 19, 2025](#)

⁶ [CO | ARTBA Bridge Report](#)