



2026 Colorado Legislative Session Report

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Victim/survivors, volunteers, and staff with Rep. Jackson at MADD's Rally at the Colorado Capitol.

Contents

- 2026 Session Summary
- Colorado General Assembly Overview
- Key Bills for MADD Colorado
- All Bills Tracked
- 2027 Preview

2026 Session Summary

The 2026 Colorado General Assembly was one of the most productive sessions for impaired driving and traffic safety legislation in state history. MADD Colorado led the way at the Colorado Capitol, with victim/survivors, volunteers, staff, and lobbyists working together to advance accountability, protect victim rights, and defeat dangerous bills that would have made Colorado roads less safe. Lanzer Strategies tracked 64 bills on behalf of MADD Colorado during the session.

MADD put legislators on notice early in the session by defeating a bill to extend bar hours in a dramatic floor fight. HB 26-1330 would have removed size caps on entertainment districts and delegated alcohol service hours entirely to local authorities — potentially allowing bar hours to extend to 4AM or beyond. MADD rallied a powerful coalition — including The White Line Foundation, the Colorado Fraternal Order of Police, the Colorado District Attorneys' Council, the Colorado State Patrol Association, and the Colorado Organization for Victim Assistance — to defeat the bill on Third Reading in the House by a single vote, 32-31. This is the sixth time since 2014 that MADD Colorado has stopped this dangerous legislation.

MADD's most significant legislative victory was leading HB 26-1242, the most substantial update to Colorado's ignition interlock program since 2013. The bill closed three identified gaps: the first-offense loophole (first-time DUI offenders could previously reinstate with an unrestricted license without completing an interlock term), the two-month refusal waiting period gap, and affordability access for lower-income drivers. It passed 89-10 with strong bipartisan support.

MADD Colorado also led HB 26-1127, which improved the quality and timeliness of toxicology data reported by county coroners and law enforcement to CDOT following fatal crashes — a critical tool for evidence-based safety policy. That bill passed 74-24.



Gov Polis signs HB 1242 into law on May 28, 2026.

Both HB 1242 and HB 1127 were named to The Colorado Sun's annual list of ["101 bills that passed and failed in Colorado's legislature this year that you need to know about."](#)

MADD also supported several additional bills that passed with strong margins:

- SB 26-132, Magnus' Law, codified a standardized protocol requiring officers to offer a voluntary breath test at fatal and serious injury crash scenes and passed 96-1, the largest bipartisan margin of any safety bill this session.
- SB 26-072 closed a critical gap in Colorado's vehicular homicide statute by creating an explicit criminal negligence vehicular homicide provision and passed 91-4.
- HB 26-1237, a transportation safety bill that replaced "accident" with "crash" throughout state law, prohibited parking in bike lanes, and clarified CDOT clearance authority, passed unanimously.

MADD's lobbying efforts were critical in the passage of SB 26-035, which created escalating penalties for extreme speeders and wrong way drivers. When the bill hit roadblocks in the House, MADD joined in the advocacy push and got the key votes to get the bill across the finish line on the last day of the session. SB26-035 will provide a strong framework for future Intelligent Speed Assistance efforts in Colorado.

MADD actively engaged on two bills threatening impaired driving accountability and victim rights. MADD opposed SB 26-176, the "No Kings Act," which as drafted would have exposed victim advocates and prosecutors to personal lawsuits — chilling the prosecution of impaired driving cases. The bill failed 3-4 in committee. MADD also joined COVA and the Rocky Mountain Victim Law Center to send a veto letter to Governor Polis on SB 26-115, a "second look" post-conviction relief bill that creates additional early release pathways for serious offenders without adequate protections for victims and survivors under the Victim Rights Act. The bill passed narrowly 18-17 in the Senate. The Governor ultimately chose to sign the bill into law.

MADD's one support bill that did not advance was HB 26-1271, the Alcohol Impact & Recovery Enterprises bill. The bill would have created fee-funded enterprises to support statewide prevention, treatment, and recovery services — without raising taxes or drawing from the General Fund. It was postponed indefinitely 8-5 in committee. The lead sponsor, Rep. Jackson, plans to bring the bill back in 2027.

Throughout the session, MADD partnered effectively with AAA, the Colorado State Patrol, CDOT, the Colorado Organization for Victim Assistance, The White Line, DMV, Bicycle Colorado, the Rocky Mountain Victim Law Center, the Colorado District Attorneys' Council, the Colorado State Patrol Association, and the Colorado Fraternal Order of Police, as well as the Governor's Office, several local law enforcement agencies, victim organizations, treatment providers, and public health advocates.



THE COLORADO SUN

101 bills that passed and failed in Colorado's legislature this year that you need to know about



In March, MADD also partnered with AAA to hold a rally at the Colorado Capitol with volunteers and victim/survivors. During the day, MADD was recognized by the Colorado House of Representatives for their impact in making Colorado roads safer. MADD, CDOT, Colorado State Patrol, and AAA also held a press event on the west steps of the Capitol to promote planning ahead for a safe ride home for St. Patrick's Day celebrations. Holiday messaging featured an Uber discount code promotion.

Through grassroots advocacy, strong collaborations, and effective lobbying, MADD Colorado continues to be a leader on traffic safety and crime victim issues at the Capitol.



Bill Tracking Summary

- Total bills tracked: 64 (43 passed, 21 failed)
- Bills supported: 10 total
 - Passed: 9
 - Failed: 1 (HB 26-1271 Alcohol Impact & Recovery Enterprises)
- Bills opposed: 2 total
 - Both failed: HB 26-1330 Alcohol Beverages Entertainment Districts and SB 26-176 State Remedies for Constitutional Rights Violation



End-of-session reception to thank 2026 bill sponsors at the offices of Bachus & Schanker, MADD Colorado's Statewide Sponsor

Colorado General Assembly Overview

Session at a Glance

- Session convened January 14 and adjourned sine die on May 13, the 120th day.
- 627 bills were considered: 449 passed and were sent to the governor; 178 failed.
- Gov. Polis signed a roughly \$47 billion state budget, including significant Medicaid cuts.
- Bills enacted without a safety clause take effect August 12, 2026.

Three Defining Themes

1. The budget was the defining factor of the session.

Colorado entered the session facing a \$1.5 billion structural deficit, larger than the \$1.2 billion shortfall that dominated 2025. The Joint Budget Committee's work set the tone from January through sine die. Gov. Polis signed a roughly \$47 billion budget that included significant Medicaid cuts (CPR News, May 14, 2026).

Bills with meaningful fiscal cost were difficult to advance regardless of merit or support. Affordability measures, housing initiatives, and transit investments were scaled back or killed to stay within the numbers.

2. The federal government was a constant presence.

For the second consecutive session, federal policy shaped what Colorado lawmakers prioritized and how they spent their time. Threats to federal funding, active immigration enforcement, and ongoing legal disputes with the Trump administration pushed the legislature into a reactive posture on a range of issues.

Democrats passed bills allowing individuals to sue federal immigration authorities over constitutional violations and authorized the state to follow vaccine access guidelines from non-federal medical authorities. Several additional countermeasure bills were introduced but did not advance, in part because even a cooperative majority caucus has limits on what it can move quickly (Colorado Politics, May 14, 2026; Colorado Sun, May 19, 2026).

3. Intraparty dynamics determined many outcomes.

With Democrats holding 23-12 and 43-22 majorities in the Senate and House respectively (Ballotpedia, 2026 Colorado Legislative Session), the key dynamics this session played out within the Democratic caucus rather than between parties.

The clearest expression of that tension was the conflict over the Opportunity Caucus, a coalition of moderate members whose fundraising and influence drew open criticism from the party's progressive wing. A bill that would have required the caucus to disclose its donors ultimately fell apart, unable to hold together even the members who introduced it. The fallout was significant: both data center bills died, a

price-gouging bill was killed when three Democrats (Reps. Clifford, Espenosa, and Carter) joined Republicans, and an ICE accountability bill was rejected in committee by two Democratic votes. Worker protections and affordability provisions largely fell short.

Progressive Democratic Senator Katie Wallace of Longmont noted that the setbacks are part of serving in a legislature with such a large number of Democrats: “That means that we’re bringing in more Democrats from a wide variety of districts and backgrounds and belief systems. And that means that we won’t all always agree” (CPR News, May 14, 2026).

On the floor, bipartisan cooperation was often real because the harder fights had already been settled in committee.

Notable Outcomes

Passed

- New safety rules for Uber and Lyft: background checks and record-keeping (HB 1424)
- RTD board restructuring
- Homeowners insurance cost reduction: hail-resistant roof subsidy
- AI regulation overhaul (nullified 2024 law facing DOJ lawsuit)
- Court competency reform: civil commitment for violent offenders (SB 149, unanimous)
- Vaccine schedule flexibility: state may follow non-federal CDC guidelines (SB 032)
- Sports betting consumer protections: deposit limits and ad restrictions (SB 131)
- Union organizing rule change (veto expected; same bill vetoed in 2025)
- Arbitration reform: narrowly passed; makes arbitration more accessible to consumers
- Meatpacking worker safety: equipment costs and bathroom breaks
- TABOR/education funding referred to November 2026 ballot
- New corporate structure category for artists and artistic enterprises
- Cottage food law expansion (Tamale Act)

Failed

- Both data center bills failed: tax incentives and environmental protections both died
- Price gouging in captive settings (airports, stadiums): killed when three Democrats joined Republicans
- Immigration officer accountability bill: two Democrats joined Republicans in committee
- Nonprofit caucus donor-disclosure bill (Opportunity Caucus transparency)

- State-level OSHA replacement: killed on sine die by moderate Democrats, including Sen. Mullica
- Oil and gas ballot-counter bill: killed by Republican filibuster in the final days
- Extreme temperature worker protections
- Standalone firearm barrel sale regulations
- Multiple other progressive affordability and worker protection measures

Leadership Transitions

- House Speaker Julie McCluskie (D) concluded her final session after 8 years in the House and 4 as Speaker. She is term-limited.
- House Majority Leader Monica Duran (D) also exited the House. She is seeking a State Senate seat.
- Governor Jared Polis served his final legislative session; term-limited after 8 years.

Further Reading

- [CPR News: Lawmakers Pass Dozens of Bills as 2026 Session Wraps Up](#)
- [Colorado Sun: The Six Biggest Themes of the 2026 Session](#)
- [Colorado Politics: Session Wrap-Up, Legislators Pass 120 Bills](#)
- [Colorado Sun: 101 Bills That Passed and Failed in 2026](#)
- [CPR News: 2026 Colorado Legislative Session Wrap-Up](#)
- [Axios Denver: 3 Themes That Defined the 2026 Session](#)
- [Colorado Newsline: General Assembly Adjourns](#)

Key Bills for MADD Colorado

This section summarizes the major traffic safety and victim-impact bills during the 2026 session in which MADD Colorado was involved as lead, co-lead, active supporter, or formal opponent, plus bills monitored for their implications on impaired driving accountability and victim rights. For each bill, this summary identifies key statutory changes, operative provisions, prime sponsors, final vote totals, and MADD Colorado's role. This document is intended for internal client reference and is not for public distribution.

HB 26-1127: Reporting After Fatal Car Crashes [SUPPORTED]

Status: Passed | Vote: 74-24 (Senate 33-2 / House 42-22) | MADD Colorado's Role: Lead advocate with CDOT, secured sponsors, drafted bill, testified in committee, lobbied legislators

Senate Sponsor: Dylan Roberts (D) | House Sponsors: Junie Joseph (D) and Manny Rutinel (D)

Background:

This bill began as a recommendation from the Colorado Task Force on Drunk & Impaired Driving. It improves the quality, timeliness, and completeness of crash data collected and reported by CDOT following fatal crashes. Better post-crash data supports evidence-based countermeasure design and more accurate annual reporting of crash trends and causes. MADD Colorado co-led this bill alongside CDOT.

Key Provisions:

- **Coroner toxicology reporting (C.R.S. 42-4-1609):** For each deceased party in a motor vehicle crash, the county coroner must electronically submit a report to CDOT by the final business day of each quarter containing: BAC; drug screening panel results; and the date, time, and source of each specimen. If toxicology results are not yet available, the coroner must report the pending status and submit a supplemental report in the following quarter.
- **Law enforcement amended crash reporting (C.R.S. 42-4-1606):** If a person involved in a crash dies as a result of crash injuries within 30 days of the crash, the law enforcement officer who filed the original report must submit an amended report to CDOT within 5 days of receiving notification of the death.

Outcome: HB 26-1127 passed 74-24 (Senate 33-2 / House 42-22). The bill takes effect January 1, 2027, and will improve the quality and timeliness of toxicology data available to CDOT for annual crash reporting and countermeasure design.

HB 26-1237: Transportation Safety Modifications [SUPPORTED]

Status: Passed | Vote: 94-0 (Senate 32-0 / House 63-0) | MADD Colorado's Role: Consulted on bill draft, testified in committee

Senate Sponsor: William Lindstedt (D) | House Sponsors: Lesley Smith (D) and Rick Taggart (R)

Background:

An omnibus transportation safety bill making four distinct statutory modifications: replacing “accident” with “crash” throughout state law, prohibiting parking in bike lanes, expanding CDOT authority to clear highway impediments, and clarifying the winter traction law. MADD Colorado supported this bill in coalition with AAA, Bicycle Colorado, and CDOT.

Key Provisions:

- **Terminology — “accident” to “crash”:** Replaces “accident” with “crash” and “motor vehicle accident” with “motor vehicle crash” in multiple CRS sections. Codifies the policy position that crashes result from identifiable causes and decisions.
- **Bike lane parking prohibition:** Prohibits stopping, standing, or parking a vehicle in any portion of a roadway designated as a bike lane. Amends C.R.S. 42-4-1204(1).
- **Expanded CDOT clearance authority:** Amends C.R.S. 42-4-1803(2) to authorize officers and agency employees to move vehicles, cargo, or debris that constitute an obstruction or impediment to traffic or highway operations.
- **Traction law clarification:** Amends C.R.S. 42-4-106(5)(a)(I)(B) to simplify the winter traction requirement, consolidating the standard to tires bearing a mountain-snowflake, M&S, or all-weather rating with minimum 3/16” tread depth.

Outcome: HB 26-1237 passed unanimously 94-0 (Senate 32-0 / House 63-0) — one of the strongest vote totals of the session. The unanimous margin reflects the broad support for these improvements.

HB 26-1242: Interlock Device for Impaired Drivers [SUPPORTED]

Status: Passed | Vote: 89-10 (Senate 33-2 / House 56-8) | MADD Colorado's Role: Lead advocate, secured sponsors, drafted bill, testified in committee lobbied legislators, coordinated media

Senate Sponsors: Dylan Roberts (D) and John Carson (R) | House Sponsors: Amy Paschal (D) and Jamie Jackson (D)

Background:

Colorado's ignition interlock program requiring in-vehicle breathalyzer devices for DUI offenders had not been substantively updated since 2013. This bill closes three identified gaps: the first-offense loophole, the two-month refusal waiting period gap, and affordability access. Interlocks reduce repeat DUI offenses by approximately 70%. MADD Colorado led this legislation.

Key Provisions:

- **First-offense interlock requirement:** Persons whose driving privilege is revoked for a first-offense DUI, DUI per se, or excess BAC 0.08 conviction are now required to complete their ignition interlock requirement becoming eligible for an unrestricted license.
- **Refusal waiting period:** Addresses the two-month hard suspension gap for drivers who refuse a breath or blood sample, a window during which no interlock accountability was imposed. The bill closes this gap by extending interlock requirements into the refusal period.
- **Financial assistance expansion:** Certified interlock manufacturers must provide discounted installation, monthly lease, and removal fees for persons who qualify for the assistance program based on financial status. Expands access to ensure the device reaches lower-income offenders for whom cost was a barrier.

Outcome: HB 26-1242 passed 89-10 (Senate 33-2 / House 56-8). This is the most significant update to Colorado's interlock program since 2013 and one of MADD Colorado's signature legislative achievements of the session.

HB 26-1271: Alcohol Impact & Recovery Enterprises [SUPPORTED]

Status: Failed | Vote: Postponed indefinitely 8-5 in committee | MADD Colorado's Role: Joined coalition leading the effort, participated in drafting bill, testified in committee, lobbied legislators

House Sponsors: Jamie Jackson (D), Jennifer Bacon (D), Iman Jodeh (D), and Judy Amabile (D)

Background:

Would have created dedicated, sustainable funding for alcohol-related prevention, early intervention, treatment, and recovery services statewide. Funded by fees on alcohol manufacturers and distributors — not taxes and not drawing from the General Fund. MADD Colorado was lead advocate for this bill.

Context: CDOT data show 241 lives were lost to suspected impaired driving in Colorado in 2025, a 10 percent increase from 2024. Alcohol was involved in 75 percent of toxicology results, with an average BAC of 0.181 — more than three times the legal limit. Impaired driving is deeply connected to untreated alcohol use disorder; when individuals struggling with addiction cannot access treatment, the consequences fall on others.

Key Provisions:

- **Alcohol Impact Enterprise and Recovery Enterprise:** Created three enterprises funded by fees on alcohol manufacturers and distributors to support statewide prevention, early intervention, treatment, and recovery services.
- **Revenue mechanism:** Fee structure imposed on manufacturers and distributors rather than on consumers or from the General Fund, preserving TABOR compliance and avoiding direct tax increases.
- **Program focus:** Directed resources toward preventing impaired driving, expanding access to behavioral health services, and supporting high-intensity treatment for those with the most critical needs.

Outcome: The bill was postponed indefinitely 8-5 in committee. The bill sponsors intend to continue pursuing treatment and prevention funding in 2027.

HB 26-1281: Homicide Criminal Offenses [MONITORED]

Status: Failed | Vote: 33-32 House 2nd Reading; did not advance to Senate | MADD Colorado's Role: Closely monitored the bill, participated in stakeholder sessions, testified in committee

Senate Sponsors: Nick Hinrichsen (D) and Mike Weissman (D) | House Sponsors: Cecelia Espenosa (D) and Michael Carter (D)

Background:

Would have created a new aggravated vehicular homicide statute in Colorado. MADD Colorado monitored this bill closely and provided testimony raising concerns about its scope. While MADD recognized the aggravated vehicular homicide provision of the bill as a meaningful improvement over prior proposals and acknowledged the sponsors' efforts, MADD could not support legislation that did not capture the most aggravated cases on Colorado roads.

MADD Colorado's Concerns:

- **Hit-and-run omission:** As drafted, the bill did not clearly capture cases where a driver leaves a victim alone on the roadway without rendering aid. Several states, including California, Minnesota, and Georgia, treat leaving the scene as aggravating conduct.
- **Multiple fatalities:** Crashes involving more than one death — where multiple families receive the worst call in a single moment — were not specifically addressed. Illinois and Pennsylvania recognize the added harm of multiple victims.
- **Child victims:** Crashes that kill a child were not clearly treated as the most aggravated category. New York and Tennessee elevate penalties when a child is killed.

Outcome: The bill passed 33-32 in the House and but was never brought to the Senate floor for Second Reading. This bill is a 2027 watch item.

HB 26-1326: Sunset Public Utilities Commission [MONITORED]

Status: Passed | Vote: 68-32 (Senate 25-10 / House 43-22) | MADD Colorado's Role: Submitted stakeholder input to Public Utilities Commission, testified in committee

Senate Sponsors: Lisa Cutter (D) and Robert Rodriguez (D) | House Sponsors: Jenny Willford (D) and Monica Duran (D)

Background:

A legislative sunset review of the Public Utilities Commission (PUC). MADD Colorado engaged on this bill specifically for its transportation network company (TNC) safety provisions, which are directly relevant to impaired driving prevention. Ridesharing is one of the most important tools available to prevent impaired driving; when people feel unsafe in rideshares, some return to driving impaired.

Key TNC Safety Provisions:

- **Criminal offense for TNC driver impersonation:** Creates a new criminal offense for impersonating a TNC driver — a Class 2 misdemeanor, escalating to a Class 6 felony when committed during the commission of a felony offense.
- **Periodic facial recognition checks:** Requires TNCs to conduct periodic facial recognition checks to prevent driver impersonation, with the PUC adopting implementing rules. MADD urged the Commission to develop those rules without delay and with meaningful enforcement teeth.
- **Annual public safety incident reports:** Requires TNCs to submit annual public safety incident reports to the Commission, made publicly available. Transparent aggregate data allows the Commission, advocates, and the public to track whether platform safety measures are working.

MADD Colorado submitted written testimony in support of the TNC provisions and suggested the PUC also adopt PIN verification requirements and a centralized bad-actor registry for deactivated drivers.

Outcome: HB 26-1326 passed 68-32 (Senate 25-10 / House 43-22). The bill's TNC safety provisions, including facial recognition verification and annual public safety reporting, represent a meaningful advancement for rider safety that MADD Colorado supported.

HB 26-1330: Alcohol Beverages Entertainment Districts [OPPOSED]

Status: Failed | Vote: House 32-31 (33 votes required to pass) | MADD Colorado's Role: Led opposition effort, recruited several witnesses to testify against in committee, lobbied legislators, coordinated media

Senate Sponsors: Matt Ball (D) and Scott Bright (R) | House Sponsors: Matt Soper (R) and Steven Woodrow (D)

Background:

Would have removed the size cap on entertainment districts and delegated the setting of alcohol service hours entirely to local licensing authorities, potentially allowing cities to designate large downtown areas as entertainment districts and extend bar hours to 4AM or beyond. MADD Colorado led a broad coalition in opposition, focused on the public safety implications for impaired driving.

Opposition Basis:

- **Impaired driving trends:** In 2025, 241 Coloradans were killed by impaired drivers, a 10 percent increase over 2024 (CDOT Fatal Crash Data). Colorado ranks 8th worst nationally for all alcohol-related deaths.
- **Research on extended hours:** A review of 49 studies across eight countries found increasing bar hours raised alcohol use and related harms. New York data show every one-hour extension in drinking hours increased violent crime and DUI charges. A Los Angeles cost-benefit analysis found extending hours from 2AM to 4AM produced costs exceeding benefits at a 2.3 to 1 ratio.
- **Law enforcement capacity:** Colorado's population has grown 12 percent since 2013 while the number of police officers per capita has decreased 3.5 percent. Colorado lags the national average by nearly 9 percent.
- **Statewide preemption concern:** Colorado's statewide 2AM alcohol service cutoff (C.R.S. 44-3-901(6)(b)(I)) provides a floor that the bill would have effectively eliminated by deferring hours entirely to local authorities.

Outcome: The bill failed on a 32-31 House floor vote, one vote short of the 33 required to pass. The opposition coalition included MADD Colorado, AAA, Bicycle Colorado, the Colorado District Attorneys' Council, the Colorado Fraternal Order of Police, the Colorado State Patrol Association, the Colorado Organization for Victim Assistance, Rocky Mountain Victim Law Center, and The White Line foundation.

HB 26-1424: Transportation Network Company Consumer Protection [MONITORED]

*Status: Passed | Vote: 67-30 (Senate 23-12 / House 44-18) | MADD Colorado's Role: Monitored closely, gave input to sponsors on relevant sections, testified in committee
Senate Sponsors: Katie Wallace (D) and Lisa Cutter (D) | House Sponsors: Jenny Willford (D) and Meg Froelich (D)*

Background:

Updates the statutory framework governing transportation network companies to strengthen background check requirements, improve safety accountability, and expand consumer protections. MADD Colorado monitored this bill and provided testimony emphasizing that ridesharing is a primary impaired driving prevention tool and that vehicle safety matters directly to MADD's mission.

Key Provisions:

- **Enhanced background check requirements:** Strengthens background check standards for TNC drivers, including requirements for record-keeping and reporting of DUI-related history.
- **Terminology: “accident” to “crash”:** Amended through the legislative process to replace “accident” with “crash” in TNC-related statutes, consistent with the broader transportation safety language modernization effort.
- **Safety and consumer protections:** Includes provisions to improve rider safety, including safety check features.

Outcome: HB 26-1424 passed 67-30 (Senate 23-12 / House 44-18). MADD Colorado will monitor PUC rulemaking to ensure new safety standards are implemented with meaningful requirements.

HB 26-1430: Transportation Funding Adjustments [SUPPORTED]

Status: Passed | Vote: 64-35 (Senate 22-13 / House 42-22) | MADD Colorado’s Role: Joined the coalition leading the effort, testified in committee, lobbied legislators, participated in media stories highlighting public safety impacts

Senate Sponsors: William Lindstedt (D) and Judy Amabile (D) | House Sponsors: Andrew Boesenecker (D) and Emily Sirota (D)

Background:

A contingency bill designed as a legislative safeguard against proposed 2026 ballot Initiative 175, which would amend the Colorado Constitution to redirect general fund revenue to road transportation. MADD Colorado's specific concern was the direct threat Initiative 175 poses to Colorado's dedicated high-visibility DUI enforcement funding.

In 2023, MADD Colorado led the passage of HB 23-1102, which created a \$1.5 million annual dedicated enforcement fund drawn from the State Highway Fund. In fiscal year 2024, that program supported nearly 11,000 days of active traffic enforcement across 36 counties, 119,000 traffic contacts, and participation by 89 law enforcement agencies statewide.

Initiative 175 would constitutionally restrict State Highway Fund revenues to road transportation uses, which would administratively eliminate the \$1.5 million high-visibility enforcement allocation. The consequences of losing that enforcement are not speculative. When DUI enforcement dropped 24 percent in 2020, impaired driving deaths increased 20 percent. Colorado cannot go back there.

Key Provisions:

- **Contingency trigger:** Core provisions take effect only if voters approve Initiative 175 at the November 2026 general election. If the initiative fails or does not appear on the ballot, only fallback provisions apply.
- **Enterprise fee exclusion clarification:** Clarifies that state revenue collected to support road transportation under the proposed initiative does not include

enterprise fee revenue. This directly protects safety-related enterprise revenues — including the DUI enforcement fund — from being swept into the initiative's constitutional restrictions.

- **General fund transfer protection:** Annual \$100 million transfers (July 1, 2027 through July 1, 2030) would be drawn from the Support Road Transportation Fund rather than the general fund — protecting appropriations for education, health care, and public safety programs.

MADD Colorado testified in support of HB 26-1430 as a necessary last resort and called on the Colorado Contractors Association to engage constructively before the initiative creates the conflict this bill is designed to prevent. MADD Colorado supports Colorado's roads receiving adequate investment — but not through a mechanism that dismantles the safety infrastructure the state has worked so hard to build alongside it.

Outcome: HB 26-1430 passed 64-35 (Senate 22-13 / House 42-22). Whether the bill's contingency provisions activate depends on the outcome of Initiative 175 at the November 2026 ballot. MADD Colorado will monitor closely.

SB 26-035: Increase of Traffic Violation Penalties [SUPPORTED]

Status: Passed | Vote: 66-33 (Senate 31-3 / House 35-30) | MADD Colorado's Role: Testified in committee, lobbied legislators

Senate Sponsor: Dylan Roberts (D) | House Sponsor: Chad Clifford (D)

Background:

Addresses the rising incidence of extreme speeding and illegal passing on Colorado roads, which CDOT data identify as leading contributors to wrong-way, head-on, and fatal crashes on rural highways. Creates escalating penalty consequences for repeat speeders and clarifies the statutory definition and signage requirements for no-passing zones.

Key Provisions:

- **No-passing zone clarification:** Amends C.R.S. 42-4-1005(3) to codify that no-passing zones are defined and indicated by solid yellow line or line pavement markings, removing prior ambiguity.
- **Increased point value for illegal passing:** Adds improper passing in a no-passing zone to the point schedule under C.R.S. 42-2-127(5) at 6 points.
- **Escalating demerit points for repeat extreme speeders:** Adds additional demerit points under C.R.S. 42-2-127 for drivers who commit multiple violations of driving 20 mph or more over the posted speed limit: 2nd violation within 12 months (2 additional points); 3rd or subsequent within 24 months (4 additional points); 5th or subsequent within 5 years (8 additional points). Driving at 100 mph or greater carries 4 additional points.
- **Summons requirement for repeat violators:** Drivers with multiple speeding violations within the applicable look-back period must receive a summons and

complaint upon committing the violation, requiring a court appearance rather than a penalty assessment notice.

- **CDOT signage prioritization:** Requires CDOT, within existing resources, to prioritize installing warning and regulatory signage on roadways with increased crash rates attributable to illegal overtaking.

Outcome: SB 26-035 passed 65-33 (Senate 31-3 / House 35-30). The bill's partisan margin in the House reflected debate over the revenue implications of the penalties, but the underlying safety rationale was broadly accepted.

SB 26-070: Ban Government Access to Historical Location Information Database [MONITORED]

Status: Failed | Vote: Failed 2nd Reading in Senate | MADD Colorado's Role: Monitored closely, participated in stakeholder conversations, shared concerns with sponsors directly

Senate Sponsors: Judy Amabile (D), Lynda Zamora Wilson (R), Kenny Nguyen (D), and Yara Zokaie (D)

Background:

Would have prohibited government agencies from accessing historical location data from automated license plate readers without a warrant. MADD Colorado monitored this bill for its potential implications on law enforcement investigations of impaired driving and hit & run crashes, where historical location data can be a tool for establishing the movement and activity of a suspect in the hours before and after a crash.

Outcome: The bill failed on second reading in the Senate. MADD Colorado did not take a formal position but monitored for amendments that could restrict law enforcement's ability to investigate hit & run and impaired driving fatalities. This bill is expected to return in 2027.

SB 26-072: Increased Penalty for Vehicular Homicide and Assault [SUPPORTED]

Status: Passed | Vote: 91-4 (Senate 31-0 / House 61-4) | MADD Colorado's Role: Strongly supported the bill with committee testimony and lobbying

Senate Sponsors: John Carson (R) and Marc Snyder (D) | House Sponsors: Bob Marshall (D) and Cecelia Espenosa (D)

Background:

Colorado law contained a gap between careless driving resulting in death (Class 1 misdemeanor) and vehicular homicide (Class 4 felony, requiring recklessness). Conduct involving criminal negligence — more culpable than carelessness but not

rising to recklessness — had no clear statutory home in vehicular contexts, producing inconsistent charging decisions across counties. This bill resolves that ambiguity. MADD Colorado supported this legislation.

Key Provisions:

- **Criminally negligent homicide — explicit vehicular subsection:** Amends C.R.S. 18-3-105 to add a new subsection (1)(b): if a person operates or drives a motor vehicle with criminal negligence and that conduct is the proximate cause of another person's death, the person commits criminally negligent homicide, a Class 5 felony.
- **Repeal of misdemeanor provision for death while using mobile device:** Repeals C.R.S. 42-4-239(4)(d), which previously classified causing another person's death while using an electronic mobile device as a Class 1 misdemeanor traffic offense. This conduct may now be charged under the criminally negligent homicide felony when appropriate.
- **Cross-reference updates throughout the code:** Sections 3-7 update mandatory license revocation, vehicular homicide license revocation, habitual offender provisions, blood test admissibility, and expressed consent requirements to reference the new C.R.S. 18-3-105(1)(b) subsection.

Outcome: SB 26-072 passed 91-4 (Senate 31-0 / House 61-4), one of the strongest bipartisan margins of the session. The near-unanimous vote reflects the clarity of the statutory gap being closed and the strength of the coalition that supported it.

SB 26-096: Justice-Involved Veterans [MONITORED]

Status: Failed / Vote: Postponed indefinitely 7-0 in committee / MADD Colorado's

Role: Monitored closely, MADD was prepared to testify in opposition if necessary

Senate Sponsor: Nick Hinrichsen (D)

Background:

Would have created special sentencing considerations for veterans in criminal proceedings. MADD Colorado monitored this bill and was prepared with testimony in opposition, focused on the equity and accountability implications for impaired driving cases and for the victims those cases represent.

MADD Colorado's Position:

MADD does not oppose compassionate approaches to justice and supports access to treatment and rehabilitation for those who need it; however, creating special sentencing exceptions for defendants — regardless of the justification — risks sending a message that some lives and some losses are treated differently under Colorado's justice system. The victims of impaired driving crashes receive no exceptions for their suffering. Their grief does not diminish because the defendant has special status. Fairness requires that the law not create exceptions for those who cause harm when none exist for those who must endure it.

Outcome: The bill was postponed indefinitely 7-0 in committee.

SB 26-115: Post-Conviction Relief for Certain Offenders

[MONITORED]

Status: Passed | Vote: 63-42 (Senate 18-17 / House 42-21) | MADD Colorado's Role: Monitored closely during the session, signed onto a veto letter after the session
Senate Sponsors: Julie Gonzales (D), Mike Weissman (D), and Javier Mabrey (D) | House Sponsors: Jennifer Bacon (D)

Background:

Creates a “second look” provision: a 3-year window for inmates age 60 or older who have served at least 20 years to petition a court for post-conviction relief and resentencing. MADD Colorado monitored the bill throughout the session and joined a coalition letter to Governor Polis requesting a veto, alongside the Colorado Organization for Victim Assistance (COVA) and the Rocky Mountain Victim Law Center.

MADD Colorado's Concerns:

- **Victim Rights Act compliance:** Colorado strengthened the VRA just four years ago to improve transparency for victim-survivors around sentencing and release. SB 26-115 moves in the opposite direction, creating additional early release pathways with less transparency and more uncertainty for victims.
- **Victim finality:** Victims become victims at no fault of their own. They are not given a second chance. Their only hope is that the original sentencing will be upheld. A second-look policy drags victims back into the courtroom with no substantive change to the facts of the case, undermining the certainty and closure that sentencing is supposed to provide.

Outcome: SB 26-115 passed narrowly 63-42 (Senate 18-17 / House 42-21). MADD Colorado, COVA, and the Rocky Mountain Victim Law Center submitted a veto request letter to Governor Polis after the session. The Governor ultimately signed the bill on June 2.

SB 26-132: Voluntary Alcohol Breath Test (Magnus' Law)

[SUPPORTED]

Status: Passed | Vote: 96-1 (Senate 34-0 / House 62-1) | MADD Colorado's Role: Strongly supported the bill with committee testimony and lobbying
Senate Sponsors: Dylan Roberts (D) and John Carson (R) | House Sponsors: Junie Joseph (D) and Matt Soper (R)

Background:

Codifies a standardized protocol requiring law enforcement officers to offer a voluntary preliminary alcohol breath screening test (PBT) at fatal and serious injury crash scenes. Named for Magnus White, killed July 29, 2023, on CO-119. No PBT was administered at that scene; impairment was not confirmed for nearly 20 months. MADD Colorado was one of the main supporters of this legislation.

Key Provisions:

- **Mandatory offer of voluntary PBT:** Following lawful contact with a driver involved in a collision resulting in death or suspected serious bodily injury, an officer SHALL offer the driver the opportunity to voluntarily submit a breath sample, provided the officer has reasonable suspicion the driver was at fault, the driver is not significantly injured, and the officer does not already have probable cause for expressed consent.
- **Required advisement:** Officer must first advise the driver that they may refuse and that the test result is not admissible in criminal proceedings but may be used to support further investigation.
- **Voluntary; no penalty for refusal:** Refusal carries no penalty and does not affect the driver's license. Existing expressed consent requirements under C.R.S. 42-4-1301.1 are unchanged.
- **Exceptions:** Officer is not required to offer the PBT if contact occurs more than two hours after the collision, or the driver has left the scene and is no longer in law enforcement's presence.

Outcome: SB 26-132 passed 96-1 (Senate 34-0 / House 62-1). The near-unanimous vote reflects the strength of the victim narrative behind the bill and the clarity of the policy gap it closes.

SB 26-164: Regulation of Lawful Tetrahydrocannabinol Beverages [MONITORED]

Status: Failed / Vote: Postponed indefinitely 9-0 in committee / MADD Colorado's Role: Monitored closely, participated in stakeholder meetings

Senate Sponsors: Julie Gonzales (D) and Matthew Martinez (D) / House Sponsors: Steven Woodrow (D)

Background:

Would have established a regulatory framework for THC-infused beverages sold through licensed alcohol retail channels. MADD Colorado monitored this bill for its impaired driving implications. Cannabis impairment is a growing contributor to crash fatalities in Colorado, and expanding the retail footprint and accessibility of THC products raises the risk of impaired driving. MADD Colorado did not take a formal position but tracked the bill for future engagement.

Outcome: The bill was postponed indefinitely 9-0 in committee. The underlying issue of THC beverage regulation is expected to return in 2027.

SB 26-176: State Remedies for Constitutional Rights Violation [OPPOSED]

*Status: Failed | Vote: Failed 3-4 in committee | MADD Colorado's Role: Joined opposition coalition led by Colorado District Attorneys Council, testified in committee
Senate Sponsors: Julie Gonzales (D), Mike Weissman (D), Javier Mabrey (D), and Yara Zokaie (D)*

Background:

Known as the “No Kings Act.” Would have created state-level remedies for violations of constitutional rights by government officials. While the bill’s primary purpose was to create accountability for federal immigration enforcement, as drafted the language would have reached into Colorado’s impaired driving cases in ways that would harm crash victims and the advocates who serve them. MADD Colorado formally opposed.

MADD Colorado’s Opposition:

- **Personal exposure for victim advocates:** Under SB 176, victim advocates in DA offices, sheriff offices, and police departments — professionals who sit with families after fatal crashes and walk them through the criminal justice process — could be sued personally for actions taken in support of victims, such as requesting a no-contact order or alcohol monitoring. Even when dismissed, the lawsuit creates personal financial and emotional costs.
- **Chilling effect on prosecutions:** When personal litigation becomes a routine cost of doing the work, the marginal cases — those where evidence is harder and the victim most fragile — are the cases that get declined. When those cases get declined, justice is denied to the families MADD serves.
- **Fiscal impact on victim services:** The nonpartisan LCS fiscal note projected more than \$1.7 million per year in state costs, plus local government costs of \$40,000 to \$650,000 per case. With Colorado’s VOCA funding down 76% since 2018 and VALE funds shrinking, victim advocate positions are among the first to be cut when agencies face new litigation costs.

Outcome: The bill failed 3-4 in committee.

All Bills Tracked

The following table lists all 64 bills tracked by Lanzer Strategies on behalf of MADD Colorado during the 2026 session. Bills are organized by position taken (Support, Oppose, Monitor) and outcome.

Bill	Position	Title	Sponsors	Status
Bills Supported: Passed (9)				
HB26-1052	Support	Rights for Victims of Certain Crimes	Dan Woog (R); Rebekah Stewart (D); John Carson (R); Katie Wallace (D)	Passed
HB26-1127	Support	Reporting After Fatal Car Crash	Junie Joseph (D); Manny Rutinel (D); Dylan Roberts (D)	Passed
HB26-1237	Support	Transportation Safety Modifications	Lesley Smith (D); Rick Taggart (R); William Lindstedt (D)	Passed
HB26-1242	Support	Interlock Device for Impaired Drivers	Amy Paschal (D); Jamie Jackson (D); Dylan Roberts (D); John Carson (R)	Passed
HB26-1430	Support	Transportation Funding Adjustments	Andrew Boesenecker (D); Emily Sirota (D); Judy Amabile (D); William Lindstedt (D)	Passed
SB26-026	Support	Weight for Vehicles with Child Restraint System	Kyle Mullica (D); Marc Catlin (R); Sheila Lieder (D); Ty Winter (R)	Passed
SB26-035	Support	Increase of Traffic Violation Penalties	Dylan Roberts (D); Chad Clifford (D)	Passed
SB26-072	Support	Increased Penalty for Vehicular Homicide & Assault	John Carson (R); Marc Snyder (D); Bob Marshall (D); Cecelia Espenosa (D)	Passed
SB26-132	Support	Voluntary Alcohol Breath Test	Dylan Roberts (D); John Carson (R); Junie Joseph (D); Matt Soper (R)	Passed
Bills Supported: Failed (1)				
HB26-1271	Support	Alcohol Impact & Recovery Enterprises	Jamie Jackson (D); Jennifer Bacon (D); Iman Jodeh (D); Judy Amabile (D)	Failed

Bill	Position	Title	Sponsors	Status
Bills Opposed: Failed (2)				
HB26-1330	Oppose	Alcohol Beverages Entertainment Districts	Matt Soper (R); Steven Woodrow (D); Matt Ball (D); Scott Bright (R)	Failed
SB26-176	Oppose	State Remedies for Constitutional Rights Violation	Julie Gonzales (D); Mike Weissman (D); Javier Mabrey (D); Yara Zokaie (D)	Failed
Bills Monitored: Passed (34)				
HB26-1017	Monitor	Criminal Restitution Prohibited for Insurers	Cecelia Espenosa (D); Yara Zokaie (D); Mike Weissman (D)	Passed
HB26-1020	Monitor	Colorimetric Field Drug Tests in Drug Possessions	Jennifer Bacon (D); Lindsay Gilchrist (D); Lisa Frizell (R); Matt Ball (D)	Passed
HB26-1039	Monitor	Adding Municipal Jails to County Jail Oversight Requirements	Michael Carter (D); Naquetta Ricks (D); Iman Jodeh (D); Mike Weissman (D)	Passed
HB26-1041	Monitor	Electronic Vehicle Records	Amy Paschal (D); Andrew Boesenecker (D); Byron Pelton (R)	Passed
HB26-1043	Monitor	Transportation Network Company Discriminatory Practices	Amy Paschal (D); Gretchen Rydin (D); Cathy Kipp (D)	Passed
HB26-1053	Monitor	Motor Vehicle Regulation Administration	Tisha Mauro (D); Byron Pelton (R); Katie Wallace (D)	Passed
HB26-1063	Monitor	Treating People with Behavioral Health Disorder	Gretchen Rydin (D); Mary Bradfield (R); Judy Amabile (D)	Passed
HB26-1076	Monitor	Transportation Statutory Clean-Up	Amy Paschal (D); Mandy Lindsay (D); Matt Ball (D); William Lindstedt (D)	Passed
HB26-1077	Monitor	Average Market Rate of Unprocessed Retail Marijuana	Jenny Willford (D); Ryan Gonzalez (R); Janice Marchman (D); William Lindstedt (D)	Passed
HB26-1079	Monitor	Drive Motorcycle Written Permission	Andrew Boesenecker (D); Brandi Bradley (R); Scott Bright (R)	Passed
HB26-1102	Monitor	Funding for Colorado DRIVES Account	Mandy Lindsay (D); Marc Snyder (D)	Passed

Bill	Position	Title	Sponsors	Status
HB26-1134	Monitor	Fairness & Transparency in Municipal Court	Elizabeth Velasco (D); Javier Mabrey (D); Judy Amabile (D); Mike Weissman (D)	Passed
HB26-1151	Monitor	Department of Corrections Supplemental	Emily Sirota (D); Jeff Bridges (D)	Passed
HB26-1166	Monitor	Department of Public Safety Supplemental	Emily Sirota (D); Jeff Bridges (D)	Passed
HB26-1168	Monitor	Department of Revenue Supplemental	Emily Sirota (D); Jeff Bridges (D)	Passed
HB26-1170	Monitor	Department of Transportation Supplemental	Emily Sirota (D); Jeff Bridges (D)	Passed
HB26-1232	Monitor	Court Costs Assessed to Juveniles	Cecelia Espenosa (D); Jennifer Bacon (D); Julie Gonzales (D); William Lindstedt (D)	Passed
HB26-1286	Monitor	Automated Driving System Commercial Vehicles	Chris Richardson (R); Sheila Lieder (D); Chris Kolker (D); Larry Liston (R)	Passed
HB26-1290	Monitor	Criminal Offense of Assault	Anthony Hartsook (R); Monica Duran (D); Dylan Roberts (D); Lisa Frizell (R)	Passed
HB26-1297	Monitor	Uniform Language for Misdemeanor Traffic Offense	Michael Carter (D); Stephanie Luck (R); Janice Rich (R); Tony Exum (D)	Passed
HB26-1318	Monitor	Traffic Safety Near Schools	Kenny Nguyen (D); Meg Froelich (D); Lisa Cutter (D)	Passed
HB26-1326	Monitor	Sunset Public Utilities Commission	Jenny Willford (D); Monica Duran (D); Lisa Cutter (D); Robert Rodriguez (D)	Passed
HB26-1423	Monitor	Community Corrections Budget Request & Data Information	Kyle Brown (D); Rick Taggart (R); Jeff Bridges (D); Judy Amabile (D)	Passed
HB26-1424	Monitor	Transportation Network Company Consumer Protection	Jenny Willford (D); Meg Froelich (D); Katie Wallace (D); Lisa Cutter (D)	Passed
SB26-014	Monitor	Modification to Defense of Not Guilty by Reason of Insanity	Judy Amabile (D); Gretchen Rydin (D); Matt Soper (R)	Passed

Bill	Position	Title	Sponsors	Status
SB26-031	Monitor	Use of Prescription Product with Controlled Substance	Janice Rich (R); William Lindstedt (D); Matt Soper (R); Sean Camacho (D)	Passed
SB26-036	Monitor	Prison Population Management Measures	Julie Gonzales (D); Mike Weissman (D); Jennifer Bacon (D); Yara Zokaie (D)	Passed
SB26-037	Monitor	Modification of Bond Hearing Officer Process	Dylan Roberts (D); Janice Rich (R); Cecelia Espenosa (D); Matt Soper (R)	Passed
SB26-042	Monitor	Revenue Classification Taxpayers Bill of Rights	Judy Amabile (D); Mike Weissman (D); Emily Sirota (D); Yara Zokaie (D)	Passed
SB26-114	Monitor	Spirituos Liquor Manufacturer Sales Rooms & Other Alcohol	Janice Marchman (D); Scott Bright (R); Brianna Titone (D); Matt Soper (R)	Passed
SB26-115	Monitor	Post-Conviction Relief for Certain Offenders	Julie Gonzales (D); Mike Weissman (D); Javier Mabrey (D); Jennifer Bacon (D)	Passed
SB26-118	Monitor	Legacy Giving to Charitable Organizations	Cleave Simpson (R); James Coleman (D); Chad Clifford (D)	Passed
SB26-152	Monitor	Changes to Automated Vehicle Identification System Usage	Byron Pelton (R); Matt Ball (D); Carlos Barron (R); Jenny Willford (D)	Passed
SB26-159	Monitor	Inmate Earned Time Formula for Sentence to Dept. of Corrections	Julie Gonzales (D); Mike Weissman (D); Javier Mabrey (D); Matthew Martinez (D)	Passed
Bills Monitored: Failed (18)				
HB26-1037	Monitor	Ban Government Purchase of Personal Data from Third Party	Jennifer Bacon (D); Ken DeGraaf (R); Lisa Cutter (D)	Failed
HB26-1049	Monitor	Prohibit Use of Personally Identifying Feature	Scott Bottoms (R); Mark Baisley (R)	Failed
HB26-1060	Monitor	Expand Criminal Jurisdiction for Out-of-State Conduct	Ava Flanell (R); Marc Snyder (D)	Failed
HB26-1071	Monitor	Local Government Vehicle Identification System on Interstate Highways	Monica Duran (D); Tisha Mauro (D); Lisa Cutter (D)	Failed
HB26-1097	Monitor	Register & Drive Surplus Military Vehicles	Carlos Barron (R); Byron Pelton (R)	Failed

Bill	Position	Title	Sponsors	Status
HB26-1117	Monitor	Temporary Marijuana Hospitality Permit	Naquetta Ricks (D); Ryan Gonzalez (R); William Lindstedt (D)	Failed
HB26-1125	Monitor	Parent Penalties: Minor Using Electric Bicycle	Brandi Bradley (R); John Carson (R)	Failed
HB26-1190	Monitor	Alcohol Beverage Manufacturer Sales	Matthew Martinez (D); Matt Soper (R); William Lindstedt (D)	Failed
HB26-1273	Monitor	Transportation Network Company Maximum Percent Fare Retention	Jenny Willford (D); Meg Froelich (D); Katie Wallace (D); Lisa Cutter (D)	Failed
HB26-1281	Monitor	Homicide Criminal Offenses	Cecelia Espenoza (D); Michael Carter (D); Mike Weissman (D); Nick Hinrichsen (D)	Failed
HB26-1329	Monitor	Motor Vehicle Stunt Drive & Takeover Penalties	Chad Clifford (D); Chris Richardson (R)	Failed
SB26-070	Monitor	Ban Government Access Historical Location Information Database	Judy Amabile (D); Lynda Zamora Wilson (R); Kenny Nguyen (D); Yara Zokaie (D)	Failed
SB26-071	Monitor	Use of Surveillance Technology by Law Enforcement	Lynda Zamora Wilson (R)	Failed
SB26-094	Monitor	Alternating Premises Licensed Premises Alcohol	William Lindstedt (D)	Failed
SB26-096	Monitor	Justice-Involved Veterans	Nick Hinrichsen (D)	Failed
SB26-112	Monitor	Court Actions Related to Failure to Appear in Court	Lynda Zamora Wilson (R); Matt Soper (R)	Failed
SB26-161	Monitor	Modernize Regulation of Cannabis-Related Products	Kyle Mullica (D); Marc Snyder (D)	Failed
SB26-164	Monitor	Regulation of Lawful Tetrahydrocannabinol Beverages	Julie Gonzales (D); Matthew Martinez (D); Steven Woodrow (D)	Failed

2027 Session Preview

The 2026 session produced meaningful progress on impaired driving accountability and victim rights. Several issues carry momentum into 2027. Others will require early engagement to shape outcomes before the conversation hardens. The budget will likely constrain everything. Below is a very early preview of what MADD Colorado should watch and where engagement will be most important.

OPPORTUNITY: BUILD ON HB 26-1242

Ignition Interlock Follow-Up

HB 26-1242 closed three significant gaps in Colorado's interlock program. Stakeholders that supported the bill — including DMV, public defenders, and the defense bar — are interested in continuing to streamline the process for drivers to access interlocks. MADD Colorado should be at the table early to ensure any changes preserve accountability while reducing administrative barriers that delay interlock access. This is also an opportunity to deepen coalition relationships formed during the 2026 effort.

OPPORTUNITY: GO ON OFFENSE

Protecting Colorado's 2AM Closing Time

HB 26-1330 failed by a single vote — 32-31. That margin will not hold forever. This bill has returned six times since 2014, and the proponents are not going away. Each session, the coalition defending the 2AM floor reassembles from scratch, fights a floor battle, and hopes the margin holds. That is not a sustainable strategy.

The 2026 session may be the right inflection point to shift from defense to offense. Rather than waiting for the next extension bill, MADD Colorado should explore convening its coalition — The White Line Foundation, the Colorado Fraternal Order of Police, the Colorado District Attorneys' Council, the Colorado State Patrol Association, AAA, Bicycle Colorado, the Colorado Organization for Victim Assistance, and the Rocky Mountain Victim Law Center — to develop proactive legislation that explicitly codifies and strengthens Colorado's statewide 2AM floor. The current statutory cutoff provides a foundation, but it has proven vulnerable to circumvention through local delegation frameworks. Proactive legislation could close that gap by clarifying that no local licensing authority may authorize alcohol service beyond 2AM regardless of entertainment district designation, and by requiring a specific legislative act rather than a regulatory workaround to modify the statewide standard.

The data are on MADD's side: 241 lives lost to suspected impaired driving in Colorado in 2025, a 12 percent increase over 2024, and a research base of 49 studies showing extended bar hours increase alcohol-related harm. The case for getting ahead of this is strong.

OPPORTUNITY: BUILD ON SB 26-132 (MAGNUS' LAW)

Oral Fluid Testing

Oral fluid testing is the logical next step following Magnus' Law. Legislative education will be essential, particularly on how oral fluid testing differs from colorimetric testing, which the legislature just banned. Based on the path other states have followed, the likely entry point is a pilot program. Longer-term goals include adding oral fluid testing to Magnus' Law, incorporating it into preliminary DUI screening, and integrating it into Colorado's expressed consent statute. Early sponsor engagement and law enforcement buy-in will be critical.

OPPORTUNITY: REINTRODUCE HB 26-1271

Alcohol Prevention and Recovery Funding

HB 26-1271 was postponed indefinitely 8-5 in committee — a setback, not a defeat. The core concept of creating dedicated, sustainable, fee-funded prevention and recovery infrastructure remains sound and is supported by data. MADD Colorado should evaluate the committee dynamics, identify the votes needed to move this bill in 2027, and begin sponsor and stakeholder engagement before the session opens. Early outreach to the behavioral health community and county commissioners who would benefit from the funding could expand the coalition.

ENGAGEMENT DECISION: WATCH CLOSELY

Aggravated Vehicular Homicide / Murder Extreme Indifference / Crimes of Violence

HB 26-1281 was contentious enough that sponsors may want a year off, but they got further than expected and may choose to press the momentum. If this bill returns, early engagement is essential. Waiting for introduction to weigh in means the framework is already set. MADD Colorado should determine before the session whether to seek a role in shaping the bill language or take a position once language is filed. Key priorities: ensure the statute covers hit-and-run, multiple fatalities, and child victims.

In addition, SB 26-072 originally contained language designating Vehicular Homicide and Vehicular Assault as Crimes of Violence. It is possible this could be a ballot initiative in Colorado in November 2026. Depending on the outcome, this could be part of the legislative conversation in 2027 as well.

OPPORTUNITY: BUILD ON SB 26-035

Intelligent Speed Assistance

The passage of SB 26-035 created a strong framework to build on. The most viable next step is a pilot program with DMV to allow drivers to opt into intelligent speed assistance rather than face license suspension. Framing this as a voluntary, technology-forward alternative should ease opposition and position MADD Colorado at the leading edge of a national conversation on speed management technology.

OPPORTUNITY: EARLY ENGAGEMENT NEEDED

Automated License Plate Reader Legislation

Senator Amabile, the lead sponsor of SB 26-070, has already signaled she will bring ALPR legislation again in 2027. Several other states have versions of this that work for both safety advocates and law enforcement. The window to shape this bill is before introduction. MADD Colorado's interest is in ensuring any ALPR restrictions do not impair law enforcement's ability to investigate impaired driving crashes and fatalities. Early engagement with the sponsor's office, using other-state models as a starting point, gives MADD Colorado the best chance to steer the conversation toward a framework that works.

DEFENSIVE: MONITOR

Prison Reform and Sentencing Pressure

Budget pressure and prison capacity issues will continue to drive efforts to expand parole, increase community corrections placements, and reduce incarceration. MADD Colorado should monitor closely and be prepared to engage on any proposals that would create additional early release pathways for DUI-related offenders or further erode the Victim Rights Act protections that victims of impaired driving depend on.

DEFENSIVE: MONITOR

THC Beverage Regulation

SB 26-164 was postponed indefinitely 9-0 in committee, but the underlying policy question — whether and how to regulate THC-infused beverages sold through retail alcohol channels — is not going away. Cannabis impairment is a growing contributor to crash fatalities in Colorado. Any regulatory framework that meaningfully expands the retail footprint and accessibility of THC products raises the risk of impaired driving. MADD Colorado should develop a clear policy position on THC beverage regulation and be prepared to engage when this issue returns.

OPPORTUNITY: NEW LEGISLATIVE CONCEPT FOR MADD COLORADO

Auto Insurance Minimum Increases

Colorado has not raised its minimum auto liability limits since 2003. MADD Colorado's interest in this issue is direct: the victims of impaired driving crashes are among those most harmed by inadequate minimum liability coverage. When a drunk or drugged driver carries only minimum coverage and causes a catastrophic crash, the victim is left without adequate compensation for medical bills, lost income, and long-term care. Strengthening minimum liability limits and made-whole protections would materially improve outcomes for impaired driving victims and survivors.

STRATEGIC QUESTION

Budget and TABOR Reform

The state budget will remain a dominating constraint at the legislature for the foreseeable future. Several of the solutions MADD Colorado wants to see — particularly in enforcement, victim services, and treatment infrastructure — will continue to face fiscal barriers without structural change. The November 2026 ballot will include a TABOR/education funding measure. Depending on the outcome, the fiscal landscape for 2027 could look meaningfully different. MADD Colorado should monitor ballot outcomes and be prepared to reassess its 2027 legislative priorities accordingly.