



2026 Colorado Legislative Session Report

*Prepared for MADD Colorado
by Lanzer Strategies LLC*



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

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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 was a driving force 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. (Bills must have at least 33 votes to pass the House.) 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 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. As of 2026, Colorado is one of just five states with a 100/100 rating according to MADD's *Ignition Interlock Report*.

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. The 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 led by The White Line, 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 with The White Line, Bicycle Colorado, and the Colorado State Patrol to secure 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 bill may return in the future.

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.



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
- Bills opposed: 3 total
 - Passed: 1
 - Failed: 2



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

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.

For each bill, this summary identifies key statutory changes, operative provisions, prime sponsors, final vote totals, and MADD Colorado's role.

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 Sponsors: 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, recruited 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 may return in the future.

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 26-1430: 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.

Outcome: HB 26-1430 passed 64-35 (Senate 22-13 / House 42-22). The bill's contingency provisions would have only been activated if Initiative 175 had passed on the November 2026 ballot. Ultimately, Initiative 175 was withdrawn from the ballot, a success for the coalition supporting HB26-1430.

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 26-072: 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 26-115: Post-Conviction Relief for Certain Offenders [OPPOSED]

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 26-176: 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: Passed (1)				
SB26-115	Monitor	Post-Conviction Relief for Certain Offenders	Julie Gonzales (D); Mike Weissman (D); Javier Mabrey (D); Jennifer Bacon (D)	Passed
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 (33)				
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

Bill	Position	Title	Sponsors	Status
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
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 Espenoza (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

Bill	Position	Title	Sponsors	Status
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
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 Espenoza (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
SB26-118	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

Bill	Position	Title	Sponsors	Status
HB26-1097	Monitor	Register & Drive Surplus Military Vehicles	Carlos Barron (R); Byron Pelton (R)	Failed
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