



Fiscal Note

Legislative Council Staff

Nonpartisan Services for Colorado's Legislature

HB 25-1290: TRANSIT WORKER ASSAULT & FUNDING FOR TRAINING

Prime Sponsors:

Rep. Lindstedt; Valdez
Sen. Mullica; Kirkmeyer

Fiscal Analyst:

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Bill Outcome: Signed into Law

Drafting number: LLS 25-0367

Version: Final Fiscal Note

Date: July 1, 2025

Fiscal note status: The final fiscal note reflects the enacted bill.

Summary Information

Overview. The bill modifies the crime of harassment to include interfering with a transit worker and allows the Regional Transportation District to receive Proposition 130 funding.

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

- Minimal State Revenue
- Minimal State Workload
- Local Government
- Statutory Public Entity

Appropriations. No appropriation is required.

Table 1
State Fiscal Impacts

| Type of Impact | Budget Year FY 2025-26 | Out Year FY 2026-27 |
|-------------------------|---------------------------|------------------------|
| State Revenue | \$0 | \$0 |
| State Expenditures | \$0 | \$0 |
| Transferred Funds | \$0 | \$0 |
| Change in TABOR Refunds | \$0 | \$0 |
| Change in State FTE | 0.0 FTE | 0.0 FTE |

Summary of Legislation

The bill modifies the class 1 misdemeanor for harassment to include wrongfully interfering with a transit worker performing a lawful duty. The bill also adds harassment of a transit worker to the Victim Right's Act.

The bill makes the Regional Transportation District eligible to receive funds from the Peace Officer Training and Support Fund, which was implemented through Senate Bill 25-310 as required by Proposition 130, a ballot initiative passed in 2024 that required the state to provide \$350 million in additional state funding to law enforcement agencies and personnel.

Comparable Crime Analysis

Legislative Council Staff is required to include certain information in the fiscal note for any bill that creates a new crime, changes the classification of an existing crime, or creates a new factual basis for an existing crime. The following section outlines crimes that are comparable to the offense in this bill and discusses assumptions on future rates of criminal convictions resulting from the bill.

Prior Conviction Data and Assumptions

This bill modifies the existing offense of harassment, a class 1 misdemeanor, by adding wrongfully interfering with a transit worker performing a lawful duty. To form an estimate on the prevalence of this modification, the fiscal note analyzed the existing offense of third degree assault against a first responder as a comparable crime. From FY 2021-22 to FY 2023-24, 322 individuals have been convicted and sentenced for this offense, or 107 per year. Of the persons convicted, 225 were male, 96 were female, and 1 did not have a gender identified. Demographically, 233 were White, 53 were Black/African American, 19 were Hispanic, 3 were Asian, 6 were American Indian, 6 were classified as "Other," and 2 did not have a race identified.

This analysis assumes that the offense in the bill will be less prevalent than assault against first responders, based on the limited area in which transit workers conduct their work, and that some of these actions may already be charged under current law. As a result, the analysis assumes there will be minimal or no additional case filings or convictions for the offense as modified by the bill. Visit leg.colorado.gov/fiscalnotes for more information about criminal justice costs in fiscal notes.

State Revenue and Expenditures

Based on the assumptions above, this analysis assumes that there will be a minimal impact on state revenue and expenditures. Under the bill, criminal fines and court fees, which are subject to TABOR, may increase by a minimal amount. Similarly, any increase in workload and costs for the Judicial Department, including the trial courts, Division of Probation, and agencies that provide representation to indigent persons, are assumed to be minimal and no change in appropriations is required.

Local Government

Similar to the state, it is expected that any workload or cost decreases for district attorneys to prosecute more offenses, or for county jails to imprison more individuals under the bill will be minimal. District attorney offices and county jails are funded by counties.

Statutory Public Entity

If the Regional Transportation District receives additional revenue from the Peace Officer Training and Support Fund, its expenditures will increase proportionally.

Effective Date

The bill was signed into law by the Governor on June 2, 2025, and takes effect on August 6, 2025, assuming no referendum petition is filed.

State and Local Government Contacts

District Attorneys

Public Safety

Judicial

Regional Transportation District