February 23, 2026

The Honorable Chair Senator Lisa Cutter, Vice Chair Senator Matt Ball
Senate Committee on Transportation & Energy
Colorado General Assembly
200 E Colfax Avenue
Denver, CO 80203

Re: SB26-003 – End-of-Life Management of Electric Vehicle Batteries

Dear Committee Chair Cutter, Vice Chair Ball, and Members of the Committee,

The Automotive Recyclers Association (ARA) appreciates the opportunity to provide testimony on SB 26-003, which is a bill seeking to establish a responsible end-of-life vehicle battery framework. ARA supports the intent of this legislation and finds it necessary to develop a workable framework to address the responsible end-of-life management of propulsion batteries. Automotive recyclers are primary participants in Colorado's vehicle recycling ecosystem and are responsible for sourcing, depolluting, and maximizing the useful life of every vehicle and its components – thereby creating a self-sufficient circular economy. Each year, approximately 330,000 vehicles reach end-of-life in Colorado, and professional automotive recyclers process the majority of them in compliance with local, state, and federal law. As electric vehicles and high-voltage vehicle batteries become ever more common in the marketplace, recyclers are increasingly the first downstream custodians of high-voltage propulsion batteries.

Today, the downstream propulsion battery market lacks transparency, consistent pricing signals, and clear responsibility for stranded or negative-value batteries. In many cases, the cost to safely store, transport, or recycle a battery may exceed its economic value. Without a clear statutory framework, this creates significant safety risks and economic uncertainty for secondary handlers, while also undermining broader environmental objectives.

Over the past several months, ARA has participated in a multi-stakeholder working group that includes vehicle manufacturers, recyclers, and environmental organizations. That process has produced a balanced framework designed to improve safety, provide market stability, and ensure that batteries are managed according to the highest and best use.

A successful end-of-life battery framework should:

- Codify a battery management hierarchy that prioritizes reuse, repurposing, and remanufacturing before recycling.

- Require producers to provide easily interpretable and accessible state of health (SOH) and state of charge (SOC) information to ensure safe handling and informed downstream decision-making.

- Establish a clear producer backstop for stranded or negative-value batteries, ensuring that responsibility is assigned when no viable secondary market outlet exists.

- Preserve a competitive market for battery reuse and recycling, rather than unintentionally consolidating control or limiting lawful market activity.

ARA respectfully requests targeted amendments to SB 26-003 to reflect this consensus-based framework. These refinements will strengthen the bill, reduce unintended consequences, and ensure that the legislation is durable and workable in real-world market conditions.

ARA remains committed to working collaboratively with all stakeholders and the Committee to ensure Colorado adopts a framework that enhances safety, supports environmental goals, and promotes long-term market stability.

Thank you for your consideration.

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To the members of the Colorado Senate Transportation & Energy Committee,

I am writing to show my support for SB26-003, the "Battery Stewardship Act" which deals with the end-of-life management of electric vehicle (EV) batteries.

Despite irresponsible and dangerous disinformation and lies from oil and gas companies and the Federal government (POTUS, EPA, DoE, DoC, etc.), climate change is real and is happening now; its existence is independent of ideology. Colorado is seeing undeniable increases in climate change effects such as wildfires, droughts, and pollution, which are caused primarily by the use and extraction of fossil fuels.

The Rise of Electric Vehicles

Because of public concern over these issues, Coloradans are taking positive steps to move away from fossil fuels and their resulting damage to the climate, environment, and general health of all our residents.

Relevant to this bill, our state is seeing a rapid increase in the number of EV's. According to the Colorado Energy Office, nearly 1 in 3 cars sold in Colorado from July 1 to Sept. 30, 2025 were EV's, and Colorado has surpassed 210,000 EV registrations. Across all of 2025, EVs made up 27.3% of sales. In fact, the 3rd quarter numbers mark the highest single-quarter percentage for any state, surpassing 4th quarter 2025 when Colorado reached 31.5% EV market share.

What Do We Do With the EV Batteries?

But the electrification of cars and trucks will need to accelerate to avoid the most severe impacts of global warming. This is a good thing, but does require advanced planning for dealing with the responsibilities of EV usage. One of these is what to do with the large, complicated, and even dangerous battery packs which power the EV's.

When an EV comes off the road, its battery pack must be processed in some way. Potential end-of-life pathways include reusing the battery in other applications (“second life”), recycling the battery’s materials, and disposal. Even if a battery is reused, eventually its materials need to be recycled or disposed of safely and cleanly.

When an EV battery pack reaches the end of its useful life in a vehicle, it is still likely to retain more than two-thirds of its initial energy storage capacity; for example, the range of an EV may decrease from 300 miles to 200 miles. In some cases, such batteries could be refurbished for use in shorter-range vehicles or in lower-power applications such as battery storage of wind- and solar-generated electricity or Uninterruptible Power Supply (UPS) support for critical infrastructures.

Recycling and National Security

Most newer EV's use lithium-ion batteries; many older ones use other "rare-earth" metals and critical components. These include cobalt, lithium, nickel, manganese, aluminum, copper, and graphite. Most of these materials are sourced from other countries, some of which currently have strained relations with the US, such as China, Russia, Ukraine, Brazil, and the Democratic Republic of the Congo.

In addition, mining is infamous for dangerous working conditions and environmental destruction.

Assuming 95 percent collection and recovery of the relevant metals as an upper bound, as well as a shift toward low-cobalt and no-cobalt chemistries, the United States could meet about 30 to 40

percent of the anticipated material demand for passenger EVs with recycled battery materials by 2035.

Widespread battery recycling can create a more stable domestic source of materials for battery production, increase employment, reduce the demand for raw materials, and minimize the risks of geopolitical disruptions of the supply chain. Recycled materials from used batteries could meet a significant portion of new demand in the future without having to rely on foreign powers.

Summary

Colorado can follow the lead of other public policy initiatives. For example, China recently enacted extensive policy and guidelines for recycling EV batteries and promoting second-life uses. The policy directs manufacturers to design batteries that enable easier recycling and to provide technical information on proper storage and management. China also places responsibility for recycling on the vehicle manufacturer, known as “extended producer responsibility.” This of course sounds very similar to what SB26-003 is proposing to do.

So the Battery Stewardship Act would do the following:

- Require battery manufacturer responsibility.
- Increase American self-reliance and Colorado’s prestige.
- Reduce reliance on newly mined minerals from foreign countries.
- Decrease the risk of fire and explosions due to mismanaged retired batteries.
- Regulate the market for retired EV batteries to lower the overall cost of electrification.

This is eminently logical and positive for our state.

I volunteer at the Eco-Cycle Center for Hard-to-Recycle Materials (CHaRM) in Boulder, and I am very proud of the good work we do to recycle plastics, metals, mattresses, appliances, and other material that would otherwise end up in landfills. I would love for Eco-Cycle to be involved in recycling batteries of all types.

Therefore, I urge the members of the Senate Transportation & Energy Committee to support this bill.

Thank you,

Eric Levine
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February 16, 2026

Much of the information here is taken from analyses done by the Union of Concerned Scientists, https://www.ucs.org.

Senate Transportation & Energy

02/25/2026 01:30 PM

SB26-003 End-of-Life Management of Elec Vehicle Batteries

Typed Text of Testimony Submitted

Name, Position, Representing	**Typed Text of Testimony**
Tyler Quick For themself	Dear members of the Transportation and Energy Committee, My name is Tyler Quick, and I am an educator living in Westminster on a limited income. In 2022, I took advantage of the tax credits provided by the Biden Administration to purchase a used 2019 Hyundai Ioniq for an incredibly cheap price. From 2019-22, I had been relying solely on public transportation because of my budget and environmental concerns with owning a gas-powered vehicle. My Ioniq has been life changing because of its affordability. More importantly, it's been a source of pride for me because of how it allows me to travel without increasing my carbon footprint. Often, electric vehicles are written off as toys for the rich. But my electric vehicle has empowered me as a working-class educator. However, as my EV's battery life diminishes, I have serious concerns about how the discarded battery will affect my community and how I will afford a replacement. Expanding the "Battery Stewardship Act" to include propulsion batteries is an excellent decision that would alleviate many of my concerns. Thus, I urge you all to vote yes on SB26-003. Discarded batteries should be recycled whenever possible. This removes contamination from our community. It lessens the overall environmental impact on sensitive around the world in which precious metals are mined for batteries. It also will, if anything, reduce the price of these batteries for consumers while minimally disrupting the auto industry. With tax credits and other friendly policies under assault from the administration in Washington, working class EV owners deserve opportunities to partake cheaply

	fairly in the green economy. I hope that you will pass this important bill to help us out. Thank you.
Liz Mauro For themself	Dear Senators, I am writing to support SB 003 to ensure safe recycling of EV batteries. I am a landfill manager on the western slope and I want to tell you about an incident we had in 2023 with a 300lb lithium EV battery. The battery had been hidden in a dumpster and was picked up by a front-load compactor truck, when the truck emptied its load at the landfill the load was on fire. Our staff were able to use equipment to separate the large battery from the rest of the trash and we had to dump 60 tons of snow and ice onto it to contain the fire. We are very lucky that it was winter otherwise we might not have been able to contain the fire. A few days later we dug it out to see what it was, and it was a lithium EV car battery. Again we were lucky that the serial numbers had not burned off and were visible; the hauler was able to use the serial numbers to find that the battery was from an Audi. A battery recycler quoted the hauler $18,000.00 to recycle the battery. That's $60 per pound which we were told is the rate required to recycle a damaged lithium battery. The hauler was able to convince the local Audi dealership to take the battery and deal with it themselves to avoid negative publicity about the incident. However, if the serial numbers had been burned off, or if the dealership would not have taken it, the waste hauler would have been stuck with the cost of recycling that battery, and at a price of $18,000 each that is not acceptable even once. Haulers and landfills cannot absorb these costs, so without this legislation we would have to raise prices to be prepared to pay huge amounts of money to deal with these batteries and that is not fair to our customers and the public. The companies profiting from selling these batteries must be made to take responsibility for the end-of-life of their products so that they are easily recycled and no one tries to hide them in the trash. Thank you for your time.
Ingrid Moore For themself	I support a YES vote on this bill. The bill provides a rational method for disposition of expended EV batteries that will otherwise have to be dealt with at the point of disposal, costing society way more than this planned approach. This bill assigns the costs to those entities who are profiting from the product, not society at large. Arguing that this bill increases costs up

	front ignores the fact that the costs are borne by society otherwise, and are much higher and environmentally costly, if done after the batteries are discarded. In fact, discarded batteries may never get recycled if not mandated by a plan such as this bill proposes. Please vote YES to pass this important bill.

Re: **SB26-003 End of Life Management of Elect Vehicle Batteries** – February 23, 2026

To: Senate Sponsors Lisa Cutter, Katie Wallace
House Sponsors Kyle Brown, Rebekah Stewart
Senate Transportation & Energy Committee Members:
Senators Lisa Cutter, Matt Ball, Mark Baisley, Marc Catlin, Tony Exum,
William Lindstedt, Kyle Mullica, Byron Pelton, Tom Sullivan

Thank you for the good work towards reducing the pollution in our communities and towards meeting emission goals to reduce climate change impacts on our neighbors.

I advocate for the reduction of emissions and waste that cause our communities to be polluted, and for development of cost-effective producer responsibility programs.

Having experience developing a packaging producer responsibility program in California for a wine making business, I understand the magnitude of change that producer responsibility programs bring to the producer businesses. I also understand the benefits that a cost-effective producer responsibility program can bring to both the businesses and the community. For example, the packaging producer responsibility program in California will bring additional recycling of packaging for the community, and consistency of recycled materials that can be used as new product feedstock to the business.

As a private citizen I urge you to approve SB26-003:

1. Establishing a program for recycling electric vehicle batteries will benefit our community vs. the potential for used batteries to be disposed of and/or handled in an uncontrolled manner, that risks contamination of our soil and waterways.
2. Used electrical vehicle batteries, if collected/managed programmatically, could be reused as supplemental storage in building electrification. The University of California Davis Winery Sustainability program has proven that used vehicle batteries redeployed in winery energy management was advantageous from the cost perspective: as it enables the ability for the business to move use from a higher cost peak rate time to lower cost time.
3. Establishing a local program for recycling electric vehicle batteries will also likely support additional jobs for our communities.

Sincerely,

Ted Wells
President ClimateUnified.org