



May 6, 2026

The Honorable Chair Woodrow, Vice Chair Titone
House Committee on Finance
Colorado General Assembly
200 E Colfax Avenue
Denver, CO 80203

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

Dear Committee Chair Woodrow, Vice Chair Titone, and Members of the Committee,

The Automotive Recyclers Association (ARA) appreciates the opportunity to provide testimony in strong support of SB 26-003, which is a bill seeking to establish a responsible end-of-life vehicle battery framework. SB26-003 helps to guarantee that the positive environmental benefits of vehicle electrification are not undermined by unsafe and irresponsible end-of-life battery management.

ARA, and its 20 plus member businesses in the State of Colorado, supports this important piece of legislation because it creates a workable framework to address the systemic challenges that propulsion vehicle batteries are causing Colorado’s vehicle recycling infrastructure. 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 market-driven circular economy. Each year, approximately 330,000 vehicles reach end-of-life in Colorado, and professional automotive recyclers process the majority of them. 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.

Why Colorado Needs a Propulsion Battery Framework

The Problem:

High-voltage vehicle batteries are becoming increasingly common in the manufacture of new vehicles and can be found in hybrid, electric, and plug-in-hybrid vehicles. While these technologies deliver clear benefits such as increased performance and reduced emissions, they also introduce significant downstream risks for the businesses responsible for managing vehicles at end-of-life.

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 recycling value. Without a clear statutory framework to address these structural challenges, those within the vehicle recycling industry face



significant workplace safety risks when working with potentially compromised high-voltage vehicle batteries that may result in serious injury and/or death. In addition, lack of transparent end-markets for batteries (some that may have negative recycling values) create an environment that may cause batteries to be stranded and improperly disposed of.

What SB26-003 Solves:

SB26-003 provides a well-calibrated solution to the structural risks high-voltage vehicle batteries are creating for the existing automotive recycling infrastructure within the state. SB 26-003 creates a system that appropriately measures costs with the need to protect the environment. SB26-003 gives Colorado the ability to design a system that works before problems scale dramatically. SB26-003's framework does the following:

- Protects workers and communities from the risks of battery-initiated fire events
- Prevents costly environmental harm associated with irresponsible battery handling and disposal, which becomes more likely to occur when a battery may cost a significant amount of money to responsibly recycle. Colorado has previously experienced similar downstream challenges involving negative-value automotive waste streams such as waste tires.
- Provides no-cost, turnkey solutions for stranded batteries that cannot be reused, repaired, repurposed, or remanufactured
- Supports and leverages the State's existing automotive recycling infrastructure and incentivizes a market-based approach to recycling, which has been successful for over a century.

Conclusion:

Colorado has a narrow window for addressing these rapidly growing challenges that threaten safety, the public, local businesses, and the environment. SB26-003 positions Colorado to proactively address emerging battery management challenges before they become public safety and environmental liabilities.

Respectfully submitted,

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Respectfully,

Norman Wright, Government Affairs Committee Chair
Colorado Automotive Recyclers

Colorado SB 003 GM Testimony

Hello Committee Members. My name is Todd Rouse and I'm the Environmental Policy Manager for General Motors.

Since August 2025, a coalition of members in the battery lifecycle supply chain have been working together on model state bill language to ensure electric vehicle propulsion batteries are responsibly managed and ultimately recycled at the end of their useful life. This coalition consists of representatives from auto manufacturers, auto dismantlers, battery recyclers and trade associations. Working together, our coalition has developed a program modeled after a similar battery collection system implemented in Canada, which resulted in draft bill language for this unique industry at a time when ensuring a favorable environment for both electric vehicle sales and the development of a healthy battery recycling industry in the U.S. and North America is most important.

Upon learning of SB 003 from Senate Sponsors Cutter and Wallace, the coalition presented our ideas to Western Resource Advocates and the Union of Concerned Scientists, and to their credit, they decided to work with us in the development of the bill you see today. We've spent countless hours together over the past many months working through these concepts with an eye toward a fiscally responsible and functionally achievable bill. Both sides – our supply chain coalition and WRA/UCS negotiated in good faith and the resulting SB 003 is a reflection of that work. Of course, the real win here is that the bill provides a path and resources to ensure batteries reach recyclers and not landfills. As a company, General Motors is committed to ensuring propulsion batteries are recycled at the end of their useful life, and supporting the development of a domestic battery circular economy, which is crucial for our future. For these reasons, GM supports Senate Bill 003.