Date of Hearing: August 5, 2026

ASSEMBLY COMMITTEE ON APPROPRIATIONS
Buffy Wicks, Chair
SB 1010 (Ashby) – As Amended June 11, 2026

Policy Committee: Environmental Safety and Toxic Materials Vote: 5 - 2

Urgency: No State Mandated Local Program: Yes Reimbursable: No

SUMMARY:

This bill updates the requirements for managing discarded major appliances under the Certified Appliance Recycler (CAR) program, managed by the Department of Toxic Substances Control (DTSC).

Specifically, this bill, among other things:

1) Requires a CAR, and any person who transports, delivers, or sells discarded major appliances to a scrap recycling facility that is also a CAR, to provide specified information related to the recycling of major appliances to DTSC.

2) Requires a person wishing to operate as a CAR, as part of their initial or renewal application to DTSC, to additionally (a) include a description of the facility, including how and where the materials requiring special handling (MRSH) will be stored and managed onsite and (b) register with the certified unified program agency (CUPA), if there is one in the applicant's jurisdiction.

3) Requires DTSC to, in addition to existing requirements, visit the applicant's facility before issuing a certificate to an applicant wishing to operate as CAR.

4) Requires the CUPA, upon issuance of a certificate to be a CAR for a facility within the CUPA's jurisdiction, to, as soon as practicable, but no later than six months after issuance of the certificate, inspect the CAR's facility for compliance with requirements of the hazardous waste control law (HWCL) and the requirements for being a CAR.

5) Authorizes DTSC to impose a fee on an applicant for the initial certification to become a CAR, and on a CAR for renewal, to cover DTSC's reasonable and actual regulatory costs for implementing the requirements of the CAR program, including the adoption of regulations.

6) Prohibits, except under specified conditions, a scrap recycling facility from accepting a discarded major appliance from anyone other than a CAR.

7) Requires a scrap recycling facility to document each appliance it receives and confirm that the MRSH have been removed from the appliance and requires the scrap recycling facility to report this information annually to DTSC.

8) Specifies that a violation of the CAR program is a violation of the HWCL.

9) Requires DTSC to (a) post a list of CARs on its website and (b) on and after January 1, 2028, post on its website the number of appliances, by type, processed by a CAR each year, as well as the number of appliances, by type, accepted by a scrap recycling facility, as specified.

FISCAL EFFECT:

1) DTSC asserts this bill makes substantial changes to its CAR program and estimates ongoing annual costs of $8.2 million for 27 positions for implementation and oversight activities, including regulation development and adoption, increased enforcement activity, inspections (DTSC receives between 70 and 100 CAR certification or renewal requests annually), fee establishment and administration, documentation receipt and review, and information technology system development. DTSC notes these costs would be split between the Hazardous Waste Control Account (HWCA) and the Hazardous Waste Facilities Account (HWFA). HWCA is supported by the generation and handling (G&H) fee and HWFA is supported by the facility fee, set annually by the Board of Environmental Safety, based on DTSC's budget and fund balance. An increase in expenditures from HWCA and HWFA will result in an increase to both the G&H and facility fees.

   It is not clear the extent to which fees on CAR applicants and on CARs, as authorized by this bill, may offset the department's ongoing implementation and enforcement costs.

2) By imposing additional requirements on CUPAs (local agencies certified by the Secretary of the California Environmental Protection Agency to implement and enforce specific hazardous waste and hazardous materials management regulatory programs, referred to as the "unified program"), this bill creates a state-mandated local program. Generally speaking, a CUPA has the authority to impose a fee on regulated entities to recover the necessary and reasonable costs to administer the unified program. Therefore, any increased costs incurred by the CUPAs to implement this bill are likely not reimbursable by the state. However, if the Commission on State Mandates determines this bill's requirements to be a reimbursable state mandate, the state would need to reimburse these costs to CUPAs.

COMMENTS:

1) **Purpose.** According to the author:

   > SB 1010 establishes oversight of California's [CAR] program by improving reporting, inspections, and certification requirements. This bill provides regulators with better information on appliance recycling standards and helps ensure hazardous materials are properly removed and managed before appliances are recycled. In doing so, SB 1010 promotes safer handling practices for workers who manage and recover these materials.

2) **Background.** Appliances are valuable sources of scrap metal when they become obsolete or are no longer needed. However, some appliance components contain materials that may be harmful to human health and the environment if they are not properly removed and managed prior to recycling; these harmful materials are referred to as MRSH. Because major appliances might be hazardous, California law requires such appliances, and certain materials within those appliances, be properly removed and managed.

A person wishing to remove MRSH from major appliances must be certified by DTSC. The department may issue a CAR certificate to an applicant who submits an application containing specified information, including an adequate description of the applicant's ability to properly remove and manage all MRSH.

Writing in support, a coalition of organizations argues that while existing law prohibits the disposal or landfilling of metallic waste, such as large appliances, many units are not properly processed to recover all the hazardous components. The coalition writes:

> These components must be removed by [CARs] regulated by [DTSC] under the CAR program. This is the classic "ban without a plan" situation that leaves the waste industry without funding for safe management to final disposition for covered products and increasing occurrences of illegal dumping.
>
> SB 1010 provides a funding mechanism for CAR oversight through a certification fee and additional authority to use those funds on enforcement. Expanding enforcement authority ensures these appliances, and their components, are safely managed and DTSC has funding and authority to fully enforce on all businesses managing household cooling appliances.

Writing in an oppose-unless-amended position, the Recycled Materials Association – West Coast Chapter notes it has some outstanding concerns with the bill language – although the letter does not specify what those concerns are – and that they continue to work with the author's office to rectify those concerns.

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