APPENDIX A

PROPOSED DIESEL PARTICULATE MATTER CONTROL MEASURE FOR ON-ROAD HEAVY-DUTY DIESEL-FUELED VEHICLES OWNED OR OPERATED BY PUBLIC AGENCIES AND UTILITIES

Adopt article 4 within chapter 3, division 3, title 13, California Code of Regulations, and new sections, 2022 and 2022.1, to read as follows: (Note: The entire text of sections 2022 and 2022.1 set forth below is new language proposed to be added to the California Code of Regulations.)

Section 2022. Diesel Particulate Matter Control Measure for Municipality or Utility On-road Heavy-Duty Diesel-fueled Vehicles

(a) **Scope and Applicability**. Sections 2022 and 2022.1 apply to any municipality or utility that owns, leases, or operates an on-road diesel-fueled heavy-duty vehicle with a 1960 to 2006 model-year medium heavy-duty or heavy heavy-duty engine and manufacturer's gross vehicle weight rating greater than 14,000 pounds. These sections do not apply to a vehicle subject to the solid waste collection vehicle rule commencing with title 13, California Code of Regulations, section 2021 or to the fleet rule for transit agencies commencing with section 2023, or to a school bus as defined in Vehicle Code section 545, or to a military tactical support vehicle, as described in title 13, California Code of Regulations, section 1905 and title 40, Code of Federal Regulations, Part 86, section 1785, or off-road vehicles as described in title 13, California Code of Regulations, sections 2401, 2421, 2411 and 2432.

(b) **Definitions**. The definitions in section 2020 shall apply to sections 2022 and 2022.1. In addition, the following definitions apply only to sections 2022 and 2022.1.

"Dedicated Snow Removal Vehicle" means a vehicle that has permanently affixed snow removal equipment such as a snow blower or auger and is operated exclusively to perform snow removal operations.

"Low-Population County" means a county with a population of less than 125,000, based upon the California Department of Finance estimates as of July 1, 2005, and as listed in Table 2 of title 13, California Code of Regulations section 2022.1.

"Low Usage Vehicle" means a vehicle that is operated for fewer than 1000 miles or 50 hours per year, based on a five-year rolling mileage or engine-hour average.

"Low-Population County Low Usage Vehicle" means a vehicle that is owned or operated by a municipality or utility located in a low-population county and is operated, based on a five-year rolling mileage or engine hour average for fewer than 3000 miles or 150 hours, excluding mileage or engine hours used during snow removal operations.

"Retirement" or "Retire" means an engine or vehicle subject to this rule that will be withdrawn from a municipality or utility fleet in California, or that meets the provisions of title 13, California Code of Regulations, section 2022.1(b) if it is transferred to a fleet

within California. The engine may be sold outside of California, scrapped, converted for use in a low usage vehicle or low population county low usage vehicle.

“Total Fleet” means the total of a municipality’s or utility’s on-road heavy-duty vehicles with a 1960 to 2006 model year medium heavy-duty or heavy heavy-duty engine and a manufacturer’s gross vehicle weight rating greater than 14,000 pounds, excluding low usage vehicles; low-population county, low usage vehicles; dedicated snow-removal vehicles; and gasoline fueled vehicles[1].

“Utility” means a privately-owned company that provides the same or similar services for water, natural gas, and electricity as a public utility operated by a municipality.

NOTE: Authority cited: Sections 39600 and 39601, Health and Safety Code. Reference: Sections 39002, 39003, 39655, 39656, 39657, 39658, 39659, 39660, 39661, 39662, 39664, 39665, 39667, 39669, 39674, 39675, 43000, 43013, 43018, 43101, 43102, 43104, 43105, and 43700, Health and Safety Code.

[1] Gasoline vehicles that do not meet the best available control technology (BACT) requirements specified in title 13, California Code of Regulations, section 2022.1(b)(3) are excluded from the total fleet calculation.

Section 2022.1. Determining Compliance for a Municipality or Utility.

(a) **Compliance Requirements.** Beginning with the applicable effective dates, a municipality or utility is required to comply with this diesel particulate matter control measure for each vehicle in its total fleet. Compliance requires all of the following:

(1) Use of a best available control technology for each vehicle in the total fleet as specified in subsection (b);

(2) Implementation for each vehicle in the total fleet as specified in subsection (c);

(3) If a compliance deadline extension is granted by the Executive Officer per subsection (d), the municipality or utility shall be deemed to be in compliance as specified by the Executive Officer's authorization;

(4) Special circumstances must be followed as specified in subsection (e);

(5) Records must be kept as specified in subsection (f); and

(6) Continuous compliance: municipality or utility is required to keep each vehicle in compliance with this regulation, once it is in compliance, so long as the municipality or utility is operating the vehicle in California.

(b) **Best Available Control Technology**. Each municipality or utility shall use one of the following best available control technologies on each applicable vehicle in its total fleet as required by the implementation schedule in subsection (c):

(1) An engine or power system certified to the optional 0.01 g/bhp-hr particulate emission standard as specified in title 13, California Code of Regulations, section 1956.8(a)(2), or the 0.01 g/bhp-hr particulate emission standard as specified in title 13, California Code of Regulations, section 1956.8(a), as appropriate for the engine's model year; or

(2) An engine or power system certified to the 0.10 g/bhp-hr particulate emission standard, as specified in title 13, California Code of Regulations, section 1956.8, used in conjunction with the highest level diesel emission control strategy as defined in subsection (b)(4) applied by the implementation schedule in subsection (c); or

(3) An alternative fuel engine, heavy-duty pilot ignition engine, or gasoline engine; model year 2004 – 2006 alternative fuel engines must be certified to the optional, reduced emission standards as specified in title 13, California Code of Regulations, section 1956.8 (a)(2)(A); gasoline engines must be certified to the emission standards as specified in title 13,

California Code of Regulations, for heavy-duty Otto-cycle engines used in heavy-duty vehicles over 14,000 pounds gross vehicle weight, sections 1956.8(c)(1)(B) and 1976(b)(1)(F); or

(4) The highest level diesel emission control strategy per title 13, California Code of Regulations, section 2702 (f), Table 1, that is verified for a specific engine to reduce diesel particulate matter and which the diesel-emission-control strategy manufacturer or authorized dealer agrees can be used on a specific engine and fleet-vehicle combination, without jeopardizing the original engine warranty in effect at the time of application.

(c) **Implementation Schedule**.

(1) A municipality or utility shall comply with the schedule in Table 1 - Implementation Schedule for a Municipal and Utility Total-Fleet Vehicle, 1960 to 2006 Model-Year Engines for the specified percentage of vehicles by each applicable compliance deadline.

Table 1 - Implementation Schedule for a Municipal and Utility Total-Fleet Vehicle, 1960 to 2006 Model-Year Engines.

Group	Engine Model Years	Percentage of Group to Use Best Available Control Technology[b]	Compliance Deadline, As of December 31st
1[a]	1960 – 1987	20 60 100	2007 2009 2011
2	1988 – 2002	20 60 100	2006 2008 2010
3	2003 – 2006 (Includes dual-fuel and bi-fuel engines)	50 100	2009 2010

[a]An owner may not use Level 1 technology as classified pursuant to title 13, California Code of Regulations section 2700, as best available control technology on a Group 1 engine or vehicle.

(2) Municipality or Utility Located in a Low-Population County. A municipality or utility that is headquartered in a county in Table 2 may elect to follow the option in Table 3 below in lieu of the implementation schedule in Table 1.

Table 2 – Low-Population Counties

COUNTY	Population as of July 1, 2005
ALPINE	1,300
AMADOR	37,600
CALAVERAS	47,800
COLUSA	24,200
DEL NORTE	31,500
GLENN	31,800
INYO	18,800
LAKE	69,200
LASSEN	39,800
MARIPOSA	19,600
MEDOCINO	95,500
MODOC	10,100
MONO	14,200
NEVADA	106,300
PLUMAS	21,900
SAN BENITO	63,600
SIERRA	3,700
SISKIYOU	47,200
SUTTER	90,400
TEHAMA	63,400
TRINITY	13,800
TUOLUMNE	62,200
YUBA	66,000

Table 3 - Implementation Schedule for a Municipality or Utility Located in a Low-Population County.

Group	Engine Model Years	Percentage of Group to Use Best Available Control Technology[a]	Compliance Deadline, as of December 31st
1	1960 – 1987	20 40 60 80 100	2009 2011 2013 2015 2017
2	1988 – 2002	20 40 60 80 100	2008 2010 2012 2014 2016
3	2003 – 2006 (Includes dual-fuel and bi-fuel engines)	20 40 60 80 100	2011 2012 2013 2014 2015

(3) Accelerated Turnover Option for Municipality or Utility Located in a Low-Population County. A municipality or utility headquartered in a county listed in Table 2 may elect to follow the option in Table 4 below in lieu of the implementation schedules in Table 1 or 3.

Table 4 – Accelerated Turnover Option for a Municipality or Utility Located in a Low-Population County

Engine Model Year	Fleet Percent to Repower with a 1994 or newer engine	Compliance Date as of Dec 31st	Percent of Fleet to use BACT	Compliance Date as of Dec 31st
1960 –1993	100%	2020	100%	2025
1994 - 2006	N/A	N/A	100%	2025

(4) Calculating Number of Total Fleet Vehicles Required for Implementation. A municipality or utility shall calculate the size of its total fleet as of January 1st of each year where a compliance deadline is applicable, ($\#MUV_{\text{by group}}$) based on the model year of each engine ($\#Vehicles_{\text{by group}}$) plus the number of vehicles removed from the model-year group by retirement in prior years, beginning with January 1 of the initial applicable compliance deadline year for each group ($TotRetire_{\text{by group}}$), and determine the number of vehicles required for implementation as follows. If a vehicle has left the total-fleet for reasons other than retirement, it may not be included in this calculation.

$$\mathbf{\#MUV_{by\ group} = \#Vehicles_{by\ group} + TotRetire_{by\ group}}$$

(A) The municipality or utility shall determine the total number of vehicles required to be in compliance by the compliance deadline in Table 1 ($TotVeh_{\text{by group}}$) by multiplying "Percentage of Group to Use Best Available Control Technology" ($Group\%BACT_{\text{by group}}$) for that year by the sum of the number of vehicles in an engine model year group ($\#MUV_{\text{by group}}$) as in this following expression:

$$\mathbf{TotVeh_{by\ group} = (Group\%BACT)_{by\ group} \times (\#MUV)_{by\ group}}$$

(B) After the first compliance deadline for each group, the municipality or utility shall determine the additional number of vehicles to be brought into compliance each year when a compliance deadline is applicable ($TotAddComp_{\text{by group}}$) by subtracting the number of vehicles brought into compliance since the earliest compliance deadline using the method listed in subsection (b) ($TotBACT_{\text{by group}}$) or by retirement ($TotRetire_{\text{by group}}$) from the total number of vehicles required to be in compliance ($TotVeh_{\text{by group}}$), as in the following expression. If a vehicle has left the total-fleet for reasons other than retirement, it may not be included in this calculation.

$$\mathbf{TotAddComp_{by\ group} = TotVeh_{by\ group} - TotBACT_{by\ group} - TotRetire_{by\ group}}$$

(C) Notwithstanding subsection (B) above, in the 100 percent compliance deadline year for each engine model-year group, the municipality or utility shall bring the remaining vehicles into compliance.

(D) If the $TotVeh_{\text{by group}}$ or $TotAddComp_{\text{by group}}$ is not equal to a whole number, the municipality or utility shall round up a whole number when the fractional part of $TotAddComp_{\text{by group}}$ is greater than 0.5, and round down if less than 0.5.

(d) **Compliance Extensions**. A municipality or utility may be granted an extension to a compliance deadline specified in subsection (c) for one of the following reasons:

(1) Compliance Extension Based on Early Implementation. A municipality or utility shall be granted an extension based on compliance with one or more of the following early implementation schedules, provided the Executive Officer has received a letter by the applicable early compliance deadline stating the municipality's or utility's intent to comply with one of the following conditions and meets the requirements set forth in paragraphs (A) or (B):

(A) If a municipality or utility has implemented best available control technology on fifty percent or more of its Group 1 vehicles in its total fleet by December 31, 2007, then the municipality or utility may delay the intermediate and final compliance deadlines for the remaining Group 1 vehicles to July 1, 2012.

(B) If a municipality or utility has implemented best available control technology on fifty percent or more of its Group 2 vehicles in its total fleet by December 31, 2006, then the municipality or utility may delay the intermediate and final compliance deadlines for the remaining Group 2 vehicles to July 1, 2011.

(C) For purposes of complying with this section, a municipality or utility may count a vehicle that meets the requirements of section 2022.1(b) as of January 1, 2005, in its calculation for determining early compliance.

(2) Compliance Extension Based on No Verified Diesel Emission Control Strategy. If the Executive Officer has not verified a diesel emission control strategy, or one is not commercially available, for a particular engine and vehicle combination, an annual extension in compliance may be granted by the Executive Officer under one of the conditions specified below:

(A) Executive Officer Compliance Extension. The Executive Officer shall grant a blanket one-year compliance extension if a diesel emission control strategy is not verified for an engine ten months prior to each compliance deadline specified in subsection (c).

(i) For a Group 1 engine for which there is no verified diesel emission control strategy, the Executive Officer shall grant a one-year extension, after which the municipality or utility shall comply with subsection (b). If no diesel emission control strategy for the engine is verified during the extension period, the Executive Officer shall grant an additional one year extension. The executive Officer may grant one-year extensions until December 31, 2012, (or December

31, 2018 for a municipality or utility located in a low population county), after which the municipality or utility shall comply with subsection (b).

(ii) For a Group 2 engine for which there is no verified diesel emission control strategy, the Executive Officer shall grant a one-year extension, after which the municipality or utility shall comply with subsection (b). If no diesel emission control strategy for the engine is verified during the extension period, the Executive Officer shall grant an additional one-year extension. The Executive Officer may grant one-year extensions until December 31, 2011, (or December 31, 2017 for a municipality or utility located in a low-population county), after which the municipality or utility shall comply with subsection (b)

(B) Municipality or Utility Application Compliance Extension. A municipality or utility may apply to the Executive Officer for a compliance extension for an engine six months prior to each compliance deadline specified in subsection (c). The municipality or utility shall apply a diesel emission control strategy to each engine as required before requesting this extension. The municipality or utility shall meet the following application conditions and documentation requirements by providing the following to the Executive Officer:

(i) Identification of each engine, by vehicle identification number; engine manufacturer, model-year, family, and series; and type of vehicle for which no diesel emission control strategy has been verified; or

(ii) Identification of each engine, by vehicle identification number; engine manufacturer, model year, family, and series; and type of vehicle for which a specific diesel emission control strategy would void the original engine warranty and a statement from the engine manufacturer or authorized dealer stating the original engine warranty would be voided; or

(iii) Identification of each engine and vehicle combination, by vehicle identification number; engine manufacturer, model-year, family, and series; and type of vehicle for which no diesel emission control strategy is commercially available and a list of manufacturers that have been contacted, with the manufacturers' responses to a request to purchase; and

(iv) A description of the reason for the request for a compliance extension for each engine or engine and fleet-vehicle combination; and

(v) A copy of the statement of compliance as required in subsection (f)(1)(I); and

(vi) Submission of the application for compliance extension to the Executive Officer no later than July 31 annually beginning 2006. For a Group 1 engine, the Executive Officer will accept an annual compliance-extension application until July 31, 2011, (or July 31, 2017, for a municipality or utility located in a low-population county, after which the municipality or utility shall comply with subsection (b) by December 31, 2012, (or December 31, 2018, for a municipality or utility located in a low-population county.) The Executive Officer will only grant one compliance extension for an engine in Group 1. For a Group 2 engine, the Executive Officer will accept an annual compliance extension application until July 31, 2010, (or July 31, 2016, for a municipality or utility located in a low-population county), after which the municipality or utility shall comply with subsection (b) by December 31, 2011, (or December 31, 2017, for a municipality or utility located in a low-population county.)

(3) Compliance Extension for a Municipality or Utility that Operates a Dual-Fuel or Bi-Fuel Engine. A municipality or utility may delay implementation of a Group 1 or 2 dual-fuel or bi-fuel engine to the Group 3 compliance deadlines.

(4) Compliance Extension for an Engine Near Retirement. If a municipality or utility has applied best available control technology to all engines as required, and the next engine subject to implementation under subsection (c) is scheduled to be retired from the total fleet within one year of the applicable compliance deadline, then the municipality or utility shall be exempted from applying the best available control technology as defined in subsection (b) to that engine for a maximum of one year, provided documentation of the expected retirement date is kept in records as specified in subsection (f) and the engine is retired by the stated anticipated date.

(5) Use of Experimental Diesel Emission Control Strategy. A municipality or utility may use an experimental diesel emission control strategy provided by, or operated by, the manufacturer in no more than 20 vehicles, or ten percent of its total fleet, whichever is less, for testing and evaluation purposes. The municipality or utility shall keep documentation of this use in records as specified in subsection (f). Each vehicle will be considered to be in compliance for the duration of the experiment to a maximum of two years. The municipality or utility must bring the vehicle into compliance within six months of the end of the testing and evaluation

period. No experimental diesel emission control strategy may be used on a vehicle after December 31, 2012.

(6) Accelerated Turnover Option. A municipality or utility located in a low-population county may follow the accelerated turnover option provided in subsection (c)(3), provided the Executive Officer has received a letter by the July 31, 2008, stating the municipality's or utility's intent to comply with this option.

(e) **Diesel Emission Control Strategy Special Circumstances**. A municipality or utility shall maintain the original level of best available control technology on each engine once that engine is in compliance, and is not required to upgrade to a higher level of best available control technology, except under specified special circumstances, as follows:

(1) Fuel Strategy Diesel Emission Control Strategy.

(A) If a municipality or utility determines that the highest level diesel emission control strategy for a small percentage of their fleet would be a level 2 fuel-based strategy, and implementation of this diesel emission control strategy would require installation of a dedicated storage tank, then a municipality or utility shall request prior approval from the Executive Officer to allow use of a lower level diesel emission control strategy; or

(B) If a municipality or utility elects to use fuel-based diesel emission control strategy across its fleet, and some vehicles can use a level 3 hardware diesel emission control strategy, then a municipality or utility shall request prior approval from the Executive Officer to allow use of a lower level diesel emission control strategy. This provision is only available if a minimum level 2 diesel emission control strategy is used.

(2) Diesel Emission Control Strategy Failure or Damage. In the event of a failure or damage of a diesel emission control strategy, the following conditions apply:

(A) Failure or Damage During the Warranty Period. If a diesel emission control strategy fails or is damaged within its warranty period and the diesel emission control strategy manufacturer or authorized dealer determines it can not be repaired, the municipality or utility shall replace the diesel emission control strategy with either the same level diesel emission control strategy or another best available control technology as defined in subsection (b).

(B) Failure or Damage Outside of Warranty Period. If a diesel emission control strategy fails or is damaged outside of its warranty period, and it cannot be repaired, the municipality or utility shall apply the best available

control technology at the time of replacement, as defined in subsection (b).

(3) Discontinuation of Fuel Verified as a Diesel Emission Control Strategy. If a municipality or utility discontinues use of a fuel verified as a diesel emission control strategy, the municipality or utility shall apply best available control technology within 30 days of the date of discontinuation or submit a compliance plan to the Executive Officer no later than 30 days after discontinuation that demonstrates how the municipality or utility will bring the vehicles into compliance within six months of the date of discontinuance.

(4) Limited Use of Level 1 Diesel Emission Control Strategy. If a Level 1 diesel emission control strategy is identified as the best available control technology pursuant to subsection (b), a municipality or utility is subject to the following limitations:

(A) Group 1. A municipality or utility may not use a Level 1 diesel emission control strategy on any Group 1 engine, except that a municipality with its total fleet located in a low-population county (Table 2) may use a Level 1 diesel emission control strategy on a Group 1 engine.

(B) Group 2. A municipality or utility may use a Level 1 diesel emission control strategy in a Group 2 engine for up to ten years, after which the municipality or utility shall replace the Level 1 diesel emission control strategy with the best available control technology from subsection (b), except that a Level 1 diesel emission control strategy cannot be installed or the vehicle is owned/operated by a municipality or utility located in a low-population county.

(C) Group 3. A municipality or utility may use a Level 1 diesel emission control strategy in a Group 3 engine for up to five years, after which the municipality or utility shall replace the Level 1 diesel emission control strategy with the best available control technology from subsection (b), except that a Level 1 diesel emission control strategy cannot be installed or the vehicle is owned/operated by a municipality or utility located in a low-population county.

(f) **Record Keeping Requirement**. A municipality or utility shall maintain the following records. The municipality or utility shall provide the following records upon request to an agent or employee of the Air Resources Board for all vehicles in its total fleet subject to compliance with this regulation.

(1) Records Accessible at Terminal. The municipality or utility shall keep the following records accessible either in hard-copy format or as computer

records at the terminal where a vehicle normally resides beginning December 31, 2006:

(A) A list by vehicle identification number of vehicles identifying each vehicle type; engine manufacturer, model-year, family, and series; and status as a total-fleet or low-usage vehicle; and

(B) Correlated to each vehicle, the installed diesel emission control strategy family name, its serial number, manufacturer, installation date, and if using a Level 1 or Level 2 verified diesel emission control strategy, the reason for the choice; and

(C) Records of maintenance for each installed diesel emission control strategy; and

(D) For fuel or fuel additives used as a diesel emission control strategy, the most recent two years' worth of records of purchase that demonstrate usage; and

(E) For each low usage vehicle, or low population county low-usage vehicle, as of December of each year beginning 2006, mileage records correlated to the information in paragraph (1)(A) above; and

(F) If a municipality or utility is located in a low-population county, documentation affirming that the vehicle is not operated at any time in a metropolitan statistical area as defined by the U.S. Census Bureau; and

(G) For each engine for which a municipality or utility is claiming an exemption pursuant to paragraph (d)(4), the retirement date correlated to the information in paragraph (1)(A) above; and

(H) For each engine for which a municipality or utility is claiming an extension pursuant to paragraph (d)(5), the records of the test plan, including start and end dates of the experiment; diesel emission control strategy manufacturer name and contact information (representative, address, and phone number); name and type of experimental diesel matter emission control strategy; and targeted data to be generated by experiment and correlated to the information in paragraph (1)(A) above; and

(I) For each engine for which a municipality or utility located in a low-population county is following the accelerated turnover path in Table 3, the date of each engine repower correlated to the information in paragraph (1)(A) above; and

(J) A statement of compliance, prepared beginning December 31, 2006, and renewed each December 31, thereafter until December 31, 2012, with low-population counties continuing until December 31, 2018, certifying that the municipality's or utility's engines are in compliance as required, including the following:

(i) "The [insert name of municipality or utility] vehicles at terminal [insert terminal identification number or address] are in compliance with title 13, California Code of Regulations, section 2022"; and

(ii) The municipality's or utility's name, address, and business telephone; and the signature of the municipality's or utility's agent and the date signed.

(2) Records Kept in the Vehicle. For each vehicle, beginning December 31, 2006, the municipality or utility shall keep the following information affixed in the form of a legible and durable label to the driver's side door jamb, or another readily accessible location known to the driver of each vehicle:

(A) For each installed diesel emission control strategy, the diesel emission control strategy family name, and the installation date; or

(B) Engine model year and planned compliance date, and a statement that the vehicle is following the accelerated turnover option, if applicable; or

(C) Designation as a low-usage vehicle or low-population county low usage vehicle (as applicable) and the vehicle's mileage as of January 1 of each year beginning January 1, 2007; or

(D) Engine model year and terminal where the vehicle is permanently housed if the municipality or utility is located in a low-population county; or

(E) Engine model year and retirement date for an engine for which a municipality or utility is claiming an extension pursuant to paragraph (d)(4); or

(F) Engine model year and the beginning and the ending dates for the test plan of an engine for which a municipality or utility is claiming an extension pursuant to paragraph (d)(5).

(3) Each municipality or utility shall maintain these records for each vehicle until it is sold outside of the State of California or is no longer owned or operated by the municipality or utility. If ownership is transferred, the seller shall convey these records to the buyer, or a third-party sales representative.

(g) **Contractor Compliance Requirement.** In any contract for services that the municipality or utility enters that has an effective date of December 31, 2006, or later, a municipality or utility shall include language requiring the contractor to be in compliance with all applicable California air pollution control laws and regulations.

(h) **Non-Compliance**. Any violations of this section may carry civil penalties as specified in state law and regulations, including, but not limited to, Health and Safety Code Section 39674.

(1) A municipality or utility that fails to maintain the required records in paragraph (f)(1) may be subject to civil penalties of not less than $100 per day for every day past the required recordkeeping date.

(2) A municipality or utility that fails to maintain the required records in the vehicle as specified in paragraph (f)(2) may be subject to civil penalties of not less than $100 per day per vehicle for every day past the required recordkeeping date.

NOTE: Authority cited: Sections 39600, 39601, and 39658, Health and Safety Code. Reference: Sections 39002, 39003, 39655, 39656, 39657, 39658, 39659, 39660, 39661, 39662, 39664, 39665, 39667, 39669, 39674, 39675, 43000, 43013, 43018, 43101, 43102, 43104, 43105 and 43700, Health and Safety Code.