**Board of Forestry and Fire Protection**

SUPPLEMENTAL STATEMENT OF REASONS

**“Fire Safety Survey, 2019”**

**Title 14 of the California Code of Regulations (14 CCR),**

**Division 1.5, Chapter 7, Subchapter 1, Article 2**

The Board of Forestry and Fire Protection (Board) intends this Supplement to the Initial Statement of Reasons (ISOR) to reflect changes that have been made to the 45-Day proposed rule text and Initial Statement of Reasons, which was distributed on March 22, 2019.

# SPECIFIC PURPOSE OF EACH ADOPTION, AMENDMENT OR REPEAL (pursuant to GOV § 11346.2(b)(1)) AND THE RATIONALE FOR THE AGENCY’S DETERMINATION THAT EACH ADOPTION, AMENDMENT OR REPEAL IS REASONABLY NECESSARY TO CARRY OUT THE PURPOSE(S) OF THE STATUTE(S) OR OTHER PROVISIONS OF LAW THAT THE ACTION IS IMPLEMENTING, INTERPRETING OR MAKING SPECIFIC AND TO ADDRESS THE PROBLEM FOR WHICH IT IS PROPOSED (pursuant to GOV §§ 11346.2(b)(1) and 11349(a) and 1 CCR § 10(b)).

**Amend § 1267.00 Definitions**

The phrase “The following definitions apply to Title 14 of the California Code of Regulations (14 CCR), Division 1.5, Chapter 7, Subchapter 1, Article 2.” was added to the beginning of this section to clarify the applicability of these definitions. As these definitions may conflict with other definitions in this Chapter or Subchapter, a statement to the effect that these definitions only apply to this specific Subchapter and Article is required.

**Amend § 1267.01 Fire Safety Survey**

Section 1267.01(a)(i) was amended to provide greater clarity regarding the size and type of vehicles qualified as an adequate secondary egress route. Upon review of the 45-day published regulation, it was unclear which definition of “class one vehicles” from the Federal Highway Administration the regulation was referring to. The Federal Highway Administration does not have a statutory or regulatory definition for “class one vehicles,” so it was determined the most effective way to reference these vehicles would be to state their weight class. Vehicles that are 6,000 pounds or less include compact cars and other smaller passenger cars typically owned and operated for personal use (e.g., mini pickups, minivans, SUVs, utility vans, and some full sized pickups). By requiring the secondary access road to accommodate these vehicles, the Board can ensure that no specialty vehicles, such as those requiring four wheel drive or high clearances, are required to travel down this road. This ensures all residents of a subdivision can escape via the secondary route.

The phrase “e.g., two paved roads” was determined to be confusing and unnecessary. It was deleted; it was determined that the following parenthetical in this section (“e.g., a two-lane paved road and a one-lane paved road is acceptable”) provided enough clarity to the regulated public regarding what is considered an adequate secondary egress route.