



SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

TECHNICAL WORKING GROUP (TWG)

Thursday, June 18, 2015: 1:00 p.m.

SCAG Offices
818 West 7th Street, 12th Floor
Board Room
Los Angeles, CA 90017
(213) 236-1800

Teleconferencing Information: Number: 1-800-832-0736 – Participant Code: 7334636

Please use for web connection: <http://scag.adobeconnect.com/twg91814/>

AGENDA

Introductions

Receive and File

1. Meeting Summary 5-21-15 (Attachment)
2. 2016 RTP/SCS Agenda Outlook (Attachment)
3. 2016 RTP/SCS Potential Policy Committee Meetings Outlook (Attachment)

Information Items

4. 2016 RTP/SCS Transportation Finance (Annie Nam) (Attachment)
5. 2016 RTP/SCS Overview of HOV/HOT/Toll Roads/Express Lanes (Annie Nam) (Attachment)
6. California's Active Transportation Program/Cycle 2 Update (Stephen Patchan) (No Attachment)
7. Governor's Climate Change Executive Order Update (Ping Chang) (Attachment)



**SOUTHERN CALIFORNIA
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Item 1 Attachment:
Meeting Summary



TECHNICAL WORKING GROUP (TWG) May 21, 2015

Meeting Summary

The following is a summary of discussions at the Technical Working Group meeting of May 21, 2015.

Receive and File

- 1. Meeting Summary 4-16-15**
- 2. Agenda Outlook for the Development of the 2016 RTP/SCS**
- 3. 2016-2040 Potential Policy Committee Meetings Outlook**

Information Items

4. 2016-2040 RTP/SCS Preliminary Scenarios – Modeling Results

Jason Greenspan, SCAG staff, introduced Joe DiStefano, Principal, AICP, Calthorpe Analytics, who provided a preliminary scenarios overview, as well as a look at the preliminary scenarios analysis results and the outputs for the full range of metrics that the urban footprint SPM system can produce for the RTP. Mr. DiStefano emphasized that the scenarios are a unique opportunity to look at the region's responses to change and the impacts of those responses.

5. 2016 RTP/SCS Performance Measures

Ping Chang, SCAG staff, provided highlights of the proposed 2016 monitoring measures, including the monitoring measures background and considerations for 2016 monitoring measures enhancement. Mr. Chang emphasized that the focus is to achieve a more balanced set of performance measures, which can be used for monitoring purposes to align with MAP-21 requirements.

6. 2016 RTP/SCS Open House Overview and Schedule

Mark Butala, SCAG staff, provided highlights of the RTP/SCS Open House schedule.

7. 2016 RTP/SCS Overview of Aviation Program

Ryan Hall, SCAG staff, provided an overview of the regional aviation forecast. Mr. Hall also outlined the visions and goals of the 2016 Aviation Element.

8. 2016 RTP/SCS overview of Highways/Arterials

Daniel Tran, SCAG staff, provided an overview of the challenges facing the region in terms of the highway element in the RTP/SCS, including guiding principles for addressing those challenges. Mr. Tran also outlined the management philosophy towards improving the state highway system, including various transportation investments and

capital projects involved. Mr. Tran provided a brief history of the HOV system and how it has progressed over the last several years, as well as a synopsis of what to expect in the 2016 RTP/SCS.

9. 2016/RTP/SCS Progress Update on PEIR Development

Lijin Sun, SCAG staff, provided a progress update on PEIR development.



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Item 2 Attachment:
2016 RTP/SCS Agenda Outlook

Agenda Outlook for the Development of the 2016 RTP/SCS

(Note: Revised to put the outlook in chronological order as suggested at the Sept. 2014 TWG)

(Updated 2/11/15)

- Strikethrough signifies item was not covered

June 2013

- Potential approach/process, coordination between various technical working groups and policy committees, and updated overall schedule for the development of the 2016 RTP/SCS

January 2014

- System Preservation and system operation focus in the 2012 RTP/SCS and our current efforts on Pavement and Bridge condition database/management

February 2014

- System Performance Measures and MAP-21 requirements under Performance Based Planning and implications of MAP-21
- Local Input Process for Growth Forecast/Land Use (Scenario Planning) for 2016 RTP/SCS, including growth forecast and technology

March 2014

- Performance Based Planning and implications of MAP-21: Safety Performance Measures
- Overview of baseline and innovative funding sources adopted in the 2012 RTP/SCS including underlying technical assumptions/methodology/analysis under Transportation Finance
- Overview of cost assumptions/cost modal for the 2012 RTP/SCS under Transportation Finance
- Model and Tools and Datasets to be used in the 2016 RTP/SCS
- Overview of Aviation program in the 2012 RTP/SCS with a focus on ground transportation improvements

May 2014

- OCTA Draft Long Range Plan Update
- System Preservation Update
- Draft Paper on TOD benefits, challenges and best practices
- Active Transportation Program Update
- Local Input Survey Update
- MAP-21 Safety NPRM Update
- CalEnviro Screen Tool

June 2014

- SCAG Active Transportation Results from the 2011 Household Travel Survey
- 2016 RTP/SCS Modeling variables matrix
- Statewide and MPO Planning Rules NPRM Update
- California Active Transportation Program Update

July 2014

- 2016 RTP/SCS Modeling Variables Matrix

September 2014

- 2016 RTP/SCS Development Agenda Outlook
- Status of Local Input for the 2016 RTP/SCS; Growth Forecast Update
- Modeling Update
- CAL LOTS Update

October 2014

- Overview of SCS in the 2012 RTP/SCS
- Current status of SCS implementation (Local Implementation survey)
- Environmental Justice (First EJ Workshop will be held on 10/23)
- Map Collaborator Database (A web based tool to collect data and develop open space plan.)

November 2014

- Discussion on existing and proposed Performance Measures
- Role of Technology in the 2016 RTP/SCS
- Development of alternative scenarios (Scenario Planning) for 2016 RTP/SCS, including growth forecast, technology
- Emerging issues/themes that could influence 2016 SCS
- ~~Zero/Near Zero/Clean Technology Applications, including Slow Speed/ Electric Vehicle programs (Nov. 2014)~~
- ~~Emerging New Technology Applications~~

December 2014

- ~~Technical assumptions/methodology/data/analysis in the 2012 RTP/SCS~~
- ~~Potential changes in the 2016 RTP/SCS to technical assumptions/methodology/data/analysis~~
- ~~Updated forecast/land use distribution for 2016 RTP/SCS~~
- ~~Updated SCS for 2016 RTP/SCS~~
- ~~Overview of Active Transportation Strategy in the 2012 RTP/SCS~~
- ~~Progress update on Active Transportation Strategy and emerging issues and their implications to the 2016 RTP/SCS~~
- **Zero/Near Zero/Clean Technology Applications, including Slow Speed/ Electric Vehicle programs (Nov. 2014)**
- **Update on 2016 RTP/SCS Schedule**
- **Update on research and analysis for RTP/SCS strategies**

January 2015

- ~~Asset Management and Infrastructure Performance Measures~~
- ~~Overview of Goods Movement (GM) Strategy in the 2012 RTP/SCS with a focus on technical assumptions (including technology assumptions)/data/analysis~~
- ~~Progress update on the GM Strategy with focus on emerging issues and implications on the 2016 RTP/SCS~~
- ~~Technical assumptions/methodology/data/analysis in the 2012 RTP/SCS~~
- ~~Potential changes in the 2016 RTP/SCS to technical assumptions/methodology/data/analysis~~

- ~~Updated forecast/land use distribution for 2016 RTP/SCS~~
- ~~Updated SCS for 2016 RTP/SCS~~
- ~~Overview of Active Transportation Strategy in the 2012 RTP/SCS~~
- ~~Progress update on Active Transportation Strategy and emerging issues and their implications to the 2016 RTP/SCS~~
- Draft 2016-2040 RTP/SCS Datasets for two Scenarios 1) Local Input 2) Updated 2012-35 RTP/SCS and analysis relative to HQTAs, TPAs and Local Specific Plans
- Preview of the Progress Report/General Framework presentation for the 2016 RTP/SCS to be given at the February 5 Joint Regional Council/Policy Committee Meeting

February 2015

- Program EIR
- Overview of RTP/SCS Transit Element
- Overview of RTP/SCS Passenger Rail Element
- **2015 Active Transportation Program**
- **Public Health Framework for 2016-2040 RTP/SCS**
- **Environmental Justice Framework**
- **Draft Scenario Planning Matrix**
- **2015 Local Profiles Status Update**
- **Best Practices Research Project Status Update**

March 2015

- **Affordable Housing Sustainable Communities Grant Criteria**
- **Draft Scenario Matrix**
- **2016 RTP/SCS Performance Measures**
- **Asset Management and Condition Overview**
- **Active Transportation Program (ATP) Regional Guidelines**
- **2016 RTP/SCS Active Transportation Progress Update**
- **California Transportation Plan 2040**
- ~~Public Participation Plan~~

April 2015

- **Progress Update on Active Transportation and the 2016 RTP/SCS**
- **Public Health Analysis Framework**
- **Scenario Planning Model**
- ~~Overview of Goods Movement (GM) Strategy in the 2012 RTP/SCS with a focus on technical assumptions (including technology assumptions)/data/analysis~~
- ~~Progress update on the GM Strategy with focus on emerging issues and implications on the 2016 RTP/SCS~~

May 2015

- Overview of Aviation Program Update in the RTP/SCS
- **2016 RTP/SCS Performance Measures**

- Scenario Planning Model- Performance Results
- Overview of Highways/Arterials in the RTP/SCS
- 2016 RTP/SCS Workshop Overview and Schedule
- Progress update on the PEIR development for the 2016 RTP/SCS

June 2015

- 2016 RTP/SCS Transportation Finance
- **2016 RTP/SCS Overview of HOV/HOT/Toll Roads/Express Lanes**
- **California's Active Transportation Program – Cycle 2 Update**
- **Governor's Climate Change Executive Order Update**

July 2015

- Transportation Conformity
- **Overview of the PEIR for the 2016 RTP/SCS**

August 2015

- Draft 2016 RTP/SCS Document Components

Note: The Agenda Outlook is intended as a reference for TWG and is subject to change as needed and appropriate as things progress.

Legend:

Light Grey Font: Items already presented

Regular Grey Font: Future Agenda Items

Bold Face Fonts: New or revised Agenda Items



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Item 3 Attachment:
2016 RTP/SCS Policy Committee Meetings Outlook

**2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
Potential Policy Committee Meetings Outlook**

2015 Meeting Dates	Topic	Committee ¹			
		Joint	TC	CEHDC	EEC
March 5	Draft Scenario Planning Matrix		X	X	X
	Environmental Justice Framework		X	X	X
	Public Health Planning & Analysis Framework		X	X	X
	Release of Notice of Preparation of Program Environmental Impact Report (PEIR)				X
April 2	Focus on System Operation and Preservation	X			
May 7	Draft Scenario Planning and SCS Workshops Rollout	General Assembly			
June 4	Active Transportation		X		
	Rail and Transit		X		
	Regional Aviation		X		
	Regional Goods Movement		X		
	2016 South Coast Air Quality Management Plan				X
June 18	Goals/Objectives/Performance Measures	X			
	Scenario Results - Land Use/Urban Form Focus	X			
	Subject Matter Speaker: Jim Madaffer, CTC	X			
July 2	Highways/Arterials		X		
	HOV/HOT/Toll Roads/Express Lanes		X		
	Regional Aviation		X		
	Emerging Technology Consideration in 2016 RTP/SCS		X		
	Active Transportation			X	X
	Public Health			X	X
	Environmental Justice, Policy Choices & Mitigations				X
	PEIR Approaches to Mitigation Measures				X
July 23	Transportation Finance	X			
	Potential Expert Subject Matter Speakers	X			
August 6	Summary of Findings from Workshops & How Incorporated into Draft Plan	X			
	PEIR Approaches to Alternatives	X			
	Potential Expert Subject Matter Speakers	X			
September 3	Review and Consider Staff Recommendation on All Elements of Draft 2016 RTP/SCS	X			
	PEIR Findings, Draft Technical Studies, and Draft PEIR	X			
	Draft Transportation Conformity Determination	X			
	Transmittal of Draft 2016 South Coast Air Quality Management Plan Appendix IV-C	X			
October 8	Consideration of the Release of Draft PEIR and Draft 2016 RTP/SCS	X			

¹ Committee abbreviations include (in order of appearance): Joint (Joint Policy Committee); TC (Transportation Committee); CEHDC (Community, Economic & Human Development Committee); and EEC (Energy & Environment Committee).



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Item 4 Attachment:
2016 RTP/SCS Transportation Finance

Item 5 Attachment:
2016 RTP/SCS Overview of HOV/HOT/Toll Roads/
Express Lanes

2016 RTP/SCS Financial Plan Development

Key assumptions:

- 2.4% inflation rate (GDP Price Deflator)
- 1.8 to 3.9% retail sales growth (trend and CTC forecasts)
- -0.9% fuel consumption (2014 EMFAC)
- 3.2% capital costs escalation (Caltrans and U.S. Army Corps)
- 2015 FTIP (A1-7) and CTC submitted projects

Areas for further refinement:

- Refine operation, maintenance & system preservation cost projections
- Incorporate new revenue sources and potential federal reauthorization
- Continue to assess the viability of new revenue options
- Collaborate with state partners on potential pilot program testing Mileage-Based User Fees

Express Lane Network – Adopted 2012 RTP/SCS





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Item 6 (No Attachment):
California's Active Transportation Program/
Cycle 2 Update



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Item 7 Attachment:
Governor's Climate Change Executive Order Update



Office of Governor
Edmund G. Brown Jr.

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GOVERNOR BROWN ESTABLISHES MOST AMBITIOUS GREENHOUSE GAS REDUCTION TARGET IN NORTH AMERICA

4-29-2015

New California Goal Aims to Reduce Emissions 40 Percent Below 1990 Levels by 2030

SACRAMENTO - Governor Edmund G. Brown Jr. today issued an executive order to establish a California greenhouse gas reduction target of 40 percent below 1990 levels by 2030 - the most aggressive benchmark enacted by any government in North America to reduce dangerous carbon emissions over the next decade and a half.

"With this order, California sets a very high bar for itself and other states and nations, but it's one that must be reached - for this generation and generations to come," said Governor Brown.

This executive action sets the stage for the important work being done on climate change by the Legislature.

The Governor's executive order aligns California's greenhouse gas reduction targets with those of leading international governments ahead of the United Nations Climate Change Conference in Paris later this year. The 28-nation European Union, for instance, set the same target for 2030 just last October.

California is on track to meet or exceed the current target of reducing greenhouse gas emissions to 1990 levels by 2020, as established in the California Global Warming Solutions Act of 2006 (AB 32). California's new emission reduction target of 40 percent below 1990 levels by 2030 will make it possible to reach the ultimate goal of reducing emissions 80 percent under 1990 levels by 2050. This is in line with the scientifically established levels needed in the U.S. to limit global warming below 2 degrees Celsius - the warming threshold at which scientists say there will likely be major climate disruptions such as super droughts and rising sea levels.

World Leaders React

United Nations Framework Convention on Climate Change Executive Secretary Christiana Figueres:

"California and Governor Brown have clearly understood, internalised and articulated the science of climate change and today have aligned the state to the growing global understanding of the step changes and strategies needed over the coming years and decades. Resolving climate change requires a swift peaking of emissions and a deep decarbonisation of the global economy by the second half of the century. California's announcement is a realisation and a determination that will gladly resonate with other inspiring actions within the United States and around the globe. It is yet another reason for optimism in advance of the UN climate conference in Paris in December."

World Bank Group President Jim Yong Kim: "Four consecutive years of exceptional drought has brought home the harsh reality of rising global temperatures to the communities and businesses of California. There can be no substitute for aggressive national targets to reduce harmful greenhouse emissions, but the decision today by Governor Brown to set a 40 percent reduction target for 2030 is an example of climate leadership that others must follow."

Premier of Ontario, Canada Kathleen Wynne: "I applaud Governor Brown's continued leadership on climate change. This shows the important role that sub-national governments can play in shaping a strong global agreement on climate change later this year in Paris."

Former New York Mayor Michael Bloomberg: "California's 2030 goal to reduce carbon emissions is not only bold, it's necessary - for the economy and our future."

NextGen Climate Founder Tom Steyer: "When it comes to climate change, California has emerged as a global leader - proving that we don't have to choose between a healthy environment and a strong economy. Today Governor Brown took that leadership to the next level. By setting an ambitious and achievable target to reduce emissions of climate-altering pollutants 40 percent by 2030, Governor Brown is setting a course that will build upon the hundreds of thousands of good paying advanced energy jobs in California, improve the health and wellbeing of Californians and continue our global leadership to solve the greatest challenge of our generation."

Princeton University Professor Michael Oppenheimer: "Governor Brown's ground-breaking commitment not only shows that solving the climate problem goes hand-in-hand with economic growth and technology leadership, but points the way toward a climate solution for other states and the world."

Climate Adaptation

The executive order also specifically addresses the need for climate adaptation and directs state government to:

- Incorporate climate change impacts into the state's Five-Year Infrastructure Plan;
- Update the Safeguarding California Plan - the state climate adaption strategy - to identify how climate

Latest News



Governor Brown Announces Appointments
06-09-2015



Governor Brown to Attend Metropolitan Water District Board Meeting, Participate in Drought Forum Tomorrow in L.A. 06-08-2015



Governor Brown Announces Appointments
06-08-2015



Governor Brown to Speak at Climate Summit of the Americas in July 06-05-2015



Governor Brown to Speak at Climate Summit of the Americas in July 06-05-2015



Governor Brown Announces Appointments
06-05-2015



Governor Brown Signs Legislation 06-05-2015



Governor Brown to Meet with South Bay Water Leaders on Drought Tomorrow in San Jose 06-04-2015



Governor Brown Announces Appointments
06-04-2015



Governor Brown to Attend Memorial Reception for Bill Campbell 06-04-2015

change will affect California infrastructure and industry and what actions the state can take to reduce the risks posed by climate change;

- Factor climate change into state agencies' planning and investment decisions; and
- Implement measures under existing agency and departmental authority to reduce greenhouse gas emissions.

California's Response to Climate Change

In his [inaugural address](#) earlier this year, Governor Brown announced that within the next 15 years, California will increase from one-third to 50 percent our electricity derived from renewable sources; reduce today's petroleum use in cars and trucks by up to 50 percent; double the efficiency savings from existing buildings and make heating fuels cleaner; reduce the release of methane, black carbon and other potent pollutants across industries; and manage farm and rangelands, forests and wetlands so they can store carbon.

Since taking office, Governor Brown has signed accords to fight climate change with leaders from [Mexico](#), [China](#), [Canada](#), [Japan](#), [Israel](#) and [Peru](#). The Governor also [issued a groundbreaking call](#) to action with hundreds of world-renowned researchers and scientists - called the [consensus statement](#) - which translates key scientific climate findings from disparate fields into one unified document. The impacts of climate change are already being felt in California and will disproportionately impact the state's most vulnerable populations.

The text of the executive order is below:

EXECUTIVE ORDER B-30-15

WHEREAS climate change poses an ever-growing threat to the well-being, public health, natural resources, economy, and the environment of California, including loss of snowpack, drought, sea level rise, more frequent and intense wildfires, heat waves, more severe smog, and harm to natural and working lands, and these effects are already being felt in the state; and

WHEREAS the Intergovernmental Panel on Climate Change concluded in its Fifth Assessment Report, issued in 2014, that "warming of the climate system is unequivocal, and since the 1950s, many of the observed changes are unprecedented over decades to millennia" and that "continued emission of greenhouse gases will cause further warming and long-lasting changes in all components of the climate system, increasing the likelihood of severe, pervasive and irreversible impacts for people and ecosystems;" and

WHEREAS projections of climate change show that, even under the best-case scenario for global emission reductions, additional climate change impacts are inevitable, and these impacts pose tremendous risks to the state's people, agriculture, economy, infrastructure and the environment; and

WHEREAS climate change will disproportionately affect the state's most vulnerable citizens; and

WHEREAS building on decades of successful actions to reduce pollution and increase energy efficiency the California Global Warming Solutions Act of 2006 placed California at the forefront of global and national efforts to reduce the threat of climate change; and

WHEREAS the Intergovernmental Panel on Climate Change has identified limiting global warming to 2 degrees Celsius or less by 2050 as necessary to avoid potentially catastrophic climate change impacts, and remaining below this threshold requires accelerated reductions of greenhouse gas emissions; and

WHEREAS California has established greenhouse gas emission reduction targets to reduce greenhouse gas emissions to 1990 levels by 2020 and further reduce such emissions to 80 percent below 1990 levels by 2050; and

WHEREAS setting an interim target of emission reductions for 2030 is necessary to guide regulatory policy and investments in California in the midterm, and put California on the most cost-effective path for long term emission reductions; and

WHEREAS all agencies with jurisdiction over sources of greenhouse gas emissions will need to continue to develop and implement emissions reduction programs to reach the state's 2050 target and attain a level of emissions necessary to avoid dangerous climate change; and

WHEREAS taking climate change into account in planning and decision making will help the state make more informed decisions and avoid high costs in the future.

NOW, THEREFORE, I, EDMUND G. BROWN JR., Governor of the State of California, in accordance with the authority vested in me by the Constitution and statutes of the State of California, in particular Government Code sections 8567 and 8571 of the California Government Code, do hereby issue this Executive Order, effective immediately

IT IS HEREBY ORDERED THAT:

1. A new interim statewide greenhouse gas emission reduction target to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030 is established in order to ensure California meets its target of reducing greenhouse gas emissions to 80 percent below 1990 levels by 2050.

2. All state agencies with jurisdiction over sources of greenhouse gas emissions shall implement measures, pursuant to statutory authority, to achieve reductions of greenhouse gas emissions to meet the 2030 and 2050 greenhouse gas emissions reductions targets.

3. The California Air Resources Board shall update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent.

4. The California Natural Resources Agency shall update every three years the state's climate adaptation strategy, Safeguarding California, and ensure that its provisions are fully implemented. The

Safeguarding California plan will:

- Identify vulnerabilities to climate change by sector and regions, including, at a minimum, the following sectors: water, energy, transportation, public health, agriculture, emergency services, forestry, biodiversity and habitat, and ocean and coastal resources;
- Outline primary risks to residents, property, communities and natural systems from these vulnerabilities, and identify priority actions needed to reduce these risks; and
- Identify a lead agency or group of agencies to lead adaptation efforts in each sector.

5. Each sector lead will be responsible to:

- Prepare an implementation plan by September 2015 to outline the actions that will be taken as identified in Safeguarding California, and
- Report back to the California Natural Resources Agency by June 2016 on actions taken.

6. State agencies shall take climate change into account in their planning and investment decisions, and employ full life-cycle cost accounting to evaluate and compare infrastructure investments and alternatives.

7. State agencies' planning and investment shall be guided by the following principles

- Priority should be given to actions that both build climate preparedness and reduce greenhouse gas emissions;
- Where possible, flexible and adaptive approaches should be taken to prepare for uncertain climate impacts;
- Actions should protect the state's most vulnerable populations; and
- Natural infrastructure solutions should be prioritized.

8. The state's Five-Year Infrastructure Plan will take current and future climate change impacts into account in all infrastructure projects

9. The Governor's Office of Planning and Research will establish a technical, advisory group to help state agencies incorporate climate change impacts into planning and investment decisions.

10. The state will continue its rigorous climate change research program focused on understanding the impacts of climate change and how best to prepare and adapt to such impacts.

This Executive Order is not intended to create, and does not, create any rights or benefits, whether substantive or procedural, enforceable at law or in equity, against the State of California, its agencies, departments, entities, officers, employees, or any other person.

I FURTHER DIRECT that as soon as hereafter possible, this Order be filed in the Office of the Secretary of State and that widespread publicity and notice be given to this Order.

IN WITNESS WHEREOF I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 29th day of April 2015.

EDMUND G. BROWN JR.
Governor of California

ATTEST:

ALEX PADILLA
Secretary of State