

BILL: SB 741 (Blakespear, D-Encinitas)
Amended June 8, 2026
Introduced February 21, 2025

SUBJECT: SB 741 would reform and streamline the Low Carbon Transit Operations Program by simplifying allocation and reporting requirements, reducing administrative burdens on transit agencies, and providing greater flexibility for multi-year programming and ongoing transit services.

STATUS: Amended and referred to Assembly Committee on Natural Resources

SUMMARY AS OF JUNE 9, 2026:

SB 741 would reform and streamline the Low Carbon Transit Operations Program (LCTOP), a formula-based transit funding program supported by revenues from the Greenhouse Gas Reduction Fund. LCTOP provides annual funding to transit agencies for projects and programs intended to reduce greenhouse gas emissions and improve mobility.

The bill was originally introduced as a measure related to the Los Angeles – San Diego – San Luis Obispo Rail Corridor. However, following substantial amendments adopted on June 8, 2026, the bill now focuses exclusively on reforms to LCTOP. As amended, SB 741 would significantly revise the administration of the program and simplify the process through which transit agencies access and utilize program funding.

Under current law, transit agencies receiving LCTOP funding must demonstrate that each expenditure reduces greenhouse gas emissions and complies with extensive program guidelines developed by the California Department of Transportation and the California Air Resources Board. Transit agencies are also required to submit detailed allocation requests and supporting documentation before receiving funding. SB 741 would streamline these requirements by eliminating several existing approval and reporting requirements and replacing them with a simplified process under which transit agencies submit a list of services or programs proposed to be funded.

The bill would also simplify the annual allocation process by replacing existing detailed allocation requests and supporting documentation with a list of services or programs proposed to be funded. Agencies would be permitted to submit multi-year service or program lists and would report expenditures after funds have been utilized rather than undergoing extensive upfront approval requirements. The bill also clarifies that submitted program lists do not limit a transit agency's flexibility to fund services and programs consistent with local needs and priorities.

SB 741 is intended to reduce administrative burdens on transit agencies, provide greater certainty regarding funding allocations, and improve agencies' ability to administer ongoing transit programs and services. The bill seeks to modernize the program while

preserving local flexibility and simplifying the process through which transit agencies access and utilize LCTOP funding.

EFFECTS ON ORANGE COUNTY:

LCTOP is an important source of funding for the Orange County Transportation Authority (OCTA) and supports a variety of transit services, programs, and capital investments throughout Orange County. OCTA has utilized LCTOP funding for transit operations, bus purchases, the College Pass Program, and the Youth Ride Free Program, which provides free transit rides to youth throughout Orange County. Because LCTOP represents one of the few flexible state funding sources available for transit operations and fare subsidy programs, maintaining and improving the effectiveness of the program is important to OCTA's ability to provide affordable and reliable transit service.

SB 741 would simplify the process through which OCTA and other transit agencies receive and administer LCTOP funding by reducing documentation requirements, eliminating certain approval requirements, and allowing agencies to submit multi-year service and program lists. The bill would also shift the program toward a simplified reporting framework that emphasizes accountability for expenditures while reducing administrative burdens associated with annual allocation requests and expenditure approvals.

These reforms are particularly important for OCTA because the agency utilizes LCTOP funding for ongoing transit operations, fare subsidy programs, and other mobility initiatives that often continue across multiple years. By providing greater flexibility for multi-year programming and reducing administrative requirements, SB 741 would allow OCTA to focus resources on delivering transportation services and programs rather than complying with duplicative administrative processes.

This legislation is sponsored by the California Transit Association. A SUPPORT position is consistent with OCTA's 2025-26 State Legislative Platform principle to "Support removing the barriers for funding transportation projects, including allowing local agencies to advance projects with local funds when state funds are unavailable due to budgetary reasons, and allowing regions to pool federal, state, and local funds in order to limit lengthy amendment processes and streamline project delivery time." By reducing administrative requirements, simplifying the allocation process, and providing greater flexibility for multi-year programming and ongoing services, SB 741 would help transit agencies more efficiently utilize available funding while maintaining local flexibility to address transportation needs.

OCTA POSITION:

Staff recommends: SUPPORT

AMENDED IN ASSEMBLY JUNE 8, 2026

AMENDED IN SENATE APRIL 21, 2025

SENATE BILL

No. 741

Introduced by Senator Blakespear

February 21, 2025

An act to amend Section ~~30600~~ 75230 of the Public Resources Code, relating to ~~coastal resources~~: *transportation, and making an appropriation therefor.*

LEGISLATIVE COUNSEL'S DIGEST

SB 741, as amended, Blakespear. ~~Coastal resources: coastal development permit exemption: Los Angeles-San Diego-San Luis Obispo Rail Corridor~~: *Low Carbon Transit Operations Program.*

Existing law creates the Low Carbon Transit Operations Program to provide operating and capital assistance for transit agencies to reduce the emissions of greenhouse gases and improve mobility. Existing law requires the Department of Transportation to administer the program and to adopt guidelines, in coordination with the State Air Resources Board, that describe the methodologies to be used by a recipient transit agency to demonstrate that proposed expenditures will meet specified program expenditure requirements and establish the reporting requirements for documenting ongoing compliance with those expenditure requirements.

This bill would repeal the requirement for the department to adopt guidelines.

Existing law continuously appropriates a specified amount of money from the Greenhouse Gas Reduction Fund for the program and requires the Controller to allocate those moneys according to the requirements of the program. Existing law requires a recipient transit agency to

demonstrate that expenditures of program moneys allocated to the agency reduce the emission of greenhouse gases and do not supplant other sources of funds. Existing law requires moneys for the program to be expended to provide transit operating or capital assistance that directly enhances or expands transit services, increases transit mode share, or is related to the purchase of zero-emission buses, as specified. If a recipient transit agency's service area includes disadvantaged communities, as defined, existing law requires the agency to expend at least 50% of the total moneys received from the program to benefit the disadvantaged communities, as provided. Before seeking a disbursement of funds pursuant to the program, existing law requires a recipient transit agency to submit to the department a list of proposed expense types and documentation required by the guidelines that demonstrates compliance with the above-described expenditure requirements. For capital projects funded by the program, existing law requires a transit agency to specify the phases of work for which an allocation of program moneys is sought, identify sources and timing of all moneys required for those phases of work, and describe intended sources and timing of funding for subsequent phases of work, as provided. Existing law requires a recipient transit agency to provide an annual report to the department, as provided. Existing law requires the department and a recipient transit agency to comply with guidelines developed by the State Air Resources Board to ensure that the requirements of a certain investment plan are met to maximize the benefits to disadvantaged communities, as provided.

This bill would revise and recast the program to, among other things, require program funds to be expended only on maintenance or expansion of bus, rail, or ferry services, transit fare subsidies, and network and fare integration technology improvements, and would repeal the requirement related to expenditures in disadvantaged communities. By altering the permissible uses for which continuously appropriated funds may be used, the bill would make an appropriation. Before receiving program funds, the bill would require a recipient transit agency to submit to the department a list of services or programs to be funded by those funds, as specified. The bill would require the department to report to the Controller the recipient transit agencies that have submitted the list, and would, upon receipt of the report from the department, require the Controller to allocate program funds quarterly. The bill would require a recipient transit agency to report to the department on the expenditure of program funds, as specified.

The California Coastal Act of 1976, which is administered by the California Coastal Commission, requires any person wishing to perform or undertake any development in the coastal zone, as defined, to obtain a coastal development permit from a local government or the commission. Existing law exempts from that coastal development permitting process certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing highways, as provided:

This bill would expand that exemption to include certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing railroad track along the Los Angeles-San Diego-San Luis Obispo Rail Corridor, as provided:

This bill would make legislative findings and declarations as to the necessity of a special statute for the Los Angeles-San Diego-San Luis Obispo Rail Corridor:

Vote: majority^{2/3}. Appropriation: ~~no~~yes. Fiscal committee: yes. State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Section 75230 of the Public Resources Code is
2 amended to read:

3 75230. (a) The Low Carbon Transit Operations Program is
4 hereby created to provide operating and capital assistance for transit
5 agencies to reduce the emissions of greenhouse gases and improve
6 mobility, with a priority on serving disadvantaged communities.

7 (b) Funding for the program is continuously appropriated
8 pursuant to Section ~~39719~~ 39719.4 of the Health and Safety Code
9 from the Greenhouse Gas Reduction Fund established pursuant to
10 Section 16428.8 of the Government Code.

11 (c) (1) Except as provided in paragraph (2), funding shall be
12 allocated by the Controller on a formula basis consistent with the
13 requirements of this part and with Section ~~39719~~ of the Health and
14 Safety Code, part, upon a determination by the ~~Department of~~
15 ~~Transportation~~ department that the expenditures proposed by a
16 recipient transit agency meet the requirements of this part and
17 guidelines developed pursuant to this section, and that the amount
18 of funding requested is currently available.

19 (2) For the portion of funding allocated pursuant to paragraph
20 (1) under the formula set forth in Section 99314 of the Public

1 Utilities Code, the Controller shall allocate that funding for the
2 2019–20 to 2025–26, inclusive, fiscal years based on the individual
3 operator ratios described in Section 99314.10 of the Public Utilities
4 Code.

5 ~~(d) A recipient transit agency shall demonstrate that each
6 expenditure of program moneys allocated to the agency reduces
7 the emissions of greenhouse gases.~~

8 ~~(e) A recipient transit agency shall demonstrate that each
9 expenditure of program moneys does not supplant another source
10 of funds.~~

11 ~~(f) Moneys for the program shall be expended to provide transit
12 operating or capital assistance that meets any of the following:~~

13 ~~(1) Expenditures that directly enhance or expand transit service
14 by supporting new or expanded bus or rail services, new or
15 expanded waterborne transit, or expanded intermodal transit
16 facilities, and may include equipment acquisition, fueling, and
17 maintenance, and other costs to operate those services or facilities.~~

18 ~~(2) Operational expenditures that increase transit mode share.~~

19 ~~(3) Expenditures related to the purchase of zero-emission buses,
20 including electric buses, and the installation of the necessary
21 equipment and infrastructure to operate and support these
22 zero-emission buses.~~

23 ~~(g) (1) For a recipient transit agency whose service area includes
24 disadvantaged communities, as identified pursuant to Section
25 39711 of the Health and Safety Code, at least 50 percent of the
26 total moneys received pursuant to this part shall be expended on
27 projects or services that meet the requirements of subdivisions (d),
28 (e), and (f) and benefit the disadvantaged communities, as
29 identified consistent with the guidance developed by the State Air
30 Resources Board pursuant to Section 39715 of the Health and
31 Safety Code.~~

32 ~~(2) The requirement of paragraph (1) is waived if the recipient
33 transit agency expends the funding provided pursuant to this section
34 on any of the following:~~

35 ~~(A) New or expanded transit service that connects with transit
36 service serving disadvantaged communities, as identified pursuant
37 to Section 39711 of, or in low-income communities, as defined in
38 paragraph (2) of subdivision (d) of Section 39713 of, the Health
39 and Safety Code.~~

1 ~~(B) Transit fare subsidies and network and fare integration~~
2 ~~technology improvements, including, but not limited to, discounted~~
3 ~~or free student transit passes.~~

4 ~~(C) The purchase of zero-emission transit buses and supporting~~
5 ~~infrastructure.~~

6 ~~(3) Expenditures made pursuant to paragraph (2) shall be~~
7 ~~deemed to have met all applicable requirements established~~
8 ~~pursuant to Section 39713 of the Health and Safety Code.~~

9 ~~(4) This section does not require a recipient transit agency to~~
10 ~~provide individual rider data to the Department of Transportation~~
11 ~~or to the State Air Resources Board.~~

12 ~~(h) The Department of Transportation, in coordination with the~~
13 ~~State Air Resources Board, shall develop guidelines that describe~~
14 ~~the methodologies that a recipient transit agency shall use to~~
15 ~~demonstrate that proposed expenditures will meet the criteria in~~
16 ~~subdivisions (d), (e), (f), and (g) and establish the reporting~~
17 ~~requirements for documenting ongoing compliance with those~~
18 ~~criteria.~~

19 ~~(i) Chapter 3.5 (commencing with Section 11340) of Part 1 of~~
20 ~~Division 3 of Title 2 of the Government Code does not apply to~~
21 ~~the development of guidelines for the program pursuant to this~~
22 ~~section.~~

23 ~~(j) A recipient transit agency shall submit the following~~
24 ~~information to the Department of Transportation before seeking a~~
25 ~~disbursement of funds pursuant to this part:~~

26 ~~(1) A list of proposed expense types for anticipated funding~~
27 ~~levels.~~

28 ~~(2) The documentation required by the guidelines developed~~
29 ~~pursuant to this section to demonstrate compliance with~~
30 ~~subdivisions (d), (e), (f), and (g).~~

31 ~~(k) For capital projects, a recipient transit agency shall also do~~
32 ~~all of the following:~~

33 ~~(1) Specify the phases of work for which the recipient transit~~
34 ~~agency is seeking an allocation of moneys from the program.~~

35 ~~(2) Identify the sources and timing of all moneys required to~~
36 ~~undertake and complete any phase of a project for which the~~
37 ~~recipient transit agency is seeking an allocation of moneys from~~
38 ~~the program.~~

1 ~~(3) Describe intended sources and timing of funding to complete~~
 2 ~~any subsequent phases of the project, through construction or~~
 3 ~~procurement.~~

4 ~~(f) Except as specified in subdivision (m), a~~

5 *(d) Program funds shall be expended only on the following*
 6 *services and programs:*

7 *(1) Maintenance or expansion of bus, rail, or ferry services,*
 8 *including, but not limited to, equipment acquisition, vehicles,*
 9 *fueling, maintenance, and other costs to operate bus, rail, and*
 10 *ferry services.*

11 *(2) Transit fare subsidies, including, but not limited to,*
 12 *discounted and free student transit passes.*

13 *(3) Network and fare integration technology improvements.*

14 *(e) (1) Before receiving an allocation of funds pursuant to*
 15 *subdivision (c) from the Controller in a fiscal year, a recipient*
 16 *transit agency shall submit to the department a list of services or*
 17 *programs proposed to be funded with the funds. The list of services*
 18 *or programs proposed to be funded by the program may be for a*
 19 *single year or for multiple years. The list of services or programs*
 20 *proposed to be funded with the funds shall include a description*
 21 *and location of each proposed service or program. The list of*
 22 *services or programs submitted to the department shall not limit*
 23 *the flexibility of a recipient transit agency to fund services or*
 24 *programs in accordance with local needs and priorities if the*
 25 *services or programs are consistent with subdivision (d).*

26 *(2) The department shall report to the Controller a recipient*
 27 *transit agency that has submitted a list of services or programs as*
 28 *described in this subdivision and that is therefore eligible to receive*
 29 *an allocation of funds for the applicable fiscal year. The Controller,*
 30 *upon receipt of the report, shall allocate funds consistent with*
 31 *subdivision (c).*

32 *(f) For each fiscal year, a recipient transit agency receiving an*
 33 *allocation of funds pursuant to subdivision (e) shall, upon*
 34 *expending those funds, submit documentation to the department*
 35 *that includes a description and location of each completed service*
 36 *or program, and the amount of funds expended on the service or*
 37 *program.*

38 *(g) A recipient transit agency that has used program moneys for*
 39 *any type of ~~operational assistance~~ service or program allowed by*
 40 *subdivision ~~(f)~~ (d) in a previous fiscal year may use program*

1 moneys to continue the same service or program in—any *a*
 2 subsequent fiscal year if the agency can demonstrate that reductions
 3 in the emissions of greenhouse gases can be realized. *year.*

4 ~~(m) A recipient transit agency using program moneys for the~~
 5 ~~continuation of a free or reduced fare transit program shall not be~~
 6 ~~subject to subdivision (l) and may continue to use program moneys~~
 7 ~~for that purpose without any restriction to length of time. The~~
 8 ~~recipient transit agency shall submit an initial allocation request~~
 9 ~~to the department and meet all requirements of this section, except~~
 10 ~~subdivision (l). After the initial allocation for a recipient transit~~
 11 ~~agency's free or reduced fare transit program is funded pursuant~~
 12 ~~to this subdivision, the recipient transit agency shall not be required~~
 13 ~~to submit an additional allocation request for the next three fiscal~~
 14 ~~years, but instead shall provide documentation necessary to meet~~
 15 ~~the requirements of subdivision (s) and for the free or reduced fare~~
 16 ~~transit program to maintain compliance with this section as detailed~~
 17 ~~in the initial allocation request submitted to the department. A~~
 18 ~~recipient transit agency using funds for a free or reduced fare transit~~
 19 ~~program funded pursuant to this subdivision shall submit the~~
 20 ~~reports required by subdivision (s).~~

21 ~~(n) Before authorizing the disbursement of funds, the~~
 22 ~~Department of Transportation, in coordination with the State Air~~
 23 ~~Resources Board, shall determine the eligibility, in whole or in~~
 24 ~~part, of the proposed list of expense types, based on the~~
 25 ~~documentation provided by a recipient transit agency to ensure~~
 26 ~~ongoing compliance with the guidelines developed pursuant to~~
 27 ~~this section.~~

28 ~~(o) The Department of Transportation shall notify the Controller~~
 29 ~~of approved expenditures for each recipient transit agency, and~~
 30 ~~the amount of the allocation for each agency determined to be~~
 31 ~~available at that time of approval.~~

32 ~~(p)~~
 33 ~~(h) A recipient transit agency that does not submit—an~~
 34 ~~expenditure for funding a list pursuant to paragraph (1) of~~
 35 ~~subdivision (e) in a particular fiscal year may retain its funding~~
 36 ~~share, and may accumulate and use that funding share in a~~
 37 ~~subsequent fiscal year for a larger expenditure, including operating~~
 38 ~~assistance. *expenditure.* The recipient transit agency shall first~~
 39 ~~specify the number of fiscal years that it intends to retain its~~
 40 ~~funding share and the expenditure *program or service* for which~~

1 the agency intends to use these moneys. A recipient transit agency
 2 may only retain its funding share for a maximum of four fiscal
 3 years.

4 (q)

5 (i) A recipient transit agency may, in any particular fiscal year,
 6 loan or transfer its funding share to another recipient transit agency
 7 within the same region for any identified eligible ~~expenditure~~
 8 *program or service* under the program, ~~including operating~~
 9 ~~assistance; in accordance with procedures incorporated by the~~
 10 ~~Department of Transportation in the guidelines developed pursuant~~
 11 ~~to this section, which procedures shall be consistent with the~~
 12 ~~requirement in subdivision (g): developed and adopted by the~~
 13 ~~department.~~

14 (r)

15 (j) A recipient transit agency may apply to the ~~Department of~~
 16 ~~Transportation department~~ to reassign any savings of surplus
 17 moneys allocated under this section to the agency for ~~an~~
 18 ~~expenditure a program or service~~ that has been completed to
 19 another eligible ~~expenditure program or service~~ under the program,
 20 ~~including operating assistance: program.~~ A recipient transit agency
 21 may also apply to the ~~Department of Transportation department~~
 22 to reassign to another eligible ~~expenditure program or service~~ any
 23 moneys from the program previously allocated to the agency for
 24 ~~an expenditure a program or service~~ that the agency has determined
 25 is no longer a priority for the use of those moneys.

26 (s) A recipient transit agency shall provide annual reports to the
 27 Department of Transportation, in the format and manner prescribed
 28 by the department, consistent with the internal administrative
 29 procedures for the use of the fund proceeds developed by the State
 30 Air Resources Board.

31 (t) ~~The Department of Transportation and recipient transit~~
 32 ~~agencies shall comply with the guidelines developed by the State~~
 33 ~~Air Resources Board pursuant to Section 39715 of the Health and~~
 34 ~~Safety Code to ensure that the requirements of Section 39713 of~~
 35 ~~the Health and Safety Code are met to maximize the benefits to~~
 36 ~~disadvantaged communities, as identified pursuant to Section~~
 37 ~~39711 of the Health and Safety Code.~~

38 (u)

39 (k) A recipient transit agency shall comply with all applicable
 40 legal requirements, including the requirements of the California

1 Environmental Quality Act (Division 13 (commencing with Section
2 21000)), and civil rights and environmental justice obligations
3 under state and federal law. This section does not expand or extend
4 the applicability of those laws to recipient transit agencies.

5 (v)

6 (l) The audit of public transportation operator finances already
7 required under the Mills-Alquist-Deddeh Act (Chapter 4
8 (commencing with Section 99200) of Part 11 of Division 10 of
9 the Public Utilities Code) pursuant to Section 99245 of the Public
10 Utilities Code shall be expanded to include verification of receipt
11 and appropriate expenditure of moneys from the program. Each
12 recipient transit agency receiving moneys from the program in a
13 fiscal year for which an audit is conducted shall transmit a copy
14 of the audit to the ~~Department of Transportation~~, *department*, and
15 the department shall make the audits available to the Legislature
16 and the Controller for review on request.

17 (m) *Chapter 3.5 (commencing with Section 11340) of Part 1*
18 *of Division 3 of Title 2 of the Government Code does not apply to*
19 *the development of guidelines or procedures for the program*
20 *pursuant to this section.*

21 (n) *For purposes of this section, "department" means the*
22 *Department of Transportation.*

23 ~~SECTION 1. Section 30600 of the Public Resources Code is~~
24 ~~amended to read:~~

25 ~~30600. (a) Except as provided in subdivision (e), and in~~
26 ~~addition to obtaining any other permit required by law from any~~
27 ~~local government or from any state, regional, or local agency, any~~
28 ~~person, as defined in Section 21066, wishing to perform or~~
29 ~~undertake any development in the coastal zone, other than a facility~~
30 ~~subject to Section 25500, shall obtain a coastal development permit.~~

31 ~~(b) (1) Before certification of its local coastal program, a local~~
32 ~~government may, with respect to any development within its area~~
33 ~~of jurisdiction in the coastal zone and consistent with Sections~~
34 ~~30604, 30620, and 30620.5, establish procedures for the filing,~~
35 ~~processing, review, modification, approval, or denial of a coastal~~
36 ~~development permit. Those procedures may be incorporated and~~
37 ~~made a part of the procedures relating to any other appropriate~~
38 ~~land use development permit issued by the local government.~~

39 ~~(2) A coastal development permit from a local government shall~~
40 ~~not be required by this subdivision for any development on~~

1 tidelands, submerged lands, or on public trust lands, whether filled
2 or unfilled, or for any development by a public agency for which
3 a local government permit is not otherwise required.

4 ~~(e) If before certification of its local coastal program, a local
5 government does not exercise the option provided in subdivision
6 (b), or a development is not subject to the requirements of
7 subdivision (b), a coastal development permit shall be obtained
8 from the commission or from a local government as provided in
9 subdivision (d).~~

10 ~~(d) After certification of its local coastal program or pursuant
11 to Section 30600.5, a coastal development permit shall be obtained
12 from the local government as provided for in Section 30519 or
13 Section 30600.5.~~

14 ~~(e) This section does not apply to any of the following projects,
15 except that notification by the agency or public utility performing
16 any of the following projects shall be made to the commission
17 within 14 days from the date of the commencement of the project:~~

18 ~~(1) Immediate emergency work necessary to protect life or
19 property or immediate emergency repairs to public service facilities
20 necessary to maintain service as a result of a disaster in a
21 disaster-stricken area in which a state of emergency has been
22 proclaimed by the Governor pursuant to Chapter 7 (commencing
23 with Section 8550) of Division 1 of Title 2 of the Government
24 Code.~~

25 ~~(2) (A) Emergency projects undertaken, carried out, or approved
26 by a public agency to maintain, repair, or restore either of the
27 following:~~

28 ~~(i) An existing highway, as defined in Section 360 of the Vehicle
29 Code, except for a highway designated as an official state scenic
30 highway pursuant to Section 262 of the Streets and Highways
31 Code.~~

32 ~~(ii) An existing railroad track along the Los Angeles-San
33 Diego-San Luis Obispo Rail Corridor.~~

34 ~~(B) This paragraph applies only within the existing right-of-way
35 of the highway or railroad that is damaged as a result of fire, flood,
36 storm, earthquake, land subsidence, gradual earth movement, or
37 landslide, within one year of the damage.~~

38 ~~(C) This paragraph does not exempt from this section either of
39 the following:~~

1 (i) A project undertaken, carried out, or approved by a public
2 agency to expand or widen a highway or railroad facilities damaged
3 by fire, flood, storm, earthquake, land subsidence, gradual earth
4 movement, or landslide.

5 (ii) A project that would include construction of any new or
6 expanded revetment, seawall, bluff or cliff stabilization or retention
7 structure, rock slope protection, and other construction that alters
8 natural shoreline processes.

9 SEC. 2. The Legislature finds and declares that a special statute
10 is necessary and that a general statute cannot be made applicable
11 within the meaning of Section 16 of Article IV of the California
12 Constitution because of the unique economic importance of the
13 Los Angeles-San Diego-San Luis Obispo Rail Corridor associated
14 with the statewide transport of passengers and freight, requiring
15 the need to address routine repair and maintenance work in the
16 coastal zone quickly to minimize disruption while maintaining rail
17 service and constitutionally protected public access to the shoreline.