

**ASSEMBLY BILL**

**No. 40**

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**Introduced by Assembly Members Ting and Levine**

December 1, 2014

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An act to add Section 27567 to the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 40, as introduced, Ting. Golden Gate Bridge: sidewalk fees.

Existing law establishes bridge and highway districts and various regional transportation authorities and transit districts, including the Golden Gate Bridge, Highway and Transportation District, and prescribes the powers and duties of the district, including the power to fix and collect all tolls for the use of the district's property.

This bill would prohibit the district from fixing or collecting any tolls or access fees for pedestrian and bicyclist use of the Golden Gate Bridge sidewalks.

Vote: majority. Appropriation: no. Fiscal committee: no.  
State-mandated local program: no.

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

- 1 SECTION 1. Section 27567 is added to the Streets and  
2 Highways Code, to read:  
3 27567. (a) The Legislature finds and declares all of the  
4 following:  
5 (1) The Golden Gate Bridge is a treasured San Francisco Bay  
6 Area landmark, attracting visitors from around the world. As a  
7 transportation and recreation corridor, the bridge links highway

1 and trail traffic along the bay and it is crossed by tens of millions  
2 of people each year.

3 (2) Free bridge access for bicyclists and pedestrians is a tradition  
4 making the bridge a vibrant part of life in the Bay Area that is  
5 routinely enjoyed by area residents. It also provides an incentive  
6 for the use of nonvehicular forms of transportation that improve  
7 air quality, confront climate change, and encourage physical  
8 activity.

9 (3) The district was formed by the Legislature under authority  
10 of the Golden Gate Bridge and Highway Act of 1923, and was  
11 incorporated on December 4, 1928. At multiple times in recent  
12 years, the district has considered and rejected charging sidewalk  
13 fees. Sidewalk fees would directly contradict California’s  
14 commitment to reducing greenhouse gas emissions and fostering  
15 healthy, sustainable transportation strategies.

16 (4) A sidewalk fee is wrong and unfairly burdens people biking  
17 and walking. The state should work to expand access to this iconic  
18 landmark, not limit it to only those who can afford to pay. The  
19 Golden Gate Bridge sidewalks should remain free to the public.

20 (b) Notwithstanding Section 27171 or any other provision of  
21 law, the district may not fix or collect any tolls or access fees for  
22 pedestrian and bicyclist use of the Golden Gate Bridge sidewalks.