

Date of Hearing: June 21, 2021

ASSEMBLY COMMITTEE ON TRANSPORTATION

Laura Friedman, Chair

ACR 88 (O'Donnell) – As Amended June 14, 2021

SUBJECT: Long Beach International Gateway Bridge

SUMMARY: Designates the portion of State Route 710 in the City of Long Beach, from post mile R3.773 to post mile R5.452R, covering the full length of State Bridge number 53-3000, as the Long Beach International Gateway Bridge.

EXISTING LAW: Assigns the Department of Transportation (Caltrans) the responsibility of operating and maintaining state highways. This includes the installation and maintenance of highway signs.

FISCAL EFFECT: Unknown, but the measure requests that Caltrans determine the cost of appropriate signage consistent with requirements for the state highway system, and only erect the appropriate signage upon receiving donations from non-state sources covering the cost.

COMMENTS: The City of Long Beach is the seventh most populous city in California and serves as a major cultural and economic center in the “Gateway Cities” region. The City of Long Beach is home to the Port of Long Beach, the second largest container port in the United States, moving 8,100,000 containers’ worth of cargo in 2020. The Port of Long Beach serves as a local, regional, and statewide economic engine with a direct and statewide economic impact of \$28.9 billion to California’s gross domestic product in 2017. The Port of Long Beach supports 2,600,000 jobs throughout the United States that are dependent on trade traveling through the port, as well as directly supporting 576,000 jobs in the five-county southern California region alone.

The Port of Long Beach was connected to the nation’s highway system through the Gerald Desmond Bridge that saw 15% of all containerized cargo imported into the United States cross its length during the peak of its use. The Gerald Desmond Bridge was not designed to accommodate this level of traffic going over it, or modern container ships passing under it, with the bridge’s maximum vertical clearance of only 155 feet.

To better serve this significant amount of economic traffic, the Port of Long Beach has partnered with the Department of Transportation, the Los Angeles County Metropolitan Transportation Authority, and the United States Department of Transportation to initiate the Gerald Desmond Bridge Replacement Project (project). The project has led to the construction of a new bridge to better accommodate the passage of the 68,000 vehicles expected to cross it every day. This replacement bridge also provides up to 205 feet of clearance for the massive container ships passing under the bridge.

This new bridge should carry a name that reflects the role the bridge plays in economically connecting the City of Long Beach and the United States to the rest of the world through the Port of Long Beach.

According to the author, “The City of Long Beach is home to the Port of Long Beach, the 2nd largest container port in the US. The Port serves as an economic engine connecting Long Beach,

California and the rest of the United States to international ports throughout the world. To meet the intense traffic needs created by port operations, the Port of Long Beach partnered with Caltrans, LA Metro, and the US Department of Transportation to construct a state of the art bridge with more lanes and a higher clearance for cargo ships passing below. Now that the bridge is complete and operational, it should carry a name that reflects the role it plays in economically connecting the City of Long Beach and the United States to the rest of the world through the Port of Long Beach. ACR 88 does that by naming this new bridge the Long Beach International Gateway Bridge.

REGISTERED SUPPORT / OPPOSITION:**Support**

None on file.

Opposition

None on file.

Analysis Prepared by: Julia Kingsley / TRANS. / (916) 319-2093