

CITY OF LOS ANGELES
INTERDEPARTMENTAL CORRESPONDENCE

Date: December 4, 2025

To: Street and Transportation Projects Oversight Committee
Matthew W Szabo, Office of the City Administrative Officer (CAO), Chair
Sharon Tso, Chief Legislative Analyst (CLA)
Randall Winston, Office of the Mayor (Mayor)

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Bridge Improvement Division, Bureau of Engineering

Subject: **THE BUREAU OF ENGINEERING FISCAL YEAR (FY) 2025-2026
MOBILITY AND LA RIVER PROJECTS - GLENDALE BOULEVARD-
HYPERION AVENUE BRIDGE IMPROVEMENT PROJECT: STAFFING
AUTHORIZATION FOR FISCAL YEAR 2025-26**

RECOMMENDATION:

Approve five (5) full-time resolution authority positions: one (1) Senior Civil Engineer, two (2) Civil Engineers, one (1) Senior Management Analyst I, and one (1) Civil Engineering Associate III, from the period January 1, 2026, through June 30, 2026. These positions are subject to allocation by the Personnel Department and paygrade determination by the Office of the City Administrative Officer and will provide construction management services on the Glendale-Hyperion Bridge Improvement project as detailed in this report.

BACKGROUND:

The Bureau of Engineering requests authority to employ five (5) full-time resolution authority positions to provide construction management services for the Glendale-Hyperion Bridge Improvement project (Project).

The Project is a \$240 million federally-funded initiative to seismically retrofit and rehabilitate the structurally vulnerable bridge complex at Glendale Boulevard and Hyperion Avenue, serving the Silver Lake and Atwater Village communities. Caltrans has recently issued a Construction Federal Authorization (E-76) for the Project with a modified grant total of \$240 million. This amount includes construction costs, contingency, and construction engineering. The Project requires extensive coordination with the California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA), and multiple regulatory agencies, as well as oversight of a highly complex construction contract.

The City Council previously approved acceptance of federal grant funds and authorized the required local match and cash flow resources under Council File No. 05-0173-S1.

The Project was awarded on November 26, 2025, and construction is expected to begin in February 2026.

Due to federal reporting requirements, Caltrans oversight, and compliance obligations under the Highway Bridge Program (HBP), dedicated staffing is necessary. Based on experience with comparable federally funded projects, a minimum of five (5) full-time positions are required to ensure timely and successful project delivery. A detailed staffing plan is provided below.

Staffing costs will be reimbursed at a rate of 88.53% by the Caltrans Federal Highway Bridge Program (HBP) and 5.27% by the State Proposition 1B program for all HBP-eligible Construction Engineering expenses, in accordance with the approved Federal Construction Authorization (E-76). The remaining 6.20% of staffing costs, along with miscellaneous indirect costs, will be funded through the SB1 Road Maintenance and Rehabilitation Fund (59V). This fund has been designated by the CAO in the 2025-2026 Adopted Budget to serve as the local match and provide front-funding for the Project. Future year appropriations for the Project will be determined through the annual budget process and will require approval from the Mayor and City Council.

PROPOSED STAFFING PLAN

That the City Council, subject to the approval of the Mayor:

Approve, by resolution, the employment of the following five (5) positions from January 1, 2026, through June 30, 2026, subject to allocation by the Personnel Department and paygrade determination by the City Administrative Officer, to support the Glendale-Hyperion Bridge Improvement Project.

Bureau of Engineering – Proposed Positions

No.	Code	Class Title
1	9485-0	Senior Civil Engineer
2	7237-0	Civil Engineer
1	9171-1	Senior Management Analyst I
1	7246-3	Civil Engineering Associate III
5		

FISCAL IMPACT

There is no impact to the General Fund. All costs for these positions will be fully reimbursed by the Federal Highway Bridge Program, the State Proposition 1B Local Bridge Seismic Retrofit Program, and SB1 Road Maintenance and Rehabilitation Fund.

STPOC Glendale-Hyperion Bridge Staffing Plan
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CONCLUSION

The Glendale-Hyperion Bridge is a critical corridor and has been identified as seismically deficient. Immediate staffing is required to manage construction and satisfy federal oversight requirements. Without these positions, the City risks:

- **Public Safety:** Ongoing use of a seismically vulnerable structure.
- **Funding:** Risk of losing \$240 million in federal and state funds.
- **Delays:** Higher project costs and extended community traffic impacts.

Timely approval of the requested positions for this Project will enable the Bureau of Engineering to keep the Project on schedule, reduce the risk of losing Federal and State funds for this Project, and improve public safety in the Silver Lake and Atwater Village communities upon completion of the Project.

cc: Salyna Cun, Office of the City Administrative Officer
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