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June 18, 2025

The Honorable City Council
c/o Petty F. Santos
Office of the City Clerk
Room 360, City Hall

COUNCIL FILE NO. 05-0173 – GLENDALE-HYPERION BRIDGE IMPROVEMENT PROJECT - FUNDING AUTHORIZATION AND CONSTRUCTION AWARD APPROVAL

SUMMARY

This report seeks Council approval to finalize financial authority and commitments necessary to award the construction contract for the Glendale-Hyperion Bridge Improvement Project and execute required agreements with Caltrans and other funding agencies.

The Fiscal Year (FY) 2025-26 Adopted Budget allocates \$30 million to the project under the Physical Plant Capital and Technology Improvement Expenditure Program (CTIEP). Additional funding will be required across the project's five-year construction duration for cash flow and local match in accordance with the Grant Agreement administered by Caltrans (Agreement).

RECOMMENDATION

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

- APPROVE the Caltrans funding offer for the total construction budget of \$250,589,865.60, which includes contingency and construction engineering costs.
- AUTHORIZE the City Engineer to finalize negotiations and execute the Highway Bridge Program (HBP) High-Cost Commitment Letter with Caltrans and to issue an updated Agreement.
- AUTHORIZE the \$17,742,657.58 in local match funds as required under the Agreement.
- AUTHORIZE the Controller to transfer funds, in any amount up to the total balance of the HBP Funding Agreement over the life of the project, to Account No. TBD, Fund 59V, Department 50, or to any other City Department and appropriation account as necessary to implement the Agreement.

- AUTHORIZE up to \$102,000,000 in front funding, from sources to be identified by the City Administrative Officer (CAO), to support project cash flow, with the understanding that these costs will be fully reimbursable from federal and state sources.
- AUTHORIZE the City Engineer to make technical changes to these recommendations.

BACKGROUND

The Glendale Boulevard-Hyperion Avenue Viaduct Complex, known locally as the Glendale-Hyperion Bridge, was completed in 1929 by noted bridge designer Merrill Butler to connect Atwater Village with central Los Angeles. The bridge complex is designated as a Los Angeles Historic-Cultural Monument. The Glendale-Hyperion Bridge Improvement Project will upgrade the structure to withstand an earthquake event and extend its useful life, restore the bridge's historical appearance, and improve circulation and safety for people driving, biking, walking, and rolling. The project scope includes seismically retrofitting and rehabilitating the viaduct complex, restoring and preserving historic elements, realigning the I-5 northbound off-ramp to improve local circulation, adding bicycle lanes, improving ADA accessibility for pedestrians, and creating green space with water quality features. The bridge will remain open for traffic during construction and the nearby Red Car Pedestrian Bridge will serve as a temporary pedestrian detour.

DISCUSSION

On July 24, 2024, two bids were received for the project. Stacy Witbeck submitted the lowest bid at \$208,824,888, followed by Steve Rados at \$211,419,892. On September 30, 2024, Caltrans District 7, the project sponsor, issued a funding offer through the HBP and Proposition 1B (Prop 1B) Seismic Bond. The funding offer is itemized below.

Table 1: Caltrans Funding Offer

Bid Amount	\$ 208,824,888.00
Contingency (10%)	\$ 20,882,488.80
Construction Engineering (10%)	\$ 20,882,488.80
Total Participating Amount	\$ 250,589,865.60
HBP Funding (88.53%)	\$ 221,847,208.02
Prop 1B Funding	\$ 11,000,000.00
City Local Match	\$ 17,742,657.58

As part of the Caltrans funding offer, the City must adhere to the following three restrictions:

- The City's funding for construction, which includes contingency and construction engineering, is capped at \$250,589,865.60, with no opportunity to request additional funds,
- Annual reimbursements are limited to a maximum of \$20 million, and
- Reimbursement for interest incurred on borrowed funds will not be provided.

Due to the length of time the project has been in development, Caltrans has extended funding terms that were applicable at the time of the start of their sponsorship of the project. If the City were to apply to the Highway Bridge Program today, the total award would be capped at a much lower amount due to the current funding terms of the program and the City's share of costs would be significantly higher. Should the City decline to proceed with the project, the current funding offer will not be available in the future.

The City Council approved \$30 million in the FY 2025–26 Budget, but allocations have not yet been identified for subsequent years. Projected cash flow needs are detailed in the attachment.

FISCAL IMPACT

The City commits to a financial obligation of \$250,589,865.60 for the Project's construction, including contingency and construction engineering, to be covered in advance of annual state and federal reimbursements. The City's financial responsibility will decline over time as reimbursements are received. Financing and interest costs are not eligible for reimbursement under HBP guidelines.

Based on the Bureau of Engineering (BOE)'s annual construction expenditure projections, the project will require \$102,000,000 in front funding to maintain contractor cash flow until federal and state reimbursements are received. The Account information is to be determined and shall reference Fund 59V and Department No. 50.

Respectfully submitted,

Alfred Mata, PE
Interim City Engineer

AM/KD:ns:aa:del

Box\EXE\Ready for Signature\AM\Outbox\Archived\2025\Council File Report Glendale-Hyperion 6-18-2025

Attachment

cc: Randall Winston, Office of the Mayor
Steve S. Kang, Board of Public Works