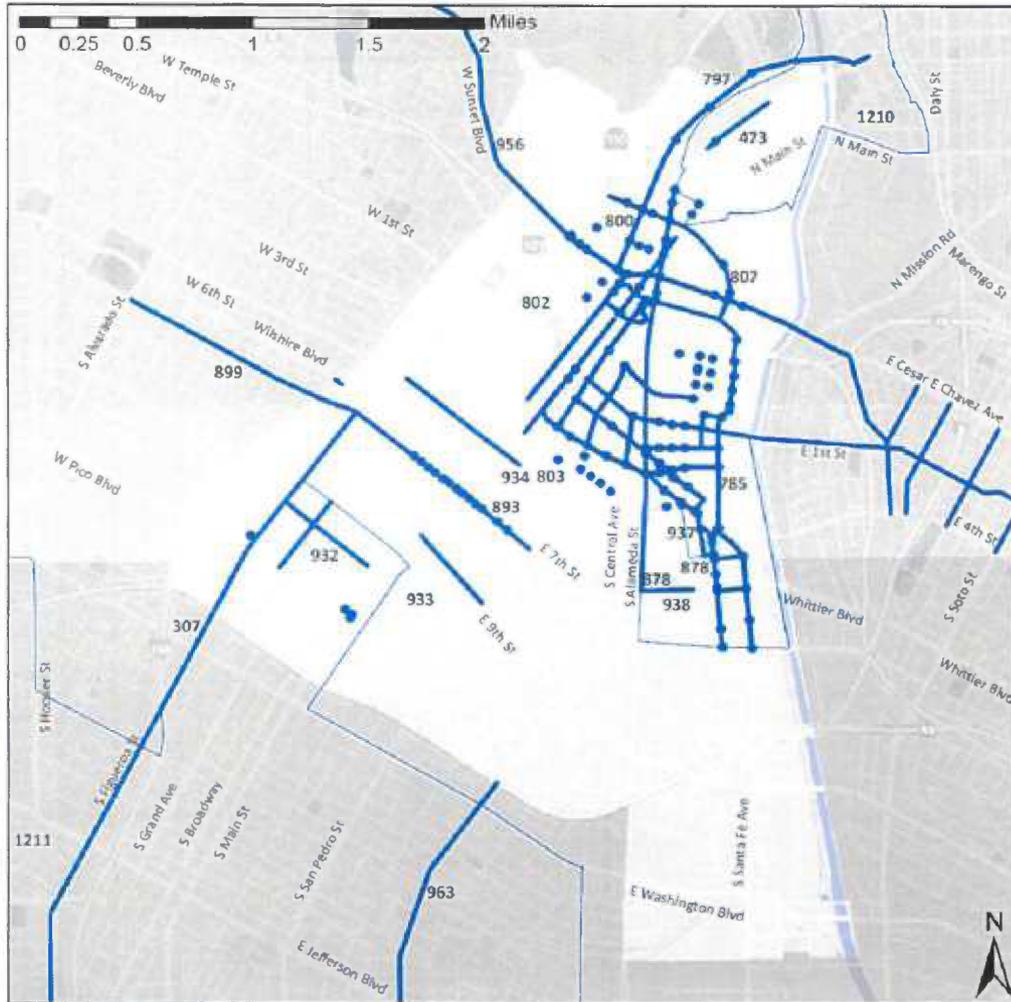


13

MIP Project Inventory



Date: 11-13-19
 Submitted in Tran Committee
 Council File No: 19-1373
 Item No: 13

Deputy: LADOT
Project Initiation Form

Your email address (david.somers@lacity.org) will be recorded when you submit this form. Not you? [Switch account](#)

* Required

Project Scope

The project scope is a description of the proposed tasks and improvements and should be suitable for both public and internal purposes. In 25-250 words, describe the type of work/improvements in as much detail as possible at this time. Generally start with a verb (e.g. "Construct complete street improvements along Los Angeles Street that include...")

Note: If the project is still in the early conceptual development process, describe the desired outcomes, transportation mode served, design treatments or control devices that are being explored, and geographic extent.

Describe work/improvements/programs *

Plan, design, and install protected bicycle lanes on Spring Street (Avenue I/Avenue II Modified) from E Cesar Chavez Ave connecting to Main Street protected bicycle lane in Fashion District. Upgrade to protected bike lanes. Removal of peak hour lane.

Primary Project Street (Cross Street 1 of intersection)

Spring Street

Project Bounding Cross Street 1 (Cross Street 2 of intersection)

Temple Street

Project Bounding Street 2 (if applicable)

9th Street

November 13, 2019



MIP Project Inventory

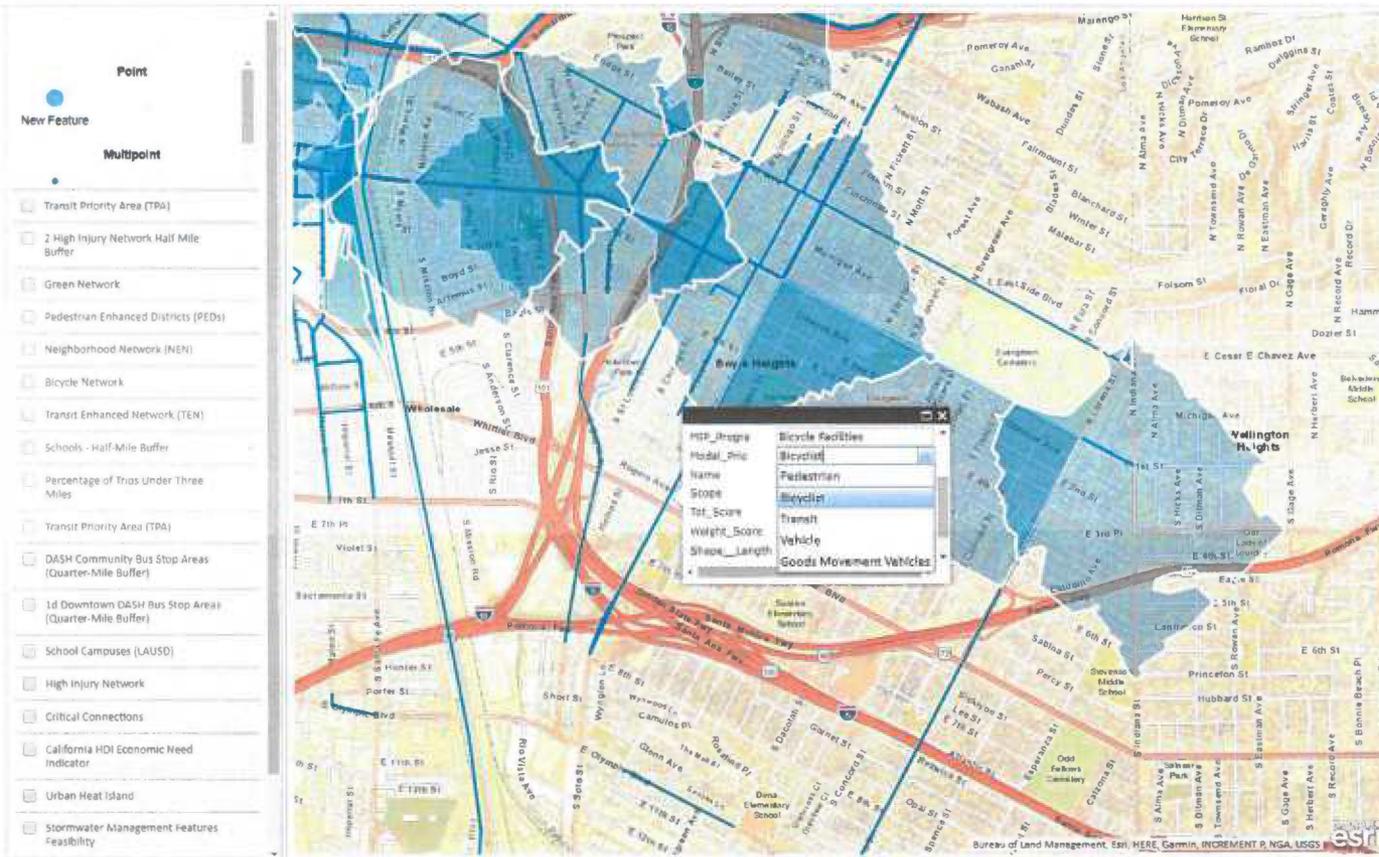
The screenshot displays the LADOT Mobility Investment Program interface. On the left, a map of Los Angeles shows a network of streets with several project locations marked by black dots and squares. The map is titled "LADOT Mobility Investment Program" and includes a sub-header "...organizing mobility investment projects and programs". On the right, an "Enter Project" form is visible, containing the following fields and values:

- Infrastructure Project LADOT
- MIP Project Identifier: 435
- Project Name: Main and Spring Forward
- Description:
- Project Need Statement:
- Project Type: Transportation
- Health and Safety: Yes
- Mandate: No
- Repair or Maintenance: No
- Replacement: No
- Expansion: No
- Efficiency: No
- Fiscal Year: 2020
- Funding Source: Special Tax
- Planned Start Date: 10/1/2018
- Planned End Date: 10/31/2019
- Estimated Cost: 0
- Contact Name: Shahin Khajavi

At the bottom of the form are buttons for "Clear", "Delete", and "Save".

Project Screening based on Policy Outcomes

LADOT Parameterized Transportation Model



Mobility Plan Consistency

4

Safe & Healthy

6

Equitable & Inclusive

8

Accessible & Affordable

10

Sustainable & Resilient

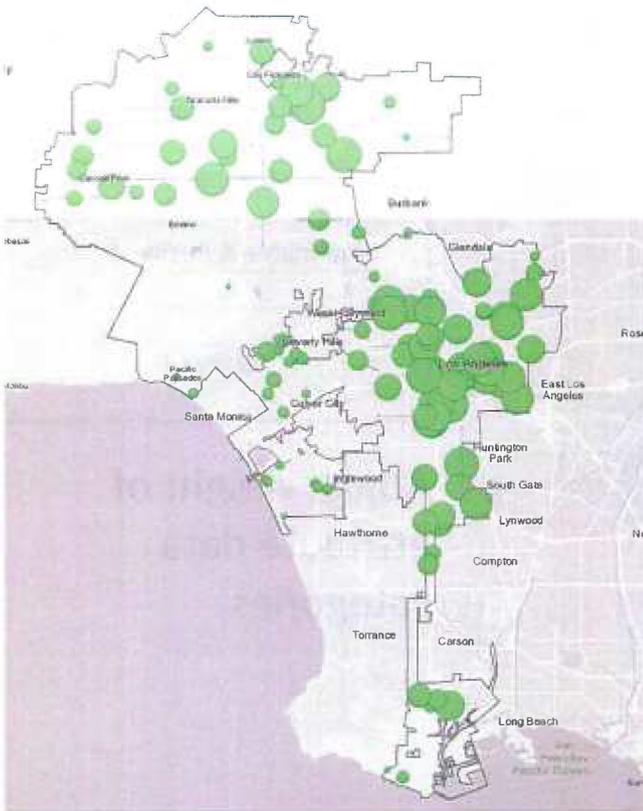
4

Submit

Adjust weight of attribute data categories

Support Decisions at Project Funding Phase

Weighted Score Distribution
(hypothetical example)



	Name	Raw Score	Weighted Score	Status
1	Great Streets Application #1	26.25	21.37	Initiated
2	Great Streets Application #2	25.5	21.13	Initiated
3	Great Streets Application #3	26.36	21.13	Initiated
4	Great Streets Application #4	26.09	21.08	Initiated
5	Great Streets Application #5	25.68	21.08	Initiated
<hr/>				
32	Great Streets Application #32	5.52	3.33	Nomination
<hr/>				
35	Great Streets Application #35	1.58	1.06	Nomination

LADOT Mobility Investment Program



What is the Mobility Investment Program?

The Mobility Investment Program (MIP) represents LADOT's effort to capture and plan for the City's mobility investments. Mobility investments include delivery of transportation infrastructure, operation of mobility services, and other specific initiatives (plans, educational programs, research projects) that enhance the safety, sustainability, and reliability of our transportation system. The MIP will consist of a fiscally-constrained expenditure plan that lays out mobility investments over the next five years, as well as a twenty-year unconstrained plan that documents mobility needs.

Progress To Date

LADOT's Transportation Planning Bureau collaborated with various Divisions to test potential solutions and define a capital planning approach, now known as the Mobility Investment Program. This MIP effort has resulted in:

- LADOT Project Life Cycle protocols to clarify required documentation and milestones (Figure 1) by project scale and complexity (Figure 2)
- The Mobility Investment project inventory to inform capital planning
- A project scoring tool that supports investment decisions through metrics that reflect LADOT's values, including safety and equity
- The Project Development & Planning Guide to provide guidance on project documentation, public engagement, and evaluation.

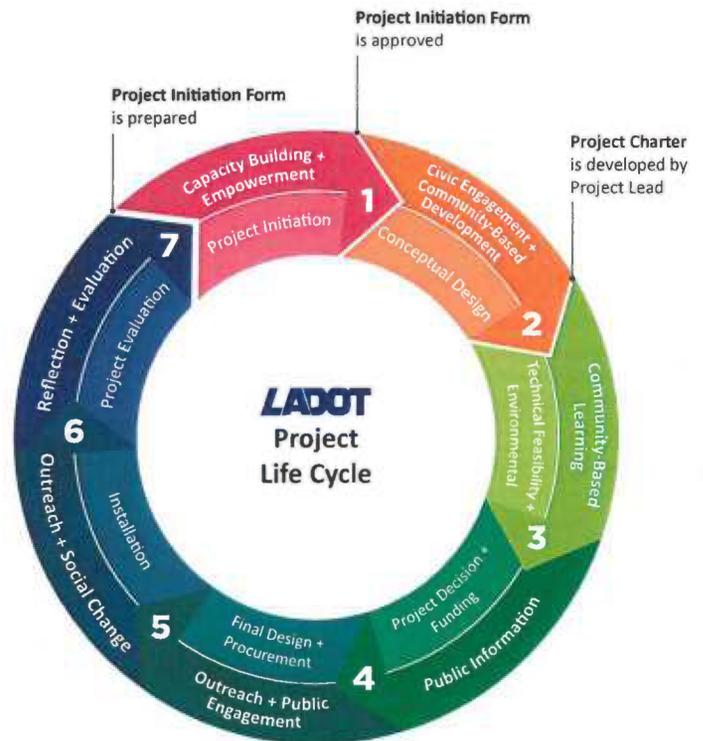


Figure 1. LADOT Project Life Cycle phases and documentation

The MIP aims to institute project development and delivery best practices. LADOT has developed the following tools to document the planning process:

- The Project Initiation Form formally initiates projects into the project inventory
- The Project Charter Form details the project scope, goals, budget, schedule, risk elements, and project stakeholders.

In 2019, the project inventory and project scoring tool were used to identify project candidates for the following successful funding exercises:

- South Bay Cities Council of Governments Measure M Multi-year Subregional Program
- Active Transportation Program Cycle IV
- 710 North Extension Early Action Projects.

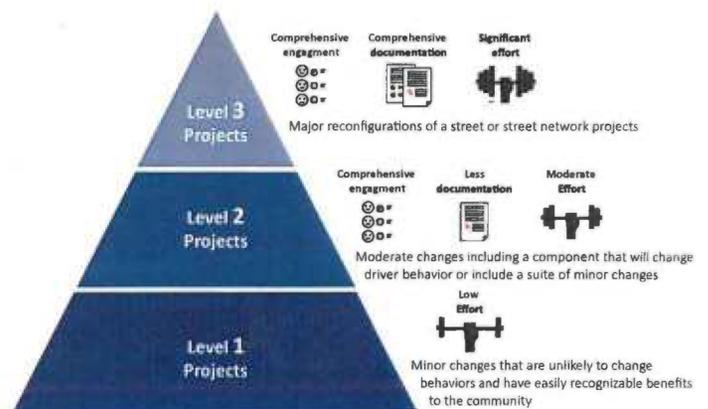


Figure 2. Project level definitions based on project scale

Comments or questions on the LADOT MIP?
E-mail david.somers@lacity.org