

System Name: Intermodal Management System					Acronym: IMS			
Purpose & Objectives: 1) provide inventory information on intermodal freight and passenger facilities and connections, and 2) help identify intermodal freight and passenger needs								
Activities Supported: Corridor planning, modal planning, freight planning, transportation system planning, transportation improvement programs, project selection and development								
User Community: Corridor planners, modal planners, region planners, TIP developers, MPOs, Port Districts, Oregon Economic Development Department, other governmental agencies, private sector								
Primary Users: ODOT Statewide Mobility Unit, Metro, Port of Portland, ODOT Region Planners								
Number: 5-25 currently, potentially more later								
Locations: Portland, Salem, Eugene, Roseburg, Medford, Bend, LaGrande currently, potentially more later								
Deliverable	Start Date	End Date (*est.)	% Cmpl	Status	ISB FTE	Bus. FTE	Total Budget Estimate	Total Actual Cost
Statewide and Community Maps of Intermodal Facilities and Connections	*		100	Done	*	*	*	*
Spreadsheet Inventory of Facilities	*		100	Done	*	*	*	*
IMS Slide Show	*		100	Done	*	*	*	*
IMS Information Sheet	*		100	Done	*	*	*	*
Stakeholder Survey	**		100	Done	**	**	**	**
Database Application	**	March 31, 1997	90	Nearly Done	**	**	**	**
Performance Measures	**		100	Done	**	**	**	**
Summary Report	**	March 31, 1997	50	In Progress	**	**	**	**
Completed Database	***	December 31, 1997	0	In Progress	***	***	***	***
<p>* Maps were prepared by the Inventory and Mapping Unit. Other deliverables were developed as part of ongoing project management support. From 1.0 to 1.5 FTE annually has been for IMS project management and support activities; the budget for this is expected to be in the range of \$60,000-\$80,000 for FY 1996-97, consistent with totals for preceeding years.</p> <p>** These deliverables were completed or are underway as part of a consultant contract begun in 1995 and scheduled to be completed by March 31, 1997. ODOT, Metro, and the Port of Portland are client partners for the consultant work, with ODOT contributing \$150,000 and Metro contributing \$100,000 of the contract cost. ISB provided technical support.</p> <p>*** The estimate of the total cost is still being developed. The completion date will depend on the amount and timing of resources available. The proposed FY 1997-98 budget for project management and support is about \$70,000. An additional \$30,000 is proposed for consultant services, primarily for programming and related services related to the IMS database application..</p> <p>Note: Ongoing support from the Transportation Data Section and ISB is estimated at less than 0.5 FTE annually.</p> <p>Revenue Sources: State Planning and Research Funds; State Gas Tax</p>								

System Information:

The purpose of Oregon's IMS is to improve intermodal transportation movements in the statewide multimodal transportation system. Intermodal people movements occur on roads, rail, and air through intercity bus stations, train stations, and airports with regularly scheduled service. Intermodal freight movements occur on roads, rail, air, water, and pipeline through truck-rail terminals, airports, port terminals, and pipeline terminals.

ODOT is working with the public and private sectors to develop and implement the IMS. Because of the importance of intermodal transportation in the Portland area, ODOT is working closely with the Port of Portland and Metro. Work done for the Portland-area is expected to be an important piece of the statewide IMS as well as for the Freight Element of Metro's Regional Transportation Plan. ODOT also is working closely with several advisory groups to discuss passenger and freight issues and to provide input into development and implementation of the IMS.

The IMS is being developed in two phases. In Phase One, ODOT, the Port of Portland, and Metro worked with a consultant to accomplish the following tasks:

- describe policy implications of the IMS,
- develop a preliminary inventory,
- establish general measures of performance and identify data requirements, and
- provide a project flow, timeline, costs, and deliverables for developing and implementing the IMS.

ODOT's Inventory and Mapping Unit has prepared a series of statewide maps showing locations and other characteristics of the facilities. The Inventory and Mapping Unit also has prepared about 40 community-level maps showing inter-modal facilities, connections, and main transportation routes. ODOT interns have developed spreadsheets providing additional information about individual facilities. The Port of Portland and Metro have prepared maps and spreadsheets for intermodal facilities in the Portland metropolitan area.

Phase Two of developing the statewide IMS is currently underway. As part of Phase Two development, ODOT, the Port of Portland, and Metro have combined resources to hire a consultant to address three main work tasks:

- conduct stakeholder interviews to identify intermodal problems and needs,
- develop performance measures and a database application, and
- develop procedures for identifying and ranking intermodal needs.

By March 31, 1997, the consultant team will have delivered products stipulated in the contract scope of work. The contract may be amended to conduct special survey work to be completed by June 30, 1997. Over the remainder of calendar year 1997, data will be input into the database. Data collection and input may extend into 1998 depending on the availability and timing of resources.

Technical assistance from ISB, the Transportation Data Section, and others will be needed to identify the most appropriate procedures to get statewide and Portland-area data into the IMS database and to identify additional ways to get IMS information to potential users within and outside ODOT.

In general, the IMS is intended to support the planning and programming process at the statewide, regional, and local levels. At the state level, the IMS will provide input into the development of multimodal, modal, and corridor plans. Especially important for the IMS will be consistency with modal plans and corridor planning efforts. At the regional and local levels, intermodal needs will be addressed through Transportation System Plans. The planning rule requires TSPs to include elements addressing roads, intercity bus, passenger and freight rail, airports, port facilities, and pipeline terminals. Improved information for long-range plans should lead to better identification of projects in Transportation Improvement Programs (TIPs).