

INTERMODAL MANAGEMENT SYSTEM

TRANSPORTATION ASSET MANAGEMENT

Intermodal Management System

As one of six components of the Transportation Management System (TMS), the Intermodal Management System (IMS) is the decision-support tool responsible for integrating Michigan's air, rail, marine and nonmotorized transportation assets into the transportation asset management process.

What is Included in IMS?

A transportation asset is any facility, segment, property or service on which the Michigan Department of Transportation (MDOT) or our governmental partners expend funds, or to which access is provided. It also includes the tools, buildings and vehicles used to build, maintain or provide assets.

IMS is responsible for data management, analysis and deficiency identification for the state's non-highway assets. As all assets serve a significant purpose, IMS does not discriminate by size. It encompasses all public use, modal assets from the smallest carpool lot and intercity bus stop, to the largest international air and marine ports. Within their own frame of reference (local/regional/state/national/international) each is important.

As of October 1, 2000, MDOT's intermodal assets include:

- 241 public use airport
- 10 international border crossings
- 209 carpool parking lots
- 149 intermodal passenger (rail and/or bus) terminals
- 92 marine ports
- 20 marine ferry services
- Thousands of miles of nonmotorized right-of-way

- 11 passenger rail services in three corridors
- 47 intercity passenger bus routes
- 26 pipeline terminals
- 177 rail-related communities or junctions, nine rail truck transfer facilities
- 700 miles of state-owned rail line
- 20 weigh stations.

How is IMS Organized?

IMS is organized as a computer application within TMS. Within this application, intermodal assets are divided into three groups:

- Facilities: Assets at which people or goods can transfer from one mode of transportation to another, or between parts of a given mode
- Segments: Assets which allow movement between facilities and points of origin and destination
- Services: Scheduled passenger services between facilities.

Within each of these categories, the application works like a series of file folders which allow user-access to data on physical inventory, usage, trends, supplemental information and images.

Who is Responsible for IMS?

The predominate responsibility for IMS resides with modal specialists in MDOT's Bureau of Transportation Planning. Specialists work with the bureaus of Aeronautics and Urban & Public Transportation, as well as our government partners and private transportation service providers, to assure access to, and continued operation of needed transportation assets.

INTERMODAL



Who are IMS Customers?

Internally, IMS supports asset management decisions of the previously mentioned MDOT bureaus. In addition, it supports the efforts of regional and local agencies whose size may preclude access to modal resources. Most importantly, it supports citizens and businesses of Michigan with access to information on intermodal infrastructure.

Supporting Data

The breadth of data encompassed in IMS is massive. A great deal of information is included; everything from condition of carpool parking lot pavements, through the capacities of intercity rail and bus facilities, to trends in air- and marine-carried cargo. Some of this data goes back to the 1950s, yet all of it is readily available through the use of a normalized database, accessible not only through IMS, but also through a variety of ad hoc query and Web tools. If you have an intermodal question, this is likely the place you'll find an intermodal answer.

Intermodal Strategic Plans

While IMS reflects the *Michigan Transportation Policy*, *MDOT Business Plan* and the *State Long-Range Plan* in many of the modes, it also addresses specific modal strategic goals. IMS already supports modal strategic plans like the *Michigan Aviation System Plan* and regional and corridor studies like the *Midwest Regional Rail Initiative*. As additional modal

plans are completed, IMS will change to reflect their new business processes.

Performance Standards & Needs

The basis of IMS as a decision-support tool lies in the use of performance measures. Intermodal data is tracked and compared against applicable standards to determine when a modal asset is deficient. The term "deficient" does not imply a risk to public safety; rather that an improvement will make the network function better.

An important part of the asset management process is assignment of costs. A deficiency is identified solely on the requirement for smooth operation of the transportation network. When a cost to retire that deficiency is assigned and documented, it is called a need. TMS and other decision-support tools help MDOT and its partners develop lists of these needs so the best "fixes" can be analyzed and selected. The use of common tools by all agencies can ultimately lead to a multi-modal, multi-agency project list from which we develop the best possible program.

Monitoring & Reporting

Intermodal data and analysis are constantly reported to customers. Those with rights to IMS can access reports for airports, intermodal passenger facilities and rail passenger services. An electronic newsletter, *IMS User News*, also regularly alerts users to changes in the application and processes.

Communication with customers who don't have direct access to the application is through the MDOT Web page. This now includes airport reports and a locator tool for carpool parking lots.

The IMS User Manual is also on the web. For those with the application, it provides a how-to guide. For everyone, it provides a guide to intermodal terms and processes.



For Further Information -
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