



Intermodal Warehouses and Freight Program Update

October 4, 2018

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Boston Region MPO Freight Program

- **Earlier freight efforts had been reactive:
Most work was in response to problems**
- **2013 Action Plan laid out a proactive agenda:
Regular annual funding allowed MPO staff to
look for planning and study opportunities**
- **Program initiated by MPO in FFY 2014**



Freight Program Activities

- **MPO-approved topical studies, including**
 - Trucks in Everett and Chelsea
 - Rest locations for long distance truck drivers
- **Stakeholder outreach, including meetings with**
 - State freight advisory council
 - State and Federal truck safety working groups
- **Freight model development**
 - Obtaining new data from topical studies
 - Devising new ways of using available data

Freight in the MPO: Mostly Trucks

- **Some domestic long-distance freight is by rail**
- **Intermodal pickups and deliveries are all by truck**
- **Local distribution is all by truck**
- **Road congestion is freight congestion**
- **Shippers internalize elevated transportation costs**

How Commercial Intermodal Warehouses Became this Year's Topic

- FHWA made available a draft intermodal database
- Further study was required to use FHWA data
- Information and data was available about a specific class of intermodal warehouse

Commercial Intermodal Warehouses

- **Road and rail access are both available**
- **Provide value-added logistic services**
 - **Inventory management**
 - **Local and regional pickup and delivery**
 - **Import-export customs compliance**
- **Often partner with a major railroad**

Visiting an Expanded Warehouse in Devens: Truck Loading Bays



Visiting an Expanded Warehouse in Devens: New Rail Siding



Warehouse Locations in this Report

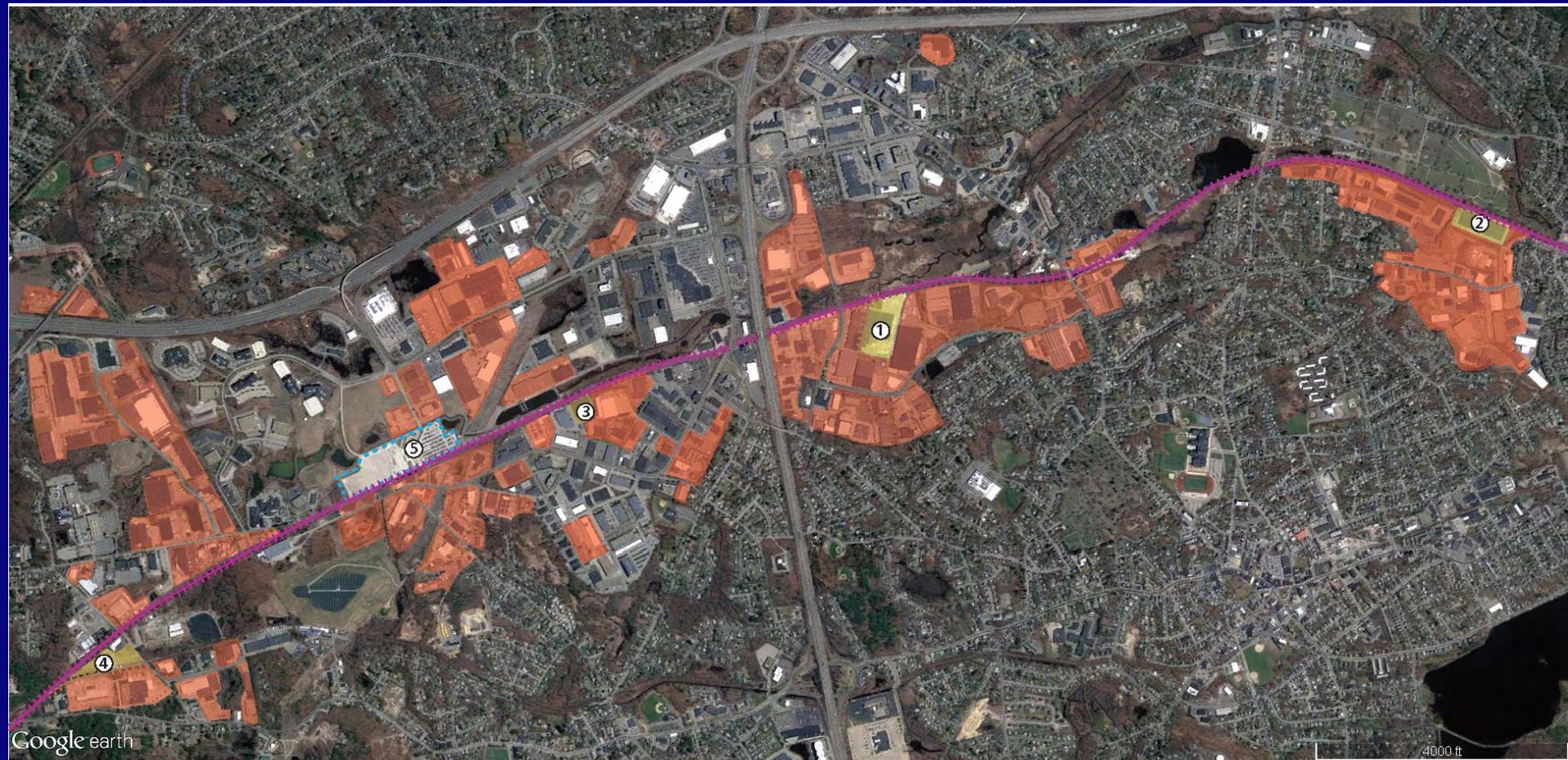


FIGURE 8
Commercial Intermodal Warehouses

Three Case Studies

- **Wilmington, Woburn and Winchester**
A transforming industrial area
- **Devens**
An emerging intermodal nexus
- **Westfield**
So far yet so near

Wilmington, Woburn, and Winchester



- Intermodal commercial warehouse
- Other facility using carload rail freight
- Truck-only freight-intensive facility
- Highlighted non-freight location

- Lowell commuter rail line
- Freight-only tracks

- ① Tighe Warehousing and Distribution, Woburn
- ③ Plywood distributor
- ② Tighe Warehousing and Distribution, Winchester
- ④ Cement distributor
- ⑤ Anderson/Woburn Regional Transportation Center

FIGURE 9
Wilmington, Woburn, Winchester Industrial Corridor

Devens

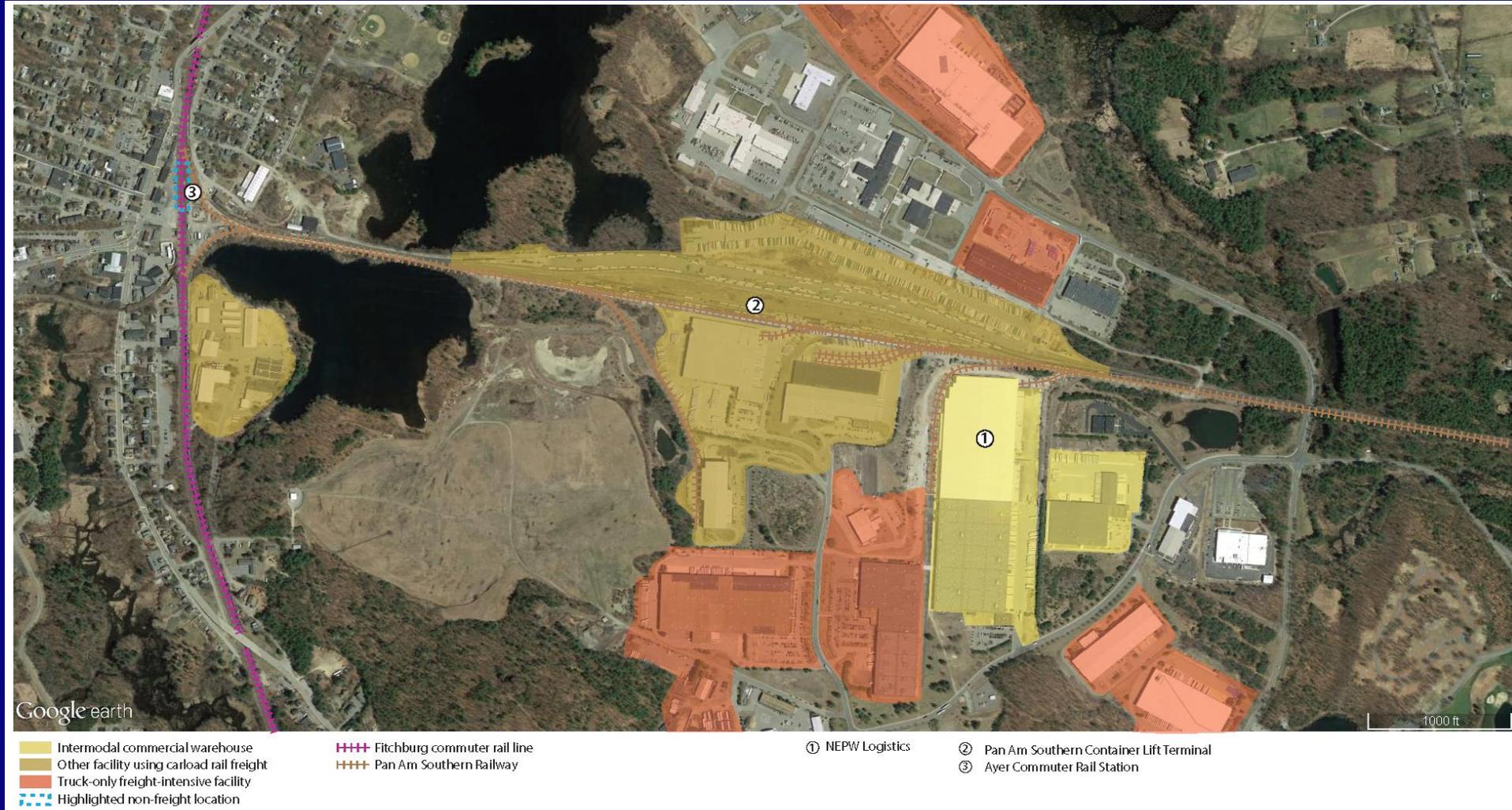


FIGURE 11
Devens

Westfield



- Yellow box: Intermodal commercial warehouse
- Light green box: Other facility using carload rail freight
- Orange box: Truck-only freight-intensive facility
- Orange dashed line: Pioneer Valley Railroad
- ①: A. Duie Pyle
- ②: Lowe's
- ③: Home Depot

FIGURE 16
Westfield

General Observations

- **Commercial intermodal warehouses operate successfully with a variety of sizes and in diverse locations**
- **The locations and facilities are appropriate to provide value-added services to customers**
- **Different warehouses have different business emphases**
- **The FHWA database was a useful starting point but needed to be reviewed and expanded upon**

Thank You



Questions?