



# **Intermodal Warehouses and Freight Program Update**

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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

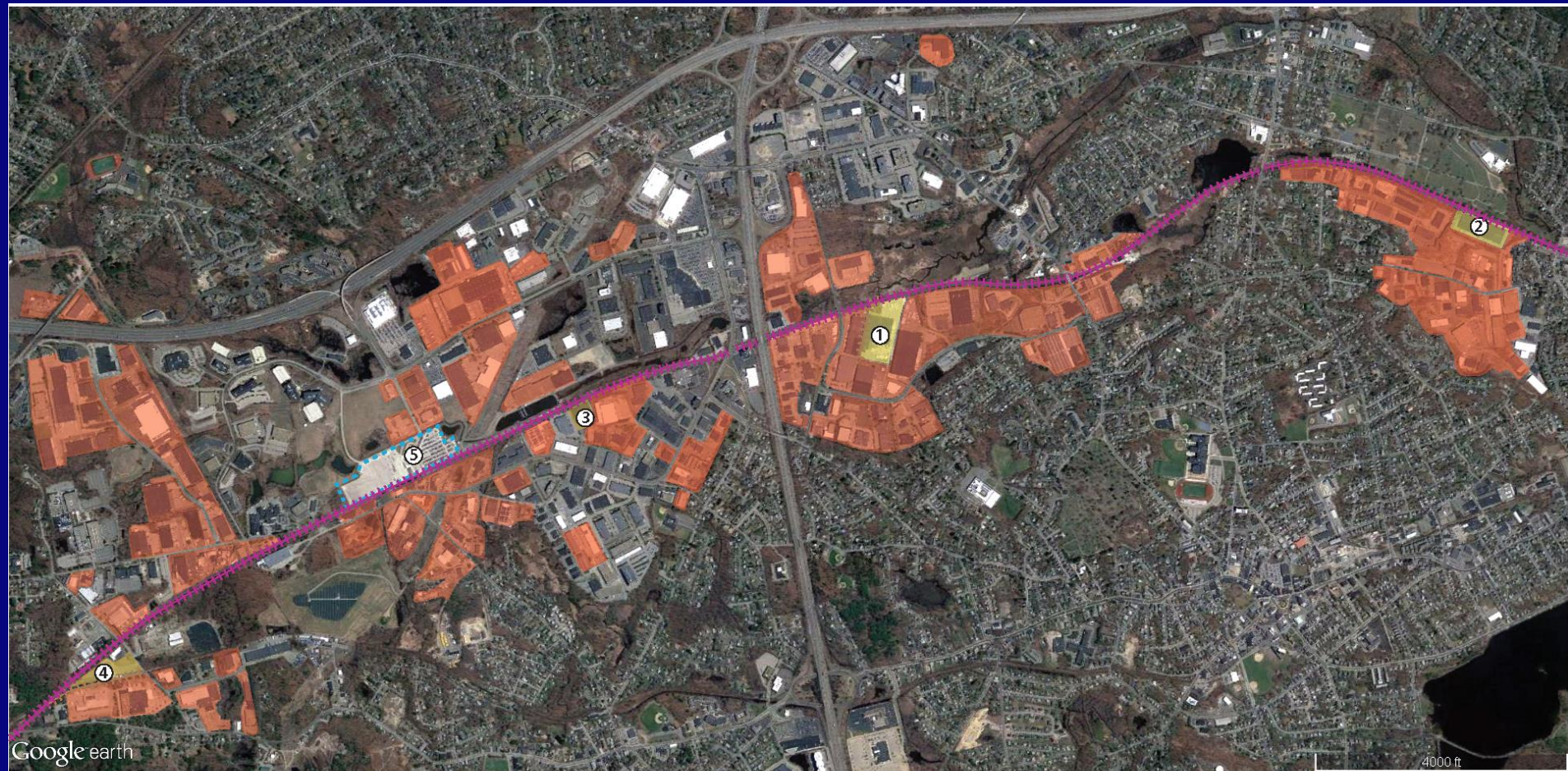


**FIGURE 8**  
Commercial Intermodal Warehouses

# 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



Google earth

4000 ft

- |   |                           |  |  |
|---|---------------------------|--|--|
| Intermodal commercial warehouse           | Lowell commuter rail line | ① Tighe Warehousing and Distribution, Woburn     | ③ Plywood distributor                            |
| Other facility using carload rail freight | Freight-only tracks       | ② Tighe Warehousing and Distribution, Winchester | ④ Cement distributor                             |
| Truck-only freight-intensive facility     |                           |  | ⑤ Anderson/Woburn Regional Transportation Center |
| Highlighted non-freight location          |                           |  |  |

**FIGURE 9**  
Wilmington, Woburn, Winchester Industrial Corridor

# Devens

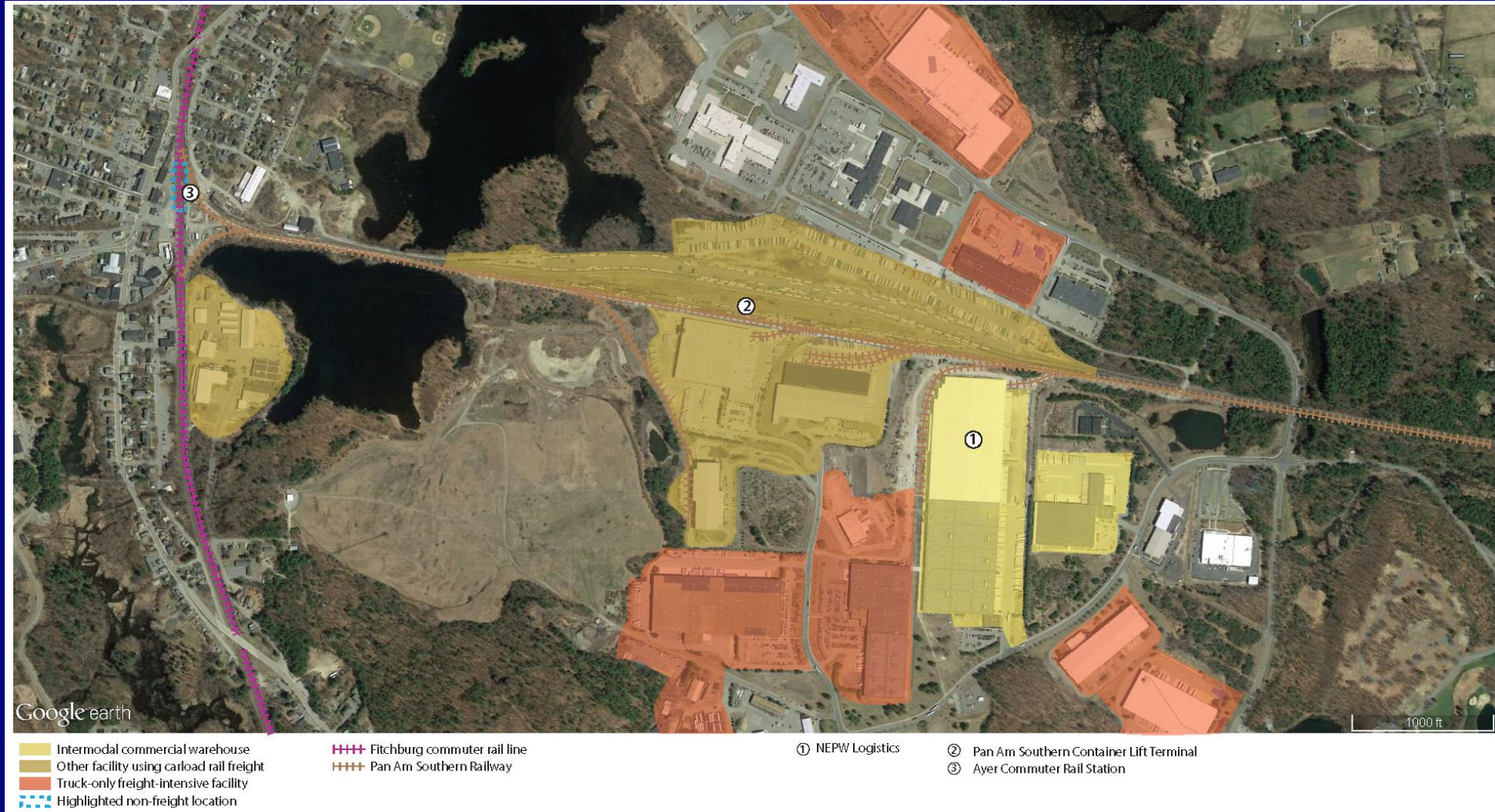


FIGURE 11  
Devens

# Westfield



- Yellow square: Intermodal commercial warehouse
- Light green square: Other facility using carload rail freight
- Orange square: Truck-only freight-intensive facility
- Orange dashed line with cross-ticks: 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?