



## Northern Tier Passenger Rail Study Public Workshop Wednesday, January 11, 2023, 6:00 PM Held Virtually Via Zoom

### Meeting Summary

The Northern Tier Passenger Rail Study team held a public workshop on January 11, 2023. At this workshop, the Study team presented the two initial service plan alternatives. The information was presented in three modules, and each module concluded with a discussion. The feedback from this meeting will be used to inform the development of four additional service plan alternatives.

### Meeting Notes

1. *Welcome, Ground Rules and Agenda by Makaela Niles, MassDOT (Project Manager)*

All attendees are welcomed to the meeting and are informed that the meeting is being recorded. Makaela Niles (MassDOT) introduces herself and explains the ground rules for the meeting including how the public can participate. Makaela Niles (MassDOT) reviews the agenda for the public workshop, which includes an overview of the Study process and a presentation on three modules, each one followed by a discussion.

2. *Study Process by Makaela Niles, MassDOT (Project Manager)*

Makaela Niles (MassDOT) reviews the Study process.

The Study process includes the following:

- Public participation
- Documenting past efforts
- Market analysis
- Physical, regulatory and right-of-way (ROW) ownership
- Potential service plans and alternatives
- Alternatives evaluation and cost estimate
- Development of recommended next steps

Makaela Niles (MassDOT) explains that Task 5 (potential service plans and alternatives) and Task 6 (alternatives evaluation and cost estimate) will be discussed at this workshop. Based on the feedback received, the Study team will refine the two initial alternatives and four additional alternatives will be developed and evaluated. Recommendations will also be developed, and all this information will be documented in a draft report which will be released for public comment, then finalized in a final report. Makaela Niles (MassDOT) asks elected officials to share any remarks.

Senator Joanne Comerford thanks the Study team for the presentation, the regional planning agencies who have offered counsel and informed the delegation, and all colleagues in attendance.

Senator John Cronin thanks the Study team for the presentation. He also thanks Senator Comerford for her leadership.

Representative Natalie Blais thanks the Study team for the presentation and thanks all colleagues and Massachusetts residents in attendance for such an important rail project in Massachusetts. She says there is so much potential for rail in Western Massachusetts and values all the opportunities for public participation.

Representative Mindy Domb thanks the Study team for the presentation and all opportunities for public comment. She thanks Senator Comerford and Representative Blais for their leadership, as well as the members of the public in attendance as this Study advances.

### 3. *Module 1: Alternatives Development Approach and Methods by Anna Barry, HNTB*

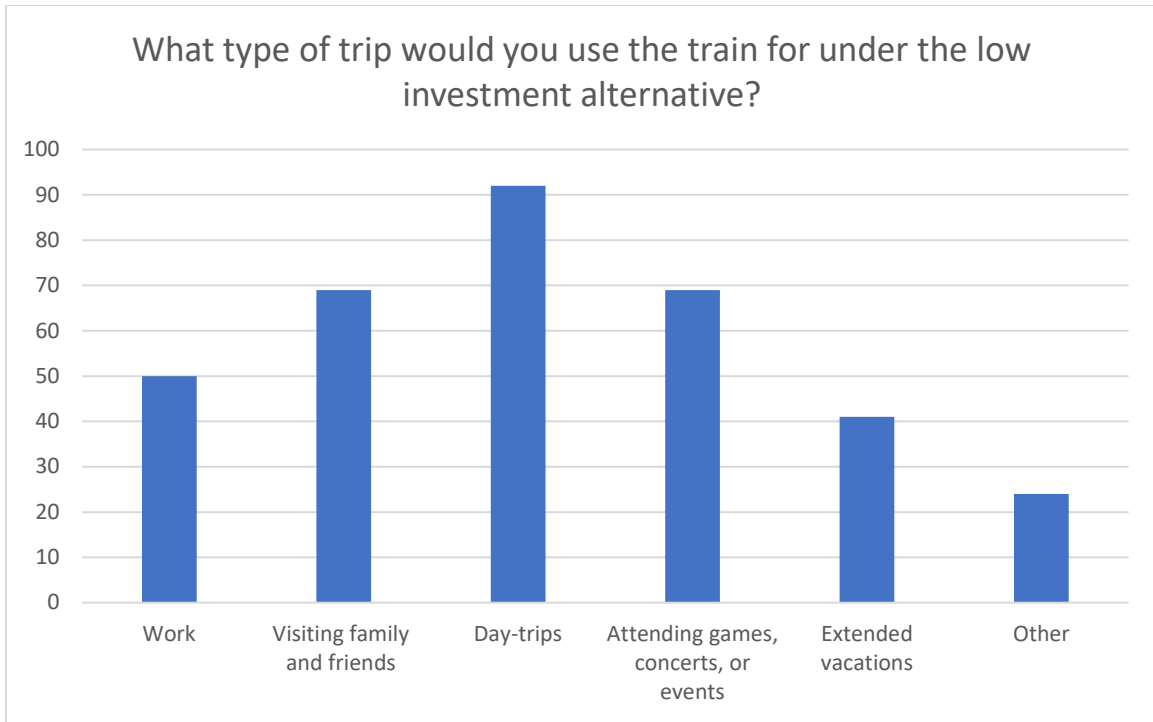
Anna Barry (HNTB) reviews the alternatives development approach and methods as part of module 1. The Study team will evaluate alternatives in two phases. Phase 1 includes a lower investment option and a higher investment option. Phase 2 will include four additional alternatives, and the alternatives inform the Study's overall recommendations and implementation plan. This process relies on technical work tied to rail simulation, ridership estimation, and construction cost estimation. The similarities and differences between the two alternatives are reviewed.

Anna Barry (HNTB) reviews the following:

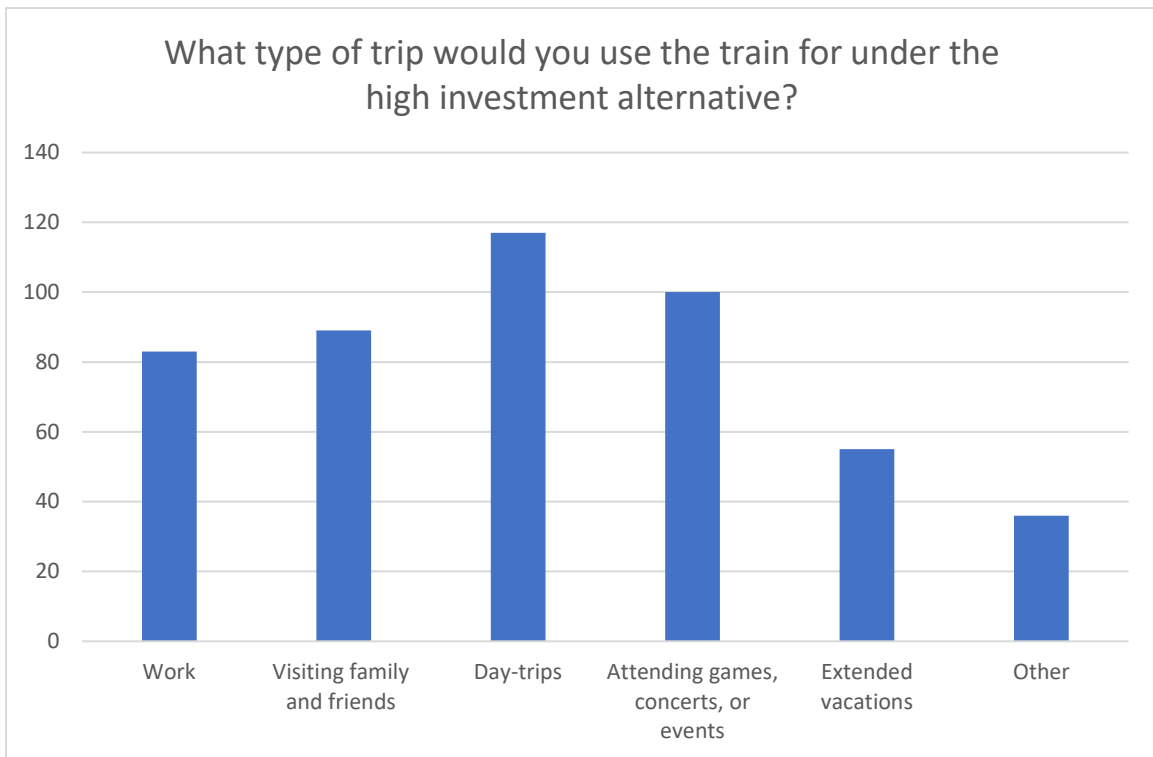
- Rail Simulations 101:
  - Rail Traffic Controller (RTC) is the industry standard for simulating rail service to estimate train performance and trip times for each train and involves the following steps:
    - Step One: The simulation model is coded using detailed inputs about track designs, train configurations, and their proposed schedules.
    - Step Two: The RTC software “dispatches” the trains through the network. RTC will attempt to resolve any conflicts by delaying or rerouting a train.
    - Step Three: The RTC software resolves all conflicts and produces detailed outputs on the systems performance.
  - These outputs will be compared between alternatives to evaluate the benefit of the proposed infrastructure or operational change and the potential service alternatives between North Adams and Boston.
- Rail Simulation Inputs:
  - Track condition (e.g., FRA track class speed and timetable speed restrictions)
  - Track geometry (e.g., grade and curves)
  - Track configuration (e.g., single track mainline, single track with passing sliding, and double track mainline)
  - Train Schedules (e.g., freight trains and proposed passenger trains)

- Signal Control System (e.g., automatic blocks, centralized traffic control, positive train control (PTC))
- Grade Crossings (e.g., average daily vehicle traffic, type of crossing protection)
- Rail Simulation Outputs:
  - Animation of train movements
  - Time-distance diagrams (stringlines)
  - Train performance calculator
  - Track occupancy chart
  - Detailed train status
  - Timetables
  - Operating statistics
- Lower Investment Alternative Times:
  - Eastbound run times:
    - North Adams 0, Greenfield 1 hour 19 minutes, Fitchburg 2 hours 53 minutes, Boston North Station 3 hours 55 minutes
  - Westbound run times:
    - Boston North Station 0, Fitchburg 1 hour, Greenfield 2 hour 35 minutes, North Adams 3 hours 59 minutes
- Higher Investment Alternative Times:
  - Eastbound run times:
    - North Adams 0, Greenfield 47 minutes, Fitchburg 1 hour 50 minutes, Boston North Station 2 hours 48 minutes
  - Westbound run times:
    - Boston North Station 0, Fitchburg 59 hour, Greenfield 2 hours, North Adams 2 hours 58 minutes

A poll is launched to better understand the types of trips attendees would use the train for under the lower investment alternative:



A poll is launched to better understand the types of trips attendees would use the train for under the higher alternative investment:



- Ridership Estimation 101:
  - Understanding potential ridership helps weigh the benefits and costs of a new passenger rail service.
  - These estimations require data and the use of analytic tools to inform the Study team about travel markets.
  - Pairing demographic information with ridership projections enables equity analysis of the impact of the rail project.
  
- Defining the Overall Travel Market:
  - Travel market analysis for study based on existing travel flows – this can be changed by service and policies.
  - A study analysis is a good approach for feasibility testing, with more detailed approach available as needed.
  - This workshop focuses on a range of estimates because of less available details about impact of change at this early stage.
  
- Overview of Data Sources:
  - Streetlight Data Location-based Services (LBS) – anonymized location records from smart phones and navigation devices.
    - Streetlight data has one to thirty-five percent sample rate of the total travel market.
  - American Community Survey (ACS) Journey to Work – Census collected information on locations of households and workplaces.
    - Based on five-year average of survey results between 2015-2019.

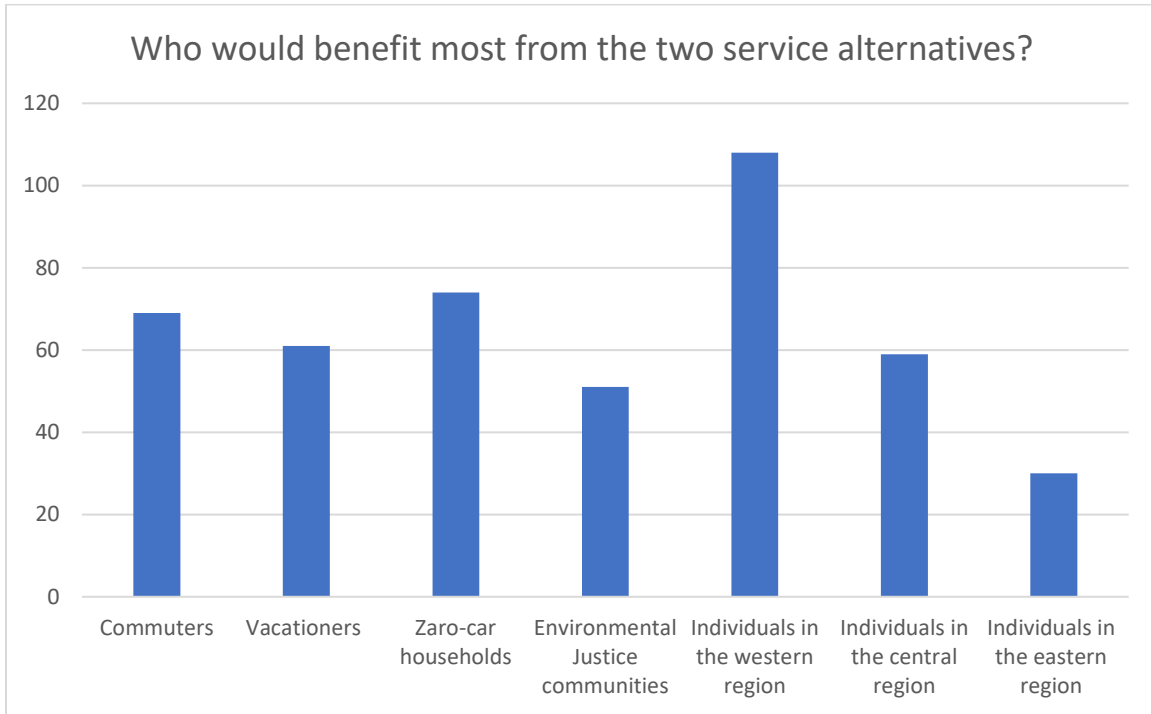
Anna Barry (HNTB) gives an overview of travel in the Northern Tier corridor. The total daily trip origins by corridor segment are as follows: five percent originate in the western segment, twelve percent originate in the central segment, and eighty-three percent originate in the eastern segment. This data is used to estimate the ridership and develop a model. This process includes the following steps:

- Ridership Estimation Process
  - Step One: Develop model to predict ridership based on observed MBTA and Streetlight data.
  - Step Two: Estimate Downeaster travel time elasticities (i.e., each additional minute of travel time reduces boardings by X%).
  - Step Three: Apply MBTA boarding model to estimate corridor boardings by market and number of trains and apply Downeaster travel time elasticities to adjust boardings for longer travel times.

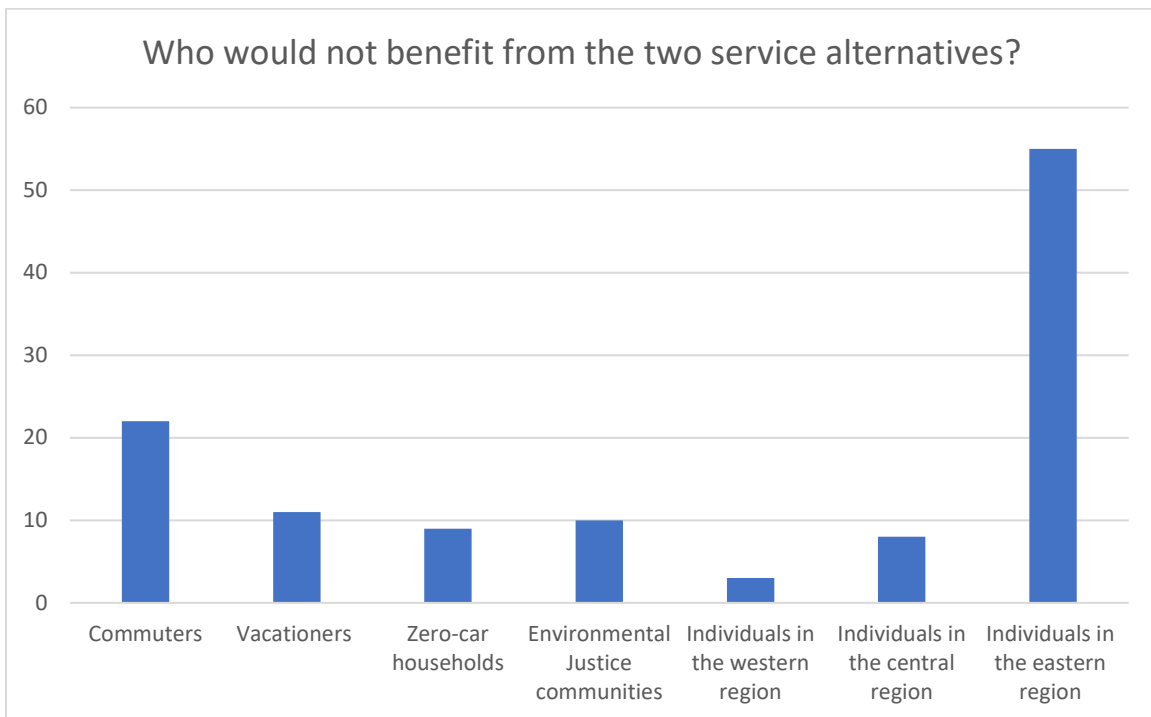
Anna Barry (HNTB) reviews the initial ridership estimation for the lower and higher investment scenario estimates. The main takeaways include the following:

- Baseline travel market decreases with distance along the corridor.
- There may be some increase for TD Garden, Red Sox, and other special events, but increase not as significant as other corridors with shorter trip times and established travel patterns.
- Trip times has a large impact on ridership.
- Changes in population and employment could impact these estimates.

A poll is launched to better understand who the attendees think would benefit the most from the two service alternatives:



A poll is launched to better understand who the attendees think would not benefit from the two service alternatives:

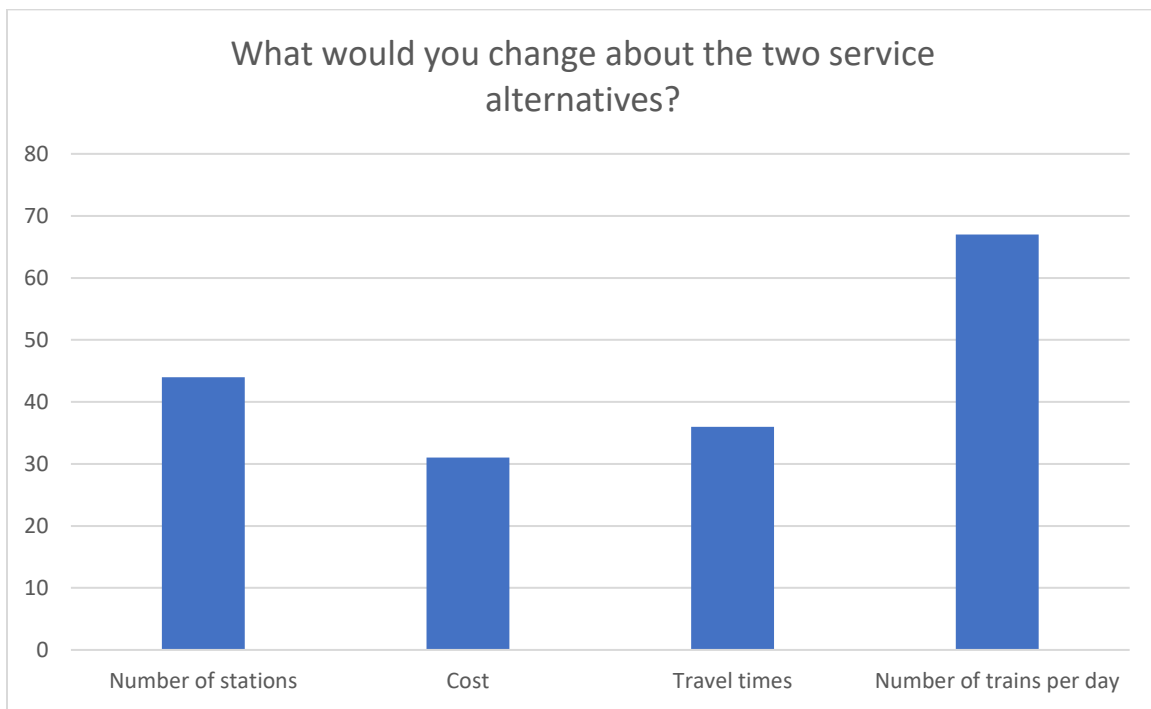


Anna Barry (HNTB) reviews the cost estimation process. Factors such as materials, location, equipment, and labor are considered and depend upon the level of design. The Northern Tier Study is at a pre-design stage. Contingency costs account for unknown but expected elements of the project. The cost estimates are based on material, equipment, and labor costs from recent railroad construction projects in Massachusetts and surrounding states.

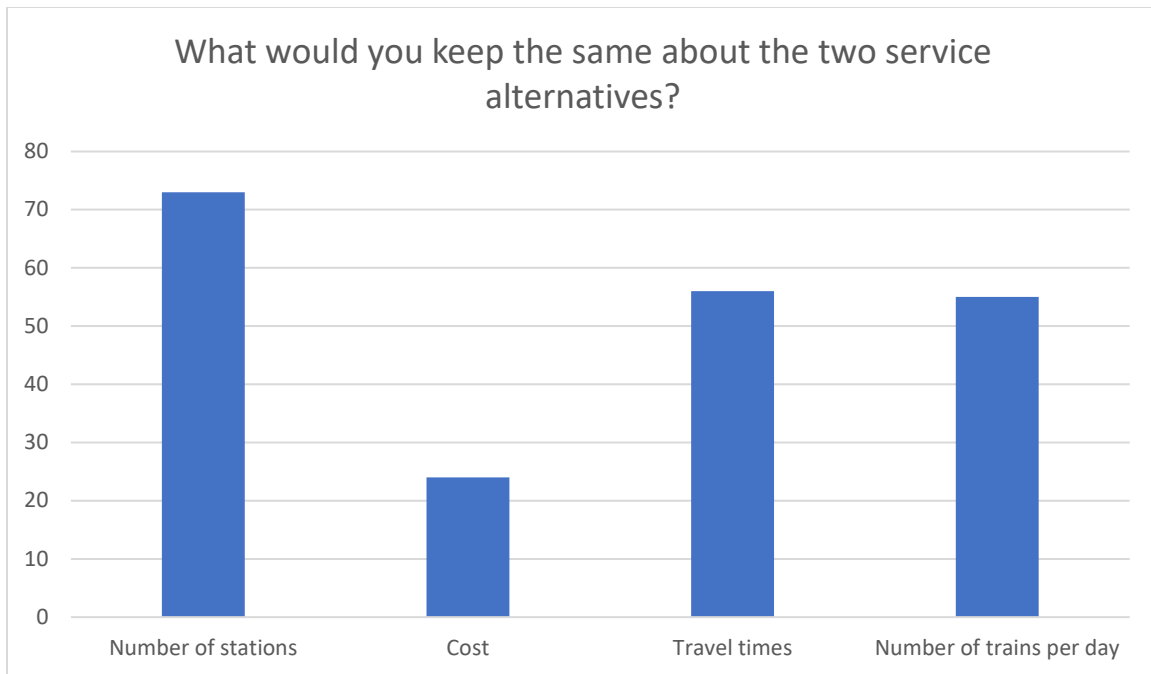
Anna Barry (HNTB) compares the initial cost estimates of the initial lower investment alternative, which is approximately \$1,044,850,000 (total project cost per mile is \$7,358,100), and the initial higher investment alternative, which is approximately \$2,187,350,000 (total project cost per mile is \$15,403,875). The main takeaways include the following:

- Passenger rail needs are different from freight rail needs.
- The introduction of passenger rail service requires significant investment, even for moderate improvements in speeds.
- The extent of rail upgrades is a major differentiator.
- The costs include contingencies at Pre-Feasibility stage.

A poll is launched to better understand what the attendees what change about the two service alternatives:



A poll is launched to better understand what the attendees would keep the same about the two service alternatives:



#### 4. *Public Discussion by Makaela Niles, MassDOT and Anna Barry, HNTB*

Greg Vine asks about the meeting materials being made available for review.

Makaela Niles (MassDOT) says the meeting information will be made available on the Study website.

Brendan asks will the evaluations look at that new generation of equipment since Amtrak is buying the Airo trainsets that will supplant Amfleet.

Anna Barry (HNTB) says the Study team can investigate this. The current estimates are based on equipment with characteristics the Study team is familiar with, but this could be considered and evaluated in other alternatives.

John Garrett says he is thrilled to see these options are feasible. He says he used to live in Chicopee, MA and has gone to several meetings in 2014 for studies between Boston and Springfield which did not advance. He also says it is unfortunate since the Commonwealth is seeking these services and these two alternatives have the potential to transform areas like Greenfield into places that can connect with the rest of the Commonwealth. He says he is thrilled to see this Study team working on this with a mandate to make this happen and that Franklin County is one of a few counties that has declined in population, so this could make a difference.

Faith Williams asks why medical appointments were not included as a reason to use the train and says many people in the west travel to Boston for specialist healthcare.

Makaela Niles (MassDOT) thanks Faith for the question and says the Study team has been garnering input on the reasons people would use this rail service.

Carl McKinney thanks the Study team for their work and asks if reductions in travel times for freight trains have been thought of considering the shortages and supply chain issues and transportations



issues seen in the last few years. He also asks if the Study team has evaluated the potential to reduce population declines.

Anna Barry (HNTB) says the Study team used information on train traffic anticipated by the CSX acquisition for the initial projections, which can change but the Study team is currently using this information. She also says the initial projections are based on ridership travel modeling are based on existing population and projections that developed over several years so other alternatives can be considered based on the trends.

Garrison Taylor asks if the ridership calculations considered the large student population in the western region that might not currently travel at all.

Anna Barry (HNTB) says the Study team used existing population data and existing projections of current travel patterns to develop the initial projections, and as more details on these groups and travel plans and changes emerge, this information will be included in other alternatives.

Tom Bernard says he echoes the comment from John Garrett regarding connectivity in Greenfield and thinks that this should be extended to the Berkshires. He says that while he appreciates the science to the projections and the modeling, there is no model for places west of Fitchburg. He says that the demand is likely substantially higher than projected and notes that it will never be less expensive to complete this project than it is now.

Representative John Barrett says Berkshire and Franklin are the two counties in Massachusetts that have experienced a decline in population. He says the \$2.1 billion costs of this project compared to what has been put into roads and bridges for improving access to Boston from the western part of the state is a small price. The Berkshires could see a migration from the eastern part of the state and southern Vermont could impact the ridership of this service. He says that as far as the Hoosac Tunnel goes, there will be several millions of dollars needed to fix the existing conditions and it might be good to have fewer freight trains going through there. He believes that broadband service and this train service will build the economy over the next 15-20 years in Berkshire County and the higher investment alternative would be the best option.

Christopher Silvia asks if the project plan, travel demand, and schedule account for transfers with Amtrak trains in Greenfield.

Anna Barry (HNTB) says the Study team tried their best to select stopping times at Greenfield to match up with some of the station times of the Valley Flyer and Amtrak. In other alternatives, these connections could be further improved.

Greg Vine says the towns of Athol, Templeton, Winchendon, and Gardner have a population of 50-60,000 people and stations need to be included in Athol and Gardner to increase ridership.

Makaela Niles (MassDOT) says this will be further discussed as part of module 3.

Barbara Alexander says the Study team left out some information from the existing population trends and that those locked into the Boston housing market would benefit the most from this rail service. Barbara also says that there are many events and attractions, including MASS MoCA, could further attract people west.

Anna Barry (HNTB) says these attractions and other events have been considered.

Ross Jacobs asks if it is feasible to begin service under the lower-cost alternative and make upgrades to continue reducing travel times.

Anna Barry (HNTB) says phasing in transportation improvements is a possibility.

Lynne Kellner asks how a billion-dollar budget for this Study compares to the MassDOT budget.

Anna Barry (HNTB) says comparisons are made to projects in the region and capital cost comparisons are shared for the initial service alternatives, however these are somewhat expensive because the improvements that need to be made, and the ridership numbers are not as high as areas that are densely populated. She says a lot is dependent on the benefits.

Representative Aaron Saunders says the 4.3-mile extension of the Green Line cost over \$2 billion and suggests that this is a modest investment into the Western part of the state and as the other options are considered, these communities should be prioritized. He also says that while there are limitations to models, the housing issues and Green Line extension costs should be considered.

#### 5. *Module 2: Evaluation of Phase 1 Alternatives by Paul Nelson, HNTB*

Paul Nelson (HNTB) reviews Study goals which are supporting economic development along the Northern Tier corridor, promoting transportation equity, and minimizing impacts on public health and the environment from transportation and the various impacts of the Study. He also lists the possible elements that could be measured, as well as the Study team's evaluation of mobility and access followed by partial lists of attractors in North Adams, Greenfield, Fitchburg, and North Station.

Paul Nelson (HNTB) reviews the following:

- Economic Impact: Direct, Indirect, and Induced:
  - Potential benefits to individuals and business:
    - Potential savings by switching to rail travel
    - May provide access to jobs in new regions and cities
    - Could create new jobs
    - May attract new residents to the region, who patronize businesses
    - Potential increase in property values
  - Potential Benefits to Towns and Cities:
    - Transit-Oriented Development (TOD) could lead to new housing, retail, and office space
    - May increase local tax base
    - Could preserve natural resources by reducing pressure for green field development

Paul Nelson (HNTB) reviews the evaluation of the economic impact of the Study. He notes that the estimated transportation costs (auto trip costs and parking costs) for the lower build range from \$1.24 million to \$3.29 million, while the higher build costs range from \$1.92 million to \$5.19 million. To calculate the primary construction impacts, the full project cost estimates for each concept have been fed into REMI econometric model and the economic impacts include information on outputs, income, and employment estimates per year of construction for the lower and higher builds. Examples such as

the Downeaster in Massachusetts, New Hampshire, and Maine as well as the Hartford Line are used to convey different economic impacts.

Paul Nelson (HNTB) reviews the evaluation of social equity and fairness of the Study, which include access for zero car-households and environmental justice communities. He also explains the evaluation of impacts on rail capacity and the differences between freight operations (the RTC model has calculated an average freight train delay of about ten minutes) and passenger operations (Northern Tier trains are scheduled to run between the intervals of MBTA commuter rail trains and not expected to impact MBTA operations).

Paul Nelson (HNTB) reviews the evaluation of impacts on environmental and cultural resources. Constraints could include wetlands and waterways, FEMA designated floodplains, open space, and recreational parklands. Both alternatives limit improvements to within the existing right-of-way, minimizing potential impacts. He reviews an example of a potential layover site in North Adams to show these potential impacts.

Paul Nelson (HNTB) reviews the evaluation of cost effectiveness. The standard for comparison across scenarios is cost per mile (total project costs divided by length of the project) and cost per rider (total project cost divided by total number of riders). Further, the operating and maintenance costs per rider are calculated by annual operating costs divided by total number of riders.

Paul Nelson (HNTB) reviews safety and air quality. The Study team anticipates a reduction of vehicle miles traveled (VMT) for each investment alternative.

Paul Nelson (HNTB) compares the Phase 1 alternatives. Similarities include coverage area and populations served, estimated environmental impacts, and estimated passenger rail impacts. Differences include travel time and estimated ridership, the extent of economic impacts, estimated cost effectiveness, estimated freight rail impacts, and estimated VMT reduction.

#### 6. *Public Discussion by Makaela Niles, MassDOT (Project Manager), and Paul Nelson, HNTB*

Emma Weiskopf says she is a physician and has lived in western Massachusetts for 15 years. She says it is difficult recruiting people who finish their residency in Boston because it is difficult to travel to the western part of the state without using a car. Further, she has accepted a job in Seaport and needs to travel to Wachusett and take the train, so she is interested in seeing this project succeed.

Greg Roach says the major benefits will be seen in future generations as the infrastructure and the users find the actual potential.

Carl McKinney says the project should also think of connecting to Albany, New York and that North Adams is not directly connected to Albany, so this would increase connectivity to other areas of New York.

Mark Shapp asks if the Study team could be more specific as to the proposed station location and layover facilities at North Adams.

Paul Nelson (HNTB) says there is an area east along the rails from the historic station that was identified based on previously having railroad-related uses. The Study team is identifying the potential location and any potential environmental impacts, but there is no preferred location or configuration for it at this point of the study.

Makaela Niles (MassDOT) says that at this conceptual level, the Study team is reviewing the facilities needed to have the initial service alternatives developed so far and these will be updated as the Study progresses.

Representative Tricia Farley-Bouvier says she agrees with her colleagues' comparisons of this Study's estimated costs and the costs of the Green Line extension. She cautions against the Study teams' metrics of zero-car households, as these metrics do not always apply to western Massachusetts. She mentions that other metrics should also be considered and the ways they are being applied to this project area.

MJ Adams asks if the cost per rider estimates is cost per rider per year.

Paul Nelson (HNTB) says the cost would increase with inflation for operating costs and is cost per year. The cost per rider based on the capital costs and this is the estimated year ridership for the total project cost.

Andy Hogeland says the ridership information in Phase 1 only took data from Massachusetts and missed people from Vermont, New Hampshire, or eastern New York. He asks that there is a capture zone that crosses state lines for ridership populations and says people coming west from Boston can visit more places and events that are slightly further than the proposed train stations.

Paul Nelson (HNTB) says the list of attractors is not meant to be comprehensive. The Study team will ensure it is clearer how these are being considered and what type of events there are and how they translate into ridership estimations.

*7. Module 3: Looking Ahead to Phase 2 by Makaela Niles, MassDOT (Project Manager), and Anna M. Barry, HNTB*

Makaela Niles introduces Module 3, which is an opportunity to provide input on service characteristics that could be included in the additional four service alternatives. The characteristics include stations, coverage area, service structure, frequency of service, span of service, travel time between stations, and physical improvements followed by ranges of options for each.

Makaela Niles (MassDOT) reviews the stations and coverage area:

- Potential Alternative for Phase 2:
  - An alternative that adds station stops at Orange, Gardener, Ayer, and Porter Square
  - An alternative that adds stations stops at Athol, Ayer, and Waltham
- Other Options:
  - Station stops could be included in Williamstown, Charlemont, Shelburne Falls, Miller's Falls, Erving, Baldwinville, North Leominster, and or Littleton Route 495.
  - There is an extension of service to Albany on existing lines via Schenectady.
  - There is an extension of service to Albany on new alignment through Cohoes and Troy.

Makaela Niles (MassDOT) reviews the service structure, frequency, and span of service. An image is referenced to show potential options related to how the service could be structured, whether it may include direct service, transfers, or a blend of express and local service, and how frequent it could be.

- Potential Alternative for Phase 2:
  - An alternative that eliminates Northern Tier service at Fitchburg, allowing transfers to MBTA Commuter Rail for trips to Boston North Station.
  - An alternative that provides seven daily trains.
- Other Options:
  - Terminates Northern Tier service at an intermediate station between Fitchburg and Boston.

Makaela Niles (MassDOT) mentions potential tradeoffs that would need to be considered. For example, direct service may be more desirable and also requires more equipment, or higher frequency can provide more options for travel and also has impacts on cost and potential conflicts with freight and passenger service along the corridor.

Makaela Niles (MassDOT) reviews the travel time between stations and physical improvements by referencing an image that shows how speeds can be improved as a result. These improvements include new track alignments in key areas or new sidings.

- Potential Alternative for Phase 2:
  - An alternative that electrifies the rail.
  - An alternative that constructs a new alignment between Gardener and Fitchburg.
- Other Options:
  - Double track the whole Northern Tier corridor line.
  - New alignment through Athol and Royalston.

Makaela Niles (MassDOT) mentions potential tradeoffs that would need to be considered. For example, more physical improvements can potentially decrease travel time for riders and requires more capital investment.

8. *Public Discussion by Makaela Niles, MassDOT (Project Manager), Anna Barry, HNTB, and Paul Nelson, HNTB*

Andy Hogeland says the Study team should investigate stops in Charlemont and Williamstown for seasonal events. These entities record where customers come from, and this information could potentially be made available.

Marcus Graly says there are a lot of people that live in Gardner and Athol with various attractions that could benefit from stops.

Emily Crowley says a service branch from Greenfield to Amherst would be beneficial for students.

Barbara Alexander says reliability is most important.

Carl McKinney says there are rights-of-way of the existing track to Mechanicsville and at the last public meeting, one of the panelists indicated the rights of way were still there to Rensselaer. He also says that there is a segment that goes through southern Vermont and to be inclusive and economically integrated, Bennington and Albany should be brought in. There is an opportunity for Massachusetts to collaborate with other states, especially if there is federal funding available.

Françoise Hatte says it is important that there are fast and frequent trains to make it possible to travel to Boston without needing to drive and park.

Representative John Barrett says the cost of the project should not increase. He thinks one of these two alternatives could potentially lead to the success of this project. He is unsure if a line to Albany exists currently, so it might be useful to prioritize this and notes the Governor and other representatives are invested in this and there are commitments in funding from legislature for Northern Tier.

Sam Seidel likes the idea of stops in Orange and in Porter Square in Cambridge, and the idea of expanding consideration to including Albany, NY and the Amtrak north-south route running through Greenfield.

Nicholas Horton says adding additional stations would be a priority and the potential to connect to Albany is an exciting possibility.

Mark Shapp says the old Boston mainline from Johnsonville down to Troy is gone. The only way to go to Albany Rensselaer Station would be through Mechanicville Yard, out the west end, and on the Amtrak line to Schenectady and back to Albany.

Senator Joanne Comerford says as the Study progresses, she would love to see the Study consider longer-term possible economic or population growth along the northern tier spurred by passenger rail as a stimulus. She also says she understand the economic impact of the direct construction but would love to see something broader over time.

Kristen Elechko (Western Massachusetts Regional Director for Senator Ed Markey) thanks everyone for producing this public workshop. She appreciates being a part of the presentation, the leadership of elected officials, and the public comments and will remain engaged.

Marcus Graly asks that Porter Square be included as a possible station stop and says there is a lot of development in Kendall, and it is much easier to get there on the Red Line from Porter than it is to get there from North Station, increasing the potential ridership.

Will Quale says module 3 addressed his earlier questions in the discussion. He strongly encourages and will advocate for future opportunities for many more stations with frequent short trainsets making connections. He also says Millers Falls would become his local station and that this is a great location.

Senator Joanne Comerford asks what the schedule is for the Study after this workshop.

Makaela Niles (MassDOT) says as part of the next steps, the two initial alternatives will be refined, and four additional alternatives will be developed based on the feedback received and be assessed using the evaluation criteria. The Study is expected to be completed in the Spring.

Elijah Witkowski-Despres agrees with the addition of a Porter Square stop.

Lynne Kellner asks how much has been forecasted for federal input for federal funding towards this project.

Makaela Niles (MassDOT) says the two alternatives will be refined and four other alternatives will be developed and assessed based on the evaluation criteria. The draft final report will be released for public comment before it is finalized and will include possible funding opportunities.

9. *Next Steps by Makaela Niles, MassDOT (Project Manager)*

Makaela Niles (MassDOT) presents the next steps for the Study goals and objectives. She mentions the two alternatives will be refined and four other alternatives will be developed and assessed based on the evaluation criteria. The draft final report will be released for public comment for a month before it is finalized. Makaela Niles (MassDOT) thanks members of the public for attending and sharing their comments and questions and encourages attendees to visit the Study website to submit additional comments or questions or sign up for Study updates and monthly e-newsletter. The materials from this meeting including the video recording and meeting summary, will be made available on the Study website.

## Northern Tier Passenger Rail Study Public Workshop

### MassDOT/Study Team:

- Makaela Niles – MassDOT
- Anna Barry – HNTB
- Paul Nelson – HNTB
- John Orrison – HNTB
- Karl Clayter - HNTB
- Paige Sopher – HNTB
- Sara Stoja – HNTB
- Andreas Aepli – Cambridge Systematics
- Dan Tempesta – Cambridge Systematics

### Interpreters:

- Kym Detato – American Sign Language
- John Roberts – American Sign Language
- Megan Speed – CART

### Public Attendees:

- |   |                         |
|---|-------------------------|
| 1. Aaron Saunders – MA State Representative | 25. Brian Winchendon    |
| 2. Adrienne Nunez                           | 26. Bridget Sullivan    |
| 3. Alan Butler                              | 27. Brigham Stevenson   |
| 4. Alex Herchenreder                        | 28. Brooke Burrows      |
| 5. Alex Wang                                | 29. Bruce Fogwell       |
| 6. Alice Bojanowski                         | 30. Bryan Smith         |
| 7. Alice Goldfarb                           | 31. Caitlin von Schmidt |
| 8. Alicia Canary                            | 32. Cameron Dunbar      |
| 9. Allen Pope                               | 33. Carl McKinney       |
| 10. Allison Fippinger                       | 34. Carolyn Sellars     |
| 11. Andrew Achenbach                        | 35. Carter Jimmis       |
| 12. Andrew Fitch                            | 36. Cathy Kristofferson |
| 13. Andy Hogeland                           | 37. Christopher Silvia  |
| 14. Anne McKinnon                           | 38. Clark Semon         |
| 15. Barbara Alexander                       | 39. Claudia Palframan   |
| 16. Bee Jacque                              | 40. Clete Kus           |
| 17. Bella Levavi                            | 41. Clint Richmond      |
| 18. Ben Heckscher                           | 42. Constance Peters    |
| 19. Ben Svenson                             | 43. Dallas Ducar        |
| 20. Bill Dacey                              | 44. Dana Roscoe         |
| 21. Bob Armstrong                           | 45. Daniel Bigda        |
| 22. Brad Harris                             | 46. Daniel Raine        |
| 23. Brendan Read                            | 47. David Brock         |
| 24. Brian Parkinson                         | 48. David Cohen         |



49. David Kulp
50. David Nixon
51. Dee Brochu
52. Dianne Olsen
53. Drew David
54. Edward Bates
55. Edward Damon Jr
56. Elijah Witkowski-Despres
57. Elizabeth Giannini
58. Elizabeth Murphy
59. Emily Bayard
60. Emily Crowley
61. Emily Hodos
62. Emma Weiskopf
63. Eric Kerns
64. Faith Williams
65. Françoise Hatte
66. Garrett Postema
67. Garrison Taylor
68. Gary Bartholomaus
69. George Kahale
70. George Waldmann
71. Greg Roach
72. Greg Vine
73. Gregory Cox
74. Gretchen Heinle
75. Hannah Holleman
76. Heather Williams
77. Hope Nilsson
78. J. B. Mack
79. Jacquelyn Goddard
80. James Garzon
81. James Sheehan
82. Jay Flynn
83. Jeannette Smith
84. Jennifer Bernard
85. Jennifer West
86. Jill Behringer
87. Joanne Comerford – MA State Senator
88. Joe Kurland
89. Joe Zissman
90. John Barrett – MA State Representative
91. John Cronin – MA State Senator
92. John Edwards
93. John Garrett
94. John Hostage
95. John Kyper
96. Jojo Finfer
97. Joseph Arabia
98. Joseph Barr
99. Joseph DiMarino
100. Judith Atkins
101. Judy Waters
102. Julian Hartmann-Russell
103. K K
104. Katerina King
105. Kevin Kump
106. Kevin Sullivan
107. Kim Shand
108. Kristen Elechko - Western Massachusetts  
Regional Director for Senator Ed Markey
109. Kristofer Munroe
110. Laura Hanson
111. Leo Quigley
112. Linda Dunlavy
113. Linda Maloney
114. Lisa Blackmer
115. Lisa Gustavsen
116. Lucia Folet
117. Lynn Valle
118. Lynne Kellner
119. Malcolm Ragan
120. Marcel LaFlamme
121. Marcus Graly
122. Mariah Kurtz
123. Marie Harpin
124. Mark Shapp
125. Marta Nover
126. Mary Holtorf
127. Mary Savarese
128. Mary Westervelt
129. Matt Lord
130. Matthew Cooperman
131. Matthew Minihan
132. Matthew Spurlock
133. Meredith Slesinger
134. Michael Arnold
135. Michael Eriquezzo
136. Michele Spring-Moore
137. Mindy Domb – MA State Representative

- 138. MJ Adams
- 139. Avie Kalker
- 140. Nancy Hazard
- 141. Natalie Blais – MA State Representative
- 142. Nicholas Horton
- 143. Nick Licata
- 144. Nicole Fonsh
- 145. Nolan Buonomano
- 146. Patricia Gerry-Karajanes
- 147. Pete Cooke
- 148. Peter Lowitt
- 149. Ralph Brill
- 150. Rana Al-Jammal
- 151. Rauley Caine
- 152. Rich Remsberg
- 153. Robert Malnati
- 154. Robin Brickman
- 155. Ron Hult
- 156. Ross Jacobs
- 157. Roy Nascimento
- 158. Sam Seidel
- 159. Sandra Thomas
- 160. Sarah Reynolds
- 161. Sarah Robertson
- 162. Sarah Vallieres
- 163. Scott Galbraith
- 164. Scott Stafford
- 165. Shaw Izikson
- 166. Sheera Hefter
- 167. Sophie Michaux
- 168. Susan Templeton
- 169. Tammy Daniels
- 170. Thomas Gelb
- 171. Thomas Matuszko
- 172. Timothy Dolan
- 173. Tom Bernard
- 174. Travis Condon
- 175. Trevor Beauregard
- 176. Tricia Farley-Bouvier – MA State Representative
- 177. Wes Coates
- 178. Wil Neeley
- 179. Will Quale
- 180. William Dwyer
- 181. William Keller
- 182. Zachary O'Brien