



Northern Tier Passenger Rail Study Working Group Meeting #1 Thursday, December 16, 2021 1:30-3:00 PM Held Virtually Via Zoom

Meeting Summary

On December 16, 2021, MassDOT conducted the first Working Group meeting for the Northern Tier Passenger Rail Study. At this meeting, the Study team provided an overview of the Working Group purpose and Study background and process. The Study team solicited feedback on the draft Study goals and objectives. The meeting was also open to members of the public, who were given the opportunity to share comments and questions at the end of the meeting after the Working Group discussion.

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 Working Group members and the public can participate. Makaela Niles (MassDOT) reviews the agenda for the Working Group meeting.

A poll is launched to better understand how meeting attendees learned about the meeting. Here are the results:



2. *Introductions by Makaela Niles (Project Manager)*

Makaela Niles (MassDOT) introduces the Study team including the consultants and their roles. Anna Barry and Paul Nelson (HNTB) are introduced as Project Manager and Deputy Project Manager. Erica Blonde, Leah Epstein, and Lauren Dvonch (HNTB) are introduced as the Public Involvement team. Andreas Aeppli and David Baumgartner (Cambridge Systematics) are also introduced as part of the Study team. The meeting is opened up to Working Group members in attendance for introductions. The following icebreaker questions are used to guide the introductions:

- What is your name?
- What is the organization/institution you are representing?
- What is the one most important outcome you would hope to achieve from a Northern Tier Passenger Rail Service?

Working Group member introductions:

- Mayor Roxann Wedegartner (City of Greenfield): Learn more about plan for the Study and make sure Greenfield is included in the plan.
- Ashley Stolba (Executive Office Housing and Economic Development): Primary goal is to learn more about the project and make sure we are coming to a consensus driven decision.
- State Senator Jo Comerford (Hampshire, Franklin Worcester District): Thanks for the work and assembling a great team to do this Study. Worked with many colleagues to pass the legislation for this study. Most important outcome for this study is robust community engagement. Heard about the desire for robust passenger rail during campaigning and hopes that community can play a role in the development of the Study.
- Glenn Eaton (Montachusett Regional Planning Commission): Curious about how this Study will come out compared to a similar study that was done about 25 years ago.
- Jessie Samwel (Federal Railroad Administration): Here to learn about project and provide help however we can.
- Jody Ray (MBTA): Spent a lot of time working on the Connecticut River mainline which would connect to this corridor at Greenfield. Glad to be able to serve on this committee.
- Susan Templeton (Office of Senator Cronin – Worcester and Middlesex District): District director attending on behalf of Senator Cronin.
- Jonathan Butler (1Berkshire): Important outcomes include better connectivity throughout Massachusetts and the economic benefits that will come with that.
- Josh Ostroff (Transportation for Massachusetts): Goal is more equitable, just, clean, efficient, and modern transportation and all the benefits it provides. Pleased to be a part of this process. Acknowledge legislative partners that have kickstarted this effort. Outcome is credible basis for sustained investment in capital and the operations needed to provide mobility across the state, particularly to underserved regions across the state that do not have interregional connections.
- Linda Dunlavy (Franklin Regional Council of Governments): Hope to achieve outcome of showing how transformative regional rail on this corridor can be for all of Massachusetts.
- Matthew Russett (Office of Congressman Richard Neal): Transportation legislative aide for Congressman Neal. Thanks for having us today.
- State Representative Natalie Blais (1st Franklin District): Thanks to MassDOT and the team for pulling this together today. It's nice to see familiar faces that have worked on rail and transportation issues across the state. Thanks to legislative partners across the region.

Community participation is so important. Looking for maximum output when it comes to how rail can impact climate goals, equity, and economic development goals.

- Mayor Tom Bernard (City of North Adams): Transportation is key to economic development, business development, supporting tourism, cultural and outdoor recreation. Moment, time, and funding is there for us to think creatively and capitalize on opportunities.
- Peter Lowitt (Fitchburg Line Working Group): Learned the importance of organizing with legislators and the delegation. Keeping communities in the loop and active participants in Fitchburg process. Would love to see the Fitchburg line go the rest of the way.
- Robert Malnati (Berkshire Regional Transit Authority): Here to listen and hopefully be able to provide first/last mile service.
- Roy Nascimento (North Central Massachusetts Chamber of Commerce): Positive economic impacts from this project from interconnectivity of the region.
- Thomas Matuszko (Berkshire Regional Planning Commission): Actionable plan and program that brings consistent, affordable, and reliable service to North Adams from points east.
- Tina Cote (Franklin Regional Transit Authority): Looking to see how this is going to connect with regional transit authority and getting people back and forth to Boston. This is a gap that needs to get filled.

3. *Working Group and Study Overview by Makaela Niles, MassDOT (Project Manager)*

Makaela Niles (MassDOT) reviews the Working Group role:

- Provide knowledge, expertise, and perspective.
- Attend the meetings and actively participate and engage, while being respectful of others' time and points of view.
- Review information and provide feedback.
- Share information with the organization/institution you represent.
- Serve as conduit for broader public involvement.

4. *Study Background and Overview by Makaela Niles, MassDOT (Project Manager)*

Makaela reviews the Study background, overview, and process including the public meeting schedule. Through Section 84 of the 2020 state budget, the Massachusetts Legislature directed MassDOT to conduct a study of the feasibility of rail access between North Adams and Boston. This conceptual planning study will examine the statewide and regional economic and environmental benefits as well as any associated implementation challenges and identify all necessary improvements to support passenger rail service along the Northern Tier.

The process includes:

- Public Participation – foundation of study and will be carried throughout
- Documenting past efforts
- Market Analysis
- Physical, Regulatory, and ROW ownership
- Potential service plans and alternatives
- Alternatives evaluation and cost estimate
- Development of recommended next steps

Public meetings will take place at key study milestones to solicit feedback from the public. The first public information meeting will be held in the Spring. All Working Group meetings will be open to the public.

5. *Alternatives Development and Analysis Process and Additional Engagement Opportunities by Paul Nelson, HNTB*

Paul Nelson (HNTB) reviews the alternatives development process. The team will be looking at six service alternatives. There will be a two-phase approach to this process. The first phase will look at two alternatives:

1. Minimum build - The level of passenger service possible under the existing rail conditions.
2. Maximum build - The best level of passenger rail service through major investments in the rail infrastructure.

The public will have the opportunity to review the two initial service plan alternatives and provide comments. Feedback will be used to develop the final four service plan alternatives (Phase 2). Beyond the Working Group meetings, there will be additional engagement opportunities including public workshops, interactive websites, and a comment and subscription form.

6. *Preview of Study Context, Similarities to the East-West Study and Lessons Learned by Makaela Niles, MassDOT (Project Manager)*

Makaela Niles (MassDOT) reviews the study corridor map (spans North Adams to Boston). The MBTA currently operates part of the line from Boston North Station to Wachusett in Fitchburg while freight rail operates west of Wachusett. Team will look closely at right-of-way, restrictions, and considerations for the corridor. Makaela also discusses the similarities to the East-West Passenger Rail Study, which evaluated potential alternatives for providing new passenger rail connections between Pittsfield, Springfield, Worcester, Boston, and intermediate communities. The East-West Passenger Rail Study demonstrated both the importance of increased transportation options and the investments that may be required to realize the benefits of new rail service.

7. *Sale of Pan Am Railways by Anna Barry, HNTB*

Pan Am Railways is one of New England's regional railroads and is a 50% owner of Pan Am Southern. Pan Am Southern owns and operates railroad between Fitchburg and the state line with New York. CSX Transportation has petitioned the Surface Transportation Board to acquire Pan Am Railways, and therefore that share of the Northern Tier right-of-way. The decision is currently before the Surface Transportation Board in Washington. Board announced a hearing to be held in January which is virtual and open to everyone. A decision will be issued by April and it will go into effect in May. There may be some shifting circumstances but the study can proceed effectively while the sale process is ongoing.

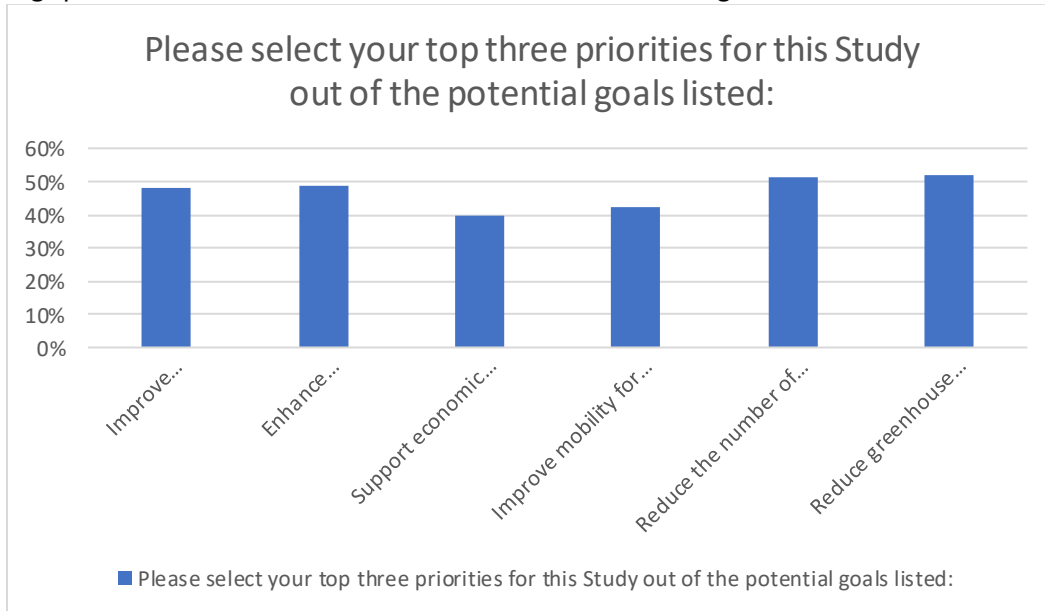
8. *Goals Exercise and Discussion by Makaela Niles, MassDOT (Project Manager)*

Makaela Niles (MassDOT) reviews the link between goals and potential objectives. A goal is a broad statement of purpose that represents a desired outcome. An objective is a specific action to achieve the overall goal. Goal and objective examples are discussed. The draft study goals are as follows:

- Improve attractiveness of the Northern Tier as an affordable place to live
- Enhance competitiveness for attracting new jobs and employers

- Support economic development for Northern Tier businesses
- Improve mobility for transit-dependent populations
- Reduce the number of automobile trips along the corridor
- Reduce greenhouse gas emissions and air quality impacts from transportation

Two polling questions are launched to collect feedback on the draft goals:



9. Working Group Discussion on Draft Goals, by Makaela Niles, MassDOT (Project Manager)

- Mayor Tom Bernard (City of North Adams): There are complementary ideas in the goals listed. We can accomplish all of these things. The last two points relate to climate resiliency.

- Linda Dunlavy (Franklin Regional Council of Governments): If the goal is to only have three goals, there is a way to combine into three very strong goals that would be supported by everyone here.
- Josh Ostroff (Transportation for Massachusetts): Agree with the other two comments. What kinds of programs would best align with future federal funding streams? Something to keep in mind as we evaluate alternatives and start looking at costs.
- Representative Natalie Blais: Transportation connections is something we need to be looking at with other states and other modes of transportation including RTAs
- Josh Ostroff (Transportation for Massachusetts Coalition): Interested to know if we can achieve travel time of 2 hours and 15 mins from Boston to Greenfield that was provided in 1952.
- Linda Dunlavy (Franklin Regional Council of Governments): Paul, can you please re-explain minimum and maximum as it related to the alternative's development process?
 - Paul: Have an existing system west of Wachusett that doesn't serve passenger rail right now (only freight). The rail is in a condition that would only provide service at a certain speed, etc. We understand that benefits and costs is always the tradeoff. We want to see what it would look like if we ran service with the existing condition of the rail (with some minor safety improvements). Once we understand the minimum service that could be provided, then we would take a look at physical infrastructure and find a way to increase speeds on the line and understand how successful investments in the rail would be in growing and driving ridership. This will help define the best- and worst-case scenarios for what service could look like. Then take elements of those scenarios, with feedback from the public, to further define alternatives that satisfy the metrics being looked at.
- Senator Jo Comerford: These goals are very synergistically aligned and with some wordsmithing, we can develop economic housing development goals and a climate resiliency goal. Both minimum and maximum build scenarios would have to serve the goals.
- Mayor Roxann Wedegartner: Is it an either/or approach or is it a plan to transition from minimum to maximum? The 2 hour and 15-minute trip time is fine but I think it would be better if it is under 2 hours but that may be moving toward the maximum if you need higher speeds. Is there any plan now or is that this group's job to see if it's one or the other or some version of the transition?
 - Paul Nelson (HNTB): The ultimate goal is an implementation plan. After the first two alternatives are developed, there are still four more service plans that will be developed. Not necessarily an either/or approach as there are possible interim steps. Maximum benefits will be evaluated by looking at both approaches.
- Representative John Barrett (North Adams): Been involved in this project for over 50 years. Good passenger service and broadband is going to grow the area. One of the few counties in Massachusetts that have lost populations. It is essential for economic development. Possibly reduce the length of this Study, it is too long. This is an easy solution and common sense to have service along this corridor.

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

Makaela Niles (MassDOT) presents the next steps for the goals and objectives. An overview of the Study Team Work Tasks is also presented with a timeline. The Study's expected completion date is the Spring of 2023. Makaela asks if there are any closing questions or comments from the Working Group.

- Representative Natalie Blais: How were members of the Working Group determined? If we notice any gaps that could be filled, are you open to adding additional members to the group?
 - Makaela Niles (MassDOT): This group is comprised of federal and state elected officials, regional and local representatives from across the corridor, economic development representatives, and representation from rail industry. Overall the group represents a broad expertise and knowledge base that spans the corridor. MassDOT is open to adding new members to the group, however, all Working Group meetings are open to the public. There will also be public meetings that anyone can attend.
- Senator Jo Comerford: What are the expectations for the Working Group? How many meetings to expect/ when we'll get the materials for the meetings? How will communication with Working Group go? How will MassDOT best work with the Working Group?
 - Makaela Niles (MassDOT): This a tiered approach. We will have these working Group meetings that are open to the public. There will be public and stakeholder meetings as well. We hope to hold meetings in person, but we are cognizant of the changing landscape with COVID. We have our study website where we will add materials and resources. Feel free to email, use the comment form, and attend meetings. Agendas will all align with Study tasks that were shared during this meeting.
 - Erica Blonde (HNTB): Strive to notify at least 2 weeks in advance. If there are materials to review, we will make sure Working Group members have ample time to do so. We will have materials available on the Study website and comment form available 24/7. Please reach out to Makaela or another members of the Study team if one-on-one engagement is of interest.
- Jo Comerford: Feel free to get in the weeds. Is there a way to set meetings well in advance? There was feedback that people wanted to attend but they were not able to because it was set meeting with no engagement whether or not it worked for people. We are ready to engage robustly.
 - Makaela Niles (MassDOT): We aim to be agile with public involvement. Thank you for your comments.
- Thomas Matuszko (Berkshire Regional Planning Commission): Getting the materials posted on the website as soon as possible after the meeting would be most beneficial to the group.
 - Erica Blonde (HNTB): We can consider a notification to the Working Group members when materials are posted to be proactive.
- Peter Lowitt (Fitchburg Line Working Group): What is the level of interaction that we have had with CSX at this point and can we use their acquisition process as leverage to secure any of our goals?
 - Makaela Niles: CSX has been invited to participate in this process. We are aware of their sale process. While both are happening simultaneously, they are separate processes. We hope to continue conversations with our rail partners to communicate our needs and wants with them.

- Anna Barry: The governance paper of the East-West Passenger Rail Study process on the MassDOT website is informative on the flexibility and leverage you have with a private rail company.

11. *Public Discussion by Makaela Niles, MassDOT (Project Manager) and Erica Blonde, HNTB*

Makaela Niles (MassDOT) opens the discussion to the public and explains the Zoom procedures.

- Deborah Yaffee: I am very concerned about increased diesel fumes /air pollution and also increased noise pollution in my town (Shelburne Falls). There are a lot of home businesses (many healers needing quiet) that are near the crossings where the horns are required to blast. Is there consideration to route the train through another part of town as they did with freight when the Hoosac tunnel was being repaired? I am also concerned how it will impact our real estate taxes here in Buckland and Shelburne and where the stop points will be and the speed of trains coming through.
 - Anna Barry (HNTB): This is a planning study at its earliest stages. All factors mentioned will be evaluated in the development of alternatives. Minimizing negative impacts and optimizing the positive ones is the goal.
- Bob Armstrong: Thrilled with the Working Group. When talking about the goals of the Study, I hope you view climate change mitigation as the most important goal. Decisions about the new train system should be made based of trains running off renewable electricity and not diesel. The other goals related to economic development and affordable housing should be follow-on goals to climate change mitigation. Encourage everyone to watch the movie Don't Look Up.
 - Erica Blonde (HNTB): Thank you.
- General comment: Would trains run on diesel and is electrification a possibility?
 - Anna Barry (HNTB): Team will be looking at a variety of alternatives that deliver travel times in a continuum. When looking at the alternatives it might be determined there is a series of improvements that can be made over time to get us to the optimized service. Could be electrified service or diesel service depending on what the community wants, how quickly, and what the benefits are. Electrification could happen down the line.
- Megan Randall: Live in North Pownal located in Vermont right where the Study corridor crosses the state line from Massachusetts. Some would like to see passenger rail service continue on from North Adams and continue through Vermont to Albany, New York. We in Pownal would like to be part of that. What can we do to show our interest in the expanding the service from Berkshires to upstate New York?
 - Anna Barry (HNTB): Giving input to the Study is important. Local, regional, and state officials should be working with officials from MassDOT to put this type of service on the agenda. This Study may evaluate service to New York (Albany).
 - Makaela Niles (MassDOT): Anna's response is applicable to other comments and questions we received including the regarding service to Williamstown.
- J.B. Mack: I think it's really important to have a goal that the system meets the needs of more than the towns or downtown/village areas adjacent to the rail line. This would imply that the line would be convenient to and support a larger population and that the study

would need to think about multimodal connectivity to the rail line. The rail line will only be as effective and have as much support as the people who have access to the line.

Multimodal connectivity is also important for people visiting towns along the line. Once they are dropped off, can they get to their destinations?

- Paul Nelson (HNTB): This will factor in to how we determine station locations and estimate ridership. We will be looking for connections, both local and regional, to the stations. Want good access to station, regional access to stations. Agree that the more people that view it as a convenient location, the more likely they are to use the service.
- Emily Johnson: Working Group has good representatives from public officials and economic development organizations. Have Native American tribes been contacted to be part of this conversation? Will they be incorporated into the planning process?
 - Makaela Niles (MassDOT): This is our first virtual meeting of the Study; we are still at the early stages. Feel free to reach out with contacts. We are happy to talk to anyone and everyone to engage them as part of the process.
- Anne McKinnon: Not clear what the overall goal of the study is: to establish if rail is the best mobility option or to develop a plan to implement rail service?
 - Paul Nelson (HNTB): Both parts of the question are relevant to the Study. We are ultimately guided by legislative language that was passed and that was focused on the feasibility of rail service. As we evaluate the first two alternatives, we can start to evaluate how those compare to the goals we have developed. There is a feasibility question throughout the process. Once we develop a consensus on a solution, then we will develop a plan on how to achieve it.
- Andy Hogeland: Repeat ideas of going across state borders. Several people from Southern Vermont and Southern New Hampshire that were interested in this Study. Confirm that when you talk about economic development that includes recreation and cultural institutions. Analysis needs to be consistent with the East-West Rail passenger catchment area so we can compare apples to apples on the two lines.
 - Erica Blonde (HNTB): Thank you.
- Mary Westervelt: I don't see rail transportation reducing auto use unless times for travel are comparable to driving. Cost to riders will also be a factor.
 - Erica Blonde (HNTB): Thank you.
- Alex Strycky: In support of this Study. In order to get the public interested and paying attention, it is important to not oversell the project so people don't believe this project is actually going to happen. Don't mean to be skeptical. Good luck to everyone.
 - Erica Blonde (HNTB): Thank you.
- James Starkey: I live in Northern Worcester County on the Route 2 corridor. This area is a HUGE bedroom community for people working east of here that have been priced out of the housing market there. Traffic on Route 2 is awful starting at 5 AM and right through the day. Rail service is badly needed and I am certain it will be used. It's way past time to do this. There was rail service to Gardner back over 20 years ago and it went away. It was needed then and now it's crucial.
 - Erica Blonde (HNTB): Thank you.
- Clint Richmond: Representing Massachusetts Sierra Club. Goals need to acknowledge regional equity. Auto is the only mode of transportation in Western Massachusetts. Goal is

to increase mobility, target population those are reliant on it and those who prefer transit (safer, reliant, and can work while on it). Even diesel train service is better for the environment than autos. Interstate rail connections are important and we expect the study demand modeling will include trips north and south using Amtrak and the Valley flyer. Consider extensions west past Albany.

- Andrew Smith: Hi, I'm a Selectman from the Town of Orange. As you all know, Orange is located in central Massachusetts so it's not necessarily Western Massachusetts or Eastern Massachusetts. Many times, the people here feel somewhat "forgotten". I guess my major hope is that the Town of Orange will be a passenger rail stop here.
 - Anna Barry (HNTB): The legislation that sponsors this study mentions specific cities such as North Adams and Greenfield, however, the study will assess all other stops that should be made in order to achieve the results. The Town of Orange is in the running for potential stations and will be part of the evaluation process.
- Sean Meyer: As part of the market and transportation analysis will potential climate migration trends be factored in? Put another way, with rising sea levels many experts are suggesting that individuals, homeowners and businesses located on the coasts in subject to chronic flooding will need to move inland. How might the analysis best estimate what that might translate into as far as population changes here in Western Mass and possible usage/ridership of this new rail line?
 - Andreas Aeppli (Cambridge Systematics): We are going to be looking at population trends in the region. Working closely with the Donahue Institute which does a lot of examination of populations trends and growth. We may have to rely on existing data and models that have been developed. We will be circling back with you all as the market analysis proceeds.
 - Paul Nelson (HNTB): There is a certain responsibility that this study has to be done within the context of other transportation planning efforts in the state. MassDOT needs to understand how this is prioritized within other needs. A similarity needs to be there in how things are forecasted. Climate change, housing costs, and other factors are pushing people outside of the Boston metro area. There are a few different factors to test and that will be clearly communicated to the public and Working Group so the methodology is understood.
- Bob Armstrong: I would encourage you to consider an additional goal to be reducing automotive congestion in Boston which might mean expanding outlying parking, such as at Alewife or further west so that driving right into the city is avoided.
 - Erica Blonde (HNTB): Thank you.
- Laure Kaye: I hope that part of this effort will be educating the public about the benefits of rail travel for them well in advance of when the extended line will be available. Most people have little interest in switching from private automobile transportation to public transportation except when there isn't any other choice. Will you start on an education component?
 - Anna Barry (HNTB): Part of the public involvement process will include educational materials about rail service. Intent for outreach will be as effective as possible. We will be assessing alternatives for this Study, with securing funding, evaluation of alternatives, and a selection of a preferred alternative to follow. There are many steps of the process in which a constituency will be built at many levels. Public

education will take place at all phases and eventually the service will have to be sold to the people that were originally estimated in the models. Every stage of the project builds with more detailed information.

- Louise Hetzler: Lifelong train buff. I've written many songs about trains and I'd like to offer them to this group as a way to educate people about the joys of train travel. We need this service and need to work on climate change now, electrification should not be an end goal but a starting goal. I am a music educator and have written many train songs while riding the train. Thank you.
 - Response: Thank you, that's a very generous offer.
- Caryl Hull Leavitt: I'd also like to make sure the idea of "increased tourism" is not overlooked for consideration. Our interest in North Adams was very much informed by the idea of the "cultural corridor" described in North Adams' Vision 2030. Perhaps this falls under "economic development" but I think its way to capitalize on increased interest in the area. It's a pleasure to hear of all these very important concerns and perspectives.
 - Erica Blonde (HNTB): Thank you.
- Steve Hayes: Just want to add support to discussion of out of state interest: many of us in Brattleboro and Windham County, VT would be thrilled to see any and all of these build out proposals so close to or even possibly interconnecting with the route serving our community.
 - Erica Blonde (HNTB): Thank you.

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

Makaela Niles (MassDOT) thanks the Working Group and the members of the public for attending and sharing comments and questions, and encourages attendees to visit the website to submit additional comments or questions, or sign up for updates. The materials from this meeting will be made available on the Study website. Look forward to reconvening in the New Year.

Northern Tier Passenger Rail Study Meeting #1 Attendees

MassDOT/Study Team:

- Makaela Niles – MassDOT
- Anna M. Barry – HNTB
- Paul Nelson – HNTB
- Erica Blonde – HNTB
- Leah Epstein – HNTB
- Lauren Dvonch – HNTB
- Andreas Aeppli – Cambridge Systematics
- David Baumgartner – Cambridge Systematics

Working Group Members & Alternates:

1. Ashley Stolba – Executive Office Housing and Economic Development
2. Cameron Lease – Office of State Senator Jo Comerford

3. Corinne Coryat – Office of State Representative Natalie Blais
4. Elena Cohen – Office of State Senator Jo Comerford
5. Glenn Eaton – Montachusett Regional Planning Commission
6. Jared Freedman – Office of State Senator Jo Comerford
7. Jessie Samwel – Federal Railroad Administration
8. Jo Comerford – State Senator
9. Jody Ray – MBTA
10. John Barrett – State Representative
11. Jonathan Butler - 1Berkshire
12. Joshua Ostroff – Transportation for Massachusetts
13. Linda Dunlavy – Franklin Regional Council of Governments
14. Matthew Russett – Office of U.S. Representative Richard Neal
15. Mayor Roxann Wedegartner – City of Greenfield
16. Mayor Tom Bernard – City of North Adams
17. Natalie Blais – State Representative
18. Peter Lowitt – Devens Enterprise Commission
19. Robert Malnati – Berkshire Regional Transit Authority
20. Roy Nascimento – North Central Massachusetts Chamber of Commerce
21. Susan Templeton – Office of State Senator John Cronin
22. Thomas Matuszko – Berkshire Regional Planning Commission
23. Tina Cote – Franklin Regional Transit Authority
24. Travis Pollack – Metropolitan Area Planning Council

Public Attendees:

- | | |
|----------------------|------------------------|
| 1. Abigail Cutrumbes | 21. Brian Domina |
| 2. Adam Frenier | 22. Bruno Fisher |
| 3. Adrienne Nunez | 23. Caleb White |
| 4. Alec Wade | 24. Caryl Hull Leavitt |
| 5. Alex Strysky | 25. Charlotte Minsky |
| 6. Alice Bradley | 26. Chris Klem |
| 7. Allen Pope | 27. Clete Kus |
| 8. Amanda Nash | 28. Clint Richmond |
| 9. Andrew Achenbach | 29. Colin Bratton |
| 10. Andrew Smith | 30. Dan Hodge |
| 11. Andy Daly | 31. Dan Peacock |
| 12. Andy Hogeland | 32. Dana Roscoe |
| 13. Anne McKinnon | 33. Daniel Morrissey |
| 14. Anthony Jewell | 34. Danny Jin |
| 15. Ben Heckscher | 35. Daryl Amaral |
| 16. Benjamin Craig | 36. Deborah Yaffee |
| 17. Benjamin Lamb | 37. Doc Pruyne |
| 18. Beth Girshman | 38. Edie Heinemann |
| 19. Bob Armstrong | 39. Emily DeVoto |
| 20. Brad Harris | 40. Emily Johnson |
| | 41. Enrico Grillo |

42. Eric Buddington
43. Eric Smith
44. Ethan Britland, MassDOT
45. Geoff Kravitz
46. Holly Rueger
47. J. B. Mack
48. Jacquelyn Goddard, MassDOT
49. James Starkey
50. Jay DiPucchio
51. Jerry Lund
52. Joe Kurland
53. John Garrett
54. Joseph Dever
55. Joseph Ort
56. Joseph Pagano
57. Kate Wilkinson
58. Katie Stetner
59. Kevin Pink
60. Kim Robinson
61. Kristine Gorman
62. Laura Kaye
63. Louise Hetzler
64. Lucia Foley
65. Marco Turra
66. Mark Maloni
67. Mark Shapp
68. Mary Holtorf
69. Mary Westervelt
70. Mary-Ann Palmieri
71. Maureen Mullaney
72. Max Hartshorne
73. Max Pavlov
74. Megan Randall
75. Michael Perreault
76. Michael Tripp
77. MJ Adams
78. Nick Mellis
79. Patrick Beaudry
80. Paul Goodrich
81. Paul Tuthill
82. Rich Rydant
83. Richard Nathhorst
84. Rob Culliford
85. Ronald Coler
86. Sarah Bradbury
87. Sarah Robertson
88. Scott Baker
89. Scott Darling
90. Scott MacDonald
91. Sean Meyer
92. Shaun Suhoski
93. Sinait Sarfino
94. Steve Hayes
95. Susan Conger
96. Walker Powell
97. Walter Ramsey
98. William Perry
99. William White
100. Zane Lumelsky