

MATRIX OF ENVIRONMENTAL COMMITMENTS - CLOSEOUT PLAN

6/30/2020 UPDATE

A	B	C	D	E	F	G	H	J	K	L	M
ID NO.	CODE	Topic	Location	Mitigation per MEPA Notice of Project Change (Jan 2017) and EA FONSI Re-Evaluation (March 2017)	Status	Implementation Responsibility	Status / Comments As of 6/30/20	MONITORING AND CLOSEOUT ACTION	IMPLEMENTATION PERIOD REQUIRED PER ENV. DOCS (EA Table 7.4-1)	CURRENT FORECAST IMPLEMENTATION DUE DATE	DATE OF CLOSEOUT FORM
E1	TT-1	Traffic and Transportation Systems	Boston Avenue @ Winthrop Street	Intersection analysis (traffic signal timing, e.g.) and improvements in order to optimize future build conditions. Upgrade traffic signal equipment and modify pavement markings, as appropriate. Restripe crosswalk markings.	Open	City of Medford PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Medford, as per the May15, 2018 Memorandum of Agreement (MOA), Exhibit A. Details of mitigation differ slightly from original mitigation proposed (restripe to add a left turn lane, which resulted in a loss of 12 parking spaces), but are consistent with the overall intent which is to provide roadway and signal modifications at intersections to prevent adverse traffic impacts from the project. Per the City, work is 5% complete. Walk/Don't Walk time has been changed to current standards.	Monitor work by City; include in status report for Third Party Agreements	Within 12 months after revenue service	8/10/2022	
E2	TT-2	Traffic and Transportation Systems	Boston Avenue @ College Avenue, Medford	Provide right hand turn lane on the existing bridge. Remove sidewalk and add a new pedestrian bridge.	Open	Design-Build Entity	The commitment is included in the DB Entity's Design Package 28 ("College Ave. - Roadway + Pedestrian Bridge ") and is in the Intermediate Design phase. The MBTA is coordinating the design with the City of Medford, and with Tufts University relative to the design of the adjacent Cummings Building. The design still incorporates the right turn lane on the existing bridge by removing the existing sidewalk and installing the pedestrian bridge.	Monitor work by DB	Within 12 months after revenue service	8/10/2022	
E3	TT-3	Traffic and Transportation Systems	Washington Street @ McGrath Highway, Somerville	New signal phasing sequence to incorporate pedestrian crossing. New equipment and new wiring between heads and control cabinet.	Complete	City of Somerville PER EXHIBIT A OF AGREEMENT	Work completed by City of Somerville per the July 21, 2017 MOA, Exhibit A; per City work was complete in 2015.	Prepare Closeout Form	Within 12 months after revenue service	Complete	7/30/2020
E4	TT-4	Traffic and Transportation Systems	Prospect Street @ Somerville Avenue, Somerville	Pedestrian crossing time to be increased causing an adverse impact to overall vehicular traffic. Traffic and pedestrian signal times could be adjusted to balance needs of both.	Complete	City of Somerville PER EXHIBIT A OF AGREEMENT	Work completed by City of Somerville per the July 21, 2017 MOA, Exhibit A; per City work was complete in 2017.	Prepare Closeout Form	Within 12 months after revenue service	Complete	7/31/2020
E5	TT-5	Traffic and Transportation Systems	Washington Street @ Somerville Avenue/Webster Street, Somerville	Traffic and signal timings could be adjusted to balance needs of pedestrians vs. motorists. No room to add or move lanes.	Complete	City of Somerville PER EXHIBIT A OF AGREEMENT	Work completed by City of Somerville per the July 21, 2017 MOA, Exhibit A; per City work was complete in 2017.	Prepare Closeout Form	Within 12 months after revenue service	Complete	7/31/2020
E6	TT-6	Traffic and Transportation Systems	Washington Street @ Tufts Street, Somerville	Washington St. at Tufts St. to be controlled by a signal. Washington St. will need to be widened to four lanes between McGrath Hwy and Tufts St. Sidewalk north of Washington St. will need reconstruction.	Open	City of Somerville PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Somerville, as per the July 21, 2017 Memorandum of Agreement (MOA), Exhibit A. North of Washington St sidewalk is being reconstructed as part of GLX-C's scope. Conditions at the intersection of Washington and Tufts have changed: - No pick-up/drop off for the station on Washington St - Part of intersection and east of intersection is being redesigned to accommodate a floating bus island and a rapid flashing beacon (MBTA/GLX/CoS collaboration) The City is in the process of hiring a consultant to conduct a traffic warrant analysis. If a traffic signal is still warranted the consultant will design traffic signal	Monitor work by City; include in status report for Third Party Agreements	Within 12 months after revenue service	8/10/2022	
E7	TT-7	Traffic and Transportation Systems	Medford Street @ Pearl Street, Somerville	Install fully actuated traffic signal at intersection of Medford @ Pearl and coordinate with Medford St. at School St. signal; provide left-turn lane to Pearl St. from Medford St. southeast approach; optimize signal timings at intersection of Medford @ School; install crosswalks on Medford St. and Pearl St. approaches to intersection.	Open	City of Somerville PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Somerville, as per the July 21, 2017 Memorandum of Agreement (MOA), Exhibit A. Conditions have changed since the EA report was written. There is no longer a station entrance on Medford St. across from Pearl St. In addition, the City is currently redesigning Gilman Square including a new layout for the Pearl St. and Medford St. intersection. The consultant hired for this project will provide a written traffic report that will include that a traffic signal in this location is not warranted any more.	Monitor work by City; include in status report for Third Party Agreements	Within 12 months after revenue service	8/10/2022	

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1

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E8	TT-8	Traffic and Transportation Systems	Broadway @ Boston Avenue/Rogers Avenue/ Station exit, Somerville	Modify signal phasing and timing at intersection of Broadway and Boston Ave/Rogers Ave/ Station exit.	Open	City of Somerville PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Somerville, as per the July 21, 2017 Memorandum of Agreement (MOA), Exhibit A. The City is in the process of hiring a consultant to provide a traffic report and traffic signal plan. This design work is scheduled to be complete by Fall 2020, and the City will be ready to change signal timing by spring/summer 2021.	Monitor work by City; include in status report for Third Party Agreements	Within 12 months after revenue service	8/10/2022	
E9	TT-9	Traffic and Transportation Systems	Monsignor O'Brien Hwy (Rte 28) @ Third Street, Cambridge	Reconstruct intersection to restrict westbound left hand turns on to Third St., provide upgraded pedestrian crossing and new signal timing and phasing.	Open	DivcoWest	The commitment is being carried out by the abutting developer (DivcoWest), as per the various agreements that the MBTA has entered into with them. DivcoWest is obligated under the 2/11/11 Amended and Restated Development and Land Exchange Agreement with the MBTA, as amended (see Section 5.1) to obtain all approvals related to the North Point Development. Currently Divco is completing this intersection upgrade in their Phase 1 Effort, which is set to be complete by the end of 2020.	Monitor work by developer	Within 12 months after revenue service	8/10/2022	
E10	TT-10	Traffic and Transportation Systems	Monsignor O'Brien Hwy (Rte 28) @ Water Street, Cambridge	Reconstruct intersection to remove median, allow east bound left hand turns from Rt. 28 to Water St. Left turns from Water St. would be allowed prior to construction of Cambridge Crossing, and restricted after completion of Cambridge Crossing. A new crosswalk installed on east side of intersection; intersection to be signalized.	Open	DivcoWest	The commitment is being carried out by the abutting developer (DivcoWest), as per the various agreements that the MBTA has entered into with them. DivcoWest is obligated under the 2/11/11 Amended and Restated Development and Land Exchange Agreement with the MBTA, as amended (see Section 5.1) to obtain all approvals related to the North Point Development. Currently Divco is completing this intersection upgrade in their Phase 1 Effort, which is set to be complete by the end of 2020.	Monitor work by developer	Within 12 months after revenue service	8/10/2022	
E11	TT-11	Traffic and Transportation Systems	Monsignor O'Brien Hwy (Rte 28), North First Street and East Street, Cambridge	First St. to be extended through existing Lechmere Station to connect to Rt. 28. Eastbound left turns on to North First St. would be prohibited. This would be accommodated at Water St. Westbound left hand turns from Rte. 28 to First St. and Cambridge St. would occur at this intersection under proposed mitigation. East St. would be reconstructed to be right turn in/right turn out and the median extended along Rte. 28.	Open	DivcoWest	The commitment is being carried out by the abutting developer (DivcoWest), as per the various agreements that the MBTA has entered into with them. DivcoWest is obligated under the 2/11/11 Amended and Restated Development and Land Exchange Agreement with the MBTA, as amended (see Section 5.1) to obtain all approvals related to the North Point Development. After completing their Phase 1 work of upgrades to Cambridge Crossing, Divco will move into Phase 2 work which will include this intersection; expected to be complete by the end of 2021.	Monitor work by developer	Within 12 months after revenue service	8/10/2022	
E12	TT-12	Traffic and Transportation Systems	Cambridge Street @ First Street, Cambridge	Reconstruct intersection with new signal timing and phasing. Reconstruct First St. between Cambridge St. and Rte. 28 to make the roadway one-way eastbound to Rte. 28.	Open	DivcoWest	The commitment is being carried out by the abutting developer (DivcoWest), as per the various agreements that the MBTA has entered into with them. DivcoWest is obligated under the 2/11/11 Amended and Restated Development and Land Exchange Agreement with the MBTA, as amended (see Section 5.1) to obtain all approvals related to the North Point Development. After completing their Phase 1 work of upgrades to Cambridge Crossing, Divco will move into Phase 2 work which will include this intersection; expected to be complete by the end of 2021.	Monitor work by developer	Within 12 months after revenue service	8/10/2022	
E13	TT-13	Traffic and Transportation Systems	Project wide	Optimize traffic signal timing and phasing to maximize the efficiency of signalized intersections in the Proposed Action. Incorporated in items 1 - 12.	Open	MBTA	As part of MBTA design review with municipalities, the MBTA will work to optimize all signals to maximize efficiency.	Monitor work by City on items E1 - E12, and coordinate as applicable	Within 12 months after revenue service	8/10/2022	
E14	TT-14	Traffic and Transportation Systems	Project wide	Work with cities to develop station-area parking enforcement plans.	Open	MBTA	While on-street parking enforcement is solely under the jurisdiction and control of the municipalities, the MBTA will work with the cities of Cambridge, Somerville and Medford to develop on-street parking enforcement plans that prevent people from driving to the station area and parking on the street all day.	Coord with Cities	Within 12 months after revenue service	8/10/2022	

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E15	TT-15	Traffic and Transportation Systems	Project wide	Evaluate opportunities to improve connections between the new stations and existing bus connections.	Open	MBTA	Meetings with MBTA bus operations have been held to discuss bus connections. All stations have been designed to accommodate access for bus passengers to transfer to rail (or vice versa). As the project is nearing completion, the MBTA will review the bus routes in the area and determine which routes need to be changed so as to provide customers better access to the stations or better travel paths now that the Green Line is operational in the area.	Coordinate with Bus Ops in context of Rail Activation Plan	During design and construction, prior to Revenue Service	8/10/2021	
E16	TT-16	Traffic and Transportation Systems	Project wide	Work with cities and applicable emergency personnel during design of intersection mitigation measures, including the development of construction management and detour plans.	Open	MBTA/Design Build Entity	MBTA responsible for review of intersection mitigation measures that would be implemented by City of Medford, City of Somerville and DivcoWest. Design Build Entity responsible for working with municipalities and emergency personnel on construction management and detour plans during construction. Current coordination work is being done for this effort via the weekly Traffic Management Meetings held every Tuesday at 9:00 a.m.	Monitor work by all parties by participating in weekly Traffic Management Meetings; include in status report for Third Party Agreements	During design and construction, prior to Revenue Service	8/10/2021	
E17	P-1	Pedestrian	Boston Avenue @ North Street, Medford	Upgrade pedestrian signal heads and increase pedestrian walk/flash don't walk time.	Open	City of Medford PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Medford, as per the May 15, 2018 Memorandum of Agreement (MOA), Exhibit A. Per City, this work is 20% complete. Walk/Don't walk time has been changed to current standards..	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/10/2021	
E18	P-2	Pedestrian	Boston Avenue @ Winthrop Street, Medford	Restripe Crosswalk markings. See Item # TT-1	Open	City of Medford PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Medford, as per the May 15, 2018 Memorandum of Agreement (MOA), Exhibit A. The MBTA will provide information on progress in future updates as the work progresses.	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/10/2021	
E19	P-3	Pedestrian	Boston Avenue between Winthrop and College Avenue, Medford	Install warning signage for midblock crossing.	Open	City of Medford PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Medford, as per the May 15, 2018 Memorandum of Agreement (MOA), Exhibit A. Per City, work is 0% complete. Will install after GLX construction has ended so as to not impact new installation.	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/10/2021	
E20	P-4	Pedestrian	Boston Avenue @ Harvard Street, Medford	Restripe crosswalk	Open	City of Medford PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Medford, as per the May 15, 2018 Memorandum of Agreement (MOA), Exhibit A. Per City, work is 0% complete. Will install after GLX construction has ended so as to not impact new installation.	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/10/2021	
E21	P-5	Pedestrian	Powder House Rotary, Somerville	Increase pedestrian walk/flash don't walk time	Open	City of Somerville PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Somerville, as per the July 21, 2017 Memorandum of Agreement (MOA), Exhibit A. The City has completed a re-design of this intersection and will implement the new design including signalization in summer 2021.	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/10/2021	
E22	P-6	Pedestrian	Boston Avenue @ Broadway, Somerville	Install crosswalks across Broadway and incorporate into new traffic signal phasing	Open	City of Somerville PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Somerville, as per the July 21, 2017 Memorandum of Agreement (MOA), Exhibit A. The City is in the process of hiring a consultant to provide design and construction documentation for a new crosswalk on Broadway. Design is scheduled to be completed this fall and implemented Spring 2021.	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/10/2021	
E23	P-7	Pedestrian	College Avenue between Boston Street and Frederick Avenue (mid-block), Somerville	Conduct signal warrant analysis and install pedestrian signal for crossing	Completed	MBTA	As described in the Request for Re-Evaluation and the Notice of Project Change (NPC), this signal is no longer required. The analysis performed during the prior 30% design phase showed that a signal at this location is not warranted.	Research work performed under Episode 1 and potential work by City of Medford, if supported, Prepare Closeout Form	Complete	8/10/2021	

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E24	P-8	Pedestrian	College Avenue at George Street, Medford	Restripe crosswalk markings and install wheelchair ramps	Open	City of Medford PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Medford, as per the May 15, 2018 Memorandum of Agreement (MOA), Exhibit A. Per City, this work is 0% complete. City will install after GLX construction has ended so as to not impact new installation.	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/10/2021	
E25	P-9	Pedestrian	Main Street @ George Street, Medford	Install crosswalks across George and install wheelchair ramps	Open	City of Medford PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Medford, as per the May 15, 2018 Memorandum of Agreement (MOA), Exhibit A. Per City, this work is 0% complete. City will install after GLX construction has ended so as to not impact new installation.	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/10/2021	
E26	P-10	Pedestrian	Main Street @ Mystic Valley Parkway Ramps, Medford	Restripe crosswalk markings	Open	City of Medford PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Medford, as per the May 15, 2018 Memorandum of Agreement (MOA), Exhibit A. Per City, this work is 0% complete. City will install after GLX construction has ended so as to not impact new installation.	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/10/2021	
E27	P-11	Pedestrian	Main Street @ Harvard Street, Medford	Restripe crosswalk markings	Open	City of Medford PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Medford, as per the May 15, 2018 Memorandum of Agreement (MOA), Exhibit A. Per City, this work is 0% complete. City will install after GLX construction has ended so as to not impact new installation.	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/10/2021	
E28	P-12	Pedestrian	Main Street @ Mystic Avenue, Medford	Restripe crosswalk markings	Open	City of Medford PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Medford, as per the May 15, 2018 Memorandum of Agreement (MOA), Exhibit A. Per City, this work is 0% complete. City will install after GLX construction has ended so as to not impact new installation.	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/10/2021	
E29	P-13	Pedestrian	Medford Street @ Broadway / Dexter Street, Somerville	Increase pedestrian walk/flushing don't walk time	Open	City of Somerville PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Somerville, as per the July 21, 2017 Memorandum of Agreement (MOA), Exhibit A. The City is in the process of hiring a consultant to provide a traffic report and traffic signal plan. That design work is scheduled to be complete by Fall 2020. The City will be ready to change signal timing spring/summer 2021.	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/10/2021	
E30	P-14	Pedestrian	Medford Street @ Lowell Street, Somerville	Install crosswalk across Medford St. (South)	Complete	City of Somerville PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Somerville, as per the July 21, 2017 Memorandum of Agreement (MOA), Exhibit A. Per City this work is completed; a crosswalk was installed north of Lowell St.	prepare Closeout Form	Within 12 months before revenue service	Complete	7/31/2020
E31	P-15	Pedestrian	Medford Street @ Central Street, Somerville	Repair pedestrian signal head and increase pedestrian walk/flushing don't walk time	Open	City of Somerville PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Somerville, as per the July 21, 2017 Memorandum of Agreement (MOA), Exhibit A. The City is in the process of hiring a consultant to provide a traffic report and traffic signal plan. That design work is scheduled to be complete by Fall 2020. The City will be ready to change signal timing spring/summer 2021.	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/10/2021	
E32	P-16	Pedestrian	Medford Street @ School Street, Somerville	Increase pedestrian walk/flushing don't walk time	Open	City of Somerville PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Somerville, as per the July 21, 2017 Memorandum of Agreement (MOA), Exhibit A. The City is in the process of hiring a consultant to provide a traffic report and traffic signal plan. That design work is scheduled to be complete by Fall 2020. The City will be ready to change signal timing spring/summer 2021.	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/10/2021	
E33	P-17	Pedestrian	Medford Street @ Pearl Street, Somerville	Install new traffic signal with signalized crossing of Medford St.	Open	City of Somerville PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Somerville, as per the July 21, 2017 Memorandum of Agreement (MOA), Exhibit A. Conditions have changed since the EA report was written. There is no longer a station entrance on Medford St across from Pearl St. In addition, the City is currently redesigning Gilman Square including a new layout for the Pearl St. and Medford St Intersection. The consultant hired for this project will provide a written traffic report that is expected to include that a traffic signal in this location is not warranted any more.	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/10/2021	

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E34	P-18	Pedestrian	Medford Street @ Walnut Street, Somerville	Increase pedestrian walk/flushing don't walk time	Open	City of Somerville PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Somerville, as per the July 21, 2017 Memorandum of Agreement (MOA), Exhibit A. The City is in the process of hiring a consultant to provide a traffic report and traffic signal plan. That design work is scheduled to be complete by Fall 2020. The City will be ready to change signal timing spring/summer 2021.	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/10/2021	
E35	P-19	Pedestrian	Medford Street @ Highland Avenue, Somerville	Signalize side street crossings, increase pedestrian walk/flushing don't walk time. Restripe crosswalk on Hamlet Street.	Open	City of Somerville PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Somerville, as per the July 21, 2017 Memorandum of Agreement (MOA), Exhibit A. The City is in the process of hiring a consultant to provide a traffic report and traffic signal plan. That design work is scheduled to be complete by Fall 2020. The City will be ready to change signal timing spring/summer 2021.	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/10/2021	
E36	P-20	Pedestrian	Highland Avenue @ Lowell Street, Somerville	Increase pedestrian walk/flushing don't walk time	Open	City of Somerville PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Somerville, as per the July 21, 2017 Memorandum of Agreement (MOA), Exhibit A. The City is in the process of hiring a consultant to provide a traffic report and traffic signal plan. That design work is scheduled to be complete by Fall 2020. The City will be ready to change signal timing spring/summer 2021.	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/10/2021	
E37	P-21	Pedestrian	Highland Avenue @ Central Street, Somerville	Increase pedestrian walk/flushing don't walk time	Open	City of Somerville PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Somerville, as per the July 21, 2017 Memorandum of Agreement (MOA), Exhibit A. The City is in the process of hiring a consultant to provide a traffic report and traffic signal plan. That design work is scheduled to be complete by Fall 2020. The City will be ready to change signal timing spring/summer 2021.	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/10/2021	
E38	P-22	Pedestrian	Washington Street @ Tufts Street, Somerville	Install new traffic signal with signalized crossing of Washington St.	Open	City of Somerville PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Somerville, as per the July 21, 2017 Memorandum of Agreement (MOA), Exhibit A. North of Washington St sidewalk is being constructed as part of GLXC's scope. Conditions at the intersection of Washington and Tufts have changed: No pick-up/drop off for the station on Washington St; and Part of the intersection and east of the intersection is being redesigned to accommodate a floating bus island and a rapid flashing beacon - this is by collaboration between MBTA and City of Somerville. The City is in the process of hiring a consultant to conduct a traffic warrant analysis. If a traffic signal is still warranted the consultant will design it.	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/10/2021	
E39	P-23	Pedestrian	Washington Street @ Inner Belt Road, Somerville	Increase pedestrian walk/flushing don't walk time	Open	City of Somerville PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Somerville, as per the July 21, 2017 Memorandum of Agreement (MOA), Exhibit A. The City is in the process of hiring a consultant to provide a traffic report and traffic signal plan. That design work is scheduled to be complete by Fall 2020. The City will be ready to change signal timing spring/summer 2021.	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/10/2021	
E40	P-24	Pedestrian	Medford Street at Somerville Avenue/McGrath Hwy, Somerville	Incorporate pedestrian crossings into traffic signal phasing and install appropriate equipment	Complete	City of Somerville PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Somerville, as per the July 21, 2017 Memorandum of Agreement (MOA), Exhibit A. Per the City, this work was completed in 2015.	Prepare Closeout Form	Within 12 months before revenue service	Complete	7/31/2020
E41	P-25	Pedestrian	Washington Street @ Somerville Avenue/ Prospect Street, Somerville	Increase pedestrian walk/flushing don't walk time	Complete	City of Somerville PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Somerville, as per the July 21, 2017 Memorandum of Agreement (MOA), Exhibit A. Per the City, this work was completed in 2017.	Prepare Closeout Form	Within 12 months before revenue service	Complete	7/31/2020

1

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E42	P-26	Pedestrian	Washington Street @ Somerville Avenue/ Webster Street, Somerville	Increase pedestrian walk/ flashing don't walk time	Complete	City of Somerville PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Somerville, as per the July 21, 2017 Memorandum of Agreement (MOA), Exhibit A. Per the City, this work was completed in 2017.	Prepare Closeout Form	Within 12 months before revenue service	Complete	7/31/2020	1
E43	P-27	Pedestrian	Washington Street @ Kirkland Street, Somerville	Increase pedestrian walk/ flashing don't walk time	Complete	City of Somerville PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Somerville, as per the July 21, 2017 Memorandum of Agreement (MOA), Exhibit A. Per the City, this work was completed in 2019.	Prepare Closeout Form	Within 12 months before revenue service	Complete	7/31/2020	1
E44	P-28	Pedestrian	Prospect Street @ Webster Avenue, Somerville	Install a crosswalk across Prospect North. Increase pedestrian walk/ flashing don't walk time, incorporate unsignalized crossings into traffic signal and install appropriate equipment.	Complete	City of Somerville PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Somerville, as per the July 21, 2017 Memorandum of Agreement (MOA), Exhibit A. Per the City, this work was completed in 2017.	Prepare Closeout Form	Within 12 months before revenue service	Complete	7/31/2020	1
E45	P-29	Pedestrian	O'Brien Highway @ Third Street	Provided updated pedestrian crossing timing and phasing	Open	DivcoWest	The commitment is being carried out by the abutting developer (DivcoWest), as per the various agreements that the MBTA has entered into with them. DivcoWest is obligated under the 2/11/11 Amended and Restated Development and Land Exchange Agreement with the MBTA, as amended (see Section 5.1) to obtain all approvals related to the North Point Development. Currently Divco is completing this intersection upgrade in their Phase 1 Effort which is set to complete by end of 2020.	Monitor work by developer	Within 12 months before revenue service	8/10/2021		
E46	P-30	Pedestrian	O'Brien Highway @ Water Street	Install a new crosswalk across O'Brien Highway and provide a new signalized pedestrian crossing	Open	DivcoWest	The commitment is being carried out by the abutting developer (DivcoWest), as per the various agreements that the MBTA has entered into with them. DivcoWest is obligated under the 2/11/11 Amended and Restated Development and Land Exchange Agreement with the MBTA, as amended (see Section 5.1) to obtain all approvals related to the North Point Development. Currently Divco is completing this intersection upgrade in their Phase 1 Effort which is set to complete by end of 2020.	Monitor work by developer	Within 12 months before revenue service	8/10/2021		
E47	P-31	Pedestrian	O'Brien Highway @ North First Street	Providing new pedestrian crossing timing and phasing	Open	DivcoWest	The commitment is being carried out by the abutting developer (DivcoWest), as per the various agreements that the MBTA has entered into with them. DivcoWest is obligated under the 2/11/11 Amended and Restated Development and Land Exchange Agreement with the MBTA, as amended (see Section 5.1) to obtain all approvals related to the North Point Development. After completing their Phase 1 work of upgrades to Cambridge crossing, Divco will move into Phase 2B work which will include this intersection to be completed by end of 2021.	Monitor work by developer	Within 12 months before revenue service	8/10/2021		
E48	P-32	Pedestrian	Cambridge Street @ First Street	Providing new pedestrian crossing timing and phasing	Open	DivcoWest	The commitment is being carried out by the abutting developer (DivcoWest), as per the various agreements that the MBTA has entered into with them. DivcoWest is obligated under the 2/11/11 Amended and Restated Development and Land Exchange Agreement with the MBTA, as amended (see Section 5.1) to obtain all approvals related to the North Point Development. After completing their Phase 1 work of upgrades to Cambridge crossing, Divco will move into Phase 2B work which will include this intersection to be completed by end of 2021.	Monitor work by developer	Within 12 months before revenue service	8/10/2021		

MATRIX OF ENVIRONMENTAL COMMITMENTS - CLOSEOUT PLAN

6/30/2020 UPDATE

A	B	C	D	E	F	G	H	J	K	L	M
ID NO.	CODE	Topic	Location	Mitigation per MEPA Notice of Project Change (Jan 2017) and EA FONSI Re-Evaluation (March 2017)	Status	Implementation Responsibility	Status / Comments As of 6/30/20	MONITORING AND CLOSEOUT ACTION	IMPLEMENTATION PERIOD REQUIRED PER ENV. DOCS (EA Table 7.4-1)	CURRENT FORECAST IMPLEMENTATION DUE DATE	DATE OF CLOSEOUT FORM
E49	N-1	Noise	Project wide	Provide noise mitigation in the form of noise barriers or sound insulation to mitigate severe noise impacts. Provide noise mitigation for moderate noise impact where existing noise levels are above 65 Ldn. Provide noise mitigation for impacts with no significant outdoor land use if interior day-night sound levels (Lcn) are above 45 dBA from Project sources or single-event maximum noise levels (Lmax) above 65 dBA.	Open	MBTA/DB Entity	Using the FTA Noise and Vibration Guidance, the MBTA's environmental documents identified noise impacted properties at the PE/NEPA phase. The DB will confirm final design compliance with mitigation criteria with completion of a Design Noise and Vibration Mitigation Report. The specific properties, the type of mitigation applied (e.g., noise walls or sound insulation) are fully described in the mitigation tracking items further in this chart.	Document this requirement in DB contract and completion of the Design Noise and Vibration Mitigation Report for close out purposes. Specific mitigation items are included elsewhere in this tracking document.	Early phases of construction. where appropriate	8/10/2021	
E50	N-2	Noise (Barriers and Sound Insulation)	N-1: Glass Factory Condominiums	Noise Barrier and Sound Insulation	Open	Design-Build Entity	Barriers are in the DB Entity's Design Package 33B ("Lechmere Viaduct - Superstructure (LEV) "); the design was completed 5/3/19) and Design Package 34B ("Viaduct MBV 16 to 23; UEV Superstructure (ERC) "); the design was completed 11/6/18). Hampton Inn Hotel units on the 6th and 7th floors also require sound insulation improvements. The sound insulation will be performed by the Hampton Inn after the MBTA and the Hampton Inn enter into an agreement under which the owner performs the work. The MBTA will enter into a direct noise agreement with the Hampton Inn. The MBTA has prepared a model draft agreement that will be presented to homeowners. Outreach to homeowners began in February 2020 and will continue through 2020. Outreach will continue over the course of the year so that work can be completed before the start of Revenue Service.	Monitor work by DB; follow up with property owners re: sound insulation.	Early phases of construction. where appropriate	8/10/2021	
E51	N-3	Noise (Barriers)	N-2: northeast façade Brickbottom Artists Building	Noise Barrier	Open	Design-Build Entity	Barriers in the DB Entity's Design Package 35 ("Viaduct MBV 24 to 31 and UMV "); the design was completed 12/18/19; in the DB Entity's Design Package 36 ("Medford Viaduct 32 to 35 MBV "); the design was completed 2/28/19, and the DB Entity's Design Package 17 ("Retaining and Noise Walls DP17 "); the design was completed 7/1/19). Construction is expected to start Summer 2020.	Monitor work by DB	Early phases of construction. where appropriate	8/10/2021	
E52	N-4	Noise (Barriers)	N-3: south façade Brickbottom Artists Building (Union Branch)	Noise Barrier	Open	Design-Build Entity	The topmost 4 feet of noise barriers for the south façade of Brickbottom shall consist of 4-foot high acrylic panels. Barrier in the DB Entity's Design Package 17 (" Retaining and Noise Walls DP17 "); the design was completed 7/1/19). Construction of Noise Barrier 3A has begun; completion is anticipated by 3Q 2020..	Monitor work by DB	Early phases of construction. where appropriate	8/10/2021	
E53	N-5	Noise (Sound Insulation)	N-4: Alston Street/Cross Street	Sound Insulation	Open	MBTA	As described in the Request for Re-Evaluation of the FONSI as well as in the Notice of Project Change, the mitigation approach has been changed from noise barrier to sound insulation. Sound insulation improvements for 4 homes (1 single family (SFR), 2 two-family and 1 three family) are proposed. All sound insulation will be performed by the homeowners after the MBTA and the homeowners enter into an agreement under which the homeowner performs the work. The MBTA has prepared a model draft agreement that is being presented to homeowners. Outreach to homeowners began in February 2020 but activities are on hold due to the COVID-19 pandemic since next step requires entry into units for testing. Activities to resume once corridor is in Massachusetts Phase 3 reopening. Outreach will continue over the course of the year so that work can be completed before the start of Revenue Service.	Coord with owners to implement MBTA noise insulation program; monitor work	Early phases of construction. where appropriate	8/10/2021	

MATRIX OF ENVIRONMENTAL COMMITMENTS - CLOSEOUT PLAN
6/30/2020 UPDATE

A	B	C	D	E	F	G	H	J	K	L	M
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E54	N-6	Noise (Sound Insulation)	N5 - Between Cross Street and McGrath Hwy (Avon Place/Auburn Street) (Medford Branch)	Sound Insulation	Open	MBTA	As described in the Request for Re-Evaluation of the FONSI as well as in the Notice of Project Change, the mitigation approach has been changed from noise barrier and retaining wall ME-1 to sound insulation. All sound insulation will be performed by the homeowners after the MBTA and the homeowners enter into an agreement under which the homeowner performs the work. The MBTA has prepared a model draft agreement that will be presented to homeowners. Outreach to homeowners began in February 2020 and will continue during 2020. Activities to resume once corridor is in Massachusetts Phase 3 reopening. Outreach will continue over the course of the year so that work can be completed before the start of Revenue Service.	Coord with owners to implement MBTA noise insulation program; monitor work	Early phases of construction. where appropriate	8/10/2021	
E55	N-7	Noise (Barriers)	N6 - Between McGrath Hwy and Walnut Street (Gilman Street)	Noise Barrier	Open	Design-Build Entity	Noise Barrier is included in the DB Entity's Design Package 15 ("Retaining Walls ERC"), which was completed on 8/15/18 and was Released for Construction. Construction of Noise Barrier N-6 has begun, and is expected to be complete by 3Q 2020.	Monitor work by DB	Early phases of construction. where appropriate	8/10/2021	
E56	N-8	Noise (Barriers)	N7 - Between School Street and Sycamore Street (Richdale Avenue) (Medford Branch)	Noise Barrier	Open	Design-Build Entity	Noise Barrier is included in the DB Entity's Design Packages 18 ("Retaining and Noise Walls DP18") and 18B ("Retaining and Noise Walls DP18B"), which were completed on 8/2/19 and 8/26/19 and was Released for Construction. Construction of Noise Barrier N-7 has begun and is expected to be complete by the end of 2020..	Monitor work by DB	Early phases of construction. where appropriate	8/10/2021	
E57	N-9	Noise (Sound Insulation)	N8 - Sycamore Street (near Richdale Avenue) (Medford Branch)	Sound Insulation	Open	MBTA	As presented in the Section 106 Agreement Amendment, the noise barrier (N-8) near Susan Russell House, 58 Sycamore Street, will not be constructed and sound insulation improvements will be made instead. The Owner Letter is on file. Noise barrier eliminated from the design package GMP#5 due to historical context and homeowner concerns. The Section 106 Agreement (Amendment #1) lays out the requirements for review of the soundproofing work by the Somerville Historic Preservation Commission (SHPC). The sound insulation will be performed by the homeowner after the MBTA and the homeowner enter into an agreement under which the homeowner performs the work. The MBTA is preparing an agreement that is specific to this homeowner due to the specific historic characteristics of the property. The MBTA will assist the homeowner in the preparation of any filings or documents to be submitted to the SHPC. The MBTA has had preliminary coordination with this homeowner. Activities began in February 2020 and will continue through 2020.. All work will proceed consistent with the Section 106 MOA requirements. Outreach will continue over the course of the year so that work can be completed before the start of Revenue Service.	Coordinate with Project Conservator; Coord with owners to implement MBTA noise insulation program; monitor work	Early phases of construction. where appropriate	8/10/2021	
E58	N-10	Noise (Barriers)	N9 - Vernon Street (Medford Branch)	Noise Barrier	Open	Design-Build Entity	Noise Barrier is included in the DB Entity's Design Packages 18 ("Retaining and Noise Walls DP18"), which was completed on 8/2/19 and was Released for Construction. Construction of Noise Barriers N-9A and N-9B has begun and is expected to be complete before the end of 2020..	Monitor work by DB	Early phases of construction. where appropriate	8/10/2021	
E59	N-11	Noise (Barriers)	N10 - Nashua Street/Henderson Street/Hinckley Street (Medford Branch)	Noise Barrier	Open	Design-Build Entity	Noise Barrier is included in the DB Entity's Design Packages 19 ("Retaining and Noise Wall DP19"), which was completed on 3/30/19 and was Released for Construction. Construction of Noise Barrier N-10 has begun and is expected to be complete before the end of 2020.	Monitor work by DB	Early phases of construction. where appropriate	8/10/2021	
E60	N-12	Noise (Barriers)	N11- Trum Playground (Medford Branch)	Noise Barrier	Open	Design-Build Entity	Noise Barrier is included in the DB Entity's Design Packages 16 ("Retaining and Noise Barriers DP16"), which was completed on 10/23/19 and was Released for Construction. Construction of Noise Barrier N-11 has begun and is expected to be complete before the end of 2020.	Monitor work by DB	Early phases of construction. where appropriate	8/10/2021	

MATRIX OF ENVIRONMENTAL COMMITMENTS - CLOSEOUT PLAN
6/30/2020 UPDATE

A	B	C	D	E	F	G	H	J	K	L	M
ID NO.	CODE	Topic	Location	Mitigation per MEPA Notice of Project Change (Jan 2017) and EA FONSI Re-Evaluation (March 2017)	Status	Implementation Responsibility	Status / Comments As of 6/30/20	MONITORING AND CLOSEOUT ACTION	IMPLEMENTATION PERIOD REQUIRED PER ENV. DOCS (EA Table 7.4-1)	CURRENT FORECAST IMPLEMENTATION DUE DATE	DATE OF CLOSEOUT FORM
E61	N-13	Noise (Barriers)	N12 - Cedar Street and Wilson Avenue (Medford Branch)	Noise Barrier	Open	Design-Build Entity	Noise Barrier is included in the DB Entity's Design Package 15 ("Retaining Walls ERC"), which was completed on 8/15/18 and was Released for Construction. Construction of Noise Barrier N-12 has begun, and is expected to be complete before the end of 2020.	Monitor work by DB	Early phases of construction. where appropriate	8/10/2021	
E62	N-14	Noise (Sound Insulation)	N13 - Between Cedar Street and Broadway (Boston Avenue) (Medford Branch)	Sound Insulation	Open	MBTA	As described in the Request for Re-Evaluation of the FONSI as well as in the Notice of Project Change, the mitigation approach has been changed from noise barrier and retaining wall MW14 to sound insulation. All sound insulation will be performed by the homeowners after the MBTA and the homeowners enter into an agreement under which the homeowner performs the work. The MBTA has prepared a model draft agreement that will be presented to homeowners. Outreach to homeowners began in February 2020 and will continue through 2020. Activities to resume once corridor is in Massachusetts Phase 3 reopening. Outreach will continue over the course of the year so that work can be completed before the start of Revenue Service.	Coord with owners to implement MBTA noise insulation program; monitor work	Early phases of construction. where appropriate	8/10/2021	
E63	N-15	Noise (Barriers)	N14 - Newbern Avenue/Morton Avenue/ Granville Avenue (Medford Branch)	Noise Barrier	Open	Design-Build Entity	Noise Barrier is included in the DB Entity's Design Package 19 ("Retaining and Noise Wall DP19"), which was completed on 3/20/19 and was Released for Construction. Construction is expected to start by 3Q 2020.	Monitor work by DB	Early phases of construction. where appropriate	8/10/2021	
E64	N-16	Noise (Barriers)	N17 - Walnut Street Center (Charlestown Street/Community Alternative/Target)	Noise Barrier	Open	Design-Build Entity	Noise Barrier is included in the DB Entity's Design Package 17 ("Retaining and Noise Walls DP17"); the design was completed 7/1/19 and was Released for Construction. Construction is expected to start by 3Q 2020.	Monitor work by DB	Early phases of construction. where appropriate	8/10/2021	
E65	N-17	Noise (Insulation)	Pearl Street Apartments Building	Provide sound insulation improvements	Open	MBTA	The sound insulation will be performed by the property owner after the MBTA and the property owner enter into an agreement under which the property owner performs the work. The MBTA has prepared a model draft agreement that will be presented to property owners. Outreach to homeowners began in February 2020 and will continue through 2020. Activities to resume once corridor is in Massachusetts Phase 3 reopening. Outreach will continue over the course of the year so that work can be completed before the start of Revenue Service.	Coord with owners to implement MBTA noise insulation program; monitor work	Early phases of construction. where appropriate	8/10/2021	
E66	N-18	Noise (Sound Insulation)	Powderhouse Condominiums	Provide sound insulation improvements	Open	MBTA	Sound insulation improvements were recommended in Final EA due to introduction of new special trackwork. Since the EA, and as presented in the Request for Re-Evaluation of the FONSI and the NPC, special trackwork was removed from this location and no noise impact resulted. No noise mitigation is required for this property. See HMMH (consultant to MBA) response to comment letter to Mr. Tal Reichert dated 6/19/2012 for further details. GLXC Noise Consultant (Wilson Ihrig) has developed a report for the current design, but GLXC has not submitted it. Once submitted, MBTA can confirm there are no impacts.	Need to receive and review GLXC corridorwide analysis to confirm no impact.	Complete	8/10/2021	
E67	NOT USED										N/A
E68	NOT USED										N/A
E69	N-19	Noise (Sound Insulation)	Outside the Lines Studio	Provide sound insulation improvements for main classroom	Open	MBTA	The sound insulation will be performed by the property owner after the MBTA and the property owner enter into an agreement under which the property owner performs the work. The MBTA has prepared a model draft agreement that will be presented to property owners. Outreach to homeowners began in February 2020 and will continue through 2020. Activities to resume once corridor is in Massachusetts Phase 3 reopening. Outreach will continue over the course of the year so that work can be completed before the start of Revenue Service.	Coord with owners to implement MBTA noise insulation program; monitor work	Early phases of construction. where appropriate	8/10/2021	

MATRIX OF ENVIRONMENTAL COMMITMENTS - CLOSEOUT PLAN
6/30/2020 UPDATE

A	B	C	D	E	F	G	H	J	K	L	M
ID NO.	CODE	Topic	Location	Mitigation per MEPA Notice of Project Change (Jan 2017) and EA FONSI Re-Evaluation (March 2017)	Status	Implementation Responsibility	Status / Comments As of 6/30/20	MONITORING AND CLOSEOUT ACTION	IMPLEMENTATION PERIOD REQUIRED PER ENV. DOCS (EA Table 7.4-1)	CURRENT FORECAST IMPLEMENTATION DUE DATE	DATE OF CLOSEOUT FORM
E70	N-20	Noise (Sound Insulation)	Tufts University Science and Technology Center	Provide sound insulation improvements for 3 labs, 3 classrooms on first floor, and five labs on second floor.	Open	MBTA	MBTA believes that Tufts University completed the window installation. Please note vibration mats are also required.	Research and close out	Within 12 months of start of revenue service	8/10/2021	
E71	N-21	Noise	All	Monitor Noise after service starts (with the proposed mitigation in place) to evaluate whether the actual noise levels correspond with the modeled values and take appropriate corrective actions if the actual values are found to be higher than the projections.	Open	MBTA	MBTA will conduct the noise monitoring program during the period ending 12 months after revenue service.	Coordinate with MBTA HQ to implement operation noise monitoring plan after service initiation.	Within 12 months of start of revenue service	8/10/2022	
E72	V-1	Vibration	Project wide	Provide vibration mitigation in the form of ballast mats or resilient rail fasteners and relocated or specially engineered special track to mitigate vibration impacts.	Open	Design-Build Entity	DB developed Ground-borne Vibration Technical Reports for submittal with DP01/05 Light Rail Track Package and DP01A Commuter Rail Track Package per Technical Provision Section 3.3.6 to evaluate compliance of final design and planned mitigation with operational vibration criteria. DP01A was approved 9/30/19 and was released for construction. DP01/05 is in review. The specific locations and type of mitigation applied (e.g., ballast mats, relocated switches) are fully described in the mitigation tracking items further in this chart.	Monitor work by DB; review status of this item once DP is accepted	Within 12 months before revenue service	8/10/2021	
E73	V-2	Vibration	V1: Glass Factory Condominiums	Green Line	Open	Design-Build Entity	Vibration in this segment of the corridor was projected to generate ground borne noise due to the location of the viaduct. The noise analysis associated with DB Entity's Design Package 33B ("Lechmere Viaduct - Superstructure (LEV) ") identified that ballast mats would mitigate the noise; the design was completed 5/3/19) and Design Package 34B ("Viaduct MBV 16 to 23; UEV Superstructure (ERC) "); the design was completed 11/6/18). The ballast mats are to be integrated into DP 01/05 Light Rail Track Package, which is under review.	Monitor work by DB; review status of this item once DP is accepted	Within 12 months before revenue service	8/10/2021	
E74	V-3	Vibration	V2: Brickbottom (Northeast Façade)	Green Line	Open	Design-Build Entity	Vibration in this segment of the corridor was projected to generate ground borne noise due to the location of the viaduct. The noise analysis was submitted associated with DB Entity's Design Package 35 ("Viaduct MBV 24 to 31 and UMV "); the design was completed 12/18/19; and the DB Entity's Design Package 36 ("Medford Viaduct 32 to 35 MBV "). The ballast mats are to be integrated into DP 01/05 Light Rail Track Package, which is under review.	Monitor work by DB; review status of this item once DP is accepted	Within 12 months before revenue service	8/10/2021	
E75	V-4	Vibration	V3: Brickbottom Artists Building (South Façade)	Green Line	Open	Design-Build Entity	Ground-borne noise at this location was evaluated as part of Viaduct Section Noise Barrier Design Report, submitted in conjunction with DB Entity's Design Package 35 ("Viaduct MBV 24 to 31 and UMV "), which confirmed the need for ballast mats to mitigate noise impacts in a portion of this segment. (Vibration Mitigation V-3a) The DB Entity developed Ground-borne Vibration Technical Report for submittal with DP01/05 Light Rail Track Package consistent with Technical Provision Section 3.3.6 to evaluate compliance of final design and planned mitigation with operational vibration criteria. Report was reviewed but approval of associated track package is pending. The report's analysis incorporated aspects of the final design (e.g. continuously welded rail, flange bearing frogs) that decreased the vibration impact of Green Line train operations when compared to the design associated with the Project EA. With the reduced project vibration levels, mitigation to address ground-borne vibration is not currently being planned at this location (Vibration Mitigation V-3b).	Monitor work by DB; review status of this item once DP is accepted	Within 12 months before revenue service	8/10/2021	

MATRIX OF ENVIRONMENTAL COMMITMENTS - CLOSEOUT PLAN

6/30/2020 UPDATE

A	B	C	D	E	F	G	H	J	K	L	M
ID NO.	CODE	Topic	Location	Mitigation per MEPA Notice of Project Change (Jan 2017) and EA FONSI Re-Evaluation (March 2017)	Status	Implementation Responsibility	Status / Comments As of 6/30/20	MONITORING AND CLOSEOUT ACTION	IMPLEMENTATION PERIOD REQUIRED PER ENV. DOCS (EA Table 7.4-1)	CURRENT FORECAST IMPLEMENTATION DUE DATE	DATE OF CLOSEOUT FORM
E76	V-5	Vibration	V4: Alston Street (South of Cross Street)	Green Line	Open	Design-Build Entity	The DB Entity developed a Ground-borne Vibration Technical Report for submittal with DP01/05 Light Rail Track Package consistent with Technical Provision Section 3.3.6 to evaluate compliance of final design and planned mitigation with operational vibration criteria. Report was reviewed but approval of Light Rail Track Package is pending. The report's analysis incorporated aspects of the final design (e.g. continuously welded rail, flange bearing frogs) that decreased the vibration impact of Green Line train operations when compared to the design associated with the Project EA. With the reduced project vibration levels, mitigation to address ground-borne vibration is not currently being planned at this location (Vibration Mitigation V-4).	Monitor work by DB	Within 12 months before revenue service	8/10/2021	
E77	V-6	Vibration	V5: Tufts Street/Avon Place/Auburn Avenue South of Cross to McGrath Hwy	Commuter Rail	Complete	Design-Build Entity	The DB Entity developed a Ground-borne Vibration Technical Report for submittal with DP01A Commuter Rail Track Package consistent with Technical Provision Section 3.3.6 to evaluate compliance of final design and planned mitigation with operational vibration criteria. Report was reviewed and Design Package approved 9/30/19 and Released for Construction. The report analysis included multiple measurements of existing vibration conditions in this segment that documented lower vibration conditions than was estimated in the Project's EA. Since mitigation was originally included to provide abatement for existing conditions, mitigation is no longer being planned, since vibration from project will be below impact threshold of 75 vdB.	Prepare Closeout Form	Within 12 months before revenue service	8/10/2021	
E78	V-7	Vibration	V6: Gilman Street (McGrath Hwy to Walnut)	Commuter Rail	Complete	Design-Build Entity	The DB Entity developed a Ground-borne Vibration Technical Report for submittal with DP01A Commuter Rail Track Package consistent with Technical Provision Section 3.3.6 to evaluate compliance of final design and planned mitigation with operational vibration criteria. Report was reviewed and Design Package approved 9/30/19 and Released for Construction. The report analysis included multiple measurements of existing vibration conditions in this segment that documented lower vibration conditions than was estimated in the Project's EA. Since mitigation was originally included to provide abatement for existing conditions, mitigation is no longer being planned, since vibration from project will be below impact threshold of 75 vdB.	Prepare Closeout Form	Within 12 months before revenue service	8/10/2021	
E79	V-8	Vibration	V7: Medford Street (North of Walnut)	Green Line	Complete	Design-Build Entity	The DB Entity developed Ground-borne Vibration Technical Reports for submittal with DP01/05 Light Rail Track Package consistent with Technical Provision Section 3.3.6 to evaluate compliance of final design and planned mitigation with operational vibration criteria. Report was reviewed but approval of Light Rail Track Package is pending. The report's analysis incorporated aspects of the final design (e.g. continuously welded rail, flange bearing frogs) that decreased the vibration impact of Green Line train operations when compared to the design associated with the Project EA. With the reduced project vibration levels, mitigation to address ground-borne vibration is not currently being planned at this location (Vibration Mitigation V-8).	Ensure no changes to GL track alignment	Within 12 months before revenue service	8/10/2021	

MATRIX OF ENVIRONMENTAL COMMITMENTS - CLOSEOUT PLAN

6/30/2020 UPDATE

A	B	C	D	E	F	G	H	J	K	L	M
ID NO.	CODE	Topic	Location	Mitigation per MEPA Notice of Project Change (Jan 2017) and EA FONSI Re-Evaluation (March 2017)	Status	Implementation Responsibility	Status / Comments As of 6/30/20	MONITORING AND CLOSEOUT ACTION	IMPLEMENTATION PERIOD REQUIRED PER ENV. DOCS (EA Table 7.4-1)	CURRENT FORECAST IMPLEMENTATION DUE DATE	DATE OF CLOSEOUT FORM
E80	V-9	Vibration	V8: Pearl Street Apartments	Commuter Rail	Complete	Design-Build Entity	The DB Entity developed a Ground-borne Vibration Technical Report for submittal with DP01A Commuter Rail Track Package consistent with Technical Provision Section 3.3.6 to evaluate compliance of final design and planned mitigation with operational vibration criteria. Report was reviewed and Design Package approved 9/30/19 and Released for Construction. The report analysis included multiple measurements of existing vibration conditions in this segment that documented lower vibration conditions than was estimated in the Project's EA. Since mitigation was originally included to provide abatement for existing conditions, mitigation is no longer being planned, since vibration from project will be below impact threshold of 75 vdB.	Prepare Closeout Form	Within 12 months before revenue service	8/10/2021	
E81	V-10	Vibration	V9: Richdale Avenue (School Street to Sycamore Street)	Commuter Rail	Open	Design-Build Entity	The DB Entity developed a Ground-borne Vibration Technical Report for submittal with DP01A Commuter Rail Track Package consistent with Technical Provision Section 3.3.6 to evaluate compliance of final design and planned mitigation with operational vibration criteria. Report was reviewed and Design Package approved 9/30/19 and Released for Construction. The report analysis confirmed the need for vibration mitigation to reduce vibration impacts below the impact thresholds. Ballast mats have been included in the approved track design in this segment of the corridor.	Prepare Closeout Form	Within 12 months before revenue service	8/10/2021	
E82	V-11	Vibration	V10: Lowell Street/Nashua Street/Hinckley Street/Berwick Street (Lowell to Charles E Ryan Road)	Commuter Rail	Open	Design-Build Entity	The DB Entity developed a Ground-borne Vibration Technical Report for submittal with DP01A Commuter Rail Track Package consistent with Technical Provision Section 3.3.6 to evaluate compliance of final design and planned mitigation with operational vibration criteria. Report was reviewed and Design Package approved 9/30/19 and Released for Construction. The report analysis confirmed the need for vibration mitigation to reduce vibration impacts below the impact thresholds. Ballast mats have been included in the approved track design in this segment of the corridor.	Prepare Closeout Form	Within 12 months before revenue service	8/10/2021	
E83	V-12	Vibration	V11: Murdock Street (South of Cedar)	Green Line	Complete	Design-Build Entity	The DB Entity developed Ground-borne Vibration Technical Reports for submittal with DP01/05 Light Rail Track Package consistent with Technical Provision Section 3.3.6 to evaluate compliance of final design and planned mitigation with operational vibration criteria. Report was reviewed but approval of Light Rail Track Package is pending. The report's analysis incorporated aspects of the final design (e.g. continuously welded rail, flange bearing frogs) that decreased the vibration impact of Green Line train operations when compared to the design associated with the Project EA. With the reduced project vibration levels, mitigation to address ground-borne vibration is not currently being planned at this location (Vibration Mitigation V-12).	Ensure no changes to GL track alignment	Within 12 months before revenue service	8/10/2021	
E84	V-13	Vibration	V12: Cedar Street (North of Cedar)	Commuter Rail	Open	Design-Build Entity	The DB Entity developed a Ground-borne Vibration Technical Report for submittal with DP01A Commuter Rail Track Package consistent with Technical Provision Section 3.3.6 to evaluate compliance of final design and planned mitigation with operational vibration criteria. Report was reviewed and Design Package approved 9/30/19 and Released for Construction. The report analysis confirmed the need for vibration mitigation to reduce vibration impacts below the impact thresholds. Ballast mats have been included in the approved track design in this segment of the corridor.	Prepare Closeout Form	Within 12 months before revenue service	8/10/2021	

MATRIX OF ENVIRONMENTAL COMMITMENTS - CLOSEOUT PLAN

6/30/2020 UPDATE

A	B	C	D	E	F	G	H	J	K	L	M
ID NO.	CODE	Topic	Location	Mitigation per MEPA Notice of Project Change (Jan 2017) and EA FONSI Re-Evaluation (March 2017)	Status	Implementation Responsibility	Status / Comments As of 6/30/20	MONITORING AND CLOSEOUT ACTION	IMPLEMENTATION PERIOD REQUIRED PER ENV. DOCS (EA Table 7.4-1)	CURRENT FORECAST IMPLEMENTATION DUE DATE	DATE OF CLOSEOUT FORM
E85	V-14	Vibration	V13: Newbern Ave/Morton Ave/Granville Ave/Winchester Pl/Wareham St (Broadway to Warren St)	Commuter Rail	Open	Design-Build Entity	The DB Entity developed a Ground-borne Vibration Technical Report for submittal with DP01A Commuter Rail Track Package consistent with Technical Provision Section 3.3.6 to evaluate compliance of final design and planned mitigation with operational vibration criteria. Report was reviewed and Design Package approved 9/30/19 and Released for Construction. The report analysis confirmed the need for vibration mitigation to reduce vibration impacts below the impact thresholds. Ballast mats have been included in the approved track design in this segment of the corridor.	Prepare Closeout Form	Complete	8/10/2021	
E86	V-15	Vibration	V14: Tufts Science and Technology Center	Commuter Rail Line	Completed	MBTA	Ballast mats under the tracks in order to isolate train vibrations were installed at this location under the initial phase of the GLX construction.	prepare Closeout Form	Complete	READY FOR CLOSEOUT	
E87	V-16	Vibration	V15: Tufts Bacon Hall	Green Line	Complete	Design-Build Entity	The DB Entity developed Ground-borne Vibration Technical Reports for submittal with DP01/05 Light Rail Track Package consistent with Technical Provision Section 3.3.6 to evaluate compliance of final design and planned mitigation with operational vibration criteria. Report was reviewed but approval of Light Rail Track Package is pending. The report's analysis incorporated aspects of the final design (e.g. continuously welded rail, flange bearing frogs) that decreased the vibration impact of Green Line train operations when compared to the design associated with the Project EA. With the reduced project vibration levels, mitigation to address ground-borne vibration is not currently being planned at this location (Vibration Mitigation V-16).	Ensure no changes to GL track alignment	Within 12 months before revenue service	8/10/2021	
E88	V-17	Vibration	V16: Outside the Lines Studio	Commuter Rail Line	Completed	MBTA	Ballast mats under the tracks in order to isolate train vibrations were installed under the initial phase of the GLX construction	prepare Closeout Form	Complete	READY FOR CLOSEOUT	
E89	V-18	Vibration	V17: Tufts Bray Laboratory	Green Line	Complete	Design-Build Entity	The DB Entity developed Ground-borne Vibration Technical Reports for submittal with DP01/05 Light Rail Track Package consistent with Technical Provision Section 3.3.6 to evaluate compliance of final design and planned mitigation with operational vibration criteria. Report was reviewed but approval of Light Rail Track Package is pending. The report's analysis incorporated aspects of the final design (e.g. continuously welded rail, flange bearing frogs) that decreased the vibration impact of Green Line train operations when compared to the design associated with the Project EA. With the reduced project vibration levels, mitigation to address ground-borne vibration is not currently being planned at this location (Vibration Mitigation V-18).	Ensure no changes to GL track alignment	Within 12 months before revenue service	8/10/2021	

MATRIX OF ENVIRONMENTAL COMMITMENTS - CLOSEOUT PLAN

6/30/2020 UPDATE

A	B	C	D	E	F	G	H	J	K	L	M	
ID NO.	CODE	Topic	Location	Mitigation per MEPA Notice of Project Change (Jan 2017) and EA FONSI Re-Evaluation (March 2017)	Status	Implementation Responsibility	Status / Comments As of 6/30/20	MONITORING AND CLOSEOUT ACTION	IMPLEMENTATION PERIOD REQUIRED PER ENV. DOCS (EA Table 7.4-1)	CURRENT FORECAST IMPLEMENTATION DUE DATE	DATE OF CLOSEOUT FORM	
E90	V-19	Vibration	V18: Tufts Curtis Hall	Green Line and Commuter Rail	Complete	Design-Build Entity	The DB Entity developed Ground-borne Vibration Technical Reports for submittal with DP01/05 Light Rail Track Package consistent with Technical Provision Section 3.3.6 to evaluate compliance of final design and planned mitigation with operational vibration criteria. Report was reviewed but approval of Light Rail Track Package is pending. The report's analysis identified that vibration mitigation is required in this segment of the corridor to address Green Line operations. Ballast mats have been included in the preliminary versions of the track design. The DB Entity developed a Ground-borne Vibration Technical Report for submittal with DP01A Commuter Rail Track Package consistent with Technical Provision Section 3.3.6 to evaluate compliance of final design and planned mitigation with operational vibration criteria. Report was reviewed and Design Package approved 9/30/19 and Released for Construction. The report analysis included multiple measurements of existing vibration conditions in this segment that documented lower vibration conditions than was estimated in the Project's EA. Since mitigation was originally included to provide abatement for existing conditions, mitigation is no longer being planned, since vibration from project will be below impact threshold of 75 vdB.	Ensure no changes to GL track alignment	Within 12 months before revenue service	8/10/2021		
E91	V-20	Vibration	V19: Horace Street	Commuter Rail	Completed	MBTA	Ballast mats under the tracks in order to isolate train vibrations were installed under the initial phase of the GLX construction	prepare Closeout Form	Complete	READY FOR CLOSEOUT		
E92	V-21	Vibration Turn Outs Crossovers	A - Brickbottom Artists Building South Façade Green Line Turnout (Union Square Outbound Main Line to Union Square Outbound Yard Lead) (US EB Station 12)	Relocate specially engineered trackwork to further minimize or mitigate potential vibration impacts.	Open	Design-Build Entity	Planned location of turnout was modified in preliminary design to eliminate vibration impact. The turnout has been moved as far east as possible. The design is complete and the construction is expected to begin by 3Q 2020.	Monitor work by DB	PE Design Phase	8/10/2021	7/31/2020	1
E93	V-22	Vibration Turn Outs Crossovers	B - Brickbottom Artists Building South Façade (Union Square Inbound Main Line to Union Square Inbound Yard Lead)	Relocate specially engineered trackwork to further minimize or mitigate potential vibration impacts.	Completed	Design-Build Entity	Turnout was removed from preliminary design which mitigated the vibration impacts.	prepare Closeout Form	Complete	READY FOR CLOSEOUT	7/31/2020	1
E94	V-23	Vibration Turn Outs Crossovers	C - Brickbottom Artists Building South Façade Two Commuter Turnouts (Fitchburg Mainline to BET Drill Track and to Spur Line)(US WB Station 6)(FML/Drill Trk x/o)	Relocate specially engineered trackwork to further minimize or mitigate potential vibration impacts.	Completed	Design-Build Entity	Planned location of turnout was modified in preliminary design to eliminate vibration impact. This turnout has been moved as far east as possible. The design and construction are complete.	prepare Closeout Form	PE Design Phase	READY FOR CLOSEOUT	7/31/2020	1

MATRIX OF ENVIRONMENTAL COMMITMENTS - CLOSEOUT PLAN
6/30/2020 UPDATE

A	B	C	D	E	F	G	H	J	K	L	M
ID NO.	CODE	Topic	Location	Mitigation per MEPA Notice of Project Change (Jan 2017) and EA FONSI Re-Evaluation (March 2017)	Status	Implementation Responsibility	Status / Comments As of 6/30/20	MONITORING AND CLOSEOUT ACTION	IMPLEMENTATION PERIOD REQUIRED PER ENV. DOCS (EA Table 7.4-1)	CURRENT FORECAST IMPLEMENTATION DUE DATE	DATE OF CLOSEOUT FORM
E95	V-24	Vibration Turn Outs Crossovers	D - Granville Avenue/Winchester Place Commuter Interlocking (Two double crossovers) Bowdoin St/Princeton St (Tufts Interlocking)	Relocate specially engineered trackwork to further minimize or mitigate potential vibration impacts.	Completed	MBTA	Preliminary design included revised location of crossovers, which are now centered on Bowdoin St. Revised design moved trackwork from a residential area to an area with nonresidential land uses. Moveable point frogs and ballast mat added in design to reduce vibration impacts. Work was completed under the initial phase of the GLX construction in Fall 2017.	prepare Closeout Form	Complete	READY FOR CLOSEOUT	7/31/2020
E96	V-25	Vibration Turn Outs Crossovers	E - College Avenue Green Line Number 8 Double Diamond Crossover(College Avenue interlocking, Station 362)	Relocate specially engineered trackwork to further minimize or mitigate potential vibration impacts. [Same as location I in FEIR]	Open	Design-Build Entity	Preliminary design eliminated double diamond crossover and included alternative special trackwork (Universal Flange bearing frog) to minimize vibration impacts. Design is now complete and construction is expected to begin by 3Q 2020..	Monitor work by DB	PE Design Phase	8/10/2020	
E97	V-26	Vibration	All	Monitor vibration after service starts (with the proposed mitigation in place) to evaluate whether the actual vibration levels correspond with the modeled values and take appropriate corrective actions if the actual values are found to be higher than the projections.	Open	MBTA	MBTA will conduct the vibration monitoring program within 12 months after revenue service.	Coordinate with MBTA HQ to implement operational vibration monitoring plan after service initiation.	Within 12 months after start of revenue service.	8/10/2022	
E98	HM-1	Hazardous Material	All	Consult with MassDEP during design and construction to ensure planning and implementation of demolition and management of contaminated soils is consistent with MassDEP regulations and recommendations	Open	DB Entity/ MBTA	MBTA has been in consultation with the DEP and the EPA regarding PCB's in soil at the Vehicle Maintenance Facility and Union Square, and has developed an implementation plan that meets DEP and EPA's requirements. Further consultation with the agencies will occur as new soil contamination issues arise.	Monitor work by DB	During design and construction	8/10/2021	
E99	LU-1	Land Use	All	Work with the community in the area of future Mystic Valley/Route 16 to consider land use and station design elements	Open	MBTA	This is a separate project from GLX and has independent utility from the GLX project. The MBTA and MassDOT are working with the Cities of Somerville and Medford to advance the environmental review of the extension of the Green Line to Mystic Valley Parkway. The MBTA and MassDOT prepared, filed and took public comment on an Environmental Notification Form (ENF) which is the first phase of a state environmental review. MassDOT will continue on with that environmental process. Part of this review will consider land use in the area around the station. The MBTA will report on this project as the environmental review progresses.	Work with MBTA HQ to monitor	Prior to beginning construction, per FONSI. Now N/A	6/30/2018	
E100	LU-2	Land Use	All	Complete Final Design for Somerville Community Path between Lowell Street and Inner Belt area.	Completed	DB Entity	Original design commitment completed. Design had been incorporated in Episode 1; scope was then included in DB contract. Final Design was performed by DB Entity. Final design was incorporated in DP 06 and DP 07 - both are RFC.	prepare Closeout Form	Complete	READY FOR CLOSEOUT	7/31/2020
E101	LU-3	Land Use	All	Work with the City of Somerville to identify opportunities for state and federal funding for construction of community path	Completed	MBTA	Funding for the Community Path has been secured and the Path is now a component of the project. Funding for community path is included in DB contract.	prepare Closeout Form	Complete	READY FOR CLOSEOUT	7/31/2020
E102	SE-1	Socioeconomics	All	In accordance with Uniform Act procedures, work with property owners to provide fair market value of acquisition and job relocation	Open	MBTA	Relocation Plans have been completed per Uniform Act requirements. Four remaining - won't impact construction. (1) Rogers Foam - 1 fee taking, 1 permanent easement; (2) City of Cambridge - East Street Viaduct Vertical permanent easement; (3) Boston Sane and Gravel, Episode 1 drainage easement; (4) Union Square taking or permanent easement - working with US2 to finalize. These actions are not expected to result in job relocations.	Monitor any open real estate transactions	Prior to beginning construction at affected locations	8/10/2021	

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1

MATRIX OF ENVIRONMENTAL COMMITMENTS - CLOSEOUT PLAN
6/30/2020 UPDATE

A	B	C	D	E	F	G	H	J	K	L	M
ID NO.	CODE	Topic	Location	Mitigation per MEPA Notice of Project Change (Jan 2017) and EA FONSI Re-Evaluation (March 2017)	Status	Implementation Responsibility	Status / Comments As of 6/30/20	MONITORING AND CLOSEOUT ACTION	IMPLEMENTATION PERIOD REQUIRED PER ENV. DOCS (EA Table 7.4-1)	CURRENT FORECAST IMPLEMENTATION DUE DATE	DATE OF CLOSEOUT FORM
E103	WQ-1	Water Quality/ Stormwater	All	Update the Operation and Maintenance Plan in the Stormwater Pollution Prevention Plan (SWPPP) to include a detailed outline of inspection and cleaning schedules for stormwater management practices, including detention area and deep sump catch basins	Open	DB Entity - construction, MBTA - Operations	A Stormwater Pollution Prevention Plan Program (SWPPP) for construction has been completed by the D-B entity. EPA accepted and authorized the project SWPPP under the EPA's Construction General Permit (NOI permit ID MAR10017Z) on April 5, 2018. Updates to the SWPPP are being provided throughout construction. The most recent update to the SWPPP (SR-6933) is currently under review by GLX/MBTA. Compliance with the SWPPP will be maintained over the life of the project. The SWPPP for MBTA operations of the Vehicle Maintenance Facility will be prepared based on the final configuration of the facility and will be in place prior to facility operations, consistent with the NPDES requirements.	prepare Closeout Form	Within 12 months before revenue service	8/10/2021	7/31/2020
E104	WQ-2	Water Quality	All	Implement all aspects of the SWPPP including recommendations in annual updates based on new or improved procedures or changes to operations.	Open	DB Entity - construction	Compliance with the SWPPP will be maintained over the life of the project.	RE's to record copies of DB's inspection and maintenance records and document via notes and monitoring of erosion and sedimentation controls identified in the SWPPP.	Within 12 months after revenue service	8/10/2022	
E105	VE-1	Visual Environment	All	Loam and seed in private property where areas are disturbed by wall construction. Compensate for damaged shrubbery.	Open	Design-Build Entity	As the project is nearing completion, the MBTA will review construction area to determine where any loam and seed is needed. If appropriate, the MBTA will compensate landowners for damaged shrubbery.	Monitor work by DB	During design and construction	8/10/2021	
E106	VE-2	Visual Environment	All	Walls will meet criteria agreed to with the community.	Open	Design-Build Entity	Noise wall designs include use of galvanized steel panels with base of concrete. Acrylic panels will be included in locations agreed to in preliminary design. MBTA presented panel design to Community Working Group on 5/7/19. MBTA will review all design changes to ensure the agreed upon criteria remain.	Monitor work by DB	During design and construction	8/10/2021	
E107	CR-1	Cultural Resources and Section 4(f) Resources	Lechmere Station/Viaduct, Somerville Automobile Company Building	Perform archival photographic documentation of historic resources to be removed or altered	Completed	MBTA	Archival documentation has been completed for all resources identified in the Section 106 Agreement. Archival documentation has been sent to the repositories as required in the Agreement.	prepare Closeout Form	Complete	READY FOR CLOSEOUT	7/20/2020
E108	CR-2	Cultural Resources and Section 4(f) Resources	Lechmere Station/Viaduct, Ball Square Station and Gilman Station	In conformance with MBTA design protocol review, develop interpretive displays. Consultation with MBTA/FTA/MHC	Open	MBTA to design and procure panels/DB Entity to install per Technical Provisions Section 3.3.4.2	Draft panels were prepared in coordination between MBTA and PAL. The station locations for the panels have been incorporated in the station design plans. Packages were sent to Section 196 Consulting Parties on June 11, 2020 for 60 days of review and comment; forecast completion by summer 2021. See Technical Provisions Section 3.3.4.2.	Monitor work by Section 106 parties, the MBTA and DB Entity	Prior to beginning of construction	8/10/2021	
109	CR-3	Cultural Resources and Section 4(f) Resources	Gilman Square Station	Review design plans and construction specifications with MHC and local historic commissions at 30% (Preliminary), 60% (Intermediate) and 90% (Release for Construction (RFC)) design.	Open	DB Entity/ MBTA	The DB Entity's Design Package DP 40 ("Gilman Station") revised 90% plans reviewed by Consulting Parties. Massachusetts Historical Commission and Somerville Historic Preservation Commission had no comments. Design Review Complete. However, the Pearl St. TPSS was broken out into a separate package (DP 53) - that package is under review due to open MOU between COS and MBTA which is still under development (for arts package)	Monitor work by MBTA and DB Entity, coordinate with City of Somerville.	Prior to beginning of applicable construction	8/10/2021	

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1

MATRIX OF ENVIRONMENTAL COMMITMENTS - CLOSEOUT PLAN
6/30/2020 UPDATE

A	B	C	D	E	F	G	H	J	K	L	M	
ID NO.	CODE	Topic	Location	Mitigation per MEPA Notice of Project Change (Jan 2017) and EA FONSI Re-Evaluation (March 2017)	Status	Implementation Responsibility	Status / Comments As of 6/30/20	MONITORING AND CLOSEOUT ACTION	IMPLEMENTATION PERIOD REQUIRED PER ENV. DOCS (EA Table 7.4-1)	CURRENT FORECAST IMPLEMENTATION DUE DATE	DATE OF CLOSEOUT FORM	
E110A	CR-4	Cultural Resources and Section 4(f) Resources	Lechmere Viaduct	Review design plans and construction specifications with MHC, local historic commissions at 30% (Preliminary) 60% (Intermediate) and 90% (Release for Construction (RFC)) design.	Closed	DB Entity/ MBTA	The DB Entity's Design Package DP 32B/33A ("Lechmere Viaduct - Substructure and Superstructure") Released for Construction (RFC) plan set and Specifications 02224 were sent to Section 106 Consulting Parties for their files on 9/17/19. Massachusetts Historical Commission and Cambridge Historical Commission had no comments and did not issue formal comments on the final design package for the Lechmere Viaduct design phase. Design Review Complete.	prepare Closeout Form	Complete	READY FOR CLOSEOUT	7/20/2020	1
E110B	CR-5	Cultural Resources and Section 4(f) Resources	Lechmere Viaduct	Salvage removal, repair and preparation, and reinstallation as an interpretive object of a section of the existing historic steel Lechmere Viaduct	Open	DB Entity	Per Volume 2, Exhibit 2A.1, Section 02224, this work is overseen by Arch. Conservator. Submittals include specialist qualifications, construction schedule, preconstruction documentation, construction approach, structural procedures report, cleaning methods and materials, and protection. Coordination with GLXC is ongoing to ensure proper documentation of pre-construction submittals, including 02224, 1.2.D, 1.1.A.2, and 1.2.E.6. Architectural Conservator approved Metals Specialist qualifications 10/25/19 and will review and comment on the DB Entity's Design Package DP 32B ("Lechmere Viaduct") Pre-RFC and RFC submittals when they are released. Demolition of viaduct is complete, and bents 570 and 571 have been removed. Bents are being taken off site for restoration. GLXC Historical Conservator (BCA) is on site.	Monitor work by DB Entity, work with MBTA/GLX to ensure documentation of pre-construction submittals.	Submittals Prior to beginning of construction; installation by Revenue Service	8/10/2021		
E111	CR-6	Cultural Resources and Section 4(f) Resources	Sycamore Street, East (adjacent to Susan Russell House)	Construct noise barrier adjacent to historic Susan Russell House with context-sensitive material and color	Complete	MBTA	Noise Wall no longer proposed, Noise insulation will be implemented instead, which also requires historic review. See discussion in Mitigation Item #57 above.	prepare Closeout Form	Complete	8/10/2021	7/31/2020	1
E112	CR-7	Cultural Resources and Section 4(f) Resources	All	An Architectural Conservator shall be appointed for the duration of the project. Consultation with MBTA/SHPO/CHC/SHPC.	Completed	MBTA	An Architectural Conservator (AC) (Virginia Adams of The Public Archeology Laboratory, Inc. (PAL)) has been appointed. The AC will oversee the project during the duration of construction to ensure compliance with the Section 106 Agreement.	prepare Closeout Form	Complete	READY FOR CLOSEOUT	7/20/2020	1
E113	CR-8	Cultural Resources and Section 4(f) Resources	Powder House/Winter Hill Industrial Historic District	A cultural resources survey shall be conducted by a qualified historic preservation consultant. Technical memo shall be prepared summarizing results of survey and submitted to FTA, SHPO and SHPC.	Completed	MBTA	PAL, the MBTA Architectural Conservator, completed a cultural resource survey and determined that the Powder House/Winter Hill Industrial Area no longer retains the characteristics that defined it as a National register district due to significant demolition and loss of integrity. SHPO has approved.	prepare Closeout Form	Complete	READY FOR CLOSEOUT	7/20/2020	1
E114	CR-9	Cultural Resources and Section 4(f) Resources	All	MBTA shall notify MassDOT, FTA, SHPO and appropriate concurring parties if archaeological resources or human remains are discovered during construction activities.	Open	MBTA/DB Entity	In the event of discovery of archeological resources or human remains during the project, the MBTA will consult with the parties as laid out in the Section 106 Agreement. Cultural resources awareness training provided to DB Contractor and MBTA staff on December 4, 2018. This item will be monitored as ongoing throughout construction.	Monitor work by DB	During construction	12/5/2021		
E115	CR-10	Cultural Resources and Section 4(f) Resources	All	Review new land takings for historical and archaeological resources	Completed	MBTA	Review for historical resources has been completed. Review for archaeological resources was started on 2/11/2014. Archaeological report submitted to MHC in June 2014 for approval. Report indicates no impact. PAL reviewed ROW and properties acquisition list for redesign and concluded that further archeological review is not required. See March 30, 2017 PAL memo.	prepare Closeout Form	Complete	READY FOR CLOSEOUT	7/20/2020	1

MATRIX OF ENVIRONMENTAL COMMITMENTS - CLOSEOUT PLAN
6/30/2020 UPDATE

A	B	C	D	E	F	G	H	J	K	L	M
ID NO.	CODE	Topic	Location	Mitigation per MEPA Notice of Project Change (Jan 2017) and EA FONSI Re-Evaluation (March 2017)	Status	Implementation Responsibility	Status / Comments As of 6/30/20	MONITORING AND CLOSEOUT ACTION	IMPLEMENTATION PERIOD REQUIRED PER ENV. DOCS (EA Table 7.4-1)	CURRENT FORECAST IMPLEMENTATION DUE DATE	DATE OF CLOSEOUT FORM
E116	PI-1	Public Involvement	All	Mass DOT and MBTA to continue civic engagement opportunities during the design process. Provide transparent public information and outreach process through construction.	Open	MBTA	This is ongoing and will continue through the duration of the project. The MBTA has prepared an extensive and robust public involvement process which includes a project website, email updates to 7350 interested parties, monthly meetings of the Community Working Group and meetings to inform the public at key project milestones. Post COVID-19 pandemic, the project is hosting Public Meetings and monthly Community Working Group virtually via GoToWebinar.	Monitor public involvement process	Duration of Project	8/10/2021	
E117	PI-2	Public Involvement	All	Engage interested parties through the Design Working Group	Open	MBTA	This is ongoing and will continue through the duration of the project. The MBTA has established a Construction Group with which it meets regularly and consults on construction issues as they progress. This interaction will continue for the life of the project. NOTE per agreement with the City, the Community Working Group also functions as the Construction Group	Monitor working group process	Duration of Project	8/10/2021	
E118	PI-3	Public Involvement	All	MassDOT to conduct land use workshops with affected communities to further identify community needs and issues near the proposed station sites.	Complete	MBTA	This land use planning activity was complete per the FONSI in May/June 2010. In addition, the MBTA has continued an ongoing Community Working Group which includes stakeholders from the station areas. As required, the Community Working Group will continue to meet during the construction process.	prepare Closeout Form	Completed in May/June 2010 per FONSI	READY FOR CLOSEOUT	7/24/2020
E119	D-1	Design	All	As design advances, MBTA/Contract team to facilitate future transit/transportation projects such as light rail expansion or connections to existing infrastructure to the extent possible. (Extension beyond College Avenue.)	Open	MBTA	The project has been designed so as to not preclude any future expansion of the Green Line to Mystic Valley Parkway. The MBTA will monitor the design and construction to ensure that no changes to the project preclude the extension.	Rerearch and close out	Prior to beginning of construction	READY FOR CLOSEOUT	
E120	D-2	Design	All	As design advances, MBTA/Contract team to facilitate future transit/transportation projects such as light rail expansion or connections to existing infrastructure to the extent possible. (Extension beyond Union Square to Porter Square.)	Open	MBTA	The project has been designed so as to not preclude any future expansion of the Green Line to Porter Square. The MBTA will monitor the design and construction to ensure that no changes to the project preclude the extension.	Research and close out	Complete	READY FOR CLOSEOUT	
E121	D-3	Design	All	As design advances, MBTA/Contract team to facilitate future transit/transportation projects such as light rail expansion or connections to existing infrastructure to the extent possible. (Urban Ring)	Open	MBTA	A feasibility study was completed during the prior initial phase of the project. The current D-B Design does not preclude the potential connection as contemplated by the Urban Ring project.	Research and close out	Complete	READY FOR CLOSEOUT	
E122	D-4	Design	All	As design advances, MBTA/Contract team to implement "green" design elements (recycled or recyclable materials or incorporate vegetation) in design of proposed retaining walls, stations and maintenance and storage facility.	Open	Design-Build Entity	Sustainability measures included in the project. See Volume 2, Section 3.3.3 - Sustainability Requirements and Specification 01800. The GLXC sustainability deliverables are defined in TP2 Ch3 (see pages 26+27 for the deliverables and Section 3.3.3 for the details) and have been formalized in the sustainability management plans developed by GLXC (and accepted by Arup/MBTA). They are as follows: ISI Envision Rating System – Narrative Checklist, Credit Documentation; Construction and Demolition Waste Management Final Report (per the CDWM plan and targets in 01800) Construction Indoor Air Quality Management Final Report (per the construction IAQ management plan and targets in 01800) Sustainable Materials Final Report (per the Sustainable Materials Tracking plan and targets in 01800) Landscape Tracking Final Report (per the Landscape Tracking plan and targets in 01800)	Management Plans have been submitted and accepted; open action is to continue to Monitor work by DB to ensure conformance with those plans and final deliverables due at completion.	Submittals prior to beginning of construction; then implementation throughout construction	8/10/2021	

MATRIX OF ENVIRONMENTAL COMMITMENTS - CLOSEOUT PLAN

6/30/2020 UPDATE

A	B	C	D	E	F	G	H	J	K	L	M
ID NO.	CODE	Topic	Location	Mitigation per MEPA Notice of Project Change (Jan 2017) and EA FONSI Re-Evaluation (March 2017)	Status	Implementation Responsibility	Status / Comments As of 6/30/20	MONITORING AND CLOSEOUT ACTION	IMPLEMENTATION PERIOD REQUIRED PER ENV. DOCS (EA Table 7.4-1)	CURRENT FORECAST IMPLEMENTATION DUE DATE	DATE OF CLOSEOUT FORM
E123	D-5	Design	All	Refine project designs to further minimize temporary and permanent impacts on local neighborhoods and property owners.	Complete	Design-Build Entity	Through the community engagement process and the work with the municipalities, the MBTA has worked to ensure that the design and the construction of the project (particularly the station areas) minimizes impacts to the neighborhoods and abutters, including resolution at the ongoing Community Working Group.	prepare Closeout Form	Complete	READY FOR CLOSEOUT	7/24/2020
E124	D-6	Design	All	Design all stations in compliance with ADA standards, Massachusetts AAB standards; MBTA's settlement agreement with the Boston Center for Independent Living (BCIL) and applicable National Fire Protection Association standards.	Open	Design-Build Entity	This is ongoing and will continue through the duration of the project. All of the stations and facilities have been designed to fully comply with the American with Disabilities Act (ADA), the Massachusetts Architectural Access Board (MAAB) requirements as well the Boston Center for Independent Living (BCIL) Agreement (whose provisions exceed the requirements of the ADA). The project has also been designed to meet applicable National Fire Protection Association (NFPA) or fire/life safety requirements. The MBTA will monitor the design and the construction of the project as it progresses to make sure that no changes occur which may result in non-compliance with these standards.	Design complete; Monitor work by DB to ensure no changes occur during construction that impact accessibility	Prior to beginning of construction	8/10/2021	