

**MATRIX OF ENVIRONMENTAL COMMITMENTS - CLOSEOUT PLAN**

12/31/21 UPDATE

NOTE: Current trend for Revenue Service (MS 3C) is 8/16/22; Substantial Completion (MS 2) is 9/30/22

A	B	C	D	E	F	G	H	I	J	K	L	M	N
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 12/31/21	MBTA OVERSIGHT / CLOSEOUT RESPONSIBILITY	MONITORING AND CLOSEOUT ACTION	IMPLEMENTATION PERIOD REQUIRED PER ENV. DOCS (EA Table 7.4-1)	CURRENT FORECAST IMPLEMENTATION DUE DATE	DATE OF CLOSEOUT FORM	CLOSEOUT FORM POSTED IN EB?
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 -will be changed to current standards (most likely in 2022). City of Medford is actively reviewing a proposal by a consultant to design the mitigation improvements.	Roger Alcott	Monitor work by City; include in status report for Third Party Agreements	Within 12 months after revenue service	8/16/2023		
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 "). 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 right turn lane will be provided on an interim basis by the DB Entity - the MBTA considers that point to satisfy this EA requirement. MassDOT will manage further repairs to this bridge in the future (anticipated in 2022) and will retain the right turn lane.	Bill Ferrari	Monitor work by DB	Within 12 months after revenue service	8/16/2023		
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.	CLOSED	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.	Roger Alcott	No further action	Within 12 months after revenue service	Complete	7/30/2019	Y
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.	CLOSED	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.	Roger Alcott	No further action	Within 12 months after revenue service	Complete	7/31/2020	Y
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.	CLOSED	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.	Roger Alcott	No further action	Within 12 months after revenue service	Complete	7/31/2020	Y
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 of Somerville has reached out to Toole Engineering to do the engineering analysis on the intersections. The City is currently coordinating the design of a traffic signal at this intersection with the MBTA/GLX-C floating bus island improvements. Toole is also reevaluating the need for a traffic signal at this intersection. Recommendations expected mid-February 2022.	Roger Alcott	Monitor work by City; include in status report for Third Party Agreements	Within 12 months after revenue service	8/16/2023		
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 provided a written traffic report that included a finding that a traffic signal in this location is no longer warranted. Once the MBTA receives this report, this item will be closed out. In addition, the City is currently working with Arup to redesign the stretch of Medford St and Pearl St from School St to Skilton.	Roger Alcott	Monitor work by City; include in status report for Third Party Agreements	Within 12 months after revenue service	8/16/2023		
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 of Somerville has reached out to Toole Engineering to do the engineering analysis on the intersections. The City is currently coordinating the design of a crosswalk including signal timing plans with the MBTA/GLX-C pedestrian island revisions across from Rogers Ave. Designs for the intersection are expected to be complete this spring. Construction schedule/completion will depend on availability of signal equipment.	Roger Alcott	Monitor work by City; include in status report for Third Party Agreements	Within 12 months after revenue service	8/16/2023		
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.	CLOSED	DivcoWest	This upgrade was substantially completed by DivcoWest in November 2020. The electrical power for the traffic signals has been completed. Left hand turns onto Third Street are restricted. Signal timing and phasing is active. Work is complete.	Roger Alcott	No further action	Complete	Complete	1/26/2022	Y
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.	CLOSED	DivcoWest	This upgrade, as permitted and designed, was substantially completed by DivcoWest in November 2020. The electrical power for the traffic signals has been completed. The left hand turn from Rte. 28 to Water Street is allowed currently. The new crosswalk has been installed and the intersection is signalized. Work is complete.	Roger Alcott	No further action	Complete	Complete	1/26/2022	Y

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 Rte. 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. The design of this improvement is currently being reviewed by MassDOT, who has indicated to DivcoWest they will likely provide additional comments soon. The completion of this work is dependent upon actions by the MBTA. DivcoWest cannot commence construction of the improvement until the MBTA conveys the land of the previous station. No timeline for the conveyance of the land has been provided to DivcoWest. There is no anticipated completion date for this work. However, the construction schedule will comply with the MEPA commitments for the Cambridge Crossing project. It is noted that East Street is currently proposed to be a one-way roadway.	Roger Alcott	Monitor work by developer	Within 12 months after revenue service	8/16/2023		
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. The design of this improvement is currently being reviewed by MassDOT, who has indicated to DivcoWest they will likely provide additional comments soon. The completion of this work is dependent upon actions by the MBTA. DivcoWest cannot commence construction of the improvement until the MBTA conveys the land of the previous station. No timeline for the conveyance of the land has been provided to DivcoWest. There is no anticipated completion date for this work. However, the construction schedule will comply with the MEPA commitments for the Cambridge Crossing project. It is noted that it was never proposed to reconstruct Cambridge Street as a one way roadway between First Street and O'Brien Highway. However, that proposal is no longer being considered.	Roger Alcott	Monitor work by developer	Within 12 months after revenue service	8/16/2023		
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.	Roger Alcott	Monitor work by City on items E1 - E12, and coordinate as applicable	Within 12 months after revenue service	8/16/2023		
E14	TT-14	Traffic and Transportation Systems	Project wide	Work with cities to develop station-area parking enforcement plans.	Ongoing	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.	Roger Alcott	Coordinate with Cities	Within 12 months after revenue service	8/16/2023		
E15	TT-15	Traffic and Transportation Systems	Project wide	Evaluate opportunities to improve connections between the new stations and existing bus connections.	Ongoing	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 once the Green Line is operational in the area.	Terry McCarthy	Coordinate with Bus Ops in context of Rail Activation Plan	During design and construction, prior to Revenue Service	8/16/2022		
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.	Ongoing	MBTA/Design Build Entity	MBTA is responsible for review of intersection mitigation measures that would be implemented by the City of Medford, City of Somerville and DivcoWest. Design Build Entity is responsible for working with municipalities and emergency personnel on construction management and detour plans during construction. Current coordination is being done for this effort via the weekly Traffic Management Meetings held every Tuesday at 900 AM	Terry McCarthy	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	8/16/2022		
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, work is 20% complete. Walk/Don't Walk time has been changed to current standards. The City of Medford is actively reviewing a proposal by a consultant to design the mitigation improvements.	Roger Alcott	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/16/2022		
E18	P-2	Pedestrian	Boston Avenue @ Winthrop Street, Medford	Restripe Crosswalk markings. See Item # TT-1	CLOSED	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 of Medford Director of Traffic and Transportation, intersection has been re-stiped as part of normal maintenance.	Roger Alcott	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	Complete	10/26/2021	Y
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. The City of Medford is actively reviewing a proposal by a consultant to design the mitigation improvements.	Roger Alcott	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/16/2022		
E20	P-4	Pedestrian	Boston Avenue @ Harvard Street, Medford	Restripe crosswalk	CLOSED	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 of Medford Director of Traffic and Transportation, intersection has been re-stiped as part of normal maintenance.	Roger Alcott	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	Complete	10/26/2021	Y
E21	P-5	Pedestrian	Powder House Rotary, Somerville	Increase pedestrian walk/flash don't walk time	CLOSED	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 implemented the Powder House Rotary improvements. Powder House Rotary no longer operates with traffic signals. Pedestrians have the right-of-way at all crosswalks. Work will be inspected when the snow clears and if complete, this item will be closed out.	Roger Alcott	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	Complete	TBD	
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 currently coordinating the design of a crosswalk including signal timing plans with the MBTA/GLX-C pedestrian island revisions across from Rogers Ave. The City is currently coordinating the design of a crosswalk including signal timing plans with the MBTA/GLX-C pedestrian island revisions across from Rogers Ave. See E8 (Code TT-8).	Roger Alcott	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/16/2022		
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	CLOSED	City of Medford PER EXHIBIT A OF AGREEMENT	As described in the Request for Re-Evaluation and the Notice of Project Change (NPC), this signal is no longer required. The City of Medford has installed warning signs for the mid block crossing as well as crosswalk striping for pedestrians. Work is complete.	Roger Alcott	No further action	Complete	Complete	1/26/2022	Y

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. City of Medford is actively reviewing a proposal by a consultant to design the mitigation improvements.	Roger Alcott	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/16/2022		
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. City of Medford is actively reviewing a proposal by a consultant to design the mitigation improvements.	Roger Alcott	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/16/2022		
E26	P-10	Pedestrian	Main Street @ Mystic Valley Parkway Ramps, Medford	Restripe crosswalk markings	CLOSED	City of Medford PER EXHIBIT A OF AGREEMENT	The commitment was carried out by the City of Medford, as per the May 15, 2018 Memorandum of Agreement (MOA), Exhibit A. Per City of Medford Director of Traffic and Transportation, intersection has been re-striped as part of normal maintenance.	Roger Alcott	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	Complete	10/26/2021	Y
E27	P-11	Pedestrian	Main Street @ Harvard Street, Medford	Restripe crosswalk markings	CLOSED	City of Medford PER EXHIBIT A OF AGREEMENT	Per City of Medford Director of Traffic and Transportation, intersection has been painted as part of normal maintenance.	Roger Alcott	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	Complete	10/26/2021	Y
E28	P-12	Pedestrian	Main Street @ Mystic Avenue, Medford	Restripe crosswalk markings	CLOSED	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 of Medford Director of Traffic and Transportation, intersection has been restriped as part of normal maintenance.	Roger Alcott	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	Complete	10/26/2021	Y
E29	P-13	Pedestrian	Medford Street @ Broadway / Dexter Street, 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 of Somerville has reached out to Toole Engineering to do the engineering. Signal timing plans to be completed spring 2022 with implementation planned to be completed by late summer 2022.	Roger Alcott	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/16/2022		
E30	P-14	Pedestrian	Medford Street @ Lowell Street, Somerville	Install crosswalk across Medford St. (South)	CLOSED	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.	Roger Alcott	No further action	Within 12 months before revenue service	Complete	7/31/2020	Y
E31	P-15	Pedestrian	Medford Street @ Central Street, Somerville	Repair pedestrian signal head and 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 of Somerville has reached out to Toole Engineering to do the engineering. Signal timing changes planned to be completed summer 2022.	Roger Alcott	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/16/2022		
E32	P-16	Pedestrian	Medford Street @ School Street, 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 of Somerville has reached out to Toole Engineering to do the engineering. Signal timing changes planned to be completed summer 2022.	Roger Alcott	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/16/2022		
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 provided a written traffic report that included a finding that a traffic signal in this location is not warranted any more. The City is currently working with Arup to redesigning the stretch of Medford St and Pearl St from School St to Skilton. -See ET ( Code TT-7)	Roger Alcott	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/16/2022		
E34	P-18	Pedestrian	Medford Street @ Walnut Street, 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 of Somerville has reached out to Toole Engineering to do the engineering. Signal timing changes planned to be completed summer 2022.	Roger Alcott	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/16/2022		
E35	P-19	Pedestrian	Medford Street @ Highland Avenue, Somerville	Signalize side street crossings, increase pedestrian walk/flash 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 of Somerville has reached out to Toole Engineering to do the engineering analysis on the intersections. Signal timing plans to be completed spring 2022 with implementation planned to be completed by late summer 2022.	Roger Alcott	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/16/2022		
E36	P-20	Pedestrian	Highland Avenue @ Lowell Street, 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 of Somerville has reached out to Toole Engineering to do the engineering analysis on the intersections. Signal timing changes planned to be completed summer 2022.	Roger Alcott	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/16/2022		
E37	P-21	Pedestrian	Highland Avenue @ Central Street, 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 of Somerville has reached out to Toole Engineering to do the engineering. Signal timing changes planned to be completed summer 2022.	Roger Alcott	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/16/2022		
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 GLX'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 currently coordinating the design of a traffic signal at this intersection with the MBTA/GLX-C floating bus island improvements. The City hired Toole Engineering to conduct a traffic warrant analysis. Toole is reevaluating the need for a traffic signal at this intersection. Recommendations expected mid-February 2022.	Roger Alcott	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/16/2022		
E39	P-23	Pedestrian	Washington Street @ Inner Belt Road, Somerville	Increase pedestrian walk/flash don't walk time	CLOSED	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 of Somerville has reached out to Toole Engineering to do the engineering. Signal work is completed.	Roger Alcott	No further action	Complete	Complete	2/1/2022	Y
E40	P-24	Pedestrian	Medford Street at Somerville Avenue/McGrath Hwy, Somerville	Incorporate pedestrian crossings into traffic signal phasing and install appropriate equipment	CLOSED	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.	Roger Alcott	No further action	Within 12 months before revenue service	Complete	7/31/2020	Y

E41	P-25	Pedestrian	Washington Street @ Somerville Avenue/ Prospect Street, Somerville	Increase pedestrian walk/flashing don't walk time	CLOSED	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.	Roger Alcott	No further action	Within 12 months before revenue service	Complete	7/31/2020	Y
E42	P-26	Pedestrian	Washington Street @ Somerville Avenue/ Webster Street, Somerville	Increase pedestrian walk/flashing don't walk time	CLOSED	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.	Roger Alcott	No further action	Within 12 months before revenue service	Complete	7/31/2020	Y
E43	P-27	Pedestrian	Washington Street @ Kirkland Street, Somerville	Increase pedestrian walk/flashing don't walk time	CLOSED	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.	Roger Alcott	No further action	Within 12 months before revenue service	Complete	7/31/2020	Y
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.	CLOSED	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.	Roger Alcott	No further action	Within 12 months before revenue service	Complete	7/31/2020	Y
E45	P-29	Pedestrian	O'Brien Highway @ Third Street	Provided updated pedestrian crossing timing and phasing	CLOSED	DivcoWest	This upgrade was substantially completed by DivcoWest in November 2020. The electrical power for the pedestrian traffic signals has been completed. Pedestrian signal timing and phasing is active. Work is complete.	Roger Alcott	No further action	Complete	Complete	1/26/2022	Y
E46	P-30	Pedestrian	O'Brien Highway @ Water Street	Install a new crosswalk across O'Brien Highway and provide a new signalized pedestrian crossing	CLOSED	DivcoWest	This upgrade was substantially completed by DivcoWest in November 2020. The electrical power for the pedestrian traffic signals has been completed. New crosswalk has been installed across O'Brien Highway and Pedestrian signal is active. Work is complete.	Roger Alcott	No further action	Complete	Complete	1/26/2022	Y
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. The design of this improvement is currently being reviewed by MassDOT, who has indicated to DivcoWest they will likely provide additional comments soon. The completion of this work is dependent upon actions by the MBTA. DivcoWest cannot commence construction of the improvement until the MBTA conveys the land of the previous station. No timeline for the conveyance of the land has been provided to DivcoWest. There is no anticipated completion date for this work. However, the construction schedule will comply with the MEPA commitments for the Cambridge Crossing project.	Roger Alcott	Monitor work by developer	Within 12 months before revenue service	8/16/2022		
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. The design of this improvement is currently being reviewed by MassDOT, who has indicated to DivcoWest they will likely provide additional comments soon. The completion of this work is dependent upon actions by the MBTA. DivcoWest cannot commence construction of the improvement until the MBTA conveys the land of the previous station. No timeline for the conveyance of the land has been provided to DivcoWest. There is no anticipated completion date for this work. However, the construction schedule will comply with the MEPA commitments for the Cambridge Crossing project.	Roger Alcott	Monitor work by developer	Within 12 months before revenue service	8/16/2022		
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 (Ldn) are above 45 dBA from Project sources or single-event maximum noise levels (Lmax) above 65 dBA.	CLOSED	MBTA/DB Entity	Using the FTA Noise and Vibration Guidance, the MBTA's environmental documents identified noise impacted properties at the PENNEPA phase. The DB has confirmed the 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. The report "Noise Impact Report for Non-Design Package Areas" confirmed that no additional mitigation is required.	John Weston	No further action	Complete	Complete	1/21/2021	Y
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; LEV Superstructure (ERC)"); the design was completed 11/6/18). The design of the noise barrier provides the necessary shielding and noise reduction so the previously planned sound insulation improvements on the 6th and 7th floors of the Hampton Inn Hotel are not required. Construction of Noise Barrier at N-1A has been paused due to defects; panels have been removed and an alternative design has been identified, materials have been procured, and installation is scheduled to occur in the coming months. Construction of Noise Barrier at N-1B is complete.	John Weston	Monitor work by DB	Early phases of construction, where appropriate	8/16/2022		
E51	N-3	Noise (Barriers)	N-2: northeast façade Brickbottom Artists Building	Noise Barrier	CLOSED	Design-Build Entity	Construction of Noise Barriers 2A and 2B is complete.	John Weston	No further action	Complete	Complete	1/24/2022	Y
E52	N-4	Noise (Barriers)	N-3: south façade Brickbottom Artists Building (Union Branch)	Noise Barrier	Open	Design-Build Entity	The topmost 4 to 8 feet of noise barriers for the south façade of Brickbottom shall consist of 4 to 8-foot high acrylic panels (depending on location relative to the abutting property). 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 and 3B has begun. Construction of Noise Barrier at N-3B has been paused due to defects; panels have been removed and an alternative design has been identified, materials have been procured, and installation is scheduled to occur in the coming months.	John Weston	Monitor work by DB	Early phases of construction, where appropriate	8/16/2022		
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 March 2020 to June 2021. Individual property noise testing and sound insulation design activities resumed in June 2021.	John Weston	Coord with owners to implement MBTA noise insulation program; monitor work	Early phases of construction, where appropriate	8/16/2022		



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 but activities were put on hold due to the COVID-19 pandemic between March 2020 and June 2021. Individual property noise testing and sound insulation design activities resumed in June 2021.	John Weston	Coord with owners to implement MBTA noise insulation program; monitor work	Early phases of construction, where appropriate	8/16/2022		
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.	CLOSED	MBTA	MBTA has verified that Tufts University completed the window installation. Please note that vibration mats that were also required as part of the noise mitigation have been installed.	John Weston	No further action	Complete	Complete	12/11/2020	Y
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.	John Weston	Coordinate with MBTA HQ to implement operation noise monitoring plan after service initiation.	Within 12 months of start of revenue service	8/16/2023		
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.	CLOSED	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 was approved 2/2/21 and was released for construction. 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. Work is now complete.	John Weston	No further action	Complete	Complete	2/2/2022	Y
E73	V-2	Vibration	V1: Glass Factory Condominiums	Green Line	CLOSED	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 ballast mats were installed as part of DP 01/05 Light Rail Track Package.	John Weston	Complete	12/13/2021	Complete	10/18/2021	Y
E74	V-3	Vibration	V2: Brickbottom (Northeast Façade)	Green Line	CLOSED	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 UMW "); the design was completed 12/18/19, and the DB Entity's Design Package 36 ("Medford Viaduct 32 to 35 MBV "). The ballast mats were installed as part of DP 01/05 Light Rail Track Package.	John Weston	Complete	12/13/2021	Complete	10/18/2021	Y
E75	V-4	Vibration	V3: Brickbottom Artists Building (South Façade)	Green Line	CLOSED	Design-Build Entity	Ground-borne noise on the westbound track 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 UMW "), which confirmed the need for ballast mats to mitigate noise impacts in a portion of this segment. (Vibration Mitigation V-3b) The DB Entity developed Ground-borne Vibration Technical Report for submittal with DP01/05 Light Rail Track Package (approved 2/2/21) consistent with Technical Provision Section 3.3.6 to evaluate compliance of final design and planned mitigation with operational vibration criteria. Ballast mats were installed under the westbound track. Mitigation was planned on the eastbound track to address airborne noise caused by the vibration associated with nearby track switches (Vibration Mitigation V-3a). Noise impacts evaluated as part of the Viaduct Section Noise Barrier Design Report, submitted in conjunction with DB Entity's Design Package 35 ("Viaduct MBV 24 to 31 and UMW "), confirmed that the planned noise noise walls and the ballast mats to be installed on the Viaduct (Vibration Mitigation V-3b) would provide the necessary airborne noise mitigation without the originally planned ballast mats, therefore ballast mats are not required for mitigation on the eastbound track at this location.	John Weston	Complete	12/13/2021	Complete	10/18/2021	Y
E76	V-5	Vibration	V4: Alston Street (South of Cross Street)	Green Line	CLOSED	Design-Build Entity	The DB Entity developed a Ground-borne Vibration Technical Report for submittal with DP01/05 Light Rail Track Package (approved 2/2/21) consistent with Technical Provision Section 3.3.6 to evaluate compliance of final design and planned mitigation with operational vibration criteria. 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 required at this location (Vibration Mitigation V-4).	John Weston	No further action	Within 12 months before revenue service	Complete	3/31/2021	Y
E77	V-6	Vibration	V5: Tufts Street/Avon Place/Auburn Avenue South of Cross to McGrath Hwy	Commuter Rail	CLOSED	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.	John Weston	No further action	Within 12 months before revenue service	Complete	10/23/2020	Y
E78	V-7	Vibration	V6: Gilman Street (McGrath Hwy to Walnut)	Commuter Rail	CLOSED	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. Mitigation is no longer being planned, since vibration increases from project will be below impact threshold of 75 vdB.	John Weston	No further action	Within 12 months before revenue service	Complete	10/23/2020	Y
E79	V-8	Vibration	V7: Medford Street (North of Walnut)	Green Line	CLOSED	Design-Build Entity	The DB Entity developed Ground-borne Vibration Technical Reports for submittal with DP01/05 Light Rail Track Package (approved 2/2/21) consistent with Technical Provision Section 3.3.6 to evaluate compliance of final design and planned mitigation with operational vibration criteria. 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 required at this location (Vibration Mitigation V-5).	John Weston	No further action	Within 12 months before revenue service	Complete	4/5/2021	Y
E80	V-9	Vibration	V8: Pearl Street Apartments	Commuter Rail	CLOSED	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. Mitigation is no longer being planned, since vibration increases from project will be below impact threshold of 75 vdB.	John Weston	No further action	Within 12 months before revenue service	Complete	10/23/2020	Y

E81	V-10	Vibration	V9: Richdale Avenue (School Street to Sycamore Street)	Commuter Rail	CLOSED	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 and installed as part of the track construction.	John Weston	No further action	Complete	Complete	1/21/2021	Y	
E82	V-11	Vibration	V10: Lowell Street/Nashua Street/Hinckley Street/Berwick Street (Lowell to Charles E Ryan Road)	Commuter Rail	CLOSED	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 and installed as part of the track construction.	John Weston	No further action	Complete	Complete	1/21/2021	Y	
E83	V-12	Vibration	V11: Murdock Street (South of Cedar)	Green Line	CLOSED	Design-Build Entity	The DB Entity developed Ground-borne Vibration Technical Reports for submittal with DP01/05 Light Rail Track Package (approved 2/2/21) consistent with Technical Provision Section 3.3.6 to evaluate compliance of final design and planned mitigation with operational vibration criteria. 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 required at this location (Vibration Mitigation V-12).	John Weston	No further action	Within 12 months before revenue service	Complete	Complete	4/5/2021	Y
E84	V-13	Vibration	V12: Cedar Street (North of Cedar)	Commuter Rail	CLOSED	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 and installed as part of the track construction.	John Weston	No further action	Complete	Complete	1/21/2021	Y	
E85	V-14	Vibration	V13: Newbern Ave/Morton Ave/Granville Ave/Winchester Pl/Warham St (Broadway to Warren St)	Commuter Rail	CLOSED	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 and installed as part of the track construction.	John Weston	No further action	Complete	Complete	1/21/2021	Y	
E86	V-15	Vibration	V14: Tufts Science and Technology Center	Commuter Rail Line	CLOSED	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.	John Weston	No further action	Complete	Complete	10/23/2020	Y	
E87	V-16	Vibration	V15: Tufts Bacon Hall	Green Line	CLOSED	Design-Build Entity	The DB Entity developed Ground-borne Vibration Technical Reports for submittal with DP01/05 Light Rail Track Package (approved 2/2/21) consistent with Technical Provision Section 3.3.6 to evaluate compliance of final design and planned mitigation with operational vibration criteria. 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 required at this location (Vibration Mitigation V-16).	John Weston	No further action	Within 12 months before revenue service	Complete	Complete	4/5/2021	Y
E88	V-17	Vibration	V16: Outside the Lines Studio	Commuter Rail Line	CLOSED	MBTA	Ballast mats under the tracks in order to isolate train vibrations were installed under the initial phase of the GLX construction.	John Weston	No further action	Complete	Complete	10/23/2020	Y	
E89	V-18	Vibration	V17: Tufts Bray Laboratory	Green Line	CLOSED	Design-Build Entity	The DB Entity developed Ground-borne Vibration Technical Reports for submittal with DP01/05 Light Rail Track Package (approved 2/2/21) consistent with Technical Provision Section 3.3.6 to evaluate compliance of final design and planned mitigation with operational vibration criteria. 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 required at this location (Vibration Mitigation V-18).	John Weston	No further action	Within 12 months before revenue service	Complete	Complete	4/5/2021	Y
E90	V-19	Vibration	V18: Tufts Curtis Hall	Green Line and Commuter Rail	CLOSED	Design-Build Entity	Ballast mats included in the DP01/05 Light Rail Track Package were installed as part of the track construction. 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 associated with commuter rail operations 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.	John Weston	No further action	Complete	Complete	1/25/2022	Y	
E91	V-20	Vibration	V19: Horace Street	Commuter Rail	CLOSED	MBTA	Ballast mats under the tracks in order to isolate train vibrations were installed under the initial phase of the GLX construction.	John Weston	No further action	Complete	Complete	10/23/2020	Y	
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.	CLOSED	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.	Randy Henke	No further action	PE Design Phase	Complete	7/31/2020	Y	
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.	CLOSED	Design-Build Entity	Turnout was removed from preliminary design which mitigated the vibration impacts.	Randy Henke	No further action	Complete	Complete	7/31/2020	Y	

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 xlo)	Relocate specially engineered trackwork to further minimize or mitigate potential vibration impacts.	CLOSED	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.	Randy Henke	No further action	PE Design Phase	Complete	7/31/2020	Y
E95	V-24	Vibration Turn Outs Crossovers	D - Granville Avenue/Winchester Place Commuter Interlocking (Two double crossovers) Bowdon St/Princeton St (Tufts Interlocking)	Relocate specially engineered trackwork to further minimize or mitigate potential vibration impacts.	CLOSED	MBTA	Preliminary design included revised location of crossovers, which are now centered on Bowdon St. Revised design moved trackwork from a residential area to an area with non-residential 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.	Randy Henke	No further action	Complete	Complete	7/31/2020	Y
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)	CLOSED	Design-Build Entity	Preliminary design eliminated double diamond crossover and included alternative special trackwork (Universal Flange bearing frog) to minimize vibration impacts. Installation of alternative special trackwork installed as designed.	John Weston	No further action	Complete	Complete	1/20/2022	Y
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.	John Weston	Coordinate with MBTA HQ to implement operational vibration monitoring plan after service initiation.	Within 12 months after start of revenue service.	8/16/2023		
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	Ongoing	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. Recently, further discussions were held with MassDEP's BAW regarding the MW-36.4 wall Non-Traditional Asbestos Abatement Work Plan. Coordination with MassDEP will likely continue through the end of the project for the RAM closure of the SPD.	Tim Schiavone	Monitor work by DB	During design and construction	9/30/2022		
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. Coordination began in 2017, before beginning GLX construction. 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 continue to report on this project as the environmental review progresses.	Andrew Brennan	Work with MBTA HQ to monitor	Prior to beginning construction, per FONSI. Now N/A	8/16/2022		
E100	LU-2	Land Use	All	Complete Final Design for Somerville Community Path between Lowell Street and Inner Belt area.	CLOSED	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.	Roger Alcott	No further action	Complete	Complete	7/31/2020	Y
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	CLOSED	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.	Roger Alcott	No further action	Complete	Complete	7/31/2020	Y
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	Acquisition Plans have been completed per Uniform Act requirements. One-acquisition is remaining - City of Cambridge - Permanent Easement for viaduct over East Street Viaduct (STILL IN DISCUSSION WITH CITY). This action is not expected to result in impacts to construction or job relocations.	Roger Alcott	Monitor any open real estate transactions	Prior to beginning construction at affected locations	8/16/2022		
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	CLOSED	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 MAR100172) 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.	Derek Anderson	No further action	Complete	Complete	7/31/2020	Y
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.	Ongoing	DB Entity - construction	Compliance with the SWPPP will be maintained over the life of the project.	Derek Anderson	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	8/16/2023		
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 areas to determine where any loam and seed is needed. If appropriate, the MBTA will compensate landowners for damaged shrubbery.	Roger Alcott	Monitor work by DB	During design and construction	9/30/2022		
E106	VE-2	Visual Environment	All	Walls will meet criteria agreed to with the community.	CLOSED	Design-Build Entity	MBTA presented panel design to Community Working Group on 5/7/19. MBTA has reviewed all design changes to ensure the agreed upon criteria remain. Work is now complete.	John Weston	No further action	Complete	Complete	1/13/2022	Y
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	CLOSED	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.	Ginny Adams	No further action	Complete	Complete	7/20/2020	Y
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/FAMHC	Open	MBTA to design and procure panels/DB Entity to install per Technical Provisions Section 3.3.4.2	Draft panels were prepared for each location specified in the MOU. A first draft was submitted to the Section 106 Parties on 5/28/20. Comments received from Cambridge Historic Commission and Somerville Historic Preservation Commission. Updated drafts submitted to all of the Section 106 Parties on 2/21/21. These drafts incorporated the comments received in the second round. SECTION 106 REVIEW IS COMPLETE. Awaiting status and installation schedule update for final fabrication from MBTA Wayfinding, who has experienced a delay for their contractor to fabricate the maps and interpretive panels. See Technical Provisions Section 3.3.4.2.	Ginny Adams	Monitor work by Section 106 parties, the MBTA and DB Entity	Prior to beginning of applicable construction	8/16/2022		
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	All Section 106 Reviews have been complete. The parties received 30%, 60% and 90% design plans for Lechmere Viaduct and Gilman Square Station. All comments received during that review were incorporated. Draft plans of the Historic Interpretive Panels were given to the Section 106 Parties. All comments were incorporated into the design. This review is now complete, but full resolution requires the public art issue to be resolved - need a letter from City.	Ginny Adams	Obtain copy of letter from City of Somerville.	Prior to beginning of applicable construction	3/23/2022		



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.	Ginny Adams	No further action	Complete	Complete	7/20/2020	Y
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 reviewed and commented on the DB Entity's Design Package DP 32B ("Lechmere Viaduct") Pre-RFC and RFC submittals when they were released. Demolition of viaduct is complete, and bents 570 and 571 have been removed and are off site for restoration. GLXC Historical Conservator (BCA) has taken paint color samples. BA and PAL are monitoring the work. Paint color (black) has been decided and concurred by Cambridge Historical Commission. Preconstruction documentation items from DB Entity review are complete. Requested and awaiting Viaduct restoration status and schedule from GLXC. Bronze medallions for sidewalk installation are under review.	Ginny Adams	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	8/16/2022		
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	CLOSED	MBTA	Noise Wall no longer proposed. Noise insulation will be implemented instead, which also requires historic review. See discussion in Mitigation Item #57 above.	John Weston	No further action	Complete	Complete	7/31/2020	Y
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 MBTASHPO/CHCSHPC.	CLOSED	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.	Ginny Adams	No further action	Complete	Complete	7/20/2020	Y
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.	CLOSED	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.	Ginny Adams	No further action	Complete	Complete	7/20/2020	Y
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.	Ongoing	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. In May 2019, DB Contractor reported finding an architectural metal plate, and notified Architectural Conservator (PAL). This type of find is not covered under the GLX archaeological protocol, so PAL referred them to Medford Historical Commission. In August 2020, DB Contractor reported finding bone, glass, and ceramic to the Architectural Conservator (PAL). PAL determined the bones to likely be cow and the glass and ceramics to date from the 19th century, and that none of the finds were potentially significant archaeological resources. NOTE this item will remain open, and will continue to be monitored, throughout construction.	Ginny Adams	Monitor work by DB	During construction	9/30/2022		
E115	CR-10	Cultural Resources and Section 4(f) Resources	All	Review new land takings for historical and archaeological resources	CLOSED	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.	Ginny Adams	No further action	Complete	Complete	7/20/2020	Y
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.	Ongoing	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 7450 interested parties, monthly meetings of the Community Working Group and meetings to inform the public at key project milestones. As of July 6, 2021, 44 consecutive, well-attended, monthly meetings of the GLX Community Working Group have been held. Post COVID-19 pandemic, the project is hosting Public Meetings and monthly Community Working Group virtually via GoToWebinar.	Marty Nee	Monitor public involvement process	Duration of Project	9/30/2022		
E117	PI-2	Public Involvement	All	Engage interested parties through the Design Working Group	Ongoing	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	Marty Nee	Monitor working group process	Duration of Project	9/30/2022		
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.	CLOSED	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.	Marty Nee	No further action	Complete	Complete	7/24/2020	Y
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.)	CLOSED	MBTA	The project has been designed so as to not permanently preclude any future expansion of the Green Line to Mystic Valley Parkway. However, a section of noise barrier and retaining wall would need to be relocated to accommodate the extension of the Green Line track.	Rich Monahan	No further action	Complete	Complete	1/22/2021	Y
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.)	CLOSED	MBTA	The project has been designed so as to not preclude any future expansion of the Green Line to Porter Square. The MBTA has monitored the design and construction to ensure that no changes to the project preclude the extension.	Rich Monahan	No further action	Complete	Complete	1/22/2021	Y

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)	CLOSED	MBTA	A feasibility study was completed during the prior initial phase of the project ( Episode 1). The original configuration of the Urban Ring, particularly the vertical geometry and clearance, did not work where the Urban Ring proposed to cross the GLX Yard Lead 5 (YL5) track/viaduct. The design of Yard Lead 5, in the current DB project, has not fundamentally changed from the initial Episode 1 design – and the proposed maximum vertical elevation of the Urban Ring of approx. 50', where it crosses YL5 clashes with the design elevation of YL5, which is also approximately 50'. The addition of the Community Path viaduct in this location also conflicts with the elevation of the proposed Urban Ring. It should be noted that the Urban Ring as contemplated at the time of the EA is no longer included as a viable project within the Boston MPO Long Range Transportation Plan, Destination 2040. MassDOT is currently conducting the Silver Line Extension Alternatives Analysis study to evaluate alignments for a BRT/rapid bus service from the current Silver Line terminus in Chelsea through Everett, Somerville and Cambridge to a terminus in Boston, as an alternative to the Urban Ring.	Rich Monahan	No further action	Complete	Complete	1/22/2021	Y
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.	Ongoing	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 Plan and 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), Integrated Pest Management Plan, Pre-Purchased Equipment and Materials Productive Use Plan (now complete), and Sustainable Materials Tracking Plan. 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)	Rebecca Hatchadorian	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	9/30/2022		
E123	D-5	Design	All	Refine project designs to further minimize temporary and permanent impacts on local neighborhoods and property owners.	CLOSED	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.	Marty Nee	No further action	Complete	Complete	7/24/2020	Y
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.	Ongoing	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. This item can be closed out once stations are completed, to ensure no open design issues.	Matt Davy	Design complete; Monitor work by DB to ensure no changes occur during construction that impact accessibility	Prior to beginning of construction	8/16/2022		

**MATRIX OF CONSTRUCTION COMMITMENTS - CLOSEOUT PLAN**  
**12/31/21 UPDATE**

A	B	C	D	E	F	G	H	I	J	K	L	M	N
ID NO.	CODE	Topic	Location	Status / Comments	Status	Implementation Responsibility	Status / Comments As of 12/31/21	MBTA OVERSIGHT / CLOSEOUT RESPONSIBILITY	MONITORING AND CLOSEOUT ACTION	IMPLEMENTATION DATE REQUIRED PER ENV. DOCS	CURRENT FORECAST IMPLEMENTATION DATE	DATE OF CLOSEOUT FORM	CLOSEOUT FORM POSTED IN EB?
C1	CG-1	General	General	Prior to construction prepare a detailed plan to address various construction period impacts to various environmental resources (vehicle, traffic, pedestrian and bicycle, on-street parking, public access, emergency access to local businesses and residences, dust, noise, odor, rodents, construction related nuisance conditions) through coordination with cities and appropriate emergency personnel.	CLOSED	DB Entity	DB Entity prepared a Comprehensive Environmental Protection Plan (CEPP) & Environmental Mitigation and Monitoring Plan (EMMP) - accepted 4/17/19 (SR-114 / Rev 3) but as a "living document"; the - EMMP (SR-73) was accepted 6/29/18 as a "living document", but not part of this requirement	Neal Kelly	No further action	Complete	Complete	7/31/2020	Y
C2	CT-1	Traffic	General	Establish temporary detours to minimize traffic disruptions due to construction.	Ongoing	DB Entity	As needed, DB Entity provides Maintenance of Traffic (MOT) plans	Terry McCarthy	Continue to monitor work by DB to ensure MOT plans include proper detours; if required respond to complaints	During Construction	9/30/2022		
C3	CT-2	Traffic	General - at bridges	Stage bridge reconstruction to ensure adjacent bridges are not closed simultaneously.	On-going	DB Entity	Ongoing - DB coordinating any exceptions, and gets any waivers, with Cities	Terry McCarthy	Monitor work by DB	During Construction	9/30/2022		
C4	CT-3	Traffic	General	Work with cities and applicable emergency personnel to ensure appropriate safety measures are incorporated throughout construction.	Ongoing	DB Entity	Ongoing - effort includes coordination through the project's Safety and Security Certification Plan (SSCP), via the Fire/Life Safety and Security Committee (F/LSSC)	Di Souza	Coordinate with cities; monitor work by DB, including ongoing F/LSSC quarterly meetings	During Construction	9/30/2022		
C5	CAQ-1	Air Quality	General	Apply water to dry soil to prevent dust erosion.	Ongoing	DB Entity	Ongoing - as needed; will be required until construction activities are fully completed.	Tim Schiavone	Monitor work by DB to ensure following dust mitigation plan; monitor complaints	During Construction	9/30/2022		
C6	CAQ-2	Air Quality	General	Use water for compaction in the fill areas and as a dust retardant in both the soil cut areas and haul roads.	Ongoing	DB Entity	Ongoing - as needed	Bill Ferrari	Monitor work by DB to ensure following dust mitigation plan; monitor complaints	During Construction	9/30/2022		
C7	CAQ-3	Air Quality	General	Follow existing MassDEP's Solid Waste and Air Quality Control regulations and MBTA retrofit procedures for construction equipment to reduce emissions.	Ongoing	DB Entity	DB to fully comply with EPA Selective Catalytic Reduction systems in all Diesel Exhaust fluid systems in accordance with the EPA regulatory announcement of July 2014.	Bill Ferrari	DB to provide safety data sheets for diesel fluid on project and representative purchase receipts, exhaust reorts, repair slips, and equipment data sheets.	During Construction	9/30/2022		
C8	CAQ-4	Air Quality	General	Comply with MassDEP's idling restrictions. Post idling restriction signage on project construction sites.	Ongoing	DB Entity	DB has fabricated and posted "No idling" signs throughout the job site at the start of construction, and has conducted training with operators.	Bill Ferrari	DB will provides periodic photo updates of signs onsite and representative training records at closeout.	During Construction	9/30/2022		
C9	CN-1	Noise	General	Prepare a Noise Control Plan in conjunction with the contractor's specific equipment and methods of construction.	CLOSED	DB Entity	DB Entity prepared a Construction Noise Control Plan, this was accepted by the MBTA on 12/19/18	John Weston	No further action	Complete	Complete	7/27/2020	Y
C10	CN-2	Noise	General	Use specially quieted equipment with enclosed engines and/or high-performance mufflers.	Ongoing	DB Entity	Technical Provision 3.3.7.1 (a) included a requirement to use specially quiet equipment. DB Entity's Construction Noise Control Plan approved on 12/19/18 incorporated the requirement as a strategy for minimizing noise on-site and complying with noise project and local noise limits.	Bill Ferrari	DB to provide equipment data sheets and inspection records demonstrating interior engines and high performance mufflers.	During Construction	9/30/2022		
C11	CN-3	Noise	General	Perform construction equipment noise certification testing.	Ongoing	DB Entity	DB Entity's Construction Noise Control Plan approved on 12/19/18 incorporated the requirement to conduct equipment noise certification testing. In addition, DB provided noise limits for equipment in Noise Control Plan	Terry McCarthy	Ensure DB performs noise monitoring at 50 feet to ensure equipment meets Noise Control Plan	During Construction	9/30/2022		
C12	CN-4	Noise	General	Nighttime construction in residential neighborhoods may only occur with full coordination with the communities and abutting neighborhoods.	Ongoing	DB Entity	MBTA provides advance notice via email blasts, updates on website, notification to municipalities, targeted robocalls, and door knocks/fliers. In addition, MBTA and DB monitor complaints and responds as needed.	Marty Nee	Monitor upcoming work via weekly Schedule Meeting, and weekly Construction meeting. As needed, continue to coordinate with communities and monitor and respond to any complaints.	During Construction	9/30/2022		
C13	CN-5	Noise	General	Require ambient-adjusting or manually adjusted backup alarms set to 5 dBA over background levels.	Ongoing	DB Entity	Technical Provision 3.3.7.1 (a) included a requirement to use adjustable backup alarms. DB Entity's Construction Noise Control Plan approved on 12/19/18 incorporated the requirement to utilize ambient or manually adjusted backup alarms.	Bill Ferrari	All equipment utilizes low dbA back up alarms. DB will provide representative equipment data sheets to verify.	During Construction	9/30/2022		

C14	CN-6	Noise	General	Keep truck idling to a minimum.	Ongoing	DB Entity	Technical Provision 3.3.7.1 (a) included a requirement to develop a program to minimize idling. DB Entity's Construction Noise Control Plan approved on 12/19/18 incorporated the requirement to keep truck idling to a minimum. Part of Noise Control Training directs workers to turn off idling equipment and minimize idling times for vehicles to five (5) minutes. In addition, DB provides training to all staff as part of on-boarding. Also, DB provides site signage and responds to any complaints	Bill Ferrari	MassDEP restrictions per item C-8 presents a more stringent standard which will be monitored and confirmed at close-out as noted above.	During Construction	9/30/2022		
C15	CN-7	Noise	General	Set acoustic shield requirement for jackhammers, chainsaws, and pavement breakers.	CLOSED	DB Entity	Technical Provision 3.3.7.1 (a) included a requirement to use acoustic shields for exceptionally loud equipment. DB Entity's Construction Noise Control Plan approved on 12/19/18 incorporated the requirement to use acoustic shields. In addition, Technical Provisions established requirement to avoid this work at night.	John Weston	No further action	Complete	Complete	7/27/2020	Y
C16	CN-8	Noise	General	Develop methods for projecting construction noise levels.	CLOSED	DB Entity	Predictive methods were identified and used in the development of the Noise Control Plan, which was accepted on 12/19/18.	John Weston	No further action	Complete	Complete	7/27/2020	Y
C17	CN-9	Noise	General	Develop methods for responding to community complaints.	CLOSED	DB Entity	Method has been developed: Hot line has been established and tracking log has been established. MBTA reviews weekly with DB to ensure proper closeouts.	Marty Nee	No further action	Complete	Complete	7/24/2020	Y
C18	CN-10	Noise	General	Establish a protocol for reporting noise monitoring results, noise reduction measures used, and responses to the community.	CLOSED	DB Entity	Protocol has been established: Hot line has been established and tracking log has been established. MBTA reviews weekly with DB to ensure proper closeouts. Outreach to continue monitoring and responding throughout construction period	Marty Nee	No further action	Complete	Complete	7/24/2020	Y
C19	CN-11	Noise	General	Route construction equipment and vehicles through areas that would cause the least disturbance to nearby receptors when possible.	Ongoing	DB Entity	DB Entity's Construction Noise Control Plan approved on 12/19/18 included commitment to route construction equipment and vehicles through areas that would cause the least disturbance to nearby receptors where possible. Process has been developed and reviews of MOT plans take place. Review includes MBTA, Municipalities, and (as appropriate) MassDOT Highway.	Terry McCarthy	Continue to ensure MOT plans include proper detours; if required respond to complaints	During Construction	9/30/2022		
C20	CN-12	Noise	General	Use shields, shrouds or intake and exhaust mufflers to control construction noise levels.	Ongoing	DB Entity	DB Entity's Construction Noise Control Plan approved on 12/19/18 included commitment for all equipment used for nighttime work to equip gas or oil operated equipment with silencers or mufflers on intake and exhaust lines and fit any air-powered equipment with pneumatic exhaust silencers	John Weston	RE's to monitor, document via photos and notes	During Construction	9/30/2022		
C21	CN-13	Noise	General	Apply noise deadening materials to chutes or storage bins.	Ongoing	DB Entity	DB Entity's Construction Noise Control Plan approved on 12/19/18 included commitment for dumping bins, hoppers, and trucks used for disposal of excavated materials with to be lined with wood or other sound-deadening material if deemed necessary by the MBTA. MBTA will direct lining if complaints identify a noise concern. Alternative mitigation has been to locate bins and hoppers in locations where noise will be shielded.	John Weston	Continue to monitor DB use of chutes and storage bins	During Construction	9/30/2022		
C22	CN-14	Noise	General	Install temporary noise barriers.	Ongoing	DB Entity	DB Entity's Construction Noise Control Plan approved on 12/19/18 included commitment to install or construct temporary noise barriers such as walls or piles of excavated material between noisy activities and sensitive areas when reasonable and feasible to do so.	John Weston	Continue to monitor work by DB and to coordinate with community to ensure these are provided based on advance coordination and/or as response to complaints.	During Construction	9/30/2022		

C23	CN-15	Noise	General	Apply acoustic enclosures.	Ongoing	DB Entity	DB Entity's Construction Noise Control Plan approved on 12/19/18 included commitment to apply acoustic enclosures when reasonable and feasible to do so.	John Weston	Continue to monitor work by DB to ensure these are provided based on advance coordination and/or as response to complaints. Continue to monitor both.	During Construction	9/30/2022		
C24	CN-16	Noise	General	Implement specialized back-up alarms.	Ongoing	DB Entity	Technical Provision 3.3.7.1 (a) included a requirement to use adjustable backup alarms. DB Entity's Construction Noise Control Plan approved on 12/19/18 incorporated the requirement to utilize ambient or manually adjusted backup alarms.	Bill Ferrari	Backup alarms per item CN-5 noted represent a more stringent standard which will be monitored and confirmed at close-out as noted above.	During Construction	9/30/2022		
C25	CN-17	Noise	General	Limit the size of generators and the duration to their use.	Ongoing	DB Entity	DB Entity's Construction Noise Control Plan approved on 12/19/18 included commitment that wherever practicable, electricity shall be used for power to reduce noise. Additionally the plan included an agreement to limit the size of generators and the duration of their use for night time work.	Bill Ferrari	Generators are sized as economically as required by GLXC equipment managers for the greatest expected work load on site. Duration is limited to allowable working hours by the technical provisions and monitored to be consistent with noise requirements in evening or night work hours. MBTA to monitor work by DB Entity.	During Construction	9/30/2022		
C26	CN-18	Noise	General	Develop truck routes that minimize exposure to noise-sensitive sites.	Ongoing	DB Entity	DB Entity's Construction Noise Control Plan approved on 12/19/18 included commitment to route construction equipment and vehicles through areas that would cause the least disturbance to nearby receptors where possible.	Terry McCarthy	Continue to monitor work by DB to ensure MOT plans include proper detours; if required respond to complaints	During Construction	9/30/2022		
C27	CN-19	Noise	General	Fit any air-powered equipment with pneumatic exhaust silencers.	Ongoing	DB Entity	DB Entity's Construction Noise Control Plan approved on 12/19/18 included commitment for all equipment used for nighttime work to equip gas or oil operated equipment with silencers or mufflers on intake and exhaust lines and fit any air-powered equipment with pneumatic exhaust silencers	Bill Ferrari	DB Entity now utilizes mostly electric and battery operated tools for drilling and chipping. When air tools are in use Echo Sound Barriers are established between sound receptor and work. Will provide representative equipment cut sheets to confirm at close-out.	Prior to construction	9/30/2022		
C28	CN-20	Noise	General	Locate stationary construction equipment as far as possible from noise-sensitive sites.	Ongoing	DB Entity	DB Entity's Construction Noise Control Plan approved on 12/19/18 included commitment to locate stationary construction equipment as far as possible from noise sensitive sites;	Marty Nee	Equipment is placed based on advance coordination and/or as response to complaints. Continue to monitor both.	During Construction	9/30/2022		
C29	CN-21	Noise	General	Construct noise barriers, such as temporary walls or piles of excavated material, between noisy activities and noise sensitive areas.	Ongoing	DB Entity	DB Entity's Construction Noise Control Plan approved on 12/19/18 included commitment to install or construct temporary noise barriers such as walls or piles of excavated material between noisy activities and sensitive areas when reasonable and feasible to do so.	Marty Nee	Continue to monitor work by DB and to coordinate with community to ensure these are provided based on advance coordination and/or as response to complaints.	Prior to construction	9/30/2022		
C30	CV-1	Vibration	General	Configure truck routes that minimize exposure to vibration sensitive receptors and maintain smooth roadway surfaces.	Ongoing	DB Entity	DB Entity's Construction Noise Control Plan approved on 12/19/18 included commitment to route construction equipment and vehicles through areas that would cause the least disturbance to nearby receptors where possible.	Terry McCarthy	Ensure MOT plans include proper detours; if required respond to complaints	During Construction	9/30/2022		
C31	CV-2	Vibration	General	Nighttime construction in residential neighborhoods may only occur with full coordination with the communities and abutting neighborhoods.	Ongoing	DB Entity	MBTA provides advance notice via email blasts, updates on website, notification to municipalities, targeted robocalls, and door knocks/fliers. In addition, MBTA monitors complaints and responds as needed.	Marty Nee	Continue to coordinate at weekly Schedule meeting and Construction Meeting about upcoming night work, and coordinate as needed with municipalities	During Construction	9/30/2022		
C32	CV-3	Vibration	General	Use alternative construction methods to minimize the use of impact and vibratory equipment (e.g.; pile drivers and compactors).	Ongoing	DB Entity	Spec precludes certain activities at night Monitor work by DB, in addition MBTA provides advance notice via email blasts, updates on website, notification to municipalities, targeted robocalls, and door knocks/fliers. In addition, MBTA monitors complaints and responds as needed.	Marty Nee	Continue to monitor work by DB, and to monitor complaints and respond as needed.	During construction	9/30/2022		
C33	CV-3	Vibration	General	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	After service starts	John Weston	Monitor work by DB	Within 12 months after revenue service	8/16/2023		
C34	CWQ-1	Water Quality/Storm water	General	Develop and implement a SWPPP in accordance with NPDES and MassDEP standards.	On-going	DB Entity	SWPPP was accepted 3/19/18 as a "living document"	Derek Anderson	Research and closeout	Prior to construction	9/30/2022		

C35	CWQ-2	Water Quality/Storm water	General	Stabilize any highly erosive soils with erosion control blankets and other stabilization methods, as necessary.	Ongoing	DB Entity	Used to protect under-vegetated steep slopes outside of active construction zones in accordance with the SWPPP. Dedicated GLXC personnel perform documented monthly SWPPP walks to inspect.	Bill Ferrari	Used natural fabric barriers to protect under-vegetated steep slopes outside of active construction zones in accordance with the SWPPP. Dedicated GLXC personnel perform documented monthly SWPPP walks to inspect. Will provide periodic photos at various locations across job at close-out.	During construction	9/30/2022		
C36	CWQ-3	Water Quality/Storm water	General	Reinforce slopes using a hydroseed mix with a resin base, native vegetation, or other approved methods.	Ongoing	DB Entity	Existing root systems and native ground vegetation left in place in all existing slopes where possible.	Bill Ferrari	Continue to monitor work by DB, provide periodic photos at various locations across job at close-out.	During construction	9/30/2022		
C37	CWQ-4	Water Quality/Storm water	General	Use dewatering controls, if necessary.	Ongoing	DB Entity	Dewatering is performed on site and is required to adhere to the SWPPP Plan. Dedicated GLXC personnel perform documented monthly SWPPP walks to inspect.	Bill Ferrari	Continue to monitor work by DB, provide periodic photos at various locations across job at close-out.	During construction	9/30/2022		
C38	CWQ-5	Water Quality/Storm water	General	Install a gravel entrance at construction sites to prevent sediment from being tracked onto roadways and potentially discharged to surface waters.	Ongoing	DB Entity	All main construction entrances have stabilized construction entrances/exits per the SWPPP plan. Dedicated GLXC personnel perform documented monthly SWPPP walks to inspect.	Bill Ferrari	Continue to monitor work by DB, provide periodic photos at various locations across job at close-out.	During construction	9/30/2022		
C39	CWQ-6	Water Quality/Storm water	General	Maintain construction equipment to prevent oil and fuel leaks and install catch basin protection as needed.	Ongoing	DB Entity	All catch basins that could be affected by GLXC are required to have inlet protection per the SWPPP Plan. Dedicated GLXC personnel perform documented monthly SWPPP walks to inspect.	Bill Ferrari	Continue to monitor work by DB, provide periodic photos at various locations across job at close-out.	During construction	9/30/2022		
C40	CWQ-7	Water Quality/Storm water	General	Install detention and infiltration systems to infiltrate peak runoff and to prevent any increase in peak flows to municipal stormwater drainage systems and to remove total suspended solids (TSS) from stormwater runoff prior to discharge.	Ongoing	DB Entity	All dewatering activities take place in accordance with the SWPPP and NPDES CGP utilizing filtration bags or weir tanks prior to discharge. Dedicated GLXC personnel perform documented monthly SWPPP walks to inspect.	Bill Ferrari	Continue to monitor work by DB, provide periodic photos at various locations across job at close-out.	During construction	9/30/2022		
C41	CWQ-8	Water Quality/Storm water	General	Install hydrodynamic particle separators to treat pavement runoff.	Ongoing	DB Entity	Ongoing - as needed	Derek Anderson	RE's to document via notes and photos of installation of all hydrodynamic separators and phosphorous treatment systems	During construction	9/30/2022		
C42	CWQ-9	Water Quality/Storm water	General	Use Low Impact Development practices, where feasible, to maintain natural hydrology (e.g., raingardens to treat disconnected roof drainage and/or parking runoff).	Ongoing	DB Entity	Ongoing - as needed	Derek Anderson	RE's to document via notes and photos installation of all surface and subsurface infiltration practices.	During construction	9/30/2022		
C43	CHM-1	Hazardous Materials	General	Consult with MassDEP to ensure planning and implementation of demolition and management of contaminated soils is consistent with applicable MassDEP regulations and recommendations.	Ongoing	DB Entity	Ongoing - as needed. Per PPR 47 approximately 660,000 tons of soil has been disposed off site. GLXC approximates 16,250 tons for disposal remains. Excavation projected to be done by Milestone 3C and soil disposal projected to be complete by Milestone 2. Disposal documentation projected to be complete by Milestone 1.	Neal Kelly	Monitor DB Entity to ensure compliance with EMMP, through submittal reviews and weekly coordination meetings.	During design and construction	9/30/2022		
C44	CHM-2	Hazardous Materials	General	Follow all protocols to adequately characterize, stockpile and dispose of materials encountered during construction.	Ongoing	DB Entity	Ongoing - as needed. Excavation is projected to be complete by Milestone 2.	Neal Kelly	Monitor DB Entity to ensure compliance with EMMP, through submittal reviews and weekly coordination meetings.	During design and construction	9/30/2022		
C45	CO-1	Outreach	General	Establish a project construction office.	CLOSED	MBTA	Work complete; project construction office set up by MBTA in advance of DB NTP.	Bill Ferrari	No further action	Complete	Complete	7/29/2020	Y
C46	CO-2	Outreach	General	Establish a Green Line Extension project Ombudsman position to field all construction period comments and complaints, coordinate with the cities, and respond to public concerns	CLOSED	MBTA and DB Entity	Position has been created. DPM for Stakeholder Engagement (Terry McCarthy) was appointed on December 13, 2017.	Marty Nee	No further action	Complete	Complete	7/24/2020	Y
C47	CO-3	Outreach	General	Establish a Construction Working Group to advise MassDOT and the MBTA.	CLOSED	MBTA	The GLX Community Working Group has been established and meets on an ongoing basis.	Marty Nee	No further action	Complete	Complete	7/24/2020	Y
C48	CO-4	Outreach	General	Establish a project email address and 24-hour phone hotline for public concerns.	CLOSED	DB Entity	Per DB Contract this is complete. Project email is info@glxinfo.com; Project hotline is (855) 459-4636	Marty Nee	No further action	Complete	Complete	7/24/2020	Y
C49	CO-5	Outreach	General	Provide frequent website updates of construction activities at www.mass.gov/greenlineextension	Ongoing	MBTA	Ongoing - as needed	Marty Nee	Monitor work by DB	During construction	9/30/2022		
C50	CO-6	Outreach	General	Host neighborhood construction kick-off meetings.	Ongoing	MBTA	Ongoing - as needed	Marty Nee	Monitor work by DB	Ongoing - as needed	9/30/2022		
C51	CO-7	Outreach	General	Produce quarterly construction updates.	Ongoing	MBTA/DB Entity	Ongoing - as needed	Marty Nee	Monitor work by DB	Ongoing - as needed	9/30/2022		
C52	CO-8	Outreach	General	Develop a business outreach plan to assist local businesses during construction.	Ongoing	MBTA	Ongoing - as needed	Marty Nee	Monitor work by DB	Ongoing - as needed	9/30/2022		