NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

José M. Rivera, P.E.
Executive Director

PROGRAM, FINANCE, AND ADMINISTRATION COMMITTEE (PFAC)

RESOLUTION #455
TECHNICAL CORRECTIONS TO THE FEDERAL FISCAL YEARS (FFYs) 2018-2045 REGIONAL TRANSPORTATION PLAN (PLAN 2045) AND THE 2017 CONGESTION MANAGEMENT PROCESS (CMP) STATUS REPORT

WHEREAS, the New York Metropolitan Transportation Council (NYMTC) is a regional council of governments which is the metropolitan planning organization for New York City, Long Island and the lower Hudson Valley; and

WHEREAS, pursuant to 23 CFR 450.324, NYMTC is responsible for the development of a Regional Transportation Plan for New York City, Long Island and the lower Hudson Valley; and

WHEREAS, pursuant to 23 CFR 450.322, NYMTC is responsible for the development of a Congestion Management Process for New York City, Long Island and the lower Hudson Valley; and

WHEREAS, NYMTC’s current FFYs 2018-2045 Plan, entitled Maintaining the Vision for a Sustainable Region, and hereinafter referred to as Plan 2045, was adopted by the Council on June 29, 2017, having addressed all federal planning requirements set forth in 23 CFR 450.322; and

WHEREAS, NYMTC’s current 2017 CMP Status Report was adopted by the Council on June 29, 2017, having addressed all federal planning requirements set forth in 23 CFR 450.322; and

WHEREAS, following adoption, various technical corrections were identified in both documents; and

WHEREAS, these technical corrections are described in Attachment 1 of this resolution.

NOW, THEREFORE, BE IT RESOLVED, that the technical corrections identified in Attachment 1 of this resolution and made to Plan 2045 and the 2017 CMP Status Report.

This resolution shall take effect on the sixteenth day of November, two thousand and seventeen.

ADOPTED: November 16, 2017

"I hereby certify that the above is a true copy of Resolution #455, Technical Corrections to the Federal Fiscal Years 2018-2045 Regional Transportation Plan (Plan 2045) and the 2017 Congestion Management Process Status Report, and was motioned by Ms. Karin Sommer, representing the New York City Transportation Coordinating Committee and seconded by Ms. Sandra Fusco, representing the Mid-Hudson South Transportation Coordinating Committee. This Resolution was adopted and passed unanimously."

Ron Epstein, PFAC Chair

THE METROPOLITAN PLANNING ORGANIZATION
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Plan 2045 Technical Corrections

Main Plan Document
Chapter 2, Page 2-19, Paragraph 1, last sentence
“600,000 riders” is corrected to read “over 650,000 passenger trips...”

Table 2.5: TOTAL DAILY TRANSIT PASSENGER TRIPS IN THE NYMTC PLANNING AREA
A clarifying note has been added to the Commuter Rail number as shown below:

<table>
<thead>
<tr>
<th>Transit Mode</th>
<th>Average Weekday Ridership in NYMTC Region</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rapid Transit (Subway)</td>
<td>5,667,908</td>
</tr>
<tr>
<td>Bus</td>
<td>3,254,650</td>
</tr>
<tr>
<td>Commuter Rail **</td>
<td>1,230,467</td>
</tr>
<tr>
<td>Ferry</td>
<td>102,280</td>
</tr>
</tbody>
</table>

Note: ** This number includes NJ Transit & PATH

Source: NYMTC

Chapter 3, Page 3-7, section B, first paragraph, first sentence
This sentence is changed from “The MNR services 122 stations......” to “The MNR services 124 stations....”

Chapter 3, Page 3-7, section B, second paragraph, first sentence
This sentence is changed from “In 2014, the MNR carried approximately 86.5 million passengers in 2016” to “In 2016 the MNR carried approximately 86.5 million passengers.”

Appendix 8: Regional Freight Plan 2018-2045
Chapter 1, Section 1.3 Regional Context, final paragraph
The following sentences are added:
“The New York Metropolitan region has thriving, growing, and critical regional and intercity rail services, some of which share track space with rail freight on a daily basis. It is essential that individual rail operators and coordinated transportation planning efforts of relevant agencies continue to jointly facilitate the needs of freight and passenger rail safety and capacity.”
2017 CMP Status Report Technical Corrections

| Chapter 5 – Table 5.2 | Changes in Nassau County Data: LMC - AM from 371 to 378; PM from 24 to 167, TTI AM from 1.67 to 1.19. PM from 1.05 to 1.06 VHD from 179,721 to 355,904 VMT from 8,859,310 to 29,231,875, PHD from 265,986 to 622,832, VHD per lane miles from 4.61 to 9.14, PHD per capita from 0.20 to 0.47 and VMT per capita from 6.65 to 21.95 |
| Chapter 5 – Table 5.3 | Changes in Nassau County Data: LMC - AM 439 to 522, PM 36 to 232 TTI, AM 1.78 to 1.26, PM remains the same. VHD from 233,698 to 538,860 VMT from 9,964,710 to 32,778,256, PHD from 345,873 to 943,005, VHD per lane miles from 6.00 to 13.84, PHD per capita from 0.22 to 0.61 and VMT per capita from 6.23 to 21.13 |
| Chapter 5 – Table 5.4 | Changes in Nassau County Data: LMC AM from 18.1% to 38.1%, LMC PM from 49.2% to 38.9%, TTI AM from 7.1% to 5.9%, TTI PM from 3.5% to 2.8%. VHD from 30.0% to 51.4%. VMT from 9.1% to 12.1%, PHD from 30.0% to 51.4%, VHD per lane miles from 30.1% to 51.4%, PHD per capita from 11.6% to 29.8% and VMT per capita from -6.4% to -3.7% |
| Chapter 5 – Figures 5.5 & 5.6 | The illustrations of Figure 5.5 and Figure 5.6 has been swapped with each other. Figure titles remain the same. |
| Chapter 6 – Figure 6.1 | Change in VHD Totals: 2017 - from 386,044 to 179,721, 2045 - from 472,346 to 233,698. VHD Percentage remains the same. Change in population: 2017 - from 2,585,485 to 1,381,440, 2045 – from 2,834,712 to 1,552,881. |