### Change Log for Plan 2045

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<table>
<thead>
<tr>
<th>CHAPTERS</th>
<th>CHANGES</th>
</tr>
</thead>
</table>
| Chapter 1 | • Corrected typos  
• Added new near-term action for Goal: Provide Convenient, Flexible... |
| Chapter 2 | • Corrected typos  
• Included T2.10  
• Corrected F2.6, 2.7a/b and relevant text |
| Chapter 3 | • Corrected ferry numbers (Table 3.10)  
• Westchester intermodal facility table – add modes  
• Corrected typos |
| Chapter 4 | • Replaced figures 4.4, 4.5 and 4.6  
• Changed relevant text (pg. 4-8) |
| Chapter 5 | • Corrected NYC DOT acronym  
• Corrected NHTSA use  
• Corrected typo |
| Chapter 6 | • Revised 2020 implementation date for SBS routes  
• Reinstated smart trucks program text (NYC DOT) in Vision list  
• Revised Van Wyck text in Vision List  
• Added “generally” (pg 3)  
• Deleted “all” (pg 1)  
• Deleted line from NYMTC adopted procedures (pg 5)  
• Revised Cross Harbor project description (pg 12)  
• Revised Hudson Tunnel and Hudson Yards Right of Way project descriptions (pg 11) |
| Chapter 9 | • BQE Cantilever project form (accident to crash; cost)  
• Belt Parkway over Gerritsen(project cost; funding sources; year)  
• Belt Parkway over Mill Basin (delete duplicate) |

### APPENDICES

<table>
<thead>
<tr>
<th>APPENDICES</th>
<th>CHANGES</th>
</tr>
</thead>
</table>
| Appendix 1 | • Bronx NYCBX64V Hunts Point Emphasis Area (Trucks, Economic Development, Access & Pedestrian Safety Issues): NYSDOT is added as a sponsor in addition to NYCEDC and NYCDOT  
• Brooklyn: #36 should be #35 (SBS Dekalb-Lafayette)  
• NYC Multi-Borough: #41 should be #40 (Brooklyn Bridge Ped-bike Expansion); #9 Penn Station Access should be a line instead of a point; move the Penn Station project (#60, Plan ID: NYCM2457V) from the multi-borough map to the Manhattan map; add Hudson Yards Right-of-Way Preservation Project (NYCM2734V), the work |
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<table>
<thead>
<tr>
<th>Appendix 2</th>
<th>type would be “Transit” and the Sponsor “TBD.”; Hudson River Tunnel project in Appendix 1 the sponsor should now be changed to &quot;TBD&quot; (from NJ Transit)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Changed NYCDOT into NYC DOT in all the tables</td>
</tr>
<tr>
<td></td>
<td>• Westchester: Deleted #4 through #7; Project 21, Construction of Pedestrian Overpass over the MNR Railroad (MHSWC2675V) …” – the sponsor is the City of Peekskill, not Westchester County; Project 22, “Transit Improvements I-287 Corridor” – the sponsor should be NYSDOT, not Westchester County; Project 28, “Central Avenue Transit Signal Priority” – Delete this project; it is complete; Project 30, “City of White Plains Transportation Center Redevelopment” – Sponsor should be City of White Plains/Westchester County; Project 33, “Southern Westchester East/West Regional Travel Corridor” – Move to Transit section, change name to “Yonkers-Mount Vernon-New Rochelle Local Transit Improvements.” Sponsor should be Westchester County; Project 35, “I-684 Mobility Study” – Change sponsor to NYSDOT/Westchester County; New project: Roaring Brook Road at Saw Mill River Parkway and Metro North Harlem Line Grade Separation. Sponsor is NYSDOT. Worktype: Safety Plan ID: MHSWC2729V</td>
</tr>
<tr>
<td></td>
<td>• LHV Multi-County: added “East-West Bus Transit Option Study” to the Lower Hudson Valley Multi-county list. The Plan ID is: MHSMC2730V and its worktype is transit. The project is not “mappable” because no specific corridor has been identified. It’s only a general measure in Northern Westchester and Putnam. Sponsor TBD.</td>
</tr>
<tr>
<td></td>
<td>• Added “generally” to pg. 1 last paragraph</td>
</tr>
<tr>
<td></td>
<td><strong>Appendix 2</strong></td>
</tr>
<tr>
<td></td>
<td>• Brooklyn: Delete the Sunset Park Connector (NYCBK2480C) from the Appendix 2 project list. It and the Gowanus Connector are one and the same.</td>
</tr>
<tr>
<td></td>
<td>• Changed NYCDOT into NYC DOT in all the tables</td>
</tr>
<tr>
<td></td>
<td>• Westchester: Project 35, Construction of Pedestrian Overpass over the MNR Railroad (MHSWC2675V) …” – the sponsor is the City of Peekskill, not Westchester County; #23 (Plan ID: MHSWC1987V) Cross Westchester-Rockland Link. NYSDOT has been added as a sponsor along with Westchester County; #33 (Plan ID: MHSWC2551V) Playland Pathway Upgrade with Connection to Rye</td>
</tr>
</tbody>
</table>
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| Appendix 3 | • Deleted repeated paragraph on page 2  
| • Corrected table titles for correct years (Table and Figure A3.4) |
| Appendix 4 | • Fixed all tables for 2011-2015 ACS numbers  
| • Fixed Figures A4.6 and A4.7 for 2011-2015 ACS numbers  
| • Added low-income/minority/CofC maps  
| • Westchester County EJ statement – date change |
| Appendix 5 | • Changed introduction photo  
| • Added NYC flood risk and figure reference |
| Appendix 6 | • Page -1 – Moved “4.1 Gaps and Unmet Needs” to section 4  
| • Page -9 - The definition was added for MTA as “Metropolitan Transportation Authority”  
| • Page -9 - The definition is added for MNR as Metro-North Railroad  
| • Page – 10 – A sentence was added to Private Providers – “Rockland County is served by a ferry company—NY Waterway—which provides peak hour ferry service from Haverstraw to Ossining in Westchester County.”  
| • Page – 10 – Number of NEMT Medicaid providers was changed to “86”.  
| • Page – 24 – The following sentence was removed – “Despite these services, the northern municipalities of Ramapo, Haverstraw, and Stony Point have less TOR coverage than the areas toward the east and south of the county.”  
| • Page – 24 – Part of a sentence –“thus limiting access to those areas mentioned” was replaced with “which is in effect all areas of the county outside the large state parks.”  
| • Page – 24 – “TZx service on Saturdays” was added to “Among all transit services available in Rockland County, there is still relatively limited services available on Sundays, with only TOR running on these days, TZx service on Saturdays and TRIPS paratransit available within the mandated ADA service areas.”  
| • Page – 24 – The number 7 in “seven of TOR’s ten routes provide some amount of weekend service” was revised to “eight”.  
| • Page – 24 – “The TZx provides Saturday service” was added.  
| • Page- 24 – In the sentence - “This was noted as an issue for people who work later in the evening, and particularly for the TRIPS paratransit services, though the service hours for ADA TRIPS is...
contingent on the service hours of the individual TOR routes” – ADA was added before TRIPS.
• Page- 24 – In the sentence – “Lengthy waiting periods for pick-up and transfer were cited when using TOR, thus limiting the usefulness of the service” – TRIPS was replaced by TOR.
• Page- 24 – The sentence “Other commenters took issue with the TRIPS’ limited service capacity and its inability to meet demand, as well the lack of subscription service” was edited to “as well the lack of adequate subscription service availability”
• Page- A - 23 – Link has been fixed
• Page- B - 32 – Title was change to reference Brooklyn
• Figures B 1 - B 34 – Highways added to the maps
• Figures B 35 - B 40 – A “0” was added to the legend
• Page - C -6 – The number of vehicles for Spring Valley Jitney was revised to 2.
• Page - C -7 – The service hours for Rockland County for the Aging was revised to “6 am – 6pm taxi use with voucher”.
• Page - C -7 – The eligible riders for Rockland County for the Aging was revised to “Seniors 60 and above with medical needs”.
• Page - C -7 – The trip purpose for Rockland County for the Aging was revised to “Taxi Voucher Program for Medical Appointments”.
• Page - C -7 – The vehicle fleet size for Rockland County for the Aging was revised to “Contracted Service, 17 taxis in fleet”.
• Page - C -7 – The provider name for Chesed 24/7 was revised to “Yedei Chesed 24/7”
• Page - C -7 – The service area for Yedei Chesed 24/7 was revised to “Rockland County, primarily Monsey, Spring Valley, Suffern”
• Page - C -7 – The vehicle fleet size for Yedei Chesed 24/7 was revised to “9 vehicles (combination of 1 large bus, mini-buses & cars)”
• Page - C -8 – The eligible riders for Retired and Senior Volunteer Program was revised to “Veterans, Disabled, Age 60+, Eligible RSVP volunteers”
• Page - C -8 – The vehicle fleet size for Retired and Senior Volunteer Program was revised to “2 agency van vehicles, 20 volunteers with personal cars”.
• Page - C -8 – The service hours for Rockland County Chapter NYS ARC, Inc. was revised to “Day programs 8:30 am -5 pm; residential 24/7”.

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| Appendix 7 | • Page - C -8 – The vehicle fleet size for Rockland County Chapter NYS ARC, Inc. was revised to “110 vehicles (mostly mini-vans, some cars & contract for 7-9 buses”.
• Page - C -8 – The provider name for Rockland Independent Living Center was revised to “Rockland Bridges (f/k/a Independent Living Center”

| Appendix 7 | • Added drivers of change survey results Resiliency item to Attachment A7a(ii)
• Added Attachment 7E (Public comments on Draft Plan 2045)
• Added 2017 meetings flyer to Attachment 7B
• Revised responses to comments in Attachment 7E

| Appendix 8 | • Table 4.1: Added a new planning initiative focused on public safety and environmental risks associated with transporting certain cargoes by rail (item 196)
• Table 4.1: Added a new planning initiative focused on engaging “thought leaders” in the area of “smart cities” (item 197)
• Table 4.1: Added a new planning initiative to perform a SWOT analysis associated with technological advancements in transportation and logistics (item 198)
• Table 4.1: Added a new planning initiative to study bottlenecks at freight facilities and benchmark and target performance (item 199)
• Table 4.1: Added a new planning initiative to conduct establishment surveys to validate and/or project commodity flow data (item 200)
• Throughout Section 4, any reference to “MRFC Action Plan (Draft)” has been changed to “MRFC Action Plan.”

| Appendix 9 | • Corrected BQE Cantilever total amount

| Appendix 10 | • Deleted duplicate entry in Exhibit 1
• Added MTA inflation rates to T10.2, 3 and 5