

RESOLUTION #25-10

SUPPORT FOR CDTA PUBLIC TRANSPORTATION AGENCY SAFETY PLAN AND PERFORMANCE TARGETS

WHEREAS the Capital Region Transportation Council (Transportation Council) has been designated by the Governor of the State of New York as the Metropolitan Planning Organization (MPO) responsible for the comprehensive, continuing, and cooperative transportation planning process for the Capital District Transportation Management Area (TMA) which includes Albany, Rensselaer, Saratoga, and Schenectady counties, except the Town of Moreau and the Village of South Glens Falls, as required by Title 23 U.S.C. Section 134 and Title 49 U.S.C. Section 5303; and

WHEREAS, the Transportation Council is required to undertake a transportation planning process that shall provide for the establishment and use of a performance-based approach to transportation decision making to support national goals; and

WHEREAS, the Transportation Council shall establish performance targets that address the performance measures or standards established under 23 CFR Part 490 (where applicable), 49 U.S.C. 5326(c), and 49 U.S.C. 5329(d) to use in tracking progress toward attainment of critical outcomes for the region; and

WHEREAS, the selection of performance targets that address performance measures described in 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d) shall be coordinated, to the maximum extent practicable, with public transportation providers to ensure consistency with the performance targets that public transportation providers establish; and

WHEREAS, Capital District Transportation Authority (CDTA) is the transit operator and the designated recipient of Federal Transit Administration (FTA) funding in the Capital Region; and

WHEREAS, the Federal Transit Administration (FTA) Public Transportation Safety Program Rule became effective on July 19, 2019 and requires CDTA to develop and adopt a Public Transportation Agency Safety Plan (PTSAP). The PTSAP includes the processes and procedures to implement Safety Management Systems and Safety Performance Targets; and

WHEREAS, CDTA updated its transit safety targets related to its PTASP in December 2024 as shown in attachment 1 and provided them to the Transportation Council.

NOW THEREFORE BE IT RESOLVED that the Transportation Council in consultation with CDTA has agreed to support CDTA's transit safety targets, and

BE IT FURTHER RESOLVED, that the Transportation Council will plan and program projects that contribute to the accomplishment of said targets.

Kathy M. Sheehan
Mayor, City of Albany
Chair, Capital Region Transportation Council

September 4, 2025

CDTA Public Transportation Agency Safety Plan and Safety Performance Targets

On July 19, 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires the Capital District Transportation Authority (CDTA) to develop a safety plan that includes the processes and procedures to implement Safety Management Systems (SMS). The plan must include safety performance targets, shown below by transit mode, and must be updated and certified by the transit agency annually. CDTA updated its transit safety targets in December 2024 as follows:

Transit Mode	Fatalities (total)	Fatalities (rate)*	Injuries (total)	Injuries (rate)*	Safety Events (total)	Safety Events (rate)*	System Reliability
Bus	0	0	51	7	49	6.3	17,400
Commuter Bus	0	0	2	6.9	3	10.4	70,000
Demand Response (Paratransit)	0	0	4	2.7	3	2.7	46,000
Demand Response – Taxi (Paratransit)	0	0	1	0.7	1	0.07	0

*Rates are per total vehicle miles.