

RESOLUTION #20-3

RESOLUTION OF THE CAPITAL DISTRICT TRANSPORTATION COMMITTEE TO SUPPORT THE CAPITAL DISTRICT TRANSPORTATION AUTHORITY PUBLIC TRANSPORTATION AGENCY SAFETY PLAN AND SAFETY PERFORMANCE TARGETS

WHEREAS the Capital District Transportation Committee (CDTC) 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, as required by Title 23, U.S.C. Section 134 and Title 49 U.S.C. Section 5303; and

WHEREAS, 23 U.S.C 134 requires that each MPO 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, 23 U.S.C 134 requires that each MPO shall establish performance targets that address the performance measures to use in tracking progress toward attainment of critical outcomes for the region; and

WHEREAS, each Metropolitan Planning Organization 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 of the metropolitan planning organization; 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 under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d); and

WHEREAS, 49 CFR Part 670, the Federal Transit Administration (FTA) Public Transportation Safety Program Rule, which became effective on July 19, 2019, requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop and adopt a Public Transportation Agency Safety Plan (PTSAP) which includes the processes and procedures to implement Safety Management Systems and Safety Performance Targets; and

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

WHEREAS, The Final Rule on Metropolitan Planning published May 26, 2017 mandates that the MPO must adopt Transit Safety Performance Targets within 180 days of the transit operator establishing and reporting its transit safety targets; and

WHEREAS, The Final Rule on Metropolitan Planning, states that the MPO has the option to (1) agree to program investments in support of the transit operator's targets, or (2) set their own quantifiable targets; and

WHEREAS, the Capital District Transportation Authority has established targets for the following transit modes:

- (1) Bus,
- (2) Commuter Bus, and
- (3) Demand Response (Paratransit); and
- (4) Demand Response (Taxi – Paratransit)

WHEREAS, CDTC, in consultation with the Capital District Transportation Authority has decided to agree to program investments in support of the transit operator's performance targets;

NOW THEREFORE, BE IT RESOLVED that the Capital District Transportation Committee has agreed to support the Capital District Transportation Authority's June 2020 safety performance targets as attached herein, and

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

CERTIFICATION OF RESOLUTION

The undersigned, duly qualify the Chair of the Capital District Transportation Committee certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Capital District Transportation Committee held on September 3, 2020.

Kathy M. Sheehan
Mayor, City of Albany
Chair, Capital District Transportation Committee

September 3, 2020

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.

The PTASP rule applies to all operators of public transportation systems that are recipients and sub-recipients of federal financial assistance under the Urbanized Area Formula Program (49 U.S.C. § 5307). However, FTA is deferring applicability of this requirement for operators that only receive funds through FTA's Enhanced Mobility of Seniors and Individuals with Disabilities Formula Program (Section 5310) and/or Rural Area Formula Program (Section 5311). CDTA has established the following Safety Performance Targets for 2020.

Mode: Bus

Year	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate)	Safety Events (Total)	Safety Events (Rate)	System Reliability**
2017	1	0.1	70	9.0	55	7.1	17,356
2018	0	0.0	47	5.9	41	5.2	15,484
2019	0	0.0	31	3.9	26	3.3	Not Available
2020 Target	0	0	54	7.0	49	6.3	17,000

* Rates are per vehicle revenue miles.

** Mean distance between failure (miles).

Mode: Commuter Bus

Year	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate)	Safety Events (Total)	Safety Events (Rate)	System Reliability**
2017	0	0	0	0.0	0	0.0	58,474
2018	0	0	0	0.0	0	0.0	72,242
2019	0	0	0	0.0	0	0.0	Not Available
2020 Target	0	0	2	6.9	3	10.4	70,000

* Rates are per vehicle revenue miles.

** Mean distance between failure (miles).

Mode: Demand Response (Paratransit)

Year	Fatalities (Total)	Fatalities (Rate)*	Injuries (Total)	Injuries (Rate)*	Safety Events (Total)	Safety Events (Rate)*	System Reliability**
2017	0	0	5	4.0	3	2.4	32,041
2018	0	0	2	1.9	2	1.9	67,425
2019	0	0	3	2.8	2	1.9	Not Available
2020 Target	0	0	3	2.7	3	2.7	46,000

* Rates are per vehicle revenue miles.

** Mean distance between failure (miles).

Mode: Demand Response (Taxi)

Demand Response (Taxi)	Fatalities (Total)	Fatalities (Rate)*	Injuries (Total)	Injuries (Rate)*	Safety Events (Total)	Safety Events (Rate)*	System Reliability**
2017	0	0	1	0.7	1	0.7	Not Available
2018	0	0	3	1.9	3	1.9	Not Available
2019	0	0	1	0.6	1	0.6	Not Available
2020 Target	0	0	1	0.7	1	0.7	0

* Rates are per vehicle revenue miles.

** Mean distance between failure (miles).