Southeastern Pennsylvania Transportation Authority

Corrective Action Plans (CAPS)

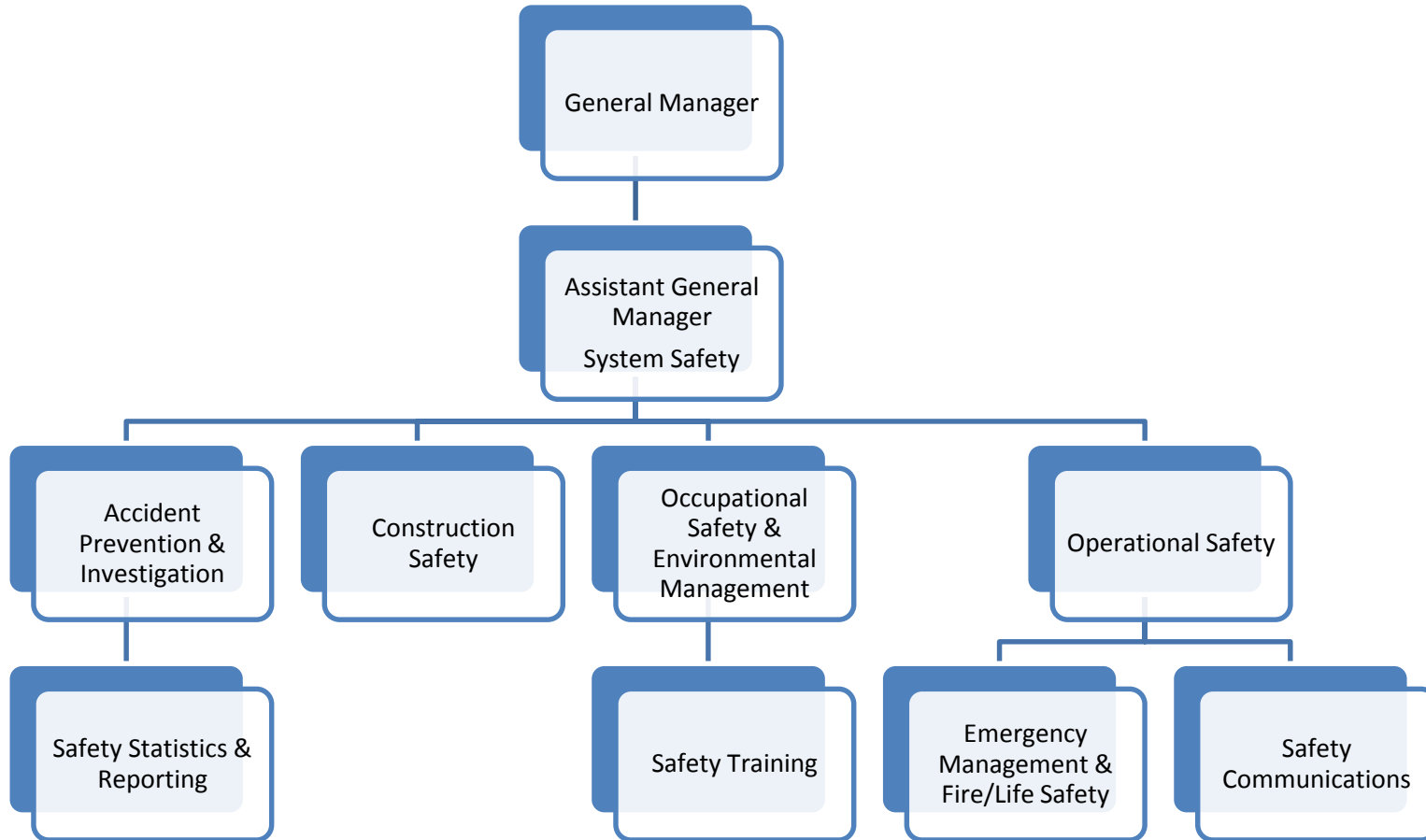Scott A. Sauer, CSP, WSO-CSSD
Assistant General Manager, System Safety

SEPTA Safety Management

➢ Multi-Modal

    ➢ Buses / Trackless Trolleys

    ➢ Rail Transit

        ➢ Light Rail

        ➢ Heavy Rail

    ➢ Commuter Rail

    ➢ Demand Response

SEPTA Safety Management


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                          │ General Manager │
                          └─────────────────┘
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                          ┌─────────────────────┐
                          │ Assistant General   │
                          │ Manager             │
                          │ System Safety       │
                          └─────────────────────┘
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┌─────────────┐ ┌─────────────┐ ┌──────────────┐ ┌──────────────────┐
│ Accident    │ │ Construction│ │ Occupational │ │ Operational      │
│ Prevention &│ │ Safety      │ │ Safety &     │ │ Safety           │
│ Investigation│ │            │ │ Environmental│ │                  │
│             │ │             │ │ Management   │ │                  │
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┌─────────────┐              ┌──────────────┐ ┌──────────────┐ ┌──────────────┐
│ Safety      │              │ Safety       │ │ Emergency    │ │ Safety       │
│ Statistics &│              │ Training     │ │ Management & │ │ Communications│
│ Reporting   │              │              │ │ Fire/Life    │ │              │
│             │              │              │ │ Safety       │ │              │
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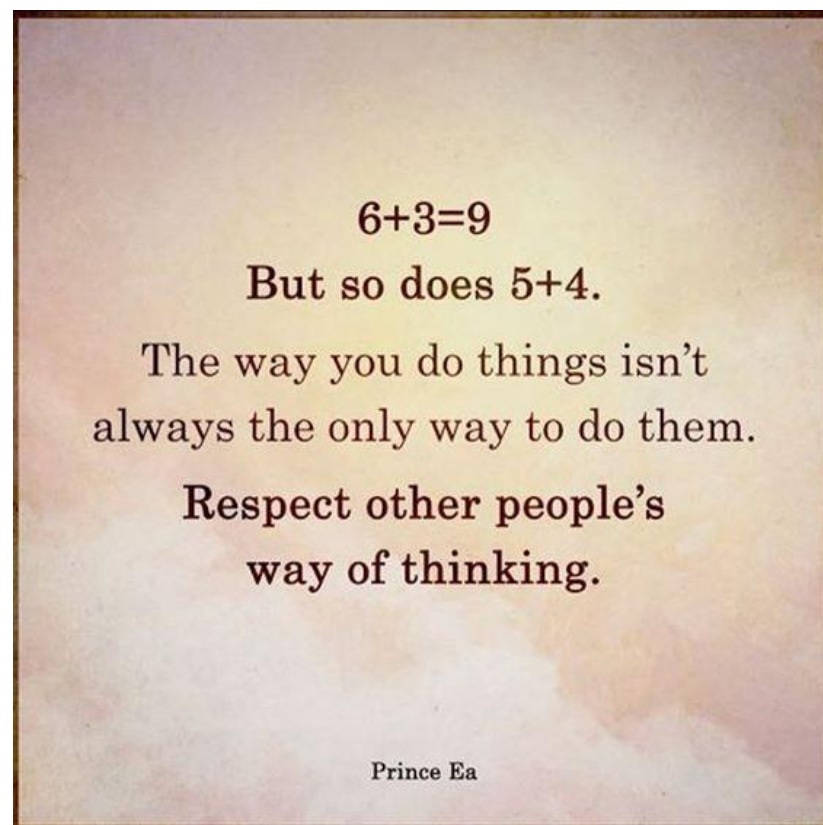
It's all about
relationships

What Initiates a CAP?

- Accident/Incident/Close Call Investigations

- Safety Inspections

- Job Hazard Analysis

- Authority Having Jurisdiction (AHJ)
  - State Safety Oversight Agency
  - Federal Transit Administration
  - Federal Railroad Administration
  - National Transportation Safety Board

- Safety Certification Process

- Threat & Vulnerability Assessments

- Safety & Security Audits

- Trends Discovered Through Analysis

- Risk Assessments

Forming a Corrective Action Plan

> Identify the hazard to be corrected

>> "Routine" hazards are corrected on-site – no CAP

>> Unusual conditions not readily assessed and corrected are referred to System Safety for programmed evaluation

>> MIL882 used to classify and prioritize conditions

>> System Safety "assists" in forming a Corrective Action Plan

6+3=9
But so does 5+4.
The way you do things isn't
always the only way to do them.
Respect other people's
way of thinking.

Prince Ea

SEPTA's Corrective Action Plan

Coordination with Pennsylvania Rail Transit Safety Review Program (PRTSRP)

➤ Same SEPTA process for PRTSRP recommendations with regard to tracking and updates

➤ Joint audits, inspections, investigations, etc.

➤ Quarterly program meetings, SEPTA/SSO Working Group, monthly submittals, weekly accident investigation updates, semi-daily correspondence

Closing the CAP

- ➢ SEPTA responsible department recommends closure to System Safety

- ➢ System Safety reviews – if concurrence – recommends closure to PRTSRP

- ➢ PRTSRP responds with "Closure"; request for additional information; or a site visit to witness the correction

- ➢ PRTSRP and SEPTA discuss CAPs continuously so closure recommendation is never a surprise.

BUILDING THE FUTURE