



U.S. Department of Transportation  
**Federal Transit Administration**

REGION IV  
 Alabama, Florida, Georgia,  
 Kentucky, Mississippi,  
 North Carolina, Puerto Rico,  
 South Carolina, Tennessee, Virginia Islands

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October 2, 2023

Mr. Joe Earman  
 Chairman, Board of County Commissioners  
 Indian River County  
 1801 27<sup>th</sup> Street  
 Vero Beach, FL 32960

**Re: Fiscal Year 2023 Indian River County Triennial Review– Final Report**

Dear Mr. Earman:

I am pleased to provide you with a copy of this Federal Transit Administration (FTA) report as required by 49 U.S.C. Chapter 53 and other Federal requirements. The enclosed final report documents the FTA’s Fiscal Year (FY) 2023 Triennial Review of Indian River County (GoLine) in Vero Beach, Florida. Although not an audit, the Triennial Review is the FTA’s assessment of Indian River County’s compliance with Federal requirements, determined by examining a sample of award management and program implementation practices. As such, the Triennial Review is not intended as, nor does it constitute, a comprehensive and final review of compliance with award requirements.

Due to the Coronavirus 2019 (COVID-19) Public Health Emergency, a virtual site visit was conducted for this Triennial Review. In addition, the review was expanded to address compliance with the administrative relief and flexibilities FTA granted and the requirements of the COVID-19 Relief funds received through the Coronavirus Aid, Relief, and Economic Security (CARES) Act, Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) of 2021, and the American Rescue Plan (ARP) Act of 2021.

The Triennial Review focused on Indian River County compliance in 23 areas. No deficiencies were found with the FTA requirements in any of these areas. Indian River County had no repeat deficiencies from the Fiscal Year 2019 Triennial Review.

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Mr. Joe E r  
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P ge 2

T k you for your cooper t o d ss st ce dur g t s Tr e 1 Rev ew. If you eed  
y tec c l ss st ce or ve y quest o s, ple se do ot es t te to co t ct Mr. D v d  
Powell, Ge er l E g eer, Off ce of c l Ma ge t d Progr Overs g t t  
404-865-5628 or by e l t [D v d.Powell@dot.gov](mailto:Dvd.Powell@dot.gov) or Ms.K t lee Beck, your rev ewer,  
t 540-429-0585 or by e l t [beck\\_k @outlook.co](mailto:beck_k@outlook.com) .

S cerely, h

*Yvette G. Taylor*

Yvette G. T ylor, P .D.  
Reg o l Ad str tor

E closure

cc: Br ree , MPO St ff D rector, I d R ver Cou ty  
C r s Step e so , D rector of Tr sport t o , I d R ver Cou ty  
D v d Powell, Ge er l E g eer, TA Reg o 4 h  
K t lee Beck, CDI/DCI, Jo t Ve ture

**FINAL REPORT**

**FISCAL YEAR 2023  
TRIENNIAL REVIEW**

**of**

**INDIAN RIVER COUNTY  
(IRC GOLINE)**

**Vero Beach, Florida**

**ID: 5630**

Performed for:

**U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION  
REGION 4**

**Prepared By:**

**CDI/DCI, Joint Venture**

**Desk Review/Scoping Meeting Date: March 6-9, 2023**  
**Virtual Site Visit Entrance Conference Date: July 26, 2023**  
**Virtual Site Visit Exit Conference Date: July 28, 2023**  
**Final Report Date: October 2, 2023**

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## **I. Executive Summary**

This report documents the Federal Transit Administration’s (FTA) Triennial Review of the Indian River County (IRC) GoLine of Vero Beach, Florida. The FTA wants to ensure that awards are administered in accordance with the requirements of Federal public transportation law 49 U.S.C. Chapter 53. The review was performed by CDI/DCI, Joint Venture. During the virtual site visit, the Reviewer discussed the administrative and statutory requirements and reviewed Recipient documents.

Due to the Coronavirus 2019 (COVID-19) Public Health Emergency, the FTA conducted a virtual site visit for this Triennial Review. In addition, the FTA expanded the review to address’s compliance with the administrative relief and flexibilities that the FTA granted, and the requirements of the COVID-19 Relief funds received through the Coronavirus Aid, Relief, and Economic Security (CARES) Act, Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) of 2021, and the American Rescue Plan (ARP) Act of 2021. The FTA also requested IRC GoLine share if and/or how it suspended, deviated from, or significantly updated or altered its transit program due to the public health emergency.

The FY2023 Triennial Review focused on IRC GoLine’s compliance in 23 areas. Deficiencies related to the COVID-19 Relief funds have been clearly identified as part of the deficiency description in the respective review area.

No deficiencies were found with the FTA requirement in all 23 of these areas.

## II. Review Background and Process

### 1. Background

The United States Code, Chapter 53 of Title 49 (49 U.S.C. 5307(f)(2)) requires that “At least once every 3 years, the Secretary shall review and evaluate completely the performance of a recipient in carrying out the recipient’s program, specifically referring to compliance with statutory and administrative requirements...” The FTA performs this Triennial Review in accordance with its procedures (published in FTA Order 9010.1B, April 5, 1993).

Triennial Review includes a review of the recipient’s compliance in 23 areas. The basic requirements for each of these areas are summarized in Section IV. The FTA contracts with experienced Reviewers to lead and conduct the Triennial Reviews, in partnership with the staff of the regional office.

This report presents the findings from the Triennial Review of the recipient. The review concentrated on procedures and practices employed since the recipient’s previous Triennial Review in 2019; however, coverage was extended to earlier periods as needed to assess the policies in place and the management of award funds. The specific documents reviewed and referenced in this report are available at the FTA’s Region 4 office or the recipient’s office.

### 2. Process

The Triennial Review includes a pre-review assessment, a desk review and scoping meeting with the FTA regional office, and a site visit to the recipient’s location. Due to the [COVID-19 relief funds](#) received through the Coronavirus Aid, Relief, and Economic Security Act of 2020 (CARES), Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), and American Rescue Plan Act of 2021(ARP). The FTA also requested that the recipient share if and/or how it suspended, deviated from, or significantly updated or altered its transit program due to the public health emergency.

The fiscal year (FY) 2023 process began with the regional office transmitting a notification of the review and a Recipient Information Request (RIR) to the recipient on November 30, 2022, indicating a review would be conducted. While the recipient prepared its response to the RIR, the regional office and review team conducted a desk review and scoping meetings on March 6-9, 2023, respectively. Regional office staff provided electronic files as necessary to the Reviewers who also accessed recipient information in the FTA electronic award management (TrAMS) AND oversight (OTrak) systems. Following the desk review and scoping meeting, the reviewer(s) and the recipient corresponded and exchanged information and documentation in preparation for the virtual site visit. On June 7, 2023, prior to the virtual site visit, the Reviewer sent an agenda package to the recipient indicating the issues that would be discussed, records to be reviewed, and interviews to be conducted. The virtual site visit to IRC GoLine occurred on July 26, 2023 (entrance conference) to July 28, 2023 (exit conference).

The virtual site visit portion of the review began with an entrance conference, at which the

Reviewers and regional staff discussed the purpose of the Triennial Review and the review process. The Reviewers conducted additional interviews and reviewed documentation to evidence the recipient's compliance with FTA requirements.

Upon completion of the virtual site visit, the Reviewers and the FTA regional office staff provided a summary of preliminary findings to the recipient at the exit conference on June 8, 2023. Section VI of this report lists the individuals participating in the site visit.

### 3. Metrics

The metrics used to evaluate whether a recipient is meeting the requirements for each of the areas reviewed are:

- Not Deficient (ND): An area is considered not deficient if, during the review, nothing came to light that would indicate the requirements within the area reviewed were not met.
- Deficient (D): An area is considered deficient if any of the requirements within the area reviewed were not met.
- Not Applicable (NA): An area can be deemed not applicable if, after an initial assessment, the recipient does not conduct activities for which the requirements of the respective area would be applicable.

### III. Recipient Description

#### 1. Organization

GoLine provides transit service throughout Indian River County. Its service area extends from Indian River State College (Main Campus) in adjacent St. Lucie County, north to the Sebastian River Medical Center near Barefoot Bay. All transit service is operated through an agreement for management and operation of public transportation services between the Indian River County Board of County Commissioners (the County) and the Senior Resource Association, Inc. (SRA), formerly the Council on Aging (COA). The SRA operates the public transit fixed-route service and Americans with Disabilities Act (ADA) complementary paratransit service (Community Coach) for those who are ADA eligible. SRA is also the Community Transportation Coordinator and operates a demand-response service for the transportation disadvantaged community which is contracted and funded by the state of Florida. The population of the service area is approximately 159,000.

GoLine operates 14 routes with a fleet of 38 vehicles, including 29- and 35-foot low floor buses, cutaways of various sizes, and wheelchair-accessible minivans for its fixed-route and paratransit services. All GoLine and Community Coach vehicles are wheelchair accessible. 20 vehicles are assigned for fixed-route service with a current peak requirement of 14 vehicles. All GoLine vehicles are FTA funded.

Fixed-route service hours are from 6:00 a.m. to 7:00 p.m. on weekdays and from 8:00 a.m. to 5:00 p.m. on Saturdays. Service is oriented around the main transit hub located near downtown Vero Beach, with connections to four (4) smaller transit hubs: Indian River Mall, the Intergenerational Center, the North County Transit Hub, and the Gifford Health Center. ADA complementary paratransit services operate the same days and hours as the fixed-route service. Both the GoLine fixed-route system and the Community Coach ADA complementary paratransit system are fare-free.

The Indian River County's administration building is located at 1801 27th Street in Vero Beach. The FTA-funded transit administration facility is located at 4385 43rd Avenue. Vehicle maintenance is performed by SRA at the transit maintenance facility located at 4395 43rd Avenue. The main transit hub is located at 1235 16th Street.

Provide a brief description of noteworthy projects completed since your last Comprehensive Review.

The theme of the last few years has been managing the transit system during and after the COVID-19 pandemic. While a decline in ridership occurred in FY 2020 (Oct 2019-Sept 2020), the drop was not nearly as significant as that experienced by most other transit systems. Ridership declined from 1,226,631 unlinked passenger trips in FY 2019 to 1,078,079 trips in FY 2020. Ridership has since rebounded and was 1,204,772 trips for the recently completed FY 2022.

Provide a brief description of noteworthy projects that are on-going.

As with other Florida transit systems, IRC GoLine prepares a Transit Development Plan (TDP) major update every five years, with the most recent TDP commencing in recent months. Development of the TDP involves significant public outreach (for example, over 1,000 public surveys were collected as part of the previous TDP). The TDP will also include the preparation of a transit needs plan, service improvement alternatives, and a 10-year implementation plan. Development of the TDP is scheduled to be finished by September of this year.

Provide a brief description of noteworthy projects that are planned for the next three to five years.

In the next three to five years, construction of a new North County Transit Hub is planned in conjunction with the widening of CR 510. As with previous transit construction projects (Admin./Maintenance Facility in 2012 and Main Transit Hub in 2017), the Design-Bid-Build process will be utilized. In addition, a project administration consultant will be used to monitor for compliance with federal regulations.

The next round of significant vehicle replacements is scheduled to occur in 2025. At this time, IRC GoLine and SRA are exploring options for acquiring Low- or No-Emission Vehicles as a replacement for the diesel buses currently used in the GoLine fleet.

## **2. Award and Project Activity**

Below is a list of IRC GOLINE's open awards at the time of the review.

<b>Award Number</b>	<b>Award Amount</b>	<b>Year Executed</b>	<b>Description</b>
FL-2018-103	3,290,751	2018	2018 5307 Capital & Operating
FL-2019-061	2,702,282	2019	5307 Capital and Operating
FL-2020-075 (CARES)	6,316,645	2020	FY20 CARES Act Sec 5307
FL-2021-014	2,634,557	2021	5307/5339 Capital Assistance
FL-2022-006	2,171,982	2022	5307 Capital Assistance & PM
FL-2022-013 (ARPA)	\$973,816	2022	5307 ARPA, Operating and Capital Assistance
FL-2022-055	3,804,712	2022	5307/5339 Capital and Operating Supergrant
FL-2019-045-01	1,219,648	2023	5339 Bus Replacement and Governor's Apportion

IRC GoLine received Supplemental Funds for operating assistance in award number FL-2020-075 CARES and FL-2022-013 ARPA. This is not IRC GoLine’s first time receiving operating assistance from the FTA.

## IV. Results of the Review

### 1. Legal

**Basic Requirement:** The recipient must promptly notify the FTA of legal matters and additionally notify the USDOT Office of Inspector General (OIG) of any instances relating to false claims under the False Claims Act or fraud. Recipients must comply with restrictions on lobbying requirements.

**Finding:** During this Triennial Review of IRC GOLINE, no deficiencies were found with the FTA requirements for Legal.

### 2. Financial Management and Capacity

**Basic Requirement:** The recipient must have financial policies and procedures; an organizational structure that defines, assigns and delegates fiduciary authority; and financial management systems in place to manage, match, and charge only allowable costs to the award. The recipient must conduct the required Single Audits, as required by 2 CFR part 200, and provide financial oversight of subrecipients.

**Finding:** During this Triennial Review of GoLine no deficiencies were found with the FTA requirements for Financial Management and Capacity.

Award Number	FPC	Transaction Date	Drawdown Amount	Deficiencies
FL-2018-103-00	00	1/19/22	145,557.00	N
FL-2018-103-00	00	1/19/22	145,557.00	N
FL-2019-061-00	04	2/6/20	150,719.00	N
FL-2019-061-00	08	9/14/20	84,625.00	N
FL-2021-014-00	00	5/4/21	442,768.00	N
FL-2021-014-00	00	5/4/21	24,337.00	N
FL-2022-006-00	00	2/8/22	439,038.00	N
FL-2022-055-00	04	9/27/22	473,193.00	N
FL-2022-055-00	00	9/27/22	300,000.00	N
FL-2020-075-00(CARES)	04	1/14/21	158,553.00	N
FL-2020-075-00(CARES)	00	1/14/21	76,470.00	N
FL-2020-075-00 (CARES)	04	12/2/20	2,000.00 (REFUND)	N

### 3. Technical Capacity – Award Management

**Basic Requirement:** The recipient must report progress of projects in awards to the Federal Transit Administration (FTA) and close awards timely.

Finding: During this Triennial Review of Triennial Review of IRC GoLine, no deficiencies were found with the FTA requirements for Technical Capacity – Award Management.

#### **4. Technical Capacity – Program Management & Subrecipient Oversight**

Basic Requirement: States must document and follow a public involvement process for the development of the long-range statewide transportation plan and State Transportation Improvement Program (STIP). Designated recipients of Sections 5310, 5311, and 5339 funds must develop and submit a State Management/Program Management Plan to the FTA for approval. Recipients must enter into an agreement with each subrecipient, obtain required certifications from subrecipients, report in the Federal Funding Accountability and Transparency Act Subaward Reporting System (FSRS) on subawards, and ensure subrecipients comply with the terms of the award.

This section only applies to recipients with sub-recipients; therefore, the related requirements are not applicable to the review of IRC GoLine.

#### **5. Technical Capacity – Project Management**

Basic Requirement: The recipient must implement the FTA-funded projects in accordance with the award application, the FTA Master Agreement, and applicable laws and regulations using sound management practices.

Finding: During this Triennial Review of Triennial Review of IRC GOLINE, no deficiencies were found with the FTA requirements for Technical Capacity – Project Management.

#### **6. Transit Asset Management**

Basic Requirement: Recipients must comply with 49 CFR part 625 to ensure public transportation providers develop and implement transit asset management (TAM) plans.

Finding: During this Triennial Review of Triennial Review of IRC GOLINE, no deficiencies were found with the FTA requirements for Transit Asset Management.

#### **7. Satisfactory Continuing Control**

Basic Requirement: The recipient must ensure that FTA-funded property will remain available and used for its originally authorized purpose throughout its useful life until disposition.

Finding: During this Triennial Review of Triennial Review of IRC GOLINE, no deficiencies were found with the FTA requirements for Satisfactory and Continuing Control.

## 8. Maintenance

Basic Requirement: Recipients must keep federally-funded vehicles, equipment, and facilities in good operating condition. Recipients must keep Americans with Disabilities Act (ADA) accessibility features on all vehicles, equipment, and facilities in good operating order.

Finding: During this Triennial Review of Triennial Review of IRC GOLINE, no deficiencies were found with the FTA requirements for Maintenance.

## 9. Procurement

Basic Requirement: The non-Federal entity must use its own documented procurement procedures which reflect applicable State, local, and tribal laws and regulations, and conform to applicable Federal law and the standards identified in 2 CFR Part 200. State recipients can use the state's overall policies and procedures. When applied to Federal procurements, those policies and procedures must still be compliant with all Federal requirements as applied to non-state recipients. The flexibility afforded by 2 CFR Part 200 should not be misconstrued as absolving a state from Federal requirements. For example, the FTA does not require each State DOT to have policies and procedures separate from the state education department.

Finding: During this Triennial Review of Triennial Review of IRC GOLINE, no deficiencies were found with the FTA requirements for Procurement.

Contract/Product	Award Date	Method	Type	Amount	Deficiencies
ADP Software/Hardware	4/16/21	RFP	Software	\$702,860	None
Vehicles	6/9/21	State Contract	Rolling Stock	\$445,045	None
Vehicle Signage	9/30/21	RFP	Vehicle Wrap	\$102,410	None
Safety/Security	6/30/22	Small Purchase	Security cameras	\$17,982	None

## 10. Disadvantaged Business Enterprise (DBE)

Basic Requirement: Recipients must comply with 49 CFR Part 26 to ensure nondiscrimination in the award and administration of USDOT-assisted contracts. Recipients also must create a level playing field on which DBEs can compete fairly for USDOT-assisted contracts.

Finding: During this Triennial Review of Triennial Review of IRC GoLine, no deficiencies were found with the FTA requirements for Disadvantaged Business Enterprise (DBE).

## 11. Title VI

Basic Requirement: The recipient must ensure that no person shall, on the grounds of race, color, or national origin, be excluded from participating in, or be denied the benefits of, or be subject to discrimination under any program or activity receiving Federal financial assistance without regard to whether specific projects or services are federally funded. The recipient must ensure that all transit services and related benefits are distributed in an equitable manner.

Finding: During this Triennial Review of Triennial Review of IRC GoLine, no deficiencies were found with the FTA requirements for Title VI.

## 12. Americans with Disabilities Act (ADA) – General

Basic Requirement: Titles II and III of the Americans with Disabilities Act of 1990 provide that no entity shall discriminate against an individual with a disability in connection with the provision of transportation service. The law sets forth specific requirements for vehicle and facility accessibility and the provision of service, including complementary paratransit service.

Finding: During this Triennial Review of Triennial Review of IRC GOLINE, no deficiencies were found with the USDOT requirements for ADA – General.

## 13. ADA – Complementary Paratransit

Basic Requirement: Under 49 CFR 37.121(a), each public entity operating a fixed-route system shall provide paratransit or other special service to individuals with disabilities that is comparable to the level of service provided to individuals without disabilities who use the fixed-route system. “Comparability” is determined by 49 CFR 37.123-37.133. Requirements for complementary paratransit do not apply to commuter bus, commuter rail, or intercity rail systems.

Finding: During this Triennial Review of Triennial Review of IRC GoLine, no deficiencies were found with USDOT requirements for ADA – Complementary Paratransit.

## 14. Equal Employment Opportunity

Basic Requirement: The recipient must ensure that no person in the United States shall on the grounds of race, color, religion, national origin, sex, age or disability be excluded from participating in, or denied the benefits of, or be subject to discrimination in employment under any project, program or activity receiving Federal financial assistance under the Federal transit laws.

This section only applies to recipients that pass the EEO threshold; therefore, the related requirements are not applicable to the Triennial Review of IRC GoLine.

## 15. School Bus

Basic Requirement: Recipients are prohibited from providing school bus service in competition with private school bus operators unless the service qualifies and is approved by the FTA Administrator under an allowable exemption. Federally-funded equipment or facilities cannot be used to provide exclusive school bus service.

Finding: During this Triennial Review of Triennial Review of IRC GoLine, no deficiencies were found with the FTA requirements for School Bus.

## 16. Charter Bus

Basic Requirement: Recipients are prohibited from using the FTA-funded equipment and facilities to provide charter service that unfairly competes with private charter operators. Recipients may operate charter only when the service meets a specified exception defined in rule.

Finding: During this Triennial Review of Triennial Review of IRC GoLine, no deficiencies were found with the FTA requirements for Charter Bus.

## 17. Drug Free Workplace Act

Basic Requirement: Recipients are required to maintain a drug free workplace for all award-related employees; report any convictions occurring in the workplace timely; and have an ongoing drug free awareness program.

Finding: During this Triennial Review of Triennial Review of IRC GoLine, no deficiencies were found with the FTA requirements for Drug-Free Workplace Act.

## 18. Drug and Alcohol Program

Basic Requirement: Recipients receiving Section 5307, 5309, 5311, or 5339 funds that have safety-sensitive employees must have a drug and alcohol testing program in place for such employees.

Finding: During this Triennial Review of Triennial Review of IRC GoLine, no deficiencies were found with the FTA requirements for Drug and Alcohol Program.

## 19. Section 5307 Program Requirements

Basic Requirement: Recipients must participate in the transportation planning process in accordance with FTA requirements and the metropolitan and statewide planning regulations.

Recipients shall develop, publish, afford an opportunity for a public hearing on, and submit for approval, a program of projects (POP).

Recipients are expected to have a written, locally developed process for soliciting and considering public comment before raising a fare or carrying out a major transportation service reduction.

For fixed-route service supported with Section 5307 assistance, fares charged to seniors, persons with disabilities or an individual presenting a Medicare card during off peak hours will not be more than one half the peak hour fares.

Finding: During this Triennial Review of Triennial Review of IRC GoLine, no deficiencies were found with the FTA requirements for Section 5307 Program Requirements.

## **20. Section 5310 Program Requirements**

Basic Requirement: Recipients must expend Section 5310 funds on eligible projects that meet the specific needs of seniors and individuals with disabilities. Projects selected for funding must be included in a locally developed, coordinated public transit-human services transportation plan. Recipients must approve all subrecipient leases of Section 5310-funded vehicles. Leases of Section 5310-funded vehicles must include required terms and conditions. Either the recipient or subrecipient must hold the title to the leased vehicles.

This section only applies to recipients that receive Section 5310 funds directly from the FTA; therefore, the related requirements are not applicable to the Triennial Review of IRC GoLine.

## **21. Section 5311 Program Requirements**

Basic Requirement: States must expend Section 5311 funds on eligible projects to support rural public transportation services and intercity bus transportation.

Finding: During this Triennial Review of Triennial Review of IRC GOLINE, no deficiencies were found with the FTA requirements for Section 5311 Program Requirements.

This section only applies to recipients that receive Section 5311 funds directly from FTA; therefore, the related requirements are not applicable to the Triennial Review of IRC GoLine.

## **22. Public Transportation Agency Safety Plan (PTASP)**

Basic Requirement: Recipients must comply with the Public Transportation Agency Safety Plan (PTASP) regulation (49 CFR Part 673) to ensure public transportation providers develop and implement an Agency Safety Plan (ASP).

Finding: During this Triennial Review of Triennial Review of IRC GoLine, no deficiencies were found with the FTA requirements for PTASP Requirements.

## 23. Cybersecurity

Basic Requirement: Recipients that operate rail fixed guideway public transportation systems must certify compliance with the requirements for establishing a cybersecurity process under 49 U.S.C. § 5323(v), a new subsection added by the National Defense Authorization Act for Fiscal Year 2020, Pub. L. 116-92, § 7613 (Dec. 20, 2019).

This section only applies to recipients that operate rail fixed guideway public transportation systems; therefore, the related requirements are not applicable to the Triennial Review of IRC GOLINE.

## V. Summary of Findings

Review Area	Finding	Deficiency Code(s)		Corrective Action(s)	Response Due Date(s)	Date Closed
		Code	Description			
1. Legal	ND					
2. Financial Management and Capacity	ND					
3. Technical Capacity – Award Management	ND					
4. Technical Capacity – Program Management and Subrecipient Oversight	NA					
5. Technical Capacity – Project Management	ND					
6. Transit Asset Management	ND					
7. Satisfactory Continuing Control	ND					
8. Maintenance	ND					
9. Procurement	ND					
10. Disadvantaged Business Enterprise	NA					
11. Title VI	ND					
12. Americans with Disabilities Act (ADA) – General	ND					
13. ADA – Complementary Paratransit	ND					
14. Equal Employment Opportunity	NA					
15. School Bus	ND					
16. Charter Bus	ND					
17. Drug-Free Workplace	ND					
18. Drug and Alcohol Program	ND					
19. Section 5307 Program Requirements	ND					

Review Area	Finding	Deficiency Code(s)		Corrective Action(s)	Response Due Date(s)	Date Closed
		Code	Description			
20. Section 5310 Program Requirements	NA					
21. Section 5311 Program Requirements	NA					
22. Public Transportation Agency Safety Plan	ND					
23. Cybersecurity	NA					

The metrics used to evaluate whether a recipient is meeting the requirements for each of the areas reviewed are: Deficient (D)/Not Deficient (ND)/Not Applicable (NA)

\*Repeat deficiency

## VI. Attendees

Name	Title	Phone Number	E-mail Address
<b>Indian River County</b>			
Brian Freeman	MPO Staff Director	772-226-1990	bfreeman@ircgov.com
Chris Stephenson	Director of Transportation	772-532-0396	cstephenson@sramail.org
Karen Deigl	President/CEO	772-569-0760 x104	kdeigl@sramail.org
Joe Storey	Safety and Training Manager	772-539-2340	jstorey@sramail.org
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Kate Broomell	Director of HR	772-584-1765	kbroomell@sramail.org
<b>FTA</b>			
David Powell	General Engineer	404-865-5628	David.Powell@dot.gov
Rhonda King	Program Analyst	404-865-5620	rhonda.king@dot.gov
David Mucher	Program Specialist	404-865-5623	David.mucher@dot.gov
<b>CDI/DCI, JV</b>			
Kathleen Beck	Lead reviewer	540-429-0585	Beck_km@outlook.com