

**2022 SPECIALIZED TRANSPORTATION PROGRAM MANAGEMENT PLAN (PMP)  
SUMMARY OF COMMENTS RECEIVED**

SECTION	COMMENTOR	COMMENT	SANDAG RESPONSE
N/A	Public	“I am very interested in this Program, but this is the first I have heard about it.”	Thank you for your comment. SANDAG is sorry to hear you have not heard much about STGP. SANDAG will continue to do our best to inform the region about our program through public presentations, working groups, and local events.
N/A	Public	“Looks very comprehensive and well written”	Thank you for your comment. SANDAG strives to provide quality information regarding our grant programs to the public as well as prospective applicants, and active grantees.
N/A	Public	“Please correct the SANDAG equity statement for the final version of this plan.”	Thank you for your comment. We have updated our Equity Statement to correspond with the latest version listed on our webpage <a href="https://sandag.org/civilrights">sandag.org/civilrights</a> .
Section 1.1: Program Authorization	FTA	Remove language regarding the FAST Act	Thank you for your comment. SANDAG has removed this reference.
Section 1.2: Roles and Responsibilities	FTA	Remove reference to FTA Circular 9045.1 and FTA Circular 9050.1 because these were canceled in 2018	Thank you for your comment. SANDAG has removed this reference.
Section 3.1: Eligibility Requirements	Public	“I'm concerned about Indirect Costs becoming ineligible expenses under SMG in Cycle 12. This point is made on	Thank you for your comment. This change was added because neither the TransNet Extension Ordinance nor the

		pages 31-32 in Section 3.1. As a small nonprofit, much of our work is devoted to SANDAG funded transportation programs. How can we operate a program if necessary indirect costs such as rent and insurance are not allowable? It seems sensible to set rules such as an Indirect Cost Rate like has been done in Cycle 11, but to not allow these expenses creates real financial burdens with few solutions.”	Independent Taxpayer Oversight Committee (ITOC) has authorized nonprofit organizations to charge indirect costs through TransNet-funded grant programs. If the TransNet Extension Ordinance is amended or if the ITOC advises staff to allow indirect costs through the Senior Mini-Grant program, staff will amend the PMP accordingly and apprise prospective applicants during a call for projects.
Section 3.1: Eligibility Requirements	FTA	Recommend adding that any adjustments to vehicles must not involve cardinal changes	Thank you for your comment. SANDAG has added this information.
Section 4.2: Program Requirements	Public	“In Section 4.2 (page 64), a new "Safety Requirement" for background checks for drivers is indicated. It does not describe if this new requirement will be imposed for staff/contracted drivers, or for volunteer drivers, or for both. Clarification is needed.”	Thank you for your comment. SANDAG has clarified that all drivers (staff/contracted/volunteer) must complete background checks.