

**Region: State Planning Region 3**

**Barrier #** \_\_\_\_

Brief description of the Barrier: [Requirement that all TxDOT funded vehicles be ADA compliant.](#) .

**Source of Barrier**

\_\_\_\_ **Is the Barrier officially documented?** If Yes, define specific source of Barrier.

- Federal Statute \_\_\_\_\_
- Federal Agency Regulation \_\_\_\_\_
- Federal Funding Policy \_\_\_\_\_
  
- Texas Statute (Transportation Code, for example) \_\_\_\_\_
- Texas Regulation (Administrative Code, for example) \_\_\_\_\_
- Texas Agency Policy, especially funding policy [TxDOT regulation](#)
  
- Regional Government Policy \_\_\_\_\_
  
- Local Agency Policy \_\_\_\_\_
- Local Interpretation of Federal/State law \_\_\_\_\_

**YES Is the Barrier something you know by reference** but not necessarily documented?

If Yes, define your best understanding of the source of Barrier.

[It is the understanding of our Steering Committee that while this Barrier is not written into Transportation Code, TxDOT's policy is to require 100% ADA compliance.](#)

**Specifically describe how this Barrier is obstructing Regional Service Planning**

*Attach additional pages as required to describe in detail and with supporting facts.*

[Area providers report between 11 and 25% of clients require wheel chair accessibility.](#)

[Wheel chair accessible vehicles are more costly to acquire and accessibility requires increased maintenance. These vehicle also reduce capacity for ambulatory clients](#)

**Person Identifying Barrier:**

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Agency: [Transportation Coordination Steering Committee](#)

**Responder:**

Name: \_\_\_\_\_ Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Agency: \_\_\_\_\_

**Region: State Planning Region 3**

**Barrier #**

Brief description of the Barrier: [TxDOT funded vehicles must run on alternative fuels.](#)

**Source of Barrier**

**YES** Is the Barrier officially documented? If Yes, define specific source of Barrier.

- Federal Statute \_\_\_\_\_
- Federal Agency Regulation \_\_\_\_\_
- Federal Funding Policy \_\_\_\_\_
  
- Texas Statute (Transportation Code, for example) \_\_\_\_\_
- Texas Regulation (Administrative Code, for example) \_\_\_\_\_
- Texas Agency Policy, especially funding policy [TxDOT policy](#) \_\_\_\_\_
  
- Regional Government Policy \_\_\_\_\_
  
- Local Agency Policy \_\_\_\_\_
- Local Interpretation of Federal/State law \_\_\_\_\_

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*Attach additional pages as required to describe in detail and with supporting facts.*

[Reports from Public Transportation Providers](#) indicate that use of Propane fueled vehicles are less reliable, require more frequent maintenance leading to greater cost.

[Conversion is approximately \\$8,000/vehicle. Maintenance is higher. Fueling stations are fewer in number than gasoline and operate primarily during daytime hours. Cost to acquire propane fueling equipment is \\$28,000.](#)

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Agency: \_\_\_\_\_

**Region: [State Planning Region 3](#)**

**Barrier #**

Brief description of the Barrier:

[Lack of Coordinated Planning](#)

**Source of Barrier**

**YES Is the Barrier officially documented?** If Yes, define specific source of Barrier.

- Federal Statute \_\_\_\_\_
- Federal Agency Regulation \_\_\_\_\_
- Federal Funding Policy \_\_\_\_\_
  
- Texas Statute (Transportation Code, for example) \_\_\_\_\_
- Texas Regulation (Administrative Code, for example) \_\_\_\_\_
- Texas Agency Policy, especially funding policy **[TxDOT policy](#)**
  
- Regional Government Policy \_\_\_\_\_
  
- Local Agency Policy \_\_\_\_\_
- Local Interpretation of Federal/State law \_\_\_\_\_

\_\_\_\_\_ **Is the Barrier something you know by reference** but not necessarily documented? If Yes, define your best understanding of the source of Barrier.

**Specifically describe how this Barrier is obstructing coordinated regional service.** *Attach additional pages as required to describe in detail and with supporting facts.*

[No organizational/Structural/Policy/Regulatory. Transportation and Human services infrastructures do not support coordination.. Recommendation: Award State and Federal Grants for regions willing to coordinate. Relax match requirements for programs that coordinate.](#)

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**Responder:**

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Agency: \_\_\_\_\_

**Region: State Planning Region 3**

**Barrier #**

Brief description of the Barrier: **Insufficient funding for public transportation**

**Source of Barrier**

**Is the Barrier officially documented?** If Yes, define specific source of Barrier.

- Federal Statute \_\_\_\_\_
- Federal Agency Regulation \_\_\_\_\_
- Federal Funding Policy \_\_\_\_\_
- Texas Statute (Transportation Code, for example) \_\_\_\_\_
- Texas Regulation (Administrative Code, for example) \_\_\_\_\_
- Texas Agency Policy, especially funding policy \_\_\_\_\_
- Regional Government Policy \_\_\_\_\_
- Local Agency Policy \_\_\_\_\_
- Local Interpretation of Federal/State law \_\_\_\_\_

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**Specifically describe how this Barrier is obstructing Regional Service Planning**

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Federal and state funding is packaged to the legislature in such a way that it suggests an increase in funding while hiding the individual revenue sources. When the package is unwrapped, it exposes an increasing Federal portion of revenue, and a decreasing state portion. There are two problems with this. **First**, the Federal portion is contingent upon local match and there is no dedicated process for the consistent generation of local match by rural and small urban transit providers. Without sufficient local match, the ability to draw down available Federal funding diminishes. **Second**, an increased demand for service and additional service providers means that more agencies are competing for the same, basically stagnant, pot of money.

**Solution:** Unbundling the package prior to presentation to the legislature would provide a realistic view of funding streams. In theory, this would encourage legislators to earmark more state funding for public transportation. Additionally, creating a consistent method for securing local match would authorize small urban and rural transportation providers dedicated to public transportation services and assure maximum draw-down of available Federal funding and enhance public transportation service.

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Agency: Transportation Coordination Steering Committee

**Responder:**

Name: Phone: Email:

Agency:

**Region: State Planning Region 3**

**Barrier #**

Brief description of the Barrier:

Medical Transportation authorizes transportation to and from covered health care services. If recipient travels to the medical provider and wants to go shopping or attend a Sr. Citizens event before going home, Medical Transportation would arrange/pay trip to medical provider only. Client would need to arrange/pay for trips from medical provider to other location and home.

**Source of Barrier**

X **Is the Barrier officially documented?** If Yes, define specific source of Barrier.

- Federal Statute \_\_\_\_\_
- Federal Agency Regulation \_\_\_\_\_
- Federal Funding Policy \_\_\_\_\_
- Texas Statute (Transportation Code, for example) \_\_\_\_\_
- Texas Regulation (Administrative Code, for example) [TAC 380.203.1](#)
- Texas Agency Policy, especially funding policy \_\_\_\_\_
- Regional Government Policy \_\_\_\_\_
- Local Agency Policy \_\_\_\_\_
- Local Interpretation of Federal/State law \_\_\_\_\_

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**Specifically describe how this Barrier is obstructing coordinated regional service.** *Attach additional pages as required to describe in detail and with supporting facts.*

Client would need to call two places to arrange trips. One call to MTP and one call to the local transportation provider even though all trips may be provided by the same transportation provider. Confusing and inconvenient for client and transportation provider who would need to tie trips together and identify payments for accounting purposes

**Person Identifying Barrier:**

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Agency: Texas Department of Transportation  
Transportation Coordination Steering Committee

**Responder:**

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Agency: \_\_\_\_\_

**Region: State Planning Region 3**

**Barrier #**

Brief description of the Barrier:

Medicaid clients attending Adult Day Care can utilize Medical Transportation services. Services are not permitted to or from the Adult Day Care facility. For instance: Client requires transportation from home to a medical appointment and then needs to travel to Adult Day Care. MTP could provide trip to medical facility and back home, or trip to medical facility only but could not provide trip from medical facility to day care. Adult Day Care facility is responsible for providing trips to and from facility.

**Source of Barrier**

**YES Is the Barrier officially documented?** If Yes, define specific source of Barrier.

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- Federal Agency Regulation \_\_\_\_\_
- Federal Funding Policy \_\_\_\_\_
  
- Texas Statute (Transportation Code, for example) \_\_\_\_\_
- Texas Regulation (Administrative Code, for example) [TAC 15 380.207.1](#)
- Texas Agency Policy, especially funding policy \_\_\_\_\_
  
- Regional Government Policy \_\_\_\_\_
  
- Local Agency Policy \_\_\_\_\_
- Local Interpretation of Federal/State law \_\_\_\_\_

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**\*\*\*Adult Day Care facilities prefer (not sure it is a requirement) to pickup from clients residence.**

**Specifically describe how this Barrier is obstructing Regional Service Planning**

*Attach additional pages as required to describe in detail and with supporting facts.* MTP transportation services and Adult Day Care Services may be provided by the same transportation provider. Arrangements for services confusing for client; duplicates efforts for transportation provider when providing both MTP and Adult Day Care services and complicates billing. \*\*\* see above.

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Transportation Coordination Steering Committee

**Region: State Planning Region 3**

**Barrier #**

Brief description of the Barrier:

Medicaid clients who are residents of nursing homes are eligible for Medical Transportation Services only when traveling to renal dialysis services. If client requires other services immediately following dialysis, such as shunt repair, nursing home is responsible for arranging transportation for that service.

**Source of Barrier**

**YES Is the Barrier officially documented?** If Yes, define specific source of Barrier.

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- Federal Agency Regulation \_\_\_\_\_
- Federal Funding Policy \_\_\_\_\_
  
- Texas Statute (Transportation Code, for example) \_\_\_\_\_
- Texas Regulation (Administrative Code, for example) **TAC 15 380.203.1**  
Texas Agency Policy, especially funding policy \_\_\_\_\_
  
- Regional Government Policy \_\_\_\_\_
  
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- Local Interpretation of Federal/State law \_\_\_\_\_

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MTP transportation provider can be the same as nursing home transportation provider. Shunt repair is a common occurrence for dialysis clients and requirement complicates/duplicates transportation and delays client care.

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Transportation Coordination Steering Committee

**Responder:**

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Agency: