

BARRIERS AND CONSTRAINTS TO COORDINATION

Perhaps the most difficult issue the region has faced has been the ability to identify barriers and constraints. Traditionally, the region's transportation providers have worked together emphasizing public service. A good example that demonstrates collaboration is the region's medical transportation and how providers worked together within the community structure to fulfill identified needs. However, in the best circumstances barriers and constraints do exist, at least fundamentally. Identified below are the obstructions and restrictions the region will need to overcome or work within to become fully coordinated.

Barriers

Authority or Influence Objections

- An underlying sense of pride in one's jurisdiction may prevent one from honest coordination efforts.

Political Support and Knowledge

- Representative's knowledge of current transportation issues—most notably, funding requirements.

Geography of the Permian Basin

- Over 23,000 square miles with 378,000 inhabitants: The low population density of 16.1 people per M² is a substantial barrier.
- Opportunities to employ efficiencies of scale are seldom presented.

Communications

- Remoteness of the region perpetuates sparse communications network resulting in weak or no reception for VHF radios and cellular.
- Presents dispatch challenges contributing to inefficient operations.

Constraints

Legislation

- The Older Americans Act Amendments § 315, 42 U.S.C. § 3030c-2 (2000). No provision to waive contributions although administration of such a program could cause an undue burden on the Area Agency on Aging.
- Uniform Grant Management Standards prevents [highly discouraged] resource pooling of Permian Basin Community Center's (PBCC) equipment funded from Department of Social and Health Services (DSHS) and Department of Aging and Disability Services. PBCC considers itself a purchaser of transportation and not a provider.

- Title 49 U.S.C. §53—Funding [Grant Program] Limitations, matching ratios, cycles, sharing, and administration limitations.

Alternative Fuel Requirements

- Alternative fuel requirements for rural areas present an exceptionally difficult issue within the Region's current infrastructure
- Prevents the use of the appropriate vehicle for the area.

Information Sharing

- The State's transportation providers may have one of three software packages for scheduling/planning that do not integrate.
- Standardized provider technology is essential and poses a significant constraint.

Urban versus Rural Transit Boundaries

- Definition of "urbanized" areas constrains the Region from becoming seamless.