

Region: Texoma #22

Barrier # _1_

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

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 15 380.207.1
- Texas Agency Policy, especially funding policy _____
- Regional Government Policy _____
- Local Agency Policy _____
- Local Interpretation of Federal/State law _____

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

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

Specifically describe how this Barrier is obstructing coordinated regional service. *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!

Person Identifying Barrier:

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Email: cshearer@texoma.cog.tx.us

Agency: TCOG, MHMR, Provider, Transit Stakeholder and Steering Committee

Responder:

Name:

Phone:

Email:

Agency:

Region: Texoma #22

Barrier # 1_

Brief description of the Barrier:

Client eligibility requirements in relation to various transit services

Source of Barrier

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- Texas Agency Policy, especially funding policy _____
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The client eligibility guidelines for providing public transportation to various groups of people in specific sections of the Authorization Bill for Public transportation, including 5307, 5310, and 5311, result in preventing coordinated services among various transportation providers, and ineffective use of infrastructure. Example: 5311 does not allow for rural providers to maintain fixed route systems that would increase rider-ship and provide a more coordinated service. A cohesive Authorization Bill that applies that same general guidelines for a client eligibility in both rural, small urban and urban settings would allow more efficient use of agency vehicles, and more coordinated efforts between transportation providers in getting people where they need to go, when they need to be there!

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Agency: TCOG Region #22

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Region: Texoma #22

Barrier # _1_

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 a shunt repair, Nursing Home is responsible for arranging transportation for that service

Source of Barrier

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- Federal Statute _____
- Federal Agency Regulation _____
- Federal Funding Policy _____
- Texas Statute (Transportation Code, for example) _____
- Texas Regulation (Administrative Code, for example) **TAC 15 380.204.1 and TAC 1919.2320.D**
- Texas Agency Policy, especially funding policy _____
- Regional Government Policy _____
- Local Agency Policy _____
- 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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Agency: TCOG/WNJ/TMC/TAPS/HHS/MHMR/Dialysis Centers

Responder:

Name: _____ Phone: _____ Email: _____
Agency: _____

Region: Texoma #22

Barrier # 1

Brief description of the Barrier:

Funding Silo Public and Administrative Perspective of Public Transportation.

Source of Barrier

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Public transportation in rural and small urban areas is not viewed as an integral part of the local infrastructure. Many times, local funding is committed to new construction projects with little or no consideration about the need for access to public transportation. Better marketing campaigns are a good source of informing the public; however, with already limited funding in the transportation agencies, this is not a viable solution.

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Region: Texoma #22

Barrier # _1_

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 and or pay for trips from medical provider to other location and home.

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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

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Responder:

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Agency:

Region: Texoma #22

Barrier # 1

Brief description of the Barrier:

Lack of Coordinated Planning!

Source of Barrier

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

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- Federal Funding Policy _____

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- Texas Regulation (Administrative Code, for example) _____
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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.*

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.

Person Identifying Barrier:

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Barrier

- *Something that obstructs*
- *Structure blocking access; structure intended to prevent access or to keep one program separate from another*

What is a Barrier in the context of Regional Service Planning?

- 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

How to recognize a Barrier?

- Written into statute
- Written into code
- Written into regulation
- Written into contract language for funding agreement

Are all Barriers in writing, i.e. Real?

- Real Barriers
- Perceived Barriers can be Real Barriers

Constraint

- *Limiting factor*
- *Something that limits the freedom to act spontaneously*
- *A physical, practice or other force that limits freedom of action*
 - *Restriction, limitation*
 - *Challenge requiring initiative to resolve*

What is a Constraint in the context of Regional Service Planning?

- Historical practice
- Misinformation
- Reaction to perceived Barrier
 - Transportation myths
 - Excuses
 - Assumptions
- Reluctance to tackle challenges
 - Institutional conflicts
 - Personality conflicts

How to recognize a Constraint?

- Challenge or problem that cannot be tied back to a specific Barrier
 - Not codified, reported but not referenced
 - Usually not written into regulation
 - May be in contract language

Are Constraints Real or Perceived?

- Yes

How does a Region address a Constraint?

- Local initiative to address and resolve constraint

Region: Texoma #22

Barrier # 1__

Brief description of the Barrier: **Funding Process and Reporting Requirements**

Source of Barrier

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Specifically describe how this Barrier is obstructing Regional Service Planning

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

Agencies use different systems to authorize, track and pay for transportation.

Data collection, reporting and accounting procedures are not uniform or standardized!

Solution: Bring more uniformity to funding processes and reporting requirements among all programs that currently permit the use of funds for transportation.

Person Identifying Barrier:

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Agency: TCOG/Coordination of Transportation Services and Planning

Responder:

Name:

Phone:

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Agency:

Region: Texoma #22

Constraint # _1

Brief description of the Constraint: **Insurance Liability**

Source of Constraint Meeting needs for public transportation in our region.		
Specifically describe how this Constraint is limiting or restricting Regional Service Planning <i>Attach additional pages as required to describe in detail and with supporting facts.</i> Insurance liability is a constraint to the ability to share equipment/drivers or consumer trips		
What is your Region doing to take Local initiative to address and resolve constraint?		
Would you nominate this Local initiative as a Best Practice that could be replicated in other regions? If Yes, provide a description of how this Best Practice can be of value to other Regions?		
Do you need additional assistance on how other Regions have tackled and resolved similar Constraints? Would you like to post a request for advice or suggestions from other Regions on the RSP website?		
Person Identifying Constraint or Best Practice: Name: Texoma Region Steering Committee Phone: 903-813-3577 Email: cshearer@texoma.cog.tx.us Agency: TCOG & Community/Region		
Responder:		
Name:	Phone:	Email:
Agency:		

Region: Texoma #22

Barrier # 1

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

Source of Barrier

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_____ **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 Regional Service Planning

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

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: Texoma Region #22

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Region: Texoma #22

Barrier and Constraint # 1

Brief description of the Barrier and Constraint:

Lack of Statewide, standardized scheduling, tracking, and reporting at the public transportation service provider level.

Source of Barrier

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- Federal Statute _____
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- Texas Regulation (Administrative Code, for example) _____
- Texas Agency Policy, especially funding policy _____
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 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/Constraint is obstructing coordinated regional service planning. *Attach additional pages as required to describe in detail and with supporting facts.*

With numerous reporting software packages used among transportation agencies it becomes difficult to systematically coordinate trips across regional boundaries or facilitate coordinated rates when such a trip is necessary.

Solution: A uniform technology will allow coordination among various districts and provide a more adequate means of scheduling, tracking and reporting ridership eliminating inefficiencies or overlapping service.

Person Identifying Barrier:

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Agency: TCOG Region #22

Responder:

Name: _____ Phone: _____ Email: _____
Agency: _____

Region: Texoma #22

Barrier and Constraint # 1

Brief description of the Barrier and Constraint:

Lack of Statewide directory for Public Transportation

Source of Barrier

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- Federal Funding Policy _____
- Texas Statute (Transportation Code, for example) _____
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Specifically describe how this Barrier/Constraint is obstructing coordinated regional service planning. *Attach additional pages as required to describe in detail and with supporting facts.*

A lack of statewide directory for public transportation providers and subcontractors with detailed contact information and service description.

Solution: A printed and or web-based directory will include: a.)Transit Agency; b.)Physical address and phone number; c.)Hours of Operation; d.)Types of Service; e.)Fares. The directory will allow for coordination of transportation across regions or across state.

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Agency: TCOG Region #22

Responder:

Name:

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Email:

Agency:

Region: Texoma #22

Barrier and Constraint # 1

Brief description of the Barrier and Constraint:

Urban sprawl has stretched the resources of transit agency

Source of Barrier

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- Texas Regulation (Administrative Code, for example) _____
- Texas Agency Policy, especially funding policy _____
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Specifically describe how this Barrier/Constraint is obstructing coordinated regional service planning. *Attach additional pages as required to describe in detail and with supporting facts.*

State law prohibits the restriction of land uses outside of incorporated cities and a few select counties. In addition, many cities do not have land use restrictions. The resulting development has pushed residential, commercial, office, industrial and public sector land uses far apart from each other. In order to serve the same number of persons and to connect to the same services, public transportation providers must cover ever greater distances. For urban services, the low population densities of new developments makes demand response services difficult and stretched passed the limits.

We are not necessarily saying that the state legislature must enact or permit land use restrictions everywhere, but that if they choose not to, then they must provide additional resources for public transportation in order to offset the greater travel distances required as a result of urban sprawl.

Person Identifying Barrier:

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Agency: Economic Development/Texoma Region TCOG Region #22

Responder:

Name:

Phone:

Email:

Agency:

Region: Texoma #22

Barrier and Constraint # 1

Brief description of the Barrier and Constraint: ADA Requirement
Requirement that all TxDOT funded vehicles be ADA compliant. Area provider reports 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 vehicles also reduce capacity for ambulatory clients.

Source of Barrier

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- Texas Regulation (Administrative Code, for example) _____
- Texas Agency Policy, especially funding policy ___ TxDOT ___
- Regional Government Policy _____
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X **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/Constraint is obstructing coordinated regional service planning. *Attach additional pages as required to describe in detail and with supporting facts.* **Not generating efficiencies, using more fuel, cost to purchase can be up to \$50,000 more per vehicle (\$50,000 x 100 vehicle = \$5,000,000.00)**

Person Identifying Barrier:

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Name:

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Region: Texoma #22

Barrier and Constraint # _1

Brief description of the Barrier and Constraint: **Alternative Fuels**

TxDOT funded vehicles must run on alternative fuels. 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.

Source of Barrier

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

Reports from across the State of Texas and Public Transportation Providers and our area indicate that use of Propane fueled vehicles are less reliable, require more frequent maintenance leading to greater cost, inefficiencies and waste. (Our region has app. 20 Alternative Fuel Vehicles, app. Over half are broke down due to needing engines replaced with less then 80,000 miles on them). Difficult to generate efficiencies when not in service. No way to help the elderly and people with disabilities, as well as the working class who depend on public transportation everyday.

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