WISCONSIN ASSOCIATION
OF MOBILITY MANAGERS
NEW DIRECTIONS IN TRANSPORTATION
FEDERAL PRIORITIES 2020

WAMM supports key actions that will create lasting change to improve specialized transportation

PROTECT NON-EMERGENCY MEDICAL TRANSPORTATION
Uphold the requirement for States to offer transportation to all Medicaid beneficiaries.

CREATE AN INCENTIVE FOR CHARITABLE DRIVING
Increase the charitable driving reimbursement rate.

HELP MOBILITY MANAGERS SERVE THOSE NEEDING TRANSPORTATION
Increase funding for the FTA Section 5310 program for capital or operating assistance.

WAMM FEDERAL PRIORITIES 2020
**Protect Non-Emergency Medical Transportation**

**THE SITUATION**
Non-Emergency Medical Transportation (NEMT) is a benefit that provides Medicaid beneficiaries with rides to Medicaid covered services. Medicaid provides healthcare and long-term care for low income individuals playing a critical role for the economically disadvantaged, children with special healthcare needs, and adults with disabilities. This service is an essential component of our Nation’s healthcare delivery system, especially in rural areas. Over half of all Medicaid transportation services are utilized by patients with the highest burden of chronic diseases. Without this service, many would be unable to access vital medical treatments and services that allow them to remain at home and out of costly hospital and nursing home placements.

The NEMT benefit has been in place since Medicaid’s inception and has been upheld in the Courts. The elimination of the benefit could lead to inconsistent and unequal access to health services for some of the most vulnerable Americans.

**THE FIX**
Wamm supports a two-pronged approach to protecting Non-Emergency Medical Transportation - 1) Prevent CMS from publishing a rule that would make NEMT optional at the state level. 2) Write the NEMT benefit into Medicaid Statute.

**Incentivize Charitable Driving**

**THE SITUATION**
Volunteer driver programs play a key role in the transportation network for older adults, people with disabilities, Veterans, and individuals living in rural areas, who otherwise would not be able to reach medical appointments, obtain groceries, get to Job Centers or Division of Vocational Rehabilitation appointments, and other essential services. In some cases, volunteer driver programs are the only option for the rider. Current law allows for reimbursement of volunteers on a nontaxable basis up to the charitable mileage rate of $0.14 per mile. Unlike the business and medical/moving rate, which are regulated by the IRS and adjusted to account for the increasing cost of operating a vehicle, the charitable rate can only be adjusted through the legislative process. Even though volunteers experience these same increasing costs, the charitable mileage reimbursement rate has not been adjusted since 1997.

**THE FIX**
Raise the charitable driving reimbursement rate for the first time in over 20 years to equal the current standard business mileage.

**Help Mobility Managers Serve Those Needing Transportation**

**THE SITUATION**
Fixing America’s Surface Transportation (FAST) Act is set to expire on September 30th, 2020. This Act was the first Federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act includes the Section 5310 program, Enhanced Mobility of Seniors and Individuals with Disabilities, which provides funds for transportation services for those who are unable to be served by more conventional public transit and paratransit programs.

Section 5310 funding is used for capital and operating projects that improve the mobility of seniors and persons with disabilities. This specialized transportation program helps fund the acquisition of buses and vans and other capital assets, supports mobility management and travel training programs, and helps expand the accessibility of transportation services. Each year, funding requests for this competitive grant far exceeds funds available. This is expected to continue and increase as more communities realize the benefit of mobility management, grow services, and need replacement vehicles.

**THE FIX**
Wamm asks Congress to authorize predictable, sustainable growth of this program and to increase the FTA Section 5310 funding and to continue to allow funds to be used for either capital assistance or operating assistance.

Wamm Federal Priorities 2020 www.wi-mm.org
WISCONSIN ASSOCIATION OF MOBILITY MANAGERS
New Directions in Transportation
State Priorities 2020

WAMM supports key actions that will create lasting change to improve specialized transportation

**INCREASE THE EASE OF BECOMING A VOLUNTEER DRIVER**
Enact legislation that prohibits insurers from creating unnecessary barriers to maintaining personal vehicle insurance for volunteer drivers.

**BETTER UTILIZE TECHNOLOGY AND RESOURCES**
Form an Interdepartmental Coordination Council and Advisory Committee to create a unified vision for mobility in WI.

**HELP MOBILITY MANAGERS SERVE THOSE NEEDING TRANSPORTATION**
Increase funding for the Enhanced Mobility of Seniors & Individuals with Disabilities Program (85.22).

WAMM STATE PRIORITIES 2020
WWW.WI-MM.ORG
INCREASE THE EASE OF BECOMING A VOLUNTEER DRIVER

THE SITUATION
There are over 60 volunteer driving programs in WI which are critical to the transportation network for older adults, people with disabilities, and low-income workers. Several programs continue to report issues with volunteer drivers gaining and keeping vehicle insurance coverage. Volunteers are still being told that due to their volunteer driving activities they are being classified the same as the profit-making Transportation Network Companies or livery services and require more costly insurance.
Many of our most vulnerable citizens rely on the goodness of volunteers to access medical services, buy necessities, and remain employed and active in the community. Continuing insurance issues faced by volunteer drivers illustrate the need for the legislature to intervene and alleviate barriers to becoming a volunteer driver.

THE FIX
WAMM requests legislation be enacted to prohibit insurers from imposing surcharges, increasing rates, or refusing to issue a policy solely because someone is a volunteer driver. The situation has become dire for many areas of the state where volunteers are the only feasible and economical option for transportation.

BETTER UTILIZE TECHNOLOGY AND RESOURCES

THE SITUATION
The demand for transportation far exceeds the available resources, especially in rural areas. It will be important to create and maintain an equitable network and access to this network no matter where in the state someone lives, how much they can afford to pay, and what services they need and can access. The goal is to expand service through complimentary services, not replacement. In order to most effectively use private and public transportation resources and respond to cutting edge technology, advocates and stakeholders recommend the creation of a state-level, interdepartmental council to create a strategic action plan for statewide transportation coordination and to respond to new, innovative and technology-based opportunities.

THE FIX
Form an Interdepartmental Coordination Council to create a strategic action plan for statewide transportation coordination and to respond to new, innovative, and technology-based opportunities. An advisory committee composed of advocates for older adults and individuals with disabilities, private and public transportation providers, regional planners, county, municipal, and town representation, Veterans organizations, tribal leaders, and at-large community members should be created to inform the council.

HELP MOBILITY MANAGERS SERVE THOSE NEEDING TRANSPORTATION

THE SITUATION
Specialized transportation funding for Wisconsin older adults and people with disabilities is critical as the number of people needing these services grows. Those living in rural areas often face great challenges getting places due to lack of public transportation and long distances between destinations.
An important funding source is the State 85.22 specialized assistance program that supplements federal funding to aid eligible applicants with transit capital, mobility management, and operating projects that serve seniors and individuals with disabilities. The funding level of the 85.22 specialized transportation assistance programs has remained flat at $912,700 annually for the last 10 years, despite growing demand.
Funding requests for operating expenses and to replace vehicles that are beyond their useful life exceed the grant opportunities Wisconsin Department of Transportation can award annually. The reduced ability to provide basic transportation options will significantly impact the quality of life for older adults and people with disabilities. Mobility Management programs have been improving the management and delivery of coordinated transportation services to customers, including older adults, people with disabilities, and individuals with lower incomes.

THE FIX
Support an increase of $2.5 million in funding to the State section 85.22 program.

WAMM STATE PRIORITIES 2020