

# TRANSPORTATION & MOBILITY IN WISCONSIN // 2019



## WAMM FEDERAL PRIORITIES

### WHO WE ARE

The Wisconsin Association of Mobility Managers (WAMM) is a 501(c)(6) association promoting statewide transportation and mobility issues. WAMM is comprised of Mobility Managers from agencies all over Wisconsin. Mobility Managers coordinate local transit and paratransit services, volunteer driver programs, transportation education initiatives, and more. We need your help to support improvements and advancements pertaining to these issues. Thank you for being an advocate for transportation and mobility in Wisconsin!



### INCREASE FUNDING FOR PUBLIC TRANSIT AND SPECIALIZED TRANSPORTATION

#### Background

Those living in rural areas often face great challenges getting places due to lack of public transportation and long distances between destinations. Transportation is essential for helping ensure all individuals can live as independently as they choose, gain and remain employed, and be active participants in their communities. A transportation system should be comprised of accessible pathways linked to all modes of transportation.

#### The Problem

Public transit and Highways have historically been partners in moving workers and strengthening our economy. Both modes require a stable funding source to carry out long-term planning and complete major construction projects that employ thousands of private sector workers. This includes adequate funding for specialized transportation and transit operations and capital.

#### Action Needed

Any new transportation bills need to ensure investment in mobility and maintain and grow existing highway and transit and specialized transportation programs. New transportation legislation should spur innovation and provide new funding streams that allow greater investment in multi-modal transportation, infrastructure, mobility management, bus transit systems, and other public transit systems.



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## WAMM FEDERAL PRIORITIES CON'T

### INCREASE THE CHARITABLE MILEAGE REIMBURSEMENT RATE

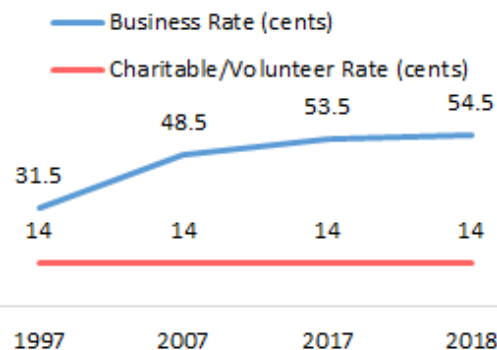
#### Background

Volunteer driver programs are an integral part of the transportation network, especially in rural areas where volunteer drivers help transport isolated older adults, people with disabilities, children, veterans, and many other residents.

#### The Problem

Current law allows for reimbursement of volunteers, on a nontaxable basis, up to the charitable mileage rate of 14¢/mile. Alternatively, mileage is taxdeductible up to 14¢/mile for volunteers if it is not reimbursed. Unlike the business and medical/moving rate regulated by the IRS and adjusted to account for increasing vehicle operating costs, the charitable rate can only be adjusted through legislation. The charitable mileage reimbursement rate has not been adjusted since 1997 despite escalating prices in vehicle ownership and fuel prices. The current tax code is a disincentive for volunteers who give their time and resources to drive others.

#### Charitable Driving Reimbursement Rate Stagnant Since 1997



#### Action Needed

Address the disparity in achieving fair and consistent treatment for charitable mileage reimbursement under the tax code and increase the charitable driving reimbursement rate.

### PROTECT THE NON-EMERGENCY MEDICAL TRANSPORTATION (NEMT) BENEFIT

#### Background

State Medicaid programs are required to provide necessary transportation for beneficiaries to and from providers through the non-emergency medical transportation (NEMT) benefit. The assurance of transportation in the Medicaid program was established 50 years ago on the premise that the program would be meaningless if patients were unable to get to their medical appointments. This still holds true and is especially important for those in rural communities where services are spread out and transportation is expensive or non-existent.



#### The Problem

The Medicaid NEMT transportation benefit is under attack. Without this benefit, access to healthcare will be unequal among those who have transportation and those who do not. Lack of transportation has significant impacts on health outcomes. Older adults are particularly disadvantaged by lack of transportation as they are more likely to have multiple chronic conditions and disabilities requiring more frequent medical care. Access to transportation will be especially important in areas where substance use disorder and opioid misuse are a public health crisis. NEMT helps provide access to treatment for those on Medicaid.

#### Action Needed

The NEMT transportation needs to be protected as mandatory for Medicaid members to improve health outcomes, provide access to opioid treatment, and keep health costs lower by allowing access to preventive services.