114TH CONGRESS  
2D Session  

H. R. _____

To provide transit benefits to Federal employees who use the services of transportation network companies within the national capital region, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

M. ______ introduced the following bill; which was referred to the Committee on ____________________

A BILL

To provide transit benefits to Federal employees who use the services of transportation network companies within the national capital region, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE; FINDINGS.

(a) SHORT TITLE.—This Act may be cited as the “Transit Benefits Modernization Act”.

(b) FINDINGS.—Congress finds the following:

(1) The Washington Metropolitan Area Transit Authority (“WMATA”) provides approximately 2.3
2 million Metrorail and Metrobus trips per year across the National Capital Region to Federal employees, commuters, and millions of visitors to the Nation’s capital.

(2) Approximately 40 percent of WMATA peak-hour commuters are Federal employees.

(3) WAMTA began building its rail system in 1969, currently serves 91 stations, and has 117 miles of track.

(4) The Federal Transit Administration (‘‘FTA’’) and the National Transportation Safety Board have found significant safety concerns resulting from a backlog of deferred maintenance.

(5) WMATA has designed a plan, called SafeTrack, in an effort to address this backlog of deferred maintenance.

(6) SafeTrack would close the system earlier on weekends and expand weekday maintenance by reducing the number of rails in use at certain stations from two to one.

(7) The plan includes 15 “Safety Surges” with around-the-clock single tracking or segment shutdowns that will impact rush hour commutes.
(8) FTA’s review of SafeTrack’s first two “safety surge” areas found a number of defects in the plan’s execution.

(9) SafeTrack is scheduled to conclude in March 2017.

(10) During SafeTrack, WMATA is encouraging customers to utilize other commuting options, including ride-sharing services.

(11) WMATA has indicated that service disruptions will continue to occur following SafeTrack as routine maintenance is needed.

(12) The Federal Government, which is negatively affected when employees cannot easily commute to and from work, has an interest in assisting employees with alternate commuting options.

SEC. 2. PROVIDING A FRINGE TRANSIT BENEFIT FOR USE OF TRANSPORTATION NETWORK COMPANIES.

For purposes of 132(a) of the Internal Revenue Code of 1986, the use of a transportation network company by Federal employees as provided for in this Act shall be treated as a fringe benefit which qualifies as a qualified transportation fringe for the period established in section 3(a) of this Act.
SEC. 3. TRANSIT BENEFITS FOR FEDERAL EMPLOYEES FOR THE USE OF TRANSPORTATION NETWORK COMPANIES.

(a) IN GENERAL.—During the period beginning on the date of enactment of this act and ending on December 31, 2018, any agency that has a program, including a program established under section 7905 of title 5, United States Code, or Executive Order 13150 (April 21, 2000; 65 Fed. Reg. 24613), to provide transit benefits to employees of the agency shall provide transit benefits to employees who use the services of any transportation network company within the Washington Metropolitan Area in the same manner as such agency provides transit benefits to employees who use public transportation services within the Washington Metropolitan Area.

(b) REQUIREMENTS.—

(1) ELECTION.—Unless otherwise statutorily authorized, an employee may receive transit benefits under this section only if the employee agrees in writing to not accept any other transit or parking benefit offered by the head of any agency with a transit benefit program while receiving the transit benefits under this section.

(2) LIMITATION.—The amount of the transit benefit provided to an employee under this section during any month for the use of services provided by
any transportation network company may not exceed
the amount of the monthly average transit benefit
received by the employee during the six month pe-
period immediately preceding the month during which
an election is made under paragraph (1).

(3) IMPLEMENTATION.—Transit benefits under
this section shall be provided in a manner substan-
tially similar to the manner in which transit benefits
are provided to employees who use mass transpor-
tation services. The head of any agency with a tran-
sit benefit program may consult with any transpor-
tation network company and any other head of any
agency with a transit benefit program to establish
the procedures necessary to provide transit benefits
under this section.

(4) SUBSTANTIATION.—The head of any agency
with a transit benefit program, the Secretary of the
Department of Transportation, and the Secretary of
the Treasury shall, in connection with the establish-
ment of a process for implementing the transit ben-
efit for any transportation network company, work
with any such transportation network company in
establishing a process to substantiate the use of
transit benefits by Federal employees using the ben-
enefit for services provided by a transportation net-
work company each month.

(c) DEFINITIONS.—In this section—

(1) the term “Washington Metropolitan Area”
means the District of Columbia; Montgomery, Prince
George’s, Frederick, and Charles Counties in Mary-
land; Arlington, Fairfax, Loudon, and Prince Wil-
liam Counties in Virginia; and all cities now or here-
after existing in Maryland or Virginia within the ge-
ographic area bounded by the outer boundaries of
the combined area of said counties; and

(2) the term “transportation network company”
means a corporation, partnership, sole propagitor-
ship, or other entity that uses a digital network to
connect riders to drivers affiliated with the entity in
order for a driver to provide transportation services
to a rider.