

HR 5647

To amend the Internal Revenue Code of 1986 to treat certain ride-sharing services provided by transportation network companies as excludable transportation fringe benefits, and for other purposes.

Congress: 114 (2015–2017, Ended)

Chamber: House

Policy Area: Taxation

Introduced: Jul 6, 2016

Current Status: Referred to the Committee on Ways and Means, and in addition to the Committee on Oversight and Gover

Latest Action: Referred to the Committee on Ways and Means, and in addition to the Committee on Oversight and Government Reform, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned. (Jul 6, 2016)

Official Text: <https://www.congress.gov/bill/114th-congress/house-bill/5647>

Sponsor

Name: Rep. Meadows, Mark [R-NC-11]

Party: Republican • **State:** NC • **Chamber:** House

Cosponsors (1 total)

Cosponsor	Party / State	Role	Date Joined
Rep. Connolly, Gerald E. [D-VA-11]	D · VA		Jul 6, 2016

Committee Activity

Committee	Chamber	Activity	Date
Oversight and Government Reform Committee	House	Referred To	Jul 6, 2016
Ways and Means Committee	House	Referred To	Jul 6, 2016

Subjects & Policy Tags

Policy Area:

Taxation

Related Bills

Bill	Relationship	Last Action
114 HR 6008	Related bill	Dec 8, 2016: Placed on the Union Calendar, Calendar No. 673.

This bill amends the Internal Revenue Code to treat any qualified ride-sharing service provided after the date of the enactment of this bill and before June 1, 2017, as a qualified transportation fringe benefit that is excluded from an employee's gross income.

A qualified ride-sharing service is transportation provided through a transportation network company if:

- the transportation is in connection with travel between the employee's residence and place of employment, both of which are located within the Washington Metropolitan Area;
- the employee is an employee of a government agency and receives transit benefits from the agency; and
- the transportation is through the use of services that utilize innovative mobility technologies to provide alternatives to driving alone.

The benefit is subject to a limit on the aggregate amount of certain transportation fringe benefits that may be excluded from gross income.

During the period beginning with the enactment of this bill and ending on the earlier of June 1, 2017, or the completion of the Washington Metropolitan Area Transit Authority's maintenance program (commonly referred to as "SafeTrack"), agencies that provide transit benefits to employees must provide benefits for using transportation network companies within the Washington Metropolitan Area in the same manner as benefits are provided for using public transportation services in the area.

Actions Timeline

- **Jul 6, 2016:** Introduced in House
- **Jul 6, 2016:** Referred to the Committee on Ways and Means, and in addition to the Committee on Oversight and Government Reform, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.