Dear [*Representative/Senator]* [*Name*],

On behalf of [*company name*] in [*city, state*], I am writing to urge you to co-sponsor Congressman Jake Auchincloss’ and Congressman Mike Lawler’s bill to restore the deductibility of transportation fringe benefits – the *Supporting Transit Commutes Act* (H.R.409). The restoration of the deductibility of these benefits represents a powerful tool for employers struggling to attract and retain talent. With more people returning to the office, our roads are becoming more congested because public transit ridership remains down. Federal policy should empower employers with the tools they need to provide their employees with affordable commuting options.

[*company name*] is a [*insert background on company*] that employs [*XXX*] people in your [*district/state*]. To assist our current and future employees, our mission is aimed at increasing the efficiency of existing transit systems and providing alternative modes of transportation. Traffic congestion, particularly in densely populated areas, poses a variety of adverse impacts in communities throughout the country. These adverse impacts include increased wear and tear on our infrastructure, increased carbon emissions, and increased travel times.

Transit benefits play a significant role in mitigating these impacts by supporting a reliable and affordable transportation system, while also opening the door to accessing jobs and new opportunities.

Under Rep. Auchincloss and Lawler’s legislation, qualified transportation benefits include: 1) a ride in a commuter highway vehicle between the employee's home and workplace, 2) transit pass, or 3) qualified parking. Prior to 2018, employers did not pay corporate or payroll taxes on these benefits. Unfortunately, the deductibility of employee commuter benefits was repealed, and employers no longer have the ability to attract and retain talent by providing employees with commuting options. This bill would restore the pre-2017 deductibility of transit options using commuter highway vehicles so employers can offer qualified transit benefits as either a subsidy or a pre-tax fringe benefit and would restore employers’ ability to fully deduct transit benefits when an employer subsidizes some portion of their employees’ commutes. Further, if an employer offers only a pre-tax option, they are eligible to deduct 50 percent of the amount withheld. By allowing deductibility for transit subsidies, this bill encourages employers to offer subsidies instead of pre-tax benefits, which will maximize the effect these benefits have in encouraging use of alternative modes of transportation. Allowing employers to write-off transit benefit options removes a financial burden from those employers looking to initiate such a program.

As an organization committed to making transportation more efficient, I strongly urge you to support the reinstatement of transit benefits by becoming a cosponsor to Rep. Auchincloss’ bill. If you are interested in cosponsoring or have any questions, please contact Joe Valente at joe.valente@mail.house.gov.