

Remove the parking cashout delay from the Budget Support Act (BSA)

The BSA proposes to delay the implementation of the parking cashout law -- which is already being implemented. The BSA proposes to delay compliance for covered employers to 2026 and reporting to 2027, see [BSA](#): “Subtitle (VI)(F) -- Parking Benefit Equivalent Amendment Act of 2023.”



Delay is unnecessary and provides no cost savings, no benefit.

This surprise policy change in the BSA to delay parking cashout compliance has no impact on the budget. It saves no money, but it does undermine progress towards more walkability, walk and bike safety, increased bus service efficiency, and advancing racial and economic equity.

Flexible commuter benefits help build a more vibrant downtown

Delaying the flexible commute benefits law, which requires employees to be offered an alternative to a parking-only commute benefit, undermines the District's effort to build a more vibrant downtown with a greater sense of place. Encouraging more driving with a parking-only subsidy misses the opportunity to incentivize more sustainable commuting that gets people walking, biking and riding transit more. Suspending the flexible commute benefits law also undermines DC's efforts to foster more sustainable and safer transportation options, for the benefit of our neighborhoods and travelers. Our city, and downtown, will be more successful by offering employees, employers, visitors, and residents more attractive, less polluting transportation options.

The parking cashout law provides greater flexibility to employees who want healthier commutes and reduces the traffic generated and incentivized by inflexible parking-only commuter benefits. Perpetuating parking-only benefits increases unnecessary traffic congestion and pollution. It also endangers pedestrians, cyclists, and other vulnerable road users, weakens transit ridership, and is inequitable.

Parking cashout law is off to a good start

The parking cashout law is a cutting edge new program off to a good start with more than 25% of covered employers complying with the reporting requirements in the initial year (first report due 1/15/2023). As DDOT continues its education and outreach efforts, the level of compliance will rise, benefiting both individual commuters, and the District in general.

According to [DDOT](#), as of January 31, 2023:

- 564 employers have submitted compliance reports to DDOT for the Transportation Benefits Equity Amendment Act of 2020
- 31 transportation demand management plans have been submitted and are currently under review.
- An estimated 1,500 employers are not in compliance

Flexible commute options advance racial and economic equity goals

Flexing parking-only benefits to give employees more commute options also supports the District's goals to achieve greater racial equity. Black households are far more likely to have no access to a vehicle than white households. Also, lower income households have less access to a vehicle than wealthier ones. Thus when an employee is offered an inflexible parking subsidy, but does not have a car, that employee will lose out on saving on commute costs. Requiring the flexing of a parking-only benefit to a commute option that better fits the needs of an individual employee fosters a more racially and economically equitable city.

Remove the unnecessary delay of parking cashout from the BSA

We urge the DC Council to remove the language delaying parking cashout compliance and reporting. The parking cashout delay has no justification and offers no cost savings. More than 25% of covered employers are already complying. If this delay is intended to facilitate more driving to downtown, it harms rather than helps downtown revitalization. A more vibrant mixed use walkable place will bring back downtown, not more car saturated streets. Downtown will be a more attractive place to live, work, and visit if it is a haven for walking, biking, scooting, and riding transit.

Learn more about the [DC parking cashout law](#) at GoDCgo.com.

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