



MONTGOMERY COUNTY OFFICE OF RACIAL EQUITY & SOCIAL JUSTICE

REIA #26-18

Gaithersburg Transportation Improvements (CIP No. 502607)

Requesting Department (s)	Dollar Amount
Department of Transportation	\$11,644,000

Funding Source

Impact Tax

Finding

The Office of Racial Equity and Social Justice (ORESJ) finds that Supplemental Appropriation #26-18 Gaithersburg Transportation Improvements (CIP No. 50260) is inconclusive, as details pertaining to the City of Gaithersburg's selection, design, and implementation of eligible subprojects are not readily available.

Background

Purpose: The purpose of Supplemental Appropriation #26-18 Gaithersburg Transportation Improvements (CIP No. 502607) is to allocate \$11,644,000 in Impact Tax funds to a new CIP project, which will allow the County to reimburse the City of Gaithersburg for expenses associated with certified eligible uses outlined in a Memorandum of Understanding. These expenses must meet the requirements of Montgomery County Code Section 52-50: "Use of Impact Tax Funds"¹ and could include the following subprojects:

- Old Towne Shared Use Path
- Quince Orchard Boulevard Shared Use Path
- Industrial Drive Shared Use Path
- Conservation Lane Shared Use Path
- West Deer Park Road Shared Use Path
- Kentlands Shared Use Path
- 1-270/NIST East Side Shared Use Path
- Russell Avenue Shared Use Path

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- New Sidewalks
- New Bus Shelters

Per the MOU, the City of Gaithersburg will determine and execute selected projects².

Relevant REIAs and Other Assessments

ORESJ has conducted REIAs since 2021. The following REIA(s) are relevant to supplemental appropriation #26-18.

- REIA #24-4 Good Hope Road Shared Use Path Project (CIP No. 501902)
<https://www.montgomerycountymd.gov/ore/Resources/Files/24-4.pdf>
- REIA #23-53 FY23 Capital Budget Montgomery County Government Department of Transportation Bus Rapid Transit (BRT): US 29 Phase 2 (CIP No. 502201)
<https://www.montgomerycountymd.gov/ore/Resources/Files/23-53.pdf>

Analysis

Demographic Profile: Likely beneficiaries of this Supplemental Appropriation are Gaithersburg City residents who live and/or are likely to use selected subprojects. A higher proportion of people of color live in the City of Gaithersburg compared to Montgomery County overall. The demographic profile of the City of Gaithersburg and Montgomery County is below:

Race and Ethnicity	Percent of Montgomery County Population	Percent of City of Gaithersburg Population
Hispanic / Latine* of any Race	21%	28.50%
White, Not Hispanic / Latine	49%	31.50%
Black / African American, Not Hispanic / Latine	19%	16.10%
Asian, Not Hispanic / Latine	15%	19.10%
Native American/Alaska Native, Other Race, and Multiple Races Not Hispanic/Latine	6%	4.90%

*Latine is an inclusive, non-Anglicized, gender-neutral term.

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Data sources: City of Gaithersburg <https://www.gaithersburgmd.gov/about-us/demographics> (decennial Census, 2020) and Montgomery County <https://montgomeryplanning.org/tools/research/demographics/> (ACS 1-year estimate, 2023)

ORESJ Research & Analysis

At the time of this analysis, information about selected subprojects or how the City of Gaithersburg will choose them is not readily available. It is unclear whether the City’s selection and implementation will involve a racial equity analysis.

It is possible that some of the subprojects, particularly those that affect bus shelters, could help reduce inequities in the quality of and access to reliable and safe transit. In 2024, the demographic profile of RideOn bus customers was:

Race and Ethnicity	Percent of RideOn Customers
Asian	9.6%
Black/African American	35.4%
Hispanic/Latine	30.0%
Multiracial	4.9%
White	18.9%

Data Source: Response to RESJ Template.

As a result of structural inequities in education, employment, and other areas of opportunity, there are racial disparities in wealth, income, and other economic indicators. These disparities result in an overrepresentation of county residents of color among the population of RideOn customers compared to the population overall. Targeted investments in RideOn services and amenities can help reduce inequities by improving rider experience and reducing the impacts of racial disparities on quality of life. Again, at the time of this analysis, no information on selected subprojects was readily available, so it’s unclear whether this supplemental appropriation will directly affect these inequities.

Caveats

This REIA has been conducted with the best available information at the time of writing, including department responses to the Racial Equity and Social Justice template and research conducted by ORESJ Policy Team Analysts. While the assessment examines specific racial equity and social justice impacts of the funding request, it cannot fully address all systemic inequities that affect the communities in question, nor do we seek to examine impacts outside the scope of the

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funding request. We recommend using this assessment as a starting point for discussions about the impact of the program on advancing racial equity and social justice in Montgomery County.

References

¹ American Legal Publishing. Montgomery County Code. Sec. 52-50 Use of Impact Tax Funds. Available at: https://codelibrary.amlegal.com/codes/montgomerycounty/latest/montgomeryco_md/0-0-0-151358

² Memo from County Executive Marc Elrich to Council President Kate Stewart. September 5, 2025.