



## MONTGOMERY COUNTY OFFICE OF RACIAL EQUITY & SOCIAL JUSTICE

### REIA #26-38

### Rockville Transportation Improvements (CIP No. 502609)

Requesting Agency/Department(s)	Dollar Amount
Department of Transportation	\$6,816,000
Funding Source	County Match Amount
Impact Taxes	N/A

## Finding

The Office of Racial Equity and Social Justice (ORESJ) finds that Supplemental Appropriation #26-38 Rockville Transportation Improvements (CIP No. 502609) is inconclusive, due to the lack of readily available information regarding the City of Rockville's process for selecting, designing, and implementing eligible subprojects, as well as the County's criteria for selecting subprojects within the City's limits.

## Background

### Purpose

The purpose of Supplemental Appropriation #26-38 Rockville Transportation Improvements is to allocate \$6,816,000 in Impact Tax funds to a new CIP project, which will allow the County to reimburse the City of Rockville 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"<sup>1</sup> and could include the following subprojects:

- Maryland/Dawson Extended
- West Gude Drive Sidewalk
- Scott-Veirs Drive Shared-Use Path
- Sidewalks meeting Section 52-50 criteria
- Twinbrook Pedestrian/Bicycle Bridge
- Bikeshare Stations

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- Fleet/Monroe Shared-Used Path
- Martins Lane Shared-Use Path
- Research Blvd. Shared-Use Path

Per the MOU<sup>2</sup>, the county also agreed that it will finance, in part, the following County transportation improvements, which are located within the corporate boundaries of the City of Rockville or within ¼ mile of the corporate boundaries of the City of Rockville:

- Bus Rapid Transit: System Development (P501318)
- Great Seneca Science Corridor Transit Improvements (P502005)
- Bus Rapid Transit: MD 355 Central Bus Rapid Transit (P502005), including the proposed Montgomery College Transit Center
- Bus Rapid Transit: MD 355 South Bus Rapid Transit (P502309)
- Bus Rapid Transit: MD 586 Veirs Mill Road Bus Rapid Transit (P501913)

## Relevant REIAs and Other Assessments

ORESJ has conducted REIAs since 2021. The following REIA(s) are relevant to supplemental appropriation #26-38.

- REIA #26-18 Gaithersburg Transportation Improvements (CIP No. 502607)  
<https://www.montgomerycountymd.gov/ore/Resources/Files/26-18.pdf>
- 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>

ORESJ also conducted a CIP Budget Equity Tool Analysis on some of the County transportation improvements listed in the MOU. Below is the list of projects and our rating/findings about the project.

Project Name	Reviewed by ORESJ	Finding/Rating	Narrative Explanation
Bus Rapid Transit: System Development (P501318)	FY25-30 CIP	3 (on a scale from 0-6) <sup>3</sup>	While unable to fully apply an equity lens, the response acknowledges the importance of mitigating unintended consequences. The proposed screening tool and use of indicators to

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			evaluate projects are encouraging. Examples like the North Bethesda alignment and eastern terminus illustrate the potential to leverage data and community input to address inequities.
Bus Rapid Transit: MD 355 Central Bus Rapid Transit (P502005) including the proposed Montgomery College Transit Center	FY25-30 CIP	6 (on a scale from 0-6) <sup>4</sup>	The extensive analysis provided shows communities along the MD 355 Central corridor include a higher percentage of low-income persons of color, zero-car households, and transit commuters compared to areas off the corridor. This project aims to reduce congestion and travel times in the corridor, down from the additional 8-21 minutes, beyond the normal travel time, needed to ensure on-time arrival at desired destinations. The response provides numerous considerations to reduce gaps and disparities related to pedestrian and bicycle safety, increasing access to educational opportunities by the route servicing Montgomery College, and considering the impact on business owners and resident displacement. Thoughtful engagement using Mandarin-speaking staff ensures the most impacted residents help shape the project. The focus on including transit users in the Corridor Advisory Committee will go a long way in ensuring proper representation of your ridership in the planning process. The use of a targeted and thoughtful community engagement strategy, including lessons learned, will help to mitigate the identified unintended consequences by leveraging partnerships with ORESJ, Regional Service Centers and the Office of Community Partnerships to build trust and inform those most impacted. The plan ensures historically marginalized groups help shape final design. The plan to retain fare costs at \$1 will also help promote affordability. Focusing efforts on unintended consequences and communicating changes in service availability and routes during construction will be essential.
Bus Rapid Transit: MD 355 South Bus Rapid Transit (P502309)	FY25-30 CIP	5 (on a scale from 0-6) <sup>5</sup>	The extensive analysis shows that the population is less diverse and less disadvantaged than the population in the central 355 corridor; it is still a necessary component of the overall corridor. This project aims to reduce congestion and travel times

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			<p>in the corridor-down. The response provides numerous considerations to reduce gaps and disparities related to pedestrian and bicycle safety, considering the impact on business owners and resident displacement. The use of a targeted and thoughtful community engagement strategy, incorporating lessons learned, will help mitigate the identified unintended consequences by leveraging partnerships with ORESJ, Regional Service Centers, and the Office of Community Partnerships to build trust and inform those most affected. The plan ensures that historically marginalized groups help shape the final design. The plan to retain fare costs at \$1 will also help promote affordability. ORESJ would caution against the use of EEAs; however, the incorporation of more granular data addressed the limitations of EEAs. Additionally, general assumptions regarding bike usage by communities of color should also be cautioned against.</p>
<p>Bus Rapid Transit: MD 586 Veirs Mill Road Bus Rapid Transit (P501913)</p>	<p>FY25-30 CIP</p>	<p>6 (on a scale from 0-6)<sup>6</sup></p>	<p>The extensive analysis provided shows the Veirs Mill corridor primarily serves low-income residents, with higher percentages of people of color, no-car households, and reliance on transit for access to jobs-with some of the highest numbers of commuters using public transportation. This project aims to reduce congestion and travel times in the corridor. The response provides numerous considerations to reduce gaps and disparities related to pedestrian and bicycle safety, increasing access to educational opportunities by the route servicing Montgomery College, and considering the impact on business owners and resident displacement. Thoughtful engagement using Spanish-speaking staff ensures the most impacted residents help shape the project. Safe bicycle and pedestrian facilities are included to benefit transit-reliant populations. No displacements further prevent harm to vulnerable communities. The use of a targeted and thoughtful community engagement strategy, incorporating lessons learned, will help mitigate the identified unintended consequences by leveraging partnerships with ORESJ, Regional Service Centers, and the Office of Community Partnerships to build trust and inform</p>

			those most affected. The plan ensures that historically marginalized groups help shape the final design. The plan to retain fare costs at \$1 will also help promote affordability.
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## Analysis

### Demographic Profile

The likely beneficiaries of this Supplemental Appropriation are Rockville City residents who live in and/or are likely to use the selected subprojects. A larger proportion of people of color reside in the City of Rockville compared to Montgomery County as a whole. The demographic profile of the City of Rockville and Montgomery County is below:

Race and Ethnicity	Percent of Montgomery County Population	Percent of City of Rockville Population
Hispanic / Latine* of any Race	21%	15%
White, Not Hispanic / Latine	49%	42%
Black / African American, Not Hispanic / Latine	19%	16%
Asian, Not Hispanic / Latine	15%	21%
Native American/Alaska Native, Other Race, and Multiple Races Not Hispanic/Latine	6%	5%

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

Data sources: City of Rockville <https://censusreporter.org/profiles/16000US2467675-rockville-md/> 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 Rockville will choose them is not readily available. It is unclear whether the City’s selection and implementation will involve a racial equity analysis.

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It is possible that some of the subprojects included on the list of County transportation improvements could help reduce inequities in the quality of and access to reliable and safe transit. Assuming BusRapid Transit and RideOn ridership<sup>7</sup> are similar, improvements to the BRT system could reduce transit inequities. 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, racial disparities persist in wealth, income, and other economic indicators. These disparities result in an overrepresentation of county residents of color among overall. Targeted investments in BRT could help reduce inequities by enhancing the rider experience and mitigating the impacts of racial disparities on quality of life. Again, at the time of this analysis, no information on selected City of Rockville subprojects was readily available, nor were the specific criteria that will be used to select County transportation projects. As a result, it is unclear to what extent 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 funding request. We recommend using this assessment as a starting point for discussions about the program's impact on advancing racial equity and social justice in Montgomery County.

## References

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<sup>1</sup> 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](https://codelibrary.amlegal.com/codes/montgomerycounty/latest/montgomeryco_md/0-0-0-151358)

<sup>2</sup> Amended and Restated Memorandum of Understanding Transportation Impact Taxes for New Developments in Rockville. Found in Montgomery County Council Transportation & Environment Committee Agenda Item #21. November 18, 2025. Available at:

[https://montgomerycountymd.granicus.com/Viewer.php?view\\_id=169&event\\_id=16659&meta\\_id=207137](https://montgomerycountymd.granicus.com/Viewer.php?view_id=169&event_id=16659&meta_id=207137).

<sup>3</sup> <https://www.montgomerycountymd.gov/ORE/Resources/Files/GuidanceManualFY25CBET.pdf> See page 11.

<sup>4</sup> <https://www.montgomerycountymd.gov/ORE/Resources/Files/GuidanceManualFY25CBET.pdf> See page 11.

<sup>5</sup> <https://www.montgomerycountymd.gov/ORE/Resources/Files/GuidanceManualFY25CBET.pdf> See page 11.

<sup>6</sup> <https://www.montgomerycountymd.gov/ORE/Resources/Files/GuidanceManualFY25CBET.pdf> See page 11.

<sup>7</sup> ORESJ was not able to identify specific BRT ridership statistics at the time of this analysis.