



## OFFICE OF RACIAL EQUITY AND SOCIAL JUSTICE

Marc Elrich  
County Executive

Tiffany Ward  
Director and Chief Equity Officer

### MEMORANDUM

May 1, 2024

To: Jennifer Bryant, Director  
Office of Management and Budget

From: Tiffany Ward, Director  
Office of Racial Equity and Social Justice

Re: Racial Equity Impact Assessment (REIA) Supplemental Appropriation (SA) #24-79  
FY24 Capital Budget, Department of Transportation–Boys Transit Center MHAA  
Grant (\$45,000)

- I. **FINDING:** The Office of Racial Equity and Social Justice (ORESJ) finds that Supplemental Appropriation #24-79 - FY24 Capital Budget – Department of Transportation (DOT), Boys Transit Center has the potential to advance racial equity and social justice in the County. The supplemental funding will allow the County to make improvements to the Hoyles Mill structure, designated as a historical site. These improvements are needed to preserve the structure, which will aid in the construction to enhance the Boys MARC Station to allow multi-modal transportation.
- II. **BACKGROUND:** The purpose of SA #24-79 is to utilize grant funding from the Maryland Historical Trust to stabilize the historic Hoyles Mill structure. The structure is adjacent to the Boys Transit Center/MARC Station which is undergoing design and construction for a new bus loop, additional parking, a new shared-use-path as well as adding short- and long-term bike storage, and a comfort station for bus operators.<sup>1</sup> Hoyles

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<sup>1</sup> Amendments to the Recommended FY25-30 Capital Improvements Program and the FY25 Capital Budget Boys Transit Center P501915. Available at:

[https://www.montgomerycountymd.gov/OMB/Resources/Files/omb/pdfs/fy25/cipamend3/CIPAMEND\\_ALL\\_APRIL16\\_FINAL.pdf](https://www.montgomerycountymd.gov/OMB/Resources/Files/omb/pdfs/fy25/cipamend3/CIPAMEND_ALL_APRIL16_FINAL.pdf)

Mill is located within the Boyds-White Grounds Historic District and the Maryland Historic Trust recommended that the DOT carry out the mitigation measures.<sup>2</sup>

The Historic American Engineering Record (HAER) provides background information on the Hoyles Mill structure, a gasoline-powered grist mill constructed in 1915. The Mill is located along the Baltimore and Ohio Railroad Metropolitan Branch. Over the years, the Hoyles Mill structure has served as a warehouse and storage space, and an auto repair business operated out of the building until 2016. The County purchased the property in 2019 as part of the multi-modal plan at the Boyds MARC Station.

The Montgomery County Council approved the MARC Rail Communities Sector Plan on April 30, 2019.<sup>3</sup> The Plan details the history of Boyds, sharing that it is a “rural village that comprises two historic communities: White Grounds, a post-Civil War freedman’s community for blacks and, to the north, Boyds Station for whites, dating from the last quarter of the 19<sup>th</sup> century. The two communities maintained separate schools, churches, and residential areas. A common water source, Gum Spring, and the railroad gave the two communities shared ties. Much of the architecture and agrarian landscape of Boyds remains intact today and the Boyds rail stop is still in use as a MARC station.”<sup>4</sup> Boyds is located east of the Agricultural Reserve, and both White Grounds Road and Hoyles Mill Road are designated as exceptional rustic roads.<sup>5</sup>

### III. **ANALYSIS:**

As indicated in the following table, the majority of residents in the 20841 zip code, which encompasses Boyds and includes parts of Germantown, Clarksburg, and Ten Mile Creek, are people of color.

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<sup>2</sup> Available at: <https://montgomeryplanning.org/wp-content/uploads/2023/08/zz.Prelim.b.-15100-Barnesville-Road-Boyd's-1038325.pdf>

<sup>3</sup> The MARC Rail Communities Sector Plan organized recommendations into 4 categories: Connect; Renew; Preserve; and Sustain, to detail planning principles around the vision for Boyds. Available at: <https://montgomeryplanning.org/planning/communities/upcounty/marc-rail-communities/>.

<sup>4</sup> IBID.

<sup>5</sup> Rustic roads are historic and scenic roadways that reflect the agricultural character and rural origins of the County. Preservation of rustic roads must be achieved by retaining certain physical features of rustic roads and by certain right-of-way maintenance procedures. Rustic and Exceptional Rustic roads are preserved under the Rustic Roads Program, which provides a system for evaluating, protecting, and enhancing these scenic roadways. Available at: <https://montgomeryplanning.org/planning/transportation/highway-planning/rustic-roads/rustic-roads-functional-master-plan/>

**20841 Zip Code Demographics**

Race/Ethnicity	Percent
Asian alone	46%
White alone	35%
Black or African American alone	10%
Hispanic or Latino (of any race)	7%
Two or More Races	1%
Other Races	0%

Source: American Community Survey Source

<https://data.census.gov/table/ACSDP5Y2022.DP05?g=860XX00US20841>

DOT expects Clarksburg residents to benefit from the project due to its proximity to the Boyd's MARC Station. DOT provided the following demographic data for Boyd's and Clarksburg, again illustrating the majority of residents in both Boyd's and Clarksburg are people of color.

Boyd's		Clarksburg	
Race/Ethnicity	Percent	Race/Ethnicity	Percent
Asian alone	39.6%	Asian alone	33.7%
White alone	32.4%	White alone	31.4%
Black or African American alone	17.5%	Black or African American alone	19.2%
Hispanic or Latino (of any race)	9.0%	Hispanic or Latino (of any race)	11.8%
Two or More Races	1.4%	Two or More Races	3.6%
Other Races	0.1%	Other Races	0.3%

While the scope of this supplemental appropriation is related to historical site improvements, the broader project relates to improving transportation access and connectivity for residents of Boyd's and surrounding areas. Therefore, the following REIAs, which share best practices and relevant research about the intersection of transit systems and racial equity, provide additional context relevant to the Boyd's MARC Station project.

- #24-76 - FY24 Operating Budget, Mass Transit  
<https://www.montgomerycountymd.gov/ore/Resources/Files/24-76.pdf>
- #23-53 - FY23 Capital Budget, Bus Rapid Transit (BRT), US 29 Phase 2  
<https://www.montgomerycountymd.gov/ore/Resources/Files/23-53.pdf>
- #23-72 - North Bethesda Metro Station Area Redevelopment  
<https://www.montgomerycountymd.gov/ore/Resources/Files/23-72.pdf>
- #22-9 - COVID-19 Department of Transportation Research Demonstration Grant  
<https://www.montgomerycountymd.gov/ore/Resources/Files/22-9.pdf>

cc: Chris Conklin, Director, Department of Transportation  
 Ken Hartman, Assistant Chief Administrative Officer, Office of the County Executive