

Racial Equity and Social Justice (RESJ) Impact Statement

Office of Legislative Oversight

BILL 27-26: MOTOR VEHICLES AND TRAFFIC - UNLAWFUL RACING AND STREET TAKEOVERS - PROHIBITED

SUMMARY

The Office of Legislative Oversight (OLO) finds the anticipated racial equity and social justice (RESJ) impact of Bill 27-26 is indeterminate. There are several unanswered questions to understand how increasing penalties for street events would impact RESJ in the County.

PURPOSE OF RESJ IMPACT STATEMENTS

RESJ impact statements (RESJIS) evaluate the anticipated impact of legislation on racial equity and social justice in the County. RESJ is a **process** that focuses on centering the needs, leadership, and power of Black, Indigenous, and other People of Color (BIPOC) and communities with low incomes. RESJ is also a **goal** of eliminating racial and social inequities. Applying a RESJ lens is essential to achieve RESJ.¹ This involves seeing, thinking, and working differently to address the racial and social inequities that cause racial and social disparities.²

PURPOSE OF BILL 27-26

In 2024, the General Assembly passed House Bill 601, which increased penalties for street racing and exhibition driving in Maryland. Per this law, people who are convicted on these charges can have points added to their driver's license, be fined up to \$1,000, and face prison time.³

The purpose of Bill 27-26 is to create additional penalties for street racing, exhibition driving, and other similar events in the County. If enacted, Bill 27-26 would prohibit community members from engaging in "an unlawful race, speed contest, street takeover, exhibition driving event, or stunt driving event on any highway or roadway." The Bill would also prohibit other conduct related to these events, such as:⁴

- Serving as timekeeper or flagger for an event;
- Helping to promote or organize an event; and
- Remaining in the crowd of an event after receiving an order to disperse from law enforcement.

Bill 27-26 would allow a violation of these proposed prohibitions to be punished as a Class A misdemeanor. This penalty carries a jail term of up to six months and/or fine up to \$1,000.⁵ The Bill would also allow County police or other authorized officials to seize vehicles involved in these events.⁶

The Council introduced Bill 27-26 on June 16, 2026.

This RESJIS builds on the ones for:

- Expedited Bill 49-21, Police - Police Accountability Board - Administrative Charging Committee - Established, published in January 2022, which provides racial equity context on policing;⁷

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- Bill 14-24, Vehicle Noise Abatement Monitoring - Pilot Program, published in August 2024, which provides racial equity context on fines and civic debt;⁸
- Bill 28-25, Motor Vehicles and Traffic - Parking in Bikeways - Prohibited, published in September 2025, which provides racial equity context on traffic safety.⁹

ANTICIPATED RESJ IMPACTS

Bill 27-26 defines four kinds of street events it aims to prohibit in the County: unlawful races and speed contests (or “speed racing”), street takeovers, exhibition driving, and stunt driving. Figure A in the appendix includes definitions for each of these events from the Bill. Note, for this RESJIS, the term “street events” generally refers to the street events defined in Bill 27-26.

State law currently prohibits street racing and exhibition driving. Bill 27-26 would broaden the scope of prohibited street events in the County to also include street takeovers and stunt driving. It would also broaden prohibited conduct related to street events beyond just participating as a driver, such as serving as a timekeeper or helping to promote an event. The Bill would create the following additional penalties for participating in street events:

- Drivers participating in street racing and exhibition driving could face increased penalties from County-imposed fines and jail time on top of fines and jail time that can be imposed from state charges. They could also face increased fees from recovering an impounded vehicle.
- Drivers participating in other street events that would be newly prohibited with Bill 27-26 (i.e., street takeovers, stunt driving) could face increased penalties from County-imposed fines and jail time. They could also face increased fees from recovering an impounded vehicle.
- Community members participating in other conduct related to street events that would be newly prohibited with Bill 27-26 could face increased penalties from County-imposed fines and jail time.

Since 2012, on average, there have been fewer than 40 traffic stops per year for street racing and exhibition driving in Montgomery County.¹⁰

To consider the anticipated impact of Bill 27-26 on RESJ in the County, OLO recommends the consideration of two related questions:

- Who would primarily benefit or be burdened by this bill?
- What racial and social inequities could passage of this bill weaken or strengthen?

OLO identified the following groups who would be impacted by Bill 27-26:

Community members who participate in street events could be burdened by additional penalties from participating in these events. This includes possible jail time, and potential fines and fees from misdemeanor convictions and recovering impounded vehicles.

Available data on traffic stops for street racing and exhibition driving shows since 2012, there were 535 traffic stops for these charges. Latinx community members were overrepresented among these traffic stops. Black and White community members were proportionately represented, while Asian community members were underrepresented. (Table A, Appendix)

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Community members who live, drive, or walk near street events could benefit from increased street safety, and decreased noise and other disruptions if Bill 27-26 helps prevent these events.

Data on the location of traffic stops for street racing and exhibition driving suggests Latinx communities, and to a lesser extent, Black and Asian communities, could disproportionately benefit from increased street safety if Bill 27-26 helps prevent street events. (Figure B & Table B, Appendix)¹¹

There remain several unanswered questions to determine how Bill 27-26 would impact RESJ in the County. These include:

- Given that street events appear to be infrequent, would this Bill lead to more interactions with the Montgomery County Police Department (MCPD) that would worsen existing racial disparities in police interactions among Latinx community members?¹²
- Given that street events appear to be infrequent, would this Bill meaningfully increase street safety and decrease noise in impacted communities?
- If this Bill works as intended, do the potential costs of increasing penalties for street events to Latinx community members outweigh the potential benefits of increased street safety and decreased noise to BIPOC communities?
- What are expected expenses and revenues from enforcing this Bill? How will the fiscal impact benefit or burden community members by race and ethnicity?¹³

Taken together, OLO finds the anticipated RESJ impact of Bill 27-26 is indeterminate.

RECOMMENDED AMENDMENTS

The County's RESJ Act requires OLO to consider whether to recommend amendments to bills that could reduce racial and social inequities and advance RESJ.¹⁴ OLO finds the anticipated RESJ impact of Bill 27-26 is indeterminate. As such, OLO does not offer recommended amendments. However, should the Council seek to improve the RESJ impact of this Bill, OLO offers one policy option for Council consideration:

- **Engage BIPOC community stakeholders to update Bill 27-26, draft Method 2 regulations, and develop annual reporting requirements to the Council.** The Council can consider engaging BIPOC community stakeholders, especially Latinx and BIPOC youth stakeholders, to amend Bill 27-26 as needed to reflect the needs and priorities of BIPOC communities who are most impacted by the Bill. This could include considering alternative strategies to address street events that minimize policing. The Council can also consider requiring the responsible agency to partner with BIPOC community stakeholders to develop Method 2 regulations¹⁵ and annual reporting requirements for enforcement related to street events to evaluate the Bill's impact on RESJ.

CAVEATS

Two caveats to this RESJIS should be noted. First, predicting the impact of bills on RESJ is challenging due to data limitations, uncertainty, and other factors. Second, this RESJIS is intended to inform the Council's decision-making process rather than determine it. Thus, any conclusion made in this statement does not represent OLO's endorsement of, or objection to, the bill under consideration.

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APPENDIX

Figure A. Street Events Defined in Bill 27-26

Exhibition driving (per Sec. 21-1116.1 of Transportation Article of Maryland Code): The operation of a motor vehicle in close proximity to a crowd or gathering in a manner that intentionally results in two or more of the following:

- (1) The excessive, abrupt acceleration or deceleration of the motor vehicle;
- (2) The skidding, squealing, burning, or smoking of the tires of the motor vehicle;
- (3) The swerving or swaying of the motor vehicle from side to side while accelerating;
- (4) (i) The engine of the motor vehicle producing an unreasonably loud, raucous, or disturbing noise; or
(ii) The grinding of the gears of the motor vehicle or the backfiring of the engine of the motor vehicle;
- (5) Any of the wheels of the motor vehicle losing contact with the ground; or
- (6) The transportation of a passenger on or in an area of a motor vehicle that is not designed or intended for passenger transport such as the hood or roof.

Street takeover: A coordinated gathering of persons, including persons in motor vehicles, that results in the intentional disruption of the movement of motor vehicles on the highway or roadway or the movement of public safety vehicles within the County, such as vehicles performing burnouts, drifting, spinning, doughnuts, acceleration exhibitions, or other similar maneuvers that create a substantial risk of injury on any County highway.

Stunt driving: Any motor vehicle performing or engaging in burnouts, doughnuts, drifting, or wheelies, or allowing a passenger to ride either partially or fully outside the vehicle while operating that vehicle.

Unlawful race or speed contest (i.e., speed racing): Any race, speed contest, acceleration contest, or competitive exhibition of speed or acceleration involving one or more motor vehicles not authorized by law.

Source: Bill 27-26, [Introduction Staff Report for Bill 27-26](#), pgs. (2)-(3); [Sec. 21-1116.1](#), Code of Maryland Transportation.

Table A. Traffic Stops for Street Racing and Exhibition Driving by Race and Ethnicity, January 2012 – July 2026, Montgomery County¹⁶

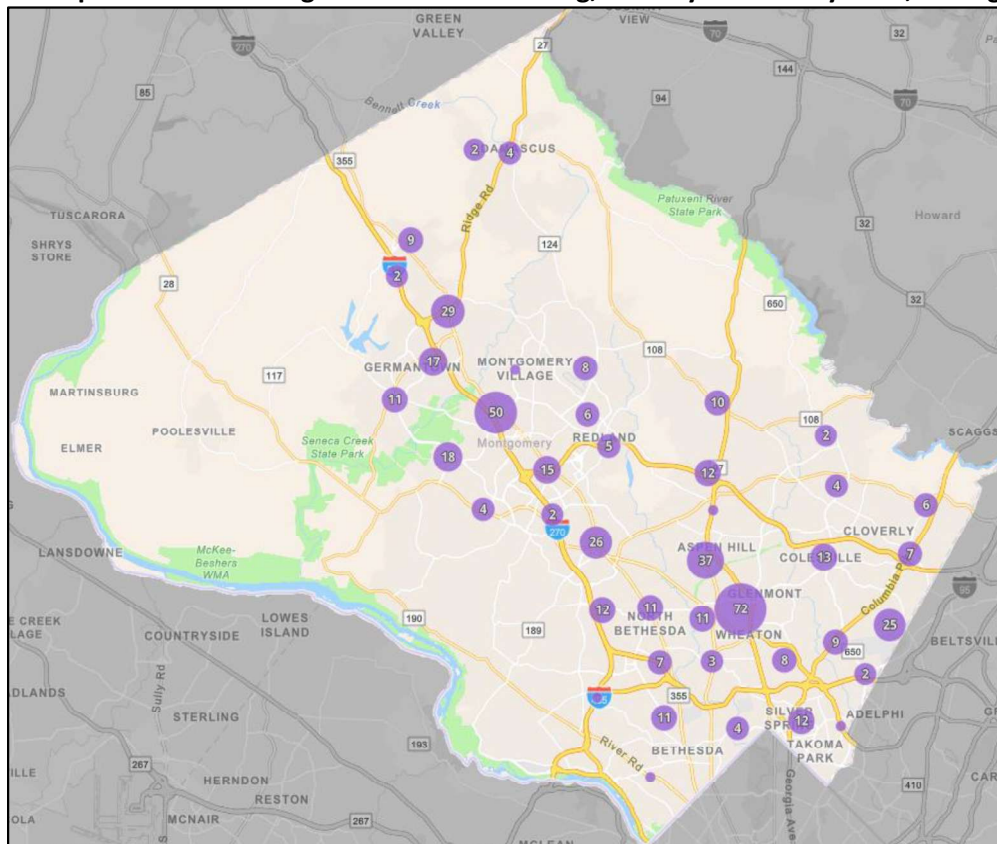
Race or ethnicity	# of Stops	% of Stops	County Population
Asian	20	3.7	15.3
Black	95	17.8	18.3
White	178	33.3	39.5
Latinx	201	37.6	21.0
Total	535		

Source: OLO Analysis of [Traffic Violations dataset](#) as of July 30, 2026, dataMontgomery; [Table DP05](#), 2024 American Community Survey 5-Year Estimates, Census Bureau.

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Figure B. Traffic Stops for Street Racing and Exhibition Driving, January 2012 – July 2026, Montgomery County



Source: OLO Analysis of [Traffic Violations dataset](#) as of July 30, 2026, dataMontgomery.

Table B. Percent of Population by Race and Ethnicity, Select Areas

Race or ethnicity	Glenmont	Wheaton	Gaithersburg	Montgomery Village	Aspen Hill	County
Asian	12.4	10.0	20.4	14.4	9.7	15.4
Black	26.7	19.4	15.0	23.6	15.2	18.6
Native American	0.1	1.0	1.1	1.8	0.3	0.6
Pacific Islander	0.0	0.0	0.2	0.0	0.0	0.0
White	19.8	25.6	32.6	30.0	35.5	42.1
Latinx	38.2	44.7	30.5	32.5	36.6	21.0

Source: [Table DP05](#), 2024 American Community Survey 5-Year Estimates, Census Bureau.

¹ Definition of racial equity and social justice adopted from M. Gamblin et al., [“Applying Racial Equity to U.S. Federal Nutrition Programs,”](#) Bread for the World and [Racial Equity Tools](#).

² Ibid.

³ [HB 601: Street Racing and Exhibition Driving – Prohibited Acts, Enforcement, and Penalties](#), Maryland General Assembly, 2024 Regular Session.

⁴ Bill 27-26, [Introduction Staff Report for Bill 27-26](#), Montgomery County Council, Introduced June 16, 2026, pg. (3).

⁵ [Montgomery County Code Sec. 1-19](#).

⁶ Ibid.

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⁷ [RESJIS for Expedited Bill 49-21](#), Office of Legislative Oversight, January 10, 2022.

⁸ [RESJIS for Bill 14-24](#), Office of Legislative Oversight, August 27, 2024.

⁹ [RESJIS for Bill 28-25](#), Office of Legislative Oversight, September 10, 2025.

¹⁰ OLO analysis of [Traffic Violations dataset](#) as of July 30, 2026, dataMontgomery.

¹¹ Figure B (Appendix) includes a map with the general locations of the 535 traffic stops for street racing and exhibition driving charges since 2012 (from dataMontgomery dataset). The map shows these traffic stops were primarily concentrated in the Glenmont/Wheaton, Gaithersburg/Montgomery Village, and Aspen Hills areas. Census data in Table B (Appendix) shows Latinx community members are overrepresented in each of these communities. Black community members are overrepresented in Glenmont and Montgomery Village, and Asian community members are overrepresented in Gaithersburg.

¹² Latinx community members are overrepresented among MCPD arrests. Refer to Table A in [RESJIS for Bill 18-26](#), Office of Legislative Oversight, May 12, 2026, pg. 3.

¹³ The Office of Management and Budget found Bill 27-26 would have an indeterminate impact on the County's costs and revenues. Refer to Fiscal Impact Statement for Bill 27-26, [Public Hearing Staff Report for Bill 27-26](#), Office of Management and Budget, pgs. (4)-(5).

¹⁴ [Bill 27-19, Administration – Human Rights – Office of Racial Equity and Social Justice – Racial Equity and Social Justice Advisory Committee – Established](#), Montgomery County Council.

¹⁵ Regulations are policies developed by the Executive Branch that outline how a law will be implemented or enforced. Method 2 regulations must be sent to the County Council for approval or disapproval before they can take effect. [Montgomery County Code Sec. 2A-15](#).

¹⁶ For Table A and Figure B, OLO filtered Traffic Violations dataset to include charges for racing vehicles [21-1116(a), 21-1116(a1), 21-1116(b)] and exhibition driving [21-1116.1(b)] from the [Maryland Transportation Code](#). For Tables A and B, race is not inclusive of Latinx origin.