



**NEW MARK COMMONS  
HOMES ASSOCIATION, INC.**  
C/O ABARIS REALTY INC.  
7811 MONTROSE RD STE 110  
POTOMAC MD 20854-3349  
301-340-0288  
[www.newmarkcommons.net](http://www.newmarkcommons.net)

May 3, 2019

The Honorable Larry Hogan, Governor of Maryland  
The Honorable Peter Franchot, Comptroller of Maryland  
The Honorable Nancy Kopp, Treasurer of Maryland  
Board of Public Works  
80 Calvert St  
Annapolis, MD 21401

Dear Honorable Board Members:

The Board of Directors of the New Mark Commons (NMC) Homes Association wishes to express its opposition to the proposed plans to expand I-270 and I-495 currently under consideration by the State.

NMC is a 51-year-old community of 384 homes (detached and townhouses) located in Rockville, just off of Exit 5 (Falls Road exit on I-270). In 2017, the community earned the distinction of being placed on the National Register of Historic Places.

While we welcome the State's interest in relieving automotive congestion on these thoroughfares, we are deeply concerned about the specific impact on our community. The interactive map posted by the State Highway Administration (SHA) clearly shows that the already high noise levels in our area will increase significantly. Furthermore, the construction plans show substantial encroachment on adjacent property, including Julius West Middle School.

If the State wishes to reduce traffic congestion, we believe attention must first be paid to widening I-270 to the north -- above Gaithersburg -- where the highway drops from 12 lanes near Exit 5 to a mere four lanes. Congestion is severe in both directions to the north of Gaithersburg during rush hours, and increasingly on weekends.

We also believe the State should work with Virginia to advance construction of a new bridge over the Potomac to relieve the near-constant congestion on the American Legion Bridge. The choke point at the bridge is what accounts for the significant bottleneck on I-270 near the beltway.

Proposed MDOT actions to widen I-270 below Gaithersburg before addressing the real causes of the bottleneck at the bridge and I-270 above Gaithersburg will only further compound the congestion problem in our area, and the communities north of Gaithersburg. Even MDOT recognizes this problem yet is determined to proceed down the wrong path solely for financial reasons (i.e., to make it more financially attractive for a private bidder who can generate significant revenues if I-270 is widened below Gaithersburg).

The Honorable Larry Hogan, Peter Franchot and Nancy Kopp

May 3, 2019

Page Two

Additionally, we wish to note that during the SHA's public presentations regarding the various alternatives, the most enthusiastic response from attendees was for greater investment in public transit. Yet this option -- even the minimal proposal to put bus lanes down the middle of I-270 -- has been rejected. We note that many of our residents, and millennials in general, prefer public transport to driving, not only for convenience, but also to reduce greenhouse gas emissions that cause global warming. We urge the state of Maryland to shift its focus more toward environmentally sustainable transportation solutions. Alternative means of financing, such as the issuance of public bonds, should be explored to improve public transit.

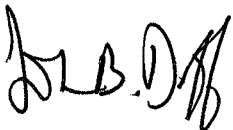
Finally, we remain deeply concerned that critical input from local governments at both the County and City levels has been totally ignored by MDOT in its pursuit of a public private partnership (P3) solution.

At the December 2018 Board of Public Works meeting, Comptroller Franchot outlined three criteria he would use in evaluating whether or not to support the project: 1) it should be environmentally responsible; 2) fiscally prudent; and 3) effective in resolving traffic congestion problems.

In our judgment, the current plan fails to meet any of these critical objectives. As such, we respectfully urge the Board of Public Works to disapprove the current P3 proposal at its scheduled meeting on May 8, 2019.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Daroff', written in a cursive style.

John Daroff  
President, Board of Directors