

Laura Lake <laura.lake@gmail.com>

## Additional testimony re. MP 2035, CF 15-719

1 message

Thu, Aug 6, 2015 at 5:19 PM

To: Adam Lid <Adam.Lid@lacity.org> Cc: James O'Sullivan <jamesos@aol.com>, Mike Eveloff <meveloff@gmail.com>, Don Parker <dparker@sonultra.com>

Fix the City hereby augments our testimony submitted yesterday with the following substantial evidence that when traffic congestion increases, air pollution increases, contrary to the claims made in MP 2035 and in the EIR, that greenhouse gases would decrease as a result of MP 2035. There will not be a reduction in emissions, but instead, an increase in emissions. The EIR analysis is thus seriously flawed and misleading for decision makers. Based on the comments of Council members yesterday, they believe that this will improve air quality, when it in fact will harm air quality, a very serious problem for a non-attainment area under the Clean Air Act. Please revise the air quality analysis to accurately predict the increase in pollution due to added delays in traffic.

http://www.cmap.illinois.gov/about/2040/supporting-materials/process-archive/scenario-evaluation/scenario-outcomes/congestion

http://reason.org/files/chicago\_transportation\_plan.pdf

Thank you,

Laura Lake

FIX THE CITY

Laura Lake, Ph.D. Cell 310-497-5550

L file fail Last of Cospeties

In calcium to the factor that Change area existing as appropriate on a deally have in the comparison of end of the deal particular part of the contrast of end opposite of the last of the comparison measures. Healty, here anyone would be material to endown of the last one of programmers, here and any endown contrast, the contrast of the contrast of the contrast of the last of the endown of the last (100 m) and the contrast of the contrast of the last of the last contrast of the last (100 m) and the last of the last of the last of the last of the last contrast of the last (100 m) and the last of the last contrast of the last (100 m) and the last of the last of

For Change the Material in Persing Stand a sense of ensure of encoding series of the Change repeating structure (Star) (with repeating Star) (with repeati

mail.google.com.jpg 43K

The three consenses was with down include in their impartments to defined to guards burdeness the sequence starts and one or analogic (Ferma Starts Caracterian Star

Foregoritana produ affecto de partico al partecente como en anti-mismo en la lasta estas anti-mediantes el menta en estas de las anti-mismo properta en anti-mismo en lasta estas de las anti-mismo en estas de las anti-mismo en estas de las anti-mismo en estas de las anti-mismo

## E. The Full Cost of Congestion

In addition to the delays that Chicago area residents experience on a daily basis, traffic congestion also affects air quality, other aspects of the natural environment, the economy and goods movement. Ideally, these impacts would be included in estimates of the full cost of congestion. Just adding secondary economic effects, goods movement and productivity improvements led the chief economist at the U.S. DOT to double his estimates of the national economic costs from congestion compared to the figures reported by TTL.<sup>16</sup>

For Chicago, the Metropolitan Planning Council estimated that excess commuting time cost the Chicago region about 87,000 jobs in 2008.<sup>17</sup> Both the regional highway and rail networks in Chicago have become increasingly congested, reducing mobility and the reliability of freight movement as the number of rail cars per day is projected to increase to about 67,000 by the year 2020. The existing network in Chicago consists of nearly 2,800 rail-miles with about 37,500 rail cars traveling through the region each day.<sup>18</sup> Freight in Chicago currently accounts for about \$3.2 billion in local income and the employment of over 117,000 people, adding over \$8 billion to the regional economy.<sup>19</sup>

But these economic costs still do not include other important but difficult to quantify burdens on the region, such as lower air quality (from pollution) and other damage to the natural environment. The U.S. Environmental Protection Agency (EPA), for example, determined that the Chicago region is in non-attainment for the national ambient air quality standards for ozone as well as fine particulate matter.<sup>20</sup> CMAP, the Chicago Metropolitan Agency for Planning and the MPO for the region, notes that:

Transportation greatly affects the quality of our natural resources and environment. In both urban and rural areas of northeastern Illinois, transportation projects can improve access to natural areas, but can also degrade them with congestion and pollution.<sup>21</sup>