



SUBURBAN O'HARE COMMISSION
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For Immediate Release

New SOC radio ads hit loss of jobs throughout the region and the dire impact on schools caused by O'Hare expansion plan

The Daley-Ryan O'Hare expansion plan will cost the city of Chicago and northwest suburbs tens of thousands of jobs, a new radio ad campaign begun today by the Suburban O'Hare Commission says.

The new commercials also say the expansion plan will cause higher school taxes and more crowded classrooms in school districts well beyond the immediate area of the expansion, such as in Arlington Heights and Rolling Meadows.

This devastation, which advocates of O'Hare expansion have failed to address, is caused by the disastrous damage done to the Elk Grove Village business park, one of the nation's most successful business parks and one of the Chicago area's largest generators of employment (100,000 jobs) and taxes. The impact of new runways, the creation of "crash zones" at the end of the runways, the destruction of businesses by the planned airport "ring road," and the lowering of the quality of life through increased noise and air pollution, is estimated to destroy a third of the business park.

Estimates of job losses include 6,000 workers from the city of Chicago, 2,000 from Schaumburg, 1,000 each from Streamwood and Hanover Park, 1,100 from Des Plaines, 1,200 from Hoffman Estates, 1,300 from Arlington Heights, 1,500 from Mount Prospect and 3,000 from Elk Grove Village.

"To suggest that the O'Hare expansion is an economic boon is ludicrous," said Craig Johnson, vice chair of SOC and mayor of Elk Grove Village. "Many of those reverse commuters you see on the Kennedy Expressway are heading for Elk Grove Village. Who will Mayor Daley's plan hurt most? Mayor Daley's own constituents."

The damage to suburban schools also will be wide ranging, because numerous schools, and not just those from Elk Grove Village, benefit from the business park's lucrative tax base. Because one-third of the park will be destroyed under the Daley-Ryan expansion plan, taxpayers, businesses, students and teachers from throughout the northwest suburbs will be required to shoulder the additional burden. Among them are **Prospect Heights, Buffalo**

Grove, Wheeling, Rolling Meadows, Mount Prospect, Des Plaines and Arlington Heights. This does not even take into account the damage that will be done by increased levels of noise and air pollution.

The third commercial in this week's series compares the Daley-Ryan Expansion plan to the fable about the Emperor's New Clothes. It took a child to tell the truth—that emperor was naked. The commercial asks that before SOC is dismissed as “foolish obstructionists”—and billions of tax dollars wasted—citizens have the right to ask some basic questions: If the airlines are broke, who will pay for the expansion? How does this plan affect every taxpayer and airline passenger? Will it make my taxes go up? If the expansion's first runway won't be ready for 10 years, how does that eliminate delays now?

This is the second week of a planned series of radio campaigns being sponsored by SOC to highlight problems and questions that aren't being examined or asked about the Daley-Ryan O'Hare expansion plan. Last week, the commercials focused on, among other things, how Illinois Senator Richard Durbin (D-Ill.) and U.S. Rep. William Lipinski (D-Ill.) have sponsored legislation that would have Congress ram the ill-conceived, wasteful and unworkable expansion plan down the throats of Chicago-area residents, taxpayers and fliers.

SOC officials said last week's commercial brought satisfying response from people outside of the organization's membership area who are beginning to wonder about the wisdom of throwing \$13-billion, \$20-billion or more to expand O'Hare when the faster, cheaper and more practical solution is to build a larger, state-of-the-art airport in the south suburbs. In that, SOC officials said, the commercials are achieving SOC's goal of reaching the entire region without having the message filtered by the pro-expansion downtown media.

Again, the drive time and mid-day commercials are running on WBBM-AM during the weekday.

“This is only the start of our campaign in the public interest,” said John Geils, SOC chairman and president of the Village of Bensenville. “Sure, were fighting mad over the havoc this will do to the communities closest to O'Hare. That is our right. But we're equally angry about the way Chicago, Illinois and even some suburban politicians are trying to rush through this sweetheart expansion plan that was conceived in secret and in violation of sound regional planning, due political process or any serious public discussion. We firmly believe that trying to build the equivalent of a 23,000-acre south suburban airport on top of a 7,000-acre O'Hare is a disastrous use of public monies. The only thing that can explain this folly is the contracts, jobs and other benefits that it will bring to the political establishment and the special interests.”

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