



HR0385

LRB097 12175 RCE 56393 r

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HOUSE RESOLUTION

2 WHEREAS, Under Article IV, Section 3 of the Illinois
3 Constitution of 1970, in the year following each federal
4 decennial census year, the General Assembly by law shall
5 redistrict the Legislative Districts and the Representative
6 Districts; and

7 WHEREAS, In late 2010, the United States Census Bureau
8 released its 2010 population totals for Illinois; and

9 WHEREAS, The Redistricting Transparency and Public
10 Participation Act requires committees of the Senate and House,
11 or a joint committee, to hold public hearings statewide and
12 receive testimony and inform the public on the existing
13 Legislative and Representative Districts; and

14 WHEREAS, The Illinois General Assembly, in considering
15 redistricting issues over the past two years, conducted over
16 forty hearings throughout the State during that time; and

17 WHEREAS, At those hearings, the Illinois General Assembly
18 heard from experts in the area of redistricting, considered
19 comments from public officials and members of the general
20 public, and received proposals submitted by members of the
21 public and stakeholder groups; and

1 WHEREAS, The Illinois General Assembly has drafted a plan
2 for redistricting the Legislative Districts and the
3 Representative Districts (the "2011 General Assembly
4 Redistricting Plan"); therefore, be it

5 RESOLVED, BY THE HOUSE OF REPRESENTATIVES OF THE
6 NINETY-SEVENTH GENERAL ASSEMBLY OF THE STATE OF ILLINOIS, that
7 in establishing boundaries for Illinois Legislative and
8 Representative Districts ("Districts"), the following
9 redistricting principles were taken into account:

10 (i) each of the Districts contained in the 2011 General
11 Assembly Redistricting Plan was drawn to be substantially
12 equal in population, so that as nearly as practicable, the
13 total population deviation between Districts in zero;

14 (ii) each of the Districts contained in the 2011
15 General Assembly Redistricting Plan was drawn to be
16 consistent with the United States Constitution;

17 (iii) each of the Districts contained in the 2011
18 General Assembly Redistricting Plan was drawn to be
19 consistent with the federal Voting Rights Act, where
20 applicable;

21 (iv) each of the Districts contained in the 2011
22 General Assembly Redistricting Plan was drawn to be compact
23 and contiguous, as required by the Illinois Constitution;

24 (v) each of the Districts contained in the 2011 General

1 Assembly Redistricting Plan was drawn to be consistent with
2 the Illinois Voting Rights Act of 2011, where applicable;
3 and

4 (vi) each of the Districts contained in the 2011
5 General Assembly Redistricting Plan was drawn taking into
6 account the partisan composition of the District and of the
7 Plan itself; and be it further

8 RESOLVED, That in addition to the foregoing redistricting
9 principles, each of the Districts contained in the 2011 General
10 Assembly Redistricting Plan was drawn to reflect a balance of
11 the following redistricting principles: the preservation of
12 the core or boundaries of the existing Districts; the
13 preservation of communities of interest; respect for county,
14 township, municipal, ward, and other political subdivision
15 boundaries; the maintenance of incumbent-constituent
16 relationships and tracking of population migration; proposals
17 or other input submitted by members of the public and
18 stakeholder groups; public hearing testimony; other incumbent
19 requests; respect for geographic features and natural or
20 logical boundaries; and other redistricting principles
21 recognized by state and federal court decisions; and be it
22 further

23 RESOLVED, That the House hereby adopts and incorporates by
24 reference all information received by the House Redistricting

1 Committee or the Senate Redistricting Committee that was
2 submitted by the general public and stakeholders in person at
3 the hearings; by e-mail; by U.S. mail; by facsimile; or in
4 person at the public access stations provided by the House and
5 Senate in Springfield, Illinois and in Chicago, Illinois; that
6 the House further adopts and incorporates by reference
7 transcripts of proceedings for all of the redistricting
8 hearings conducted by either the House or Senate or both; and
9 that all information received by the House or Senate or both,
10 including but not limited to, the aforementioned information,
11 was subsequently posted at one of the following websites:
12 www.ilga.gov/senate/committees/hearing.asp?CommitteeID=956,
13 www.ilsenateredistricting.com, and
14 www.ilhousedems.com/redistricting; and be it further

15 RESOLVED, That the following summary describes the general
16 characteristics of each Representative District and makes
17 reference to some but not all of the redistricting principles
18 that were considered in drawing that District. The term
19 "proposed RD", followed by a number, will refer to the
20 Representative District proposed in the 2011 General Assembly
21 Redistricting Plan, and the term "current RD", followed by a
22 number, will refer to the Representative District under the
23 current, existing plan adopted in 2001:

24 REPRESENTATIVE DISTRICT 1

1 According to the 2010 Census, current RD 1 has a population
2 of 101,561. Proposed RD 1 has a population of 108,734, the
3 equal-population target, and is therefore compliant with the
4 "one person, one vote" principle.

5 Proposed RD 1 includes portions of current RDs 1, 6, 21,
6 23, and 32 with 38.03% of the population coming from current RD
7 1. Proposed RD 1 is different in shape from current RD 1 due in
8 part to population shifts and the need to increase the total
9 population of the district by 7,173.

10 Even though proposed RD 1 is different geographically, it
11 is similar demographically and shares many of the
12 characteristics of current RD 1. Proposed RD 1 has more clearly
13 defined borders made up of permanent fixtures such as railroad
14 lines and expressways. The boundaries of proposed RD 1 are the
15 Stevenson Expressway to the north, the New City neighborhood to
16 the east, Chicago Lawn to the south and a section of Garfield
17 Ridge to the west. In order to ensure equal population,
18 proposed RD 1 moves south and west into current RD 6, west into
19 current RD's 21 and 23, and south into current RD 32. Proposed
20 RD 1 consists of portions of the southwest side of Chicago and
21 most of the wards that make up current RD 1, including parts of
22 the 12th, 14th, 15th, 16th, 18th, 20th and 23rd wards in
23 Chicago. This includes the neighborhoods of Archer Heights,
24 Brighton Park, New City, Gage Park, Chicago Lawn, Garfield
25 Ridge, and West Elsdon. A portion of the municipality of Forest
26 View is added to proposed RD 1.

1 Despite population loss requiring proposed RD 1 to move
2 south and west, proposed RD 1 retains similar demographics as
3 current RD 1. The 14th ward continues to make up much of
4 proposed RD 1 and dominates the north and central parts of the
5 district. Included in this ward are the neighborhoods of Archer
6 Heights, Brighton Park, a segment of West Elsdon, and Gage
7 Park. These neighborhoods are heavily populated with blue
8 collar, working class Hispanic families, which is similar
9 demographically to the rest of the ward.

10 The 16th Ward portion of proposed RD 1 consists of the Gage
11 Park, Chicago Lawn, and New City neighborhoods. Gage Park
12 overlaps into both the 14th and 16th wards, makes up much of
13 the eastern part of the district, and runs through the center
14 of proposed RD 1. The New City portion of proposed RD 1 is also
15 on the eastern border. Both Gage Park and New City have large
16 Hispanic populations, as well as the largest African American
17 population in proposed RD 1.

18 The Chicago Lawn neighborhood, which is in the 15th, 16th,
19 and 18th wards, is in the southern portion of proposed RD 1.
20 This portion of proposed RD 1 consists of single family homes,
21 traditional Chicago bungalows, apartment buildings and
22 Marquette Park. On the southwest side of the district, the
23 border is defined by Central Park Ave. and the Grand Trunk
24 Western Rail Road. The West Elsdon neighborhood, tucked in a
25 western corner of proposed RD 1, includes the core of proposed
26 RD 1's Asian population.

1 Several means of transportation help make up the borders of
2 proposed RD 1 and the communities of proposed RD 1 are tied
3 together by the transportation industry. The most northern
4 portion of proposed RD 1 is bordered by Interstate 55, which
5 gives local residents access to the southwest suburbs, Will
6 County and more importantly Downtown Chicago where many people
7 commute for work. In addition to the expressway, the CTA Orange
8 Line runs through proposed RD 1 and the Metra Heritage Line
9 runs through the north end of proposed RD 1 providing easy
10 access to the southwest suburbs and Downtown Chicago. The large
11 north/south streets that run throughout the district, such as
12 Pulaski, Kedzie, Western, and Damen, provide many residents
13 with easy access to shopping areas, schools, colleges and jobs.
14 There are also several freight lines that run through proposed
15 RD 1 mainly on the outer borders. Several neighborhoods
16 included in proposed RD 1 are heavily influenced by the
17 transportation industry. Brighton Park and Archer Heights both
18 have transportation facilities and railroads in their
19 neighborhoods, and proposed RD 1 unites these communities of
20 interest. Both Archer Heights and Brighton Park have seen an
21 influx of new residents, partially as a result of their
22 proximity to Midway Airport.

23 Socioeconomically, proposed RD 1 is very diverse. The
24 northwest and far west sides of proposed RD 1 have a base of
25 residents with a median income of \$44,000 to \$99,000, whereas
26 the south end of the district has residents with a median

1 income of \$2,499 to \$44,000. As with the other demographics of
2 proposed RD 1, this is consistent with current RD 1.

3 The neighborhoods in proposed RD 1 are diverse,
4 multi-ethnic communities where local businesses coexist with
5 larger commercial chain stores and restaurants. These
6 communities have distinct neighborhood qualities while
7 maintaining the convenience of urban amenities as well.
8 Proposed RD 1 brings these communities together to unite these
9 communities of interest.

10 In current RD 1, the Hispanic voting-age population is
11 74.14%. In proposed RD 1, the Hispanic voting-age population is
12 68.26%. The partisan composition in proposed RD 1 is slightly
13 lowered but still remains substantially similar to the current
14 composition under current RD 1. (Throughout these summaries,
15 partisan composition in a particular district was derived from
16 an analysis of voter behavior based on candidate performance in
17 numerous races over several election cycles.) Proposed RD 1 has
18 an African American voting-age population of 11.97%, and an
19 Asian voting-age population of 1.34%.

20 REPRESENTATIVE DISTRICT 2

21 According to the 2010 census, current RD 2 has a population
22 of 91,849. Proposed RD 2 has a population of 108,734, the
23 equal-population target, and is therefore compliant with the
24 "one person, one vote" principle. Proposed RD 2 is different in
25 shape from current RD 2 due, in part, to population shifts and

1 the need to increase the total population of the district by
2 16,885.

3 Of the population in proposed RD 2, 63.46% reside in
4 current RD 2. In order to gain the necessary population, RD 2
5 acquires land to the southwest and northeast. The northern
6 border of current RD 2 remains the same, but is extended to
7 square off the northeast corner. This extension is necessary to
8 gain population and make the district more compact and
9 contiguous.

10 The eastern border of proposed RD 2 shifts east and extends
11 north from the entrance of I-90/94 up to 16th Street. The
12 southern border of the district extends southwest from 31st
13 Street and the Dan Ryan expressway to 42nd Street and
14 California Avenue. It then extends north to 38th Place and east
15 half a mile to Western Ave. where it runs north on the western
16 border to the northern border at 17th Street. The western
17 border of proposed RD 2 is similar to that of current RD 2,
18 except for the southwest expansion that is west of Western
19 Avenue and south of Pershing Road. This expansion is made
20 because of the need to add a large number of residents to the
21 district. Proposed RD 2 recedes completely from South Lawndale
22 and removes a small northwest portion of current RD 2,
23 partially to keep the traditional boundaries of Chinatown in
24 one district.

25 Proposed RD 2 is located entirely within Chicago, as is
26 current RD 2, and includes portions of the Chicago

1 neighborhoods of Armour Square, Bridgeport, Brighton Park,
2 Lower West Side, McKinley Park, Near South Side, and New City.
3 Brighton Park is not in current RD 2.

4 The sections added in proposed RD 2 have a similar income
5 level as the majority of current RD 2. These communities of
6 interests are grouped together with the other areas at the
7 \$2,499 to \$44,000 income level range. The center of proposed RD
8 2 has an area of income level in the \$44,000 to \$68,000 range
9 and a small part of proposed RD 2 has a range of \$68,000 to
10 \$148,000.

11 One of the most significant changes from current RD 2 in
12 proposed RD 2 is that it adds a new area in the northeast so
13 that the traditional boundaries of Chinatown are within one
14 district. Witnesses at the House Redistricting Committee
15 Hearing in Chicago on April 21, 2011, testified to the
16 importance of keeping Chinatown in one district. C. W. Chan
17 from the Coalition for a Better Chinese American Community,
18 Ester Wong from the Chinese American Service League, Tony Shu
19 from the Chicago Chinatown Chamber of Commerce, and Ami Gandhi
20 of the Asian American Institute all asked that Chinatown to be
21 kept in one representative district.

22 In addition to the entrance of I-90/94 at the northeastern
23 corner of proposed RD 2, I-55 cuts through the middle of
24 proposed RD 2 as it does in current RD 2, making it easy for
25 residents of the district to access transportation options.
26 Several train routes serve proposed RD 2, as they do in current

1 RD 2: The CTA Red line runs through the Armour Square
2 neighborhood, the Pink and Blue lines run east-west through the
3 northwest corner of proposed RD 2, the Orange line runs
4 diagonally through proposed RD 2, and the Metra Heritage line
5 runs through proposed RD 2 as well. In addition to the
6 interstate highways and multiple train routes, proposed RD 2,
7 as well as the current district, has the Sanitary and Ship
8 Canal that cuts through from east to west running parallel to
9 I-55. Transportation in this district allows for a large
10 industrial area that not only serves Chicago, but the nation.

11 Proposed RD 2 maintains a majority of its core from current
12 RD 2 and preserves the incumbent-constituent relationship that
13 has been built over 14 years of the same continued
14 representation. The partisan composition is substantially the
15 same when compared to current RD 2. Current RD 2 has a Hispanic
16 voting-age population of 63.93%, and proposed RD 2 has a
17 Hispanic voting-age population of 52.77%. Proposed RD 2 has an
18 African American voting-age population of 2.93% and an Asian
19 voting-age population of 23.47%.

20 REPRESENTATIVE DISTRICT 3

21 According to the 2010 census, current RD 3 has a population
22 of 101,435. Proposed RD 3 has a population of 108,734, the
23 equal-population target, and is therefore compliant with the
24 "one person, one vote" principle. Proposed RD 3 is different in
25 shape from current RD 3 due, in part, to population shifts and

1 the need to increase the total population of the district by
2 7,299.

3 Of the population in proposed RD 3, 71.12% reside in
4 current RD 3. While maintaining the core of current RD 3,
5 boundaries are moved in the northwest, south, and southeast
6 parts. Proposed RD 3 has narrower portions in the western Logan
7 Square and Hermosa neighborhoods than current RD 3. The
8 boundaries also run northwest into more of Belmont Cragin,
9 Montclare, Dunning and Austin. A significant geographic
10 difference is that the western border of proposed RD 3 is wider
11 from north to south than current RD 3, primarily to bring in
12 the necessary population and maintain communities of interest.
13 Proposed RD 3 is bordered by major thoroughfares, including
14 North Harlem Avenue on a portion of the western border, West
15 Irving Park Road to the far north, Belmont Avenue in the
16 north-central, Fullerton and Wrightwood Avenues in a portion of
17 the northeast border, and the corner of N. Cicero and W. North
18 Avenue in the southeast.

19 Proposed RD 3 is entirely in Cook County and the vast
20 majority is in the city of Chicago, with the exception of a
21 small portion of the western border in Elmwood Park. Like
22 current RD 3, proposed RD 3 keeps the Belmont Cragin
23 neighborhood as the largest and most central neighborhood in
24 the district, while adding new neighborhoods that share many
25 common interests. Both current and proposed RD 3 includes
26 portions of the Hermosa, Logan Square, Dunning, Portage Park,

1 and Montclare neighborhoods. Proposed RD 3 adds a small portion
2 of the Austin neighborhood. The new sections of Dunning and
3 Montclare neighborhoods in proposed RD 3 are consistent in
4 ethnicity, median income, and share the same main artery
5 streets. The section of north Austin included in proposed RD 3
6 is scarcely populated and includes industrial areas that are
7 staffed by many Belmont Cragin and Montclare residents. In
8 addition to population concerns, the section of Elmwood Park is
9 included in proposed RD 3 to capture Hispanic growth in that
10 pocket of the city.

11 The Chicago wards within proposed RD 3 share socioeconomic
12 traits, including that they are primarily single family
13 "bungalow" homes and have similar median incomes. The area is
14 best described as a working class "bungalow belt" region. The
15 residents of the neighborhoods are majority Hispanic, mixed
16 with white ethnic residents who are often of Polish and German
17 decent. Many of the Hispanic residents are second and third
18 generation Americans and move into the area from areas with
19 higher crime in order to purchase homes and raise families in a
20 safer environment. In both cases, the newer and older
21 residents, there are strong family and common interest and
22 community values that shape the area. The residents are from
23 mixed backgrounds but have similar immigrant roots and have a
24 shared interest in building and maintaining communities with
25 good schools, adequate policing and financial opportunities.
26 Both the Hispanic and white residents are mostly working class,

1 blue-collar with predominantly lower-middle to middle median
2 incomes between \$2,500 and about \$68,000. A segment of
3 upper-middle income residents live near the Brickyard Mall in
4 western Belmont Cragin.

5 Proposed RD 3 contains a substantial majority of its core
6 from current RD 3 and preserves the incumbent-constituent
7 relationship that has developed over the previous 5 years. The
8 partisan composition of proposed RD 3 has dropped slightly in
9 comparison to current RD 3 but still remains strong. Current RD
10 3 has a Hispanic voting-age population of 74.42%, and proposed
11 RD 3 has a Hispanic voting-age population of 60.85%. Proposed
12 RD 3 has an Asian voting-age population of 2.77% and an African
13 American voting-age population of 4.47%.

14 REPRESENTATIVE DISTRICT 4

15 According to the 2010 census, current RD 4 has a population
16 of 92,536. Proposed RD 4 has a total population of 108,734, the
17 equal-population target, and is therefore compliant with the
18 "one person, one vote" principle. Proposed RD 4 is different in
19 shape from current RD 4 due, in part, to population shifts and
20 the need to increase the total population of the district by
21 16,198.

22 Of the population in proposed RD 4, 76.94% reside in
23 current RD 4. As under current RD 4, proposed RD 4 is entirely
24 within Cook County and the City of Chicago. Under both maps,
25 the residents are served by the Chicago Public Schools, City

1 Colleges of Chicago, Chicago Public Library System, Chicago
2 Park System, Chicago Police Department and the Chicago Fire
3 Department. Under both districts, the residents are within Cook
4 County Board Districts 1, 8, and 12. Current RD 4 contains
5 portions of the Chicago's 1st, 26th, 27th, 30th, 32nd, 35th,
6 and 37th Wards. Proposed RD 4 maintains these wards and adds a
7 portion of the 31st Ward on the western edge of the district.
8 This is due to the need to add population to proposed RD 4.

9 The portions of West Town within current RD 4 are very
10 similar to proposed RD 4, with some losses on the northeast
11 side of Milwaukee Avenue. When current RD 4 was drawn, this
12 area had a greater Hispanic population than it does now. With
13 this loss, there are gains in the Logan Square neighborhood in
14 the north, to Humboldt Park in the west, and to Hermosa in the
15 west under proposed RD 4. Of interest, Marisol Morales,
16 Co-Chair of the Puerto Rican Agenda, commented at the Chicago
17 Downtown Redistricting Hearing on April 21, 2011 that she
18 wanted to see the Humboldt Park community within a primarily
19 Hispanic district. Additionally, Chicago Park District's
20 Humboldt Park, which is at the center of both current and
21 proposed RD 4, sits between the neighborhoods of West Town to
22 the east and Humboldt Park to the west. As with current RD 4,
23 the park boundaries of Humboldt Park are completely intact
24 under proposed RD 4.

25 The median income of proposed RD 4 slightly decreases in
26 comparison to current RD 4. This is due to the loss of eastern

1 portions of current RD 4, which had a higher median income
2 ranging from \$68,000 to \$148,000, and the addition of parts to
3 the west and north, which have lower median incomes ranging
4 from \$2,499 to \$44,000.

5 The southern border of proposed RD 4 has very similar
6 boundaries as current RD 4. This border in large part follows
7 Metra's Milwaukee District North and Milwaukee District West
8 train tracks. Grand Avenue also serves as a southern boundary
9 in portions of both current RD 4 and proposed RD 4. To the
10 south of the train tracks and Grand Avenue lies an African
11 American population. If this population had been included
12 within proposed RD 4, the district might not be a majority
13 Hispanic district.

14 Proposed RD 4 keeps a substantial majority of the core from
15 current RD 4 and preserves the incumbent-constituent
16 relationship that has developed over the past 10 years. The
17 partisan composition is very similar to current RD 4. In
18 current RD 4, there is a Hispanic voting-age population of
19 44.08%. In proposed RD 4, there is a Hispanic voting-age
20 population of 50.70%. Proposed RD 4 has an African American
21 voting-age population of 8.11% and an Asian voting-age
22 population of 2.91%.

23 REPRESENTATIVE DISTRICT 5

24 According to the 2010 Census, current RD 5 has a population
25 of 102,436. Proposed RD 5 has a population of 108,734, the

1 equal-population target, and is therefore compliant with the
2 "one person, one vote" principle.

3 Of the population in proposed RD 5, 53.13% reside in
4 current RD 5. Proposed RD 5 adds population to the south,
5 southeast, and west. Proposed RD 5, like current RD 5, is an
6 urban district with cultural, economic, and ethnic diversity
7 stretching in a corridor from the Near North Side, through
8 Chicago's Loop, into the Near South Side, and through the South
9 Side neighborhoods of Armour Square, Douglas, Fuller Park,
10 Grand Boulevard, Washington Park, Greater Grand Crossing, New
11 City, Woodlawn, Avalon Park and South Shore. Residents of
12 current and proposed RD 5, whether hailing from the northern or
13 southern portion of the district, come together downtown for
14 work, recreation and to shop for goods and services.

15 Proposed RD 5 is substantially similar to current RD 5,
16 preserving linkages for current communities of interest and
17 retaining essentially the same shape and similar boundaries for
18 the northern three-fourths of the district; the southern
19 boundary has been shifted southeast to include portions of
20 Wards 5 and 8.

21 As with current RD 5, the heart of proposed RD 5 are Wards
22 2, 3, 20 and 42; both current and proposed RD 5 also include to
23 a much smaller extent Ward 4. At its extended southern end,
24 proposed RD 5 adds Wards 5, 6, and 8. Proposed RD 5 drops four
25 wards (11, 25, 27 and 43) found in current RD 5. Proposed RD 5
26 splits one fewer wards than does current RD 5.

1 Currently the Greater Chinatown area is divided among
2 multiple representative districts, including current RD 5. At a
3 redistricting hearing held in Chicago on April 21, 2011, C.W.
4 Chan of the Coalition for a Better Chinese American Community
5 and Ester Wong, Executive Director of the Chinese American
6 Service League, testified that they would like to see Chinatown
7 unified within one representative district, as its residents
8 are of a common ethnic background, many are recent immigrants,
9 and they face similar challenges related to learning English as
10 a second language, finding employment, and meeting the special
11 health care challenges of their elderly. To accommodate this
12 request, the portion found in current RD 5 was removed and is
13 now included in proposed RD 2 with all of Greater Chinatown.

14 With the boundary adjustments to add needed population, the
15 partisan composition of proposed RD 5 stays roughly the same
16 compared to current RD 5 with a slight increase in the existing
17 partisan advantage. The African-American voting-age population
18 of proposed RD 5 is nearly identical to that in current RD 5
19 when it was drawn in 2001. The northern core of the district is
20 left relatively intact, allowing for the continuity of a
21 sizeable portion of the incumbent-constituent relationships
22 that have developed over nine years.

23 Proposed RD 5 has an African American voting-age population
24 of 52.07%, an Asian voting-age population of 7.91%, and a
25 Hispanic voting-age population of 3.83%.

1 REPRESENTATIVE DISTRICT 6

2 According to the 2010 Census, current RD 6 has a population
3 of 86,931. Proposed RD 6 has a population of 108,734, the
4 equal-population target, and is therefore compliant with the
5 "one person, one vote" principle. Proposed RD 6 is different in
6 shape from current RD 6 due, in part, to population shifts and
7 the need to increase the total population of the district.

8 Of the population in proposed RD 6, 64.81% reside in
9 current RD 6. The shape of proposed RD 6 reflects the need to
10 gain population within the district and neighboring districts.

11 Proposed RD 6 continues to be entirely within Chicago and
12 Cook County. Proposed RD 6 includes small portions of the
13 neighborhoods of the near west side and near north side, west
14 of Chicago's downtown. This extends further north than current
15 RD 6 in order to add some of the 21,803 persons needed to
16 achieve equal population.

17 South of W. 31st Street, proposed RD 6 takes in portions of
18 current RD 6, then closely resembles the shape of current RD 6,
19 except for small areas in the east (in the New City, Fuller
20 Park, Englewood, and Washington Park neighborhoods) and west
21 (in the New City and Gage Park neighborhoods) of current RD 6,
22 where residents are included in neighboring districts, in part,
23 to achieve equal population and keeps a community of interest
24 intact. The western border of current RD 6 is shifted east to
25 add Hispanic areas to proposed RD 1.

26 Proposed RD 6 adds the majority of the Fuller Park

1 neighborhood. This area is predominately African American.
2 Further south, the proposed RD 6 loses residents on the east
3 side of Englewood to proposed RD 5, which also needs to add
4 population. Proposed RD 6 adds a small African American area in
5 the southwest corner of the district in Chicago Lawn.

6 Despite having to overcome the most significant population
7 loss of any representative district, and having limited options
8 for finding population among adjacent districts that have
9 suffered significant drops as well, proposed RD 6 maintains the
10 core of the existing district and largely preserves the
11 incumbent-constituent relationships that have developed over
12 more than five years. The northern extension of current RD 6
13 shifts east and heads further north under proposed RD 6 to find
14 population that is predominantly Caucasian and Asian. As a
15 result, the voting-age population for African-Americans, which
16 in 2011 stands at over 58% under current RD 6, drops almost 8
17 percentage points. The partisan composition of the district
18 remains roughly the same.

19 Proposed RD 6 has an African American voting-age population
20 of 50.44%, a Hispanic voting-age population of 15.79%, and an
21 Asian voting-age population of 6.38%.

22 REPRESENTATIVE DISTRICT 7

23 According to the 2010 Census, current RD 7 has a current
24 population of 97,427. Proposed RD 7 has a population of
25 108,734, the equal population target, and is therefore

1 compliant with the "one person, one vote" principle. Proposed
2 RD 7 is different in shape from current RD 7 due, in part, to
3 population shifts and the need to increase the total population
4 of the district by over 11,000 people.

5 Of the population in proposed RD 7, 71.17% reside in
6 current RD 7. In order to achieve equal population, proposed RD
7 7 has expanded in overall size. This expansion also accounts
8 for other proposed districts which must gain population to
9 achieve the equal-population target. As it becomes larger,
10 proposed RD 7 has also become more compact, losing the section
11 of current RD 7 that extends into Oak Park and the City of
12 Chicago. All of proposed RD 7 is within Cook County, as is
13 current RD 7.

14 Proposed RD 7 contains two townships in Cook County,
15 Proviso Township and River Forest Township. Proposed RD 7
16 includes all or major portions of River Forest, Forest Park,
17 Maywood, Bellwood, Broadview, Hillside, Berkeley, Westchester,
18 and La Grange Park, as well as small sections of Melrose Park,
19 Western Springs, and Northlake. Unlike current RD 7, proposed
20 RD 7 preserves the boundary with Melrose Park to keep most of
21 the municipality intact in a neighboring district, with the
22 exception of a small portion at the eastern edge of Melrose
23 Park which is added for population purposes.

24 All of River Forest is within proposed RD 7, and the
25 northeast border of proposed RD 7 follows the northeast corner
26 of River Forest. Many residents of River Forest commute to jobs

1 in the city by taking the Metra Union Pacific-West line, which
2 has a stop in the community. Within River Forest are the Cook
3 County Forest Preserves of Thatcher Woods and Thatcher Woods
4 Glen. Unlike current RD 7, proposed RD 7 keeps the entirety of
5 River Forest within one district instead of splitting it into
6 two representative districts.

7 The southern Proviso Township communities of LaGrange
8 Park, Westchester, and Western Springs included in proposed RD
9 7 share a large forested area, Salt Creek Woods Nature
10 Preserve, as well a nearby Metra line. These towns share a
11 common upper median income and demographic makeup with those
12 included in the northeast sections of proposed RD 7. These
13 communities are united with others in proposed RD 7 by the
14 roads and rail services that act as a western gateway into
15 Chicago. Additionally, all of the municipalities included
16 within proposed RD 7 share a common interest in the county and
17 community college services available throughout proposed RD 7.
18 Expanding current RD 7 to include these territories also helps
19 proposed RD 7 gain needed population and allows it to better
20 follow township boundaries.

21 Proposed RD 7's northern border separating Melrose Park
22 from Maywood and Bellwood follows the municipal boundary and
23 the area's racial demographics. Melrose Park is largely
24 separated from the rest of Proviso Township in proposed RD 7
25 because of its very high concentration of Hispanic residents.

26 Proposed RD 7's central area is comprised of the largely

1 African American, lower income communities of Bellwood,
2 Maywood and Broadview. These communities have a shared a common
3 median income and share concerns on issues of transportation,
4 economic opportunities, gang violence and neighborhood safety.

5 The changes to the district allow proposed RD 7 to maintain
6 the core of current RD 7 and preserve the
7 incumbent-constituency relationship that has developed over
8 the last ten years. The partisan composition of proposed RD 7
9 still favors the incumbent party but drops somewhat. The
10 boundary adjustments necessary to compensate for a substantial
11 population loss result in a sizeable drop in African-American
12 population and, to a lesser extent, Hispanic population.

13 Proposed RD 7 contains a 45.08% African American voting-age
14 population, a 2.92% Asian voting-age population and a 12.29%
15 Hispanic voting-age population.

16 REPRESENTATIVE DISTRICT 8

17 According to the 2010 Census, current RD 8 has a population
18 94,072. Proposed RD has a population of 108,734, the
19 equal-population target, and is therefore compliant with the
20 "one person, one vote" principle. Proposed RD 8 is different in
21 shape from current RD 8 due, in part, to population shifts and
22 the need to increase the total population of the district by
23 over 14,000.

24 Of the population in proposed RD 8, 62.65% reside in
25 current RD 8. Proposed RD 8 preserves the core of current RD 8,

1 while expanding west into the suburbs to gain population and
2 preserve communities of interest. Several boundary lines in
3 proposed RD 8 are the same as the current RD 8, and the new
4 district lines follow roadways and other natural corridors. The
5 eastern border of proposed RD 8 moves slightly west to
6 accommodate a neighboring district to the east that needed to
7 gain population. To accommodate this westward shift, proposed
8 RD 8 gains African American population north of West Quincy
9 Street in Chicago's 28th and 29th Wards, and north of Division
10 Street and east of Central Avenue in the 37th Ward.

11 Like current RD 8, proposed RD 8 contains portions of Oak
12 Park, Berwyn, Riverside, and Proviso Townships, but proposed RD
13 8 also adds a small portion of Lyons Township to gain
14 population. With this expansion, proposed RD 8 increases its
15 population in North Riverside and adds portions of Brookfield,
16 La Grange, La Grange Park, and Western Springs. Similar to the
17 current RD 8, proposed RD 8 still contains portions of Chicago
18 Wards 24, 28, 29, and 37 within the Austin neighborhood. North
19 Riverside is included in its entirety which is an improvement
20 upon the current map which divided the neighborhood nearly in
21 half.

22 The Austin neighborhood in Chicago and portions of Berwyn
23 in proposed RD 8 have a higher rate of vacant property (11% and
24 25% vacant housing rate) than the rest of the district, which
25 has less than 10% vacant housing. Combining Austin and Berwyn
26 in the proposed RD 8 strengthens a community of interest around

1 the need to remedy the housing crisis impacting these areas.

2 Austin and Berwyn also have separate, large, homogeneous
3 minority populations. Most of Austin is predominantly African
4 American, while most of Berwyn is predominantly Hispanic. Oak
5 Park has a considerable minority population as well, but
6 populations of African Americans, Asian Americans, and
7 Hispanics are intermixed within Oak Park.

8 While racial demographics differ, Oak Park and La Grange
9 form a community of interest as commuter suburbs. While most of
10 the suburban portion of proposed RD 8 has a median income
11 between \$44,205 and \$98,750, parts of La Grange, LaGrange Park
12 and Oak Park have a higher median income range between \$98,750
13 and \$147,955. These communities do, however, share similar
14 values, seeking safer neighborhoods and better schools for
15 their families while enjoying easy access to transportation to
16 Chicago. Oak Park is connected to Chicago by the CTA Blue Line
17 and Green Line in addition to its proximity to Interstate 290
18 and North Avenue. La Grange is connected to Chicago by the
19 Burlington Northern Santa Fe Metra Line with two stops in La
20 Grange, in addition to its proximity to Interstate 294,
21 Interstate 290 via Highway 12/20, and Ogden Avenue. Combining
22 these two similar suburban areas strengthens this community of
23 interest in proposed RD 8.

24 Proposed RD 8 retains a significant core of its current
25 district and preserves what incumbent-constituent
26 relationships may have developed since 2007. The expansion to

1 the west and southwest to compensate for one of the largest
2 population losses of any district adds population that is
3 largely Caucasian and Hispanic, leading to a slight drop in
4 overall African-American voting-age population in proposed RD
5 8. That same expansion picks up largely individuals who have
6 voted predominantly Republican and, thereby, reduces the
7 incumbent's partisan advantage by a fair amount, though the
8 advantage remains strong.

9 The proposed RD 8 has an African American voting-age
10 population of 55.29%, a Hispanic voting-age population of
11 11.58%, and an Asian voting-age population of 1.87%.

12 REPRESENTATIVE DISTRICT 9

13 According to the 2010 Census, current RD 9 had a population
14 of 112,861. Current RD 9 has a population of 108,734, the
15 equal-population target, and is therefore compliant with the
16 "one person, one vote" principle. Proposed RD 9 is different in
17 shape from current RD 9 due, in part, to population shifts and
18 the need to decrease the total population of the district by
19 4,127.

20 Proposed RD 9 has a substantially similar shape to current
21 RD 9, and 84.62% of its population resides in current RD 9. It
22 is located entirely within the city of Chicago and covers
23 portions of Wards 2, 12, 22, 24, 25, 27, 28, and 42. The only
24 ward in current RD 9 that is not included in current RD 9 is
25 Ward 43.

1 Proposed RD 9 includes almost all of the North Lawndale and
2 Near West Side community areas and takes in smaller portions of
3 East Garfield Park, West Garfield Park, South Lawndale, the
4 Loop, the Lower West Side, West Town, Near North Side and
5 Lincoln Park.

6 Proposed RD 9 has experienced gentrification over the last
7 10 years, with more Caucasians moving in from the Loop and
8 other areas of the city into predominantly African American
9 neighborhoods that have redeveloped to attract young
10 professionals. This trend is pushing further westward in
11 proposed RD 9 and higher income families are residing in the
12 eastern portion of proposed RD 9. Proposed RD 9 recedes from
13 portions of the Loop, the Near West Side, the Lower West Side,
14 West Town, West Garfield Park, the Near South Side and the Near
15 North Side.

16 Proposed RD 9 recognizes a vital community of interest in
17 the Illinois Medical District, one of the largest medical
18 districts in the United States. This community of interest,
19 which includes the John H. Stroger Hospital of Cook County,
20 Rush University Medical Center, University of Illinois College
21 of Medicine, and the Jesse Brown VA Medical Center, is
22 essential to the health and well-being of local residents.

23 Another community of interest recognized by proposed RD 9's
24 borders is the University of Illinois-Chicago Campus, which
25 lies wholly within proposed RD 9 and contributes a significant
26 amount of revenue and population to the surrounding area.

1 Much of proposed and current RD 9 is serviced by the
2 Eisenhower Expressway/I-290, which provides a vital
3 transportation link and source of commerce. Portions of the
4 Ryan Expressway/I-94 also run through proposed RD 9. In
5 addition, the CTA Blue Line and Pink Line run through the
6 majority of proposed RD 9 and helps local residents move around
7 the district and city.

8 Proposed RD 9 adds additional territory to the northeast
9 corner of current RD 9, bringing in pockets of low-income,
10 African American residents in the 27th and 43rd Wards who share
11 similar demographics of wealth, housing stock, race, and voting
12 patterns with proposed RD 9's west side.

13 The boundary adjustment to the west accommodates the
14 expansion needs of proposed RD 6, which suffered the greatest
15 population loss of any current representative district. The
16 subsequent northern expansion picks up necessary population.
17 The partisan and racial compositions of proposed RD 9 are
18 roughly equivalent to what they would be under current RD 9.

19 Proposed RD 9 has an African American voting-age population
20 of 50.08%, a Hispanic voting-age population of 7.89%, and an
21 Asian voting-age population of 9.49%.

22 REPRESENTATIVE DISTRICT 10

23 According to the 2010 Census, current RD 10 has a
24 population of 95,447. Proposed RD 10 has a population of
25 108,734, the equal-population target, and is therefore

1 compliant with the "one person, one vote" principle. The minor
2 differences in shape between proposed RD 10 and current RD 10
3 are due, in part, to population shifts and the need to increase
4 the total population of the district.

5 Proposed RD 10 is very similar in shape to current RD 10,
6 and 81.52% of its population resides in current RD 10. Proposed
7 RD 10 moves west largely following existing district lines and
8 narrows as it moves west so as to not impede the boundaries of
9 proposed RD 4 immediately to the north. In the eastern portion
10 of proposed RD 10, the west boundary is moved from along
11 Kennedy Expressway to North Milwaukee Avenue, allowing the
12 district to add more population with similar socioeconomic
13 characteristics as the southeastern portion of proposed RD 10.

14 Current and proposed RD 10 includes the neighborhood
15 communities of Humboldt Park, West Garfield Park, East Garfield
16 Park, Near West Side, Near North Side, Lincoln Park, Logan
17 Square, Austin, North Lawndale, and West Town. To achieve equal
18 population, RD 10 includes more of Garfield Park, Austin, and
19 West Town than current RD 10. Similar to current RD 10,
20 proposed RD 10 is located entirely within Cook County and the
21 city of Chicago. It includes almost all of the same Chicago
22 Wards as current RD 10, including Wards 1, 24, 26, 27, 28, 32,
23 37 and 43. The only significant changes to existing wards are
24 additional population added on the northeast end of the 1st
25 Ward, the east corner of the 27th Ward, the northwest corner of
26 the 24th Ward, and western portions of the 28th and 37th Wards.

1 Proposed RD 10 runs along similar lines as two major
2 highways at some points: I-94 / Kennedy Expressway runs north
3 to south along the eastern portion of the district and
4 intersects with I-290 / Eisenhower Expressway which runs along
5 parts of proposed RD 10's southern border. The intersection of
6 these two highways takes place just outside the southeast
7 corner of proposed RD 10, but the two highways nevertheless
8 serve as a frame for both current and proposed RD 10. In
9 addition to the highways, public transportation is a binding
10 factor between the east and west portion of proposed RD 10. The
11 CTA Green Line runs directly through the eastern portion of
12 proposed RD 10 and links the communities of Humboldt Park, West
13 Garfield Park, and East Garfield Park with West Town and the
14 Near West Side. The CTA Blue Line runs along I-290 on the
15 southern border of proposed RD 10 and then moves diagonally
16 northwest into the western portion of the district. Residents
17 from either portion of proposed RD 10 can easily travel from
18 one end to the other by accessing the Green Line just east of
19 Garfield Park in the west to the Blue Line that runs along
20 Milwaukee Avenue in the east. This makes travel for commerce,
21 recreation or employment convenient throughout proposed RD 10.

22 The partisan and racial composition of proposed RD 10
23 remains essentially the same as they exist currently under
24 current RD 10.

25 Proposed RD 10 contains an African American voting-age
26 population of 50.83%, an Asian voting-age population of 2.53%,

1 and a Hispanic voting-age population of 12.40%.

2 REPRESENTATIVE DISTRICT 11

3 According to the 2010 Census, current RD 11 has a
4 population of 108,125. Proposed RD 11 has a population of
5 108,734, the equal-population target, and is therefore
6 perfectly compliant with the "one person, one vote" principle.

7 Proposed RD 11 is located entirely within Chicago, and
8 87.79% of its population resides in current RD 11. Generally,
9 proposed RD 11 maintains the boundaries of current RD 11, but
10 expands the district slightly to the west to increase the
11 population of the district. Proposed RD 11, similar to current
12 RD 11, contains neighborhood communities of interest. It
13 contains almost all of North Center and western Lakeview,
14 retains a significant portion of the Lincoln Park neighborhood
15 in the southern portion of the district, and includes to the
16 north Lincoln Square and Ravenswood Manor within Albany Park. A
17 larger portion of Logan Square is in proposed RD 11, as are
18 portions of Irving Park and Avondale, which are in current RD
19 11. Proposed RD 11 retains almost all of the wards in current
20 RD 11, including the 1st, 32nd, 33rd, 43rd, 44th, and 47th
21 wards and more of the 1st ward.

22 Included within the boundaries of proposed RD 11 are many
23 shopping and dining options that allow residents to experience
24 urban living without the necessity of being tied to a car. The
25 residents are generally Caucasian and affluent. Many work and

1 travel to downtown Chicago using public transportation, and
2 when not working, enjoy the amenities of their neighborhoods.

3 Proposed RD 11 preserves a vast majority of the core of
4 current RD 11. The partisan composition of proposed RD 11 is
5 substantially similar to the current partisan composition
6 under current RD 11.

7 Minority populations are generally scattered throughout
8 proposed RD 11. The western boundary of proposed RD 11 borders
9 communities with significant Hispanic populations. The
10 voting-age population of African Americans is 3.13%, the
11 voting-age population of Hispanics is 10.13%, and the
12 voting-age population of Asians is 5.77%.

13 REPRESENTATIVE DISTRICT 12

14 According to the 2010 Census, current RD 12 has a
15 population of 99,579. Proposed RD 12 has a population of
16 108,734, the equal-population target, and is therefore
17 compliant with the "one person, one vote" principle. Proposed
18 RD 12 is different in shape from current RD 12 due, in part, to
19 population shifts and the need to increase the total population
20 of the district by 9,155.

21 Of the population in proposed RD 12, 83.44% reside in
22 current RD 12. Like current RD 12, proposed RD 12 is located
23 entirely within Chicago and includes almost entirely Chicago
24 Wards 43, 44 and 46, and portions of Wards 27, 42, and 48. To
25 gain population, current RD 12 picks up more of Wards 44 and

1 46, and gains small sections of Ward 48 and Ward 27. Proposed
2 RD 12 is almost entirely within the Cook County Board of
3 Commissioners District 10, with a small portion of County
4 District 2 that is more similar in median income to District 10
5 than the rest of District 2. This is similar to current RD 12.

6 Proposed RD 12 contains the same four neighborhoods
7 included in current RD 12 in roughly the same proportions: Lake
8 View, Lincoln Park, Uptown and the Near North Side. These
9 neighborhoods are similar demographically and economically.
10 Their proximity to Lake Michigan, the easy commute to the
11 downtown business district, and the large number of
12 restaurants, shops and other attractions within these
13 neighborhoods make them a preferred place to live for active
14 people in their twenties and thirties and young families.

15 Proposed RD 12, like current RD 12, is a higher income
16 district, with median incomes ranging from \$44,000 to \$250,000.
17 While Uptown is one of the more economically diverse
18 neighborhoods in the area, the proposed and current RD 12
19 contain the portions of this neighborhood that are higher
20 income and have more in common with the high income areas in
21 the three other neighborhoods. Proposed RD 12 gains population
22 at the southern end of the district in the Near North Side
23 neighborhood, which makes sense, as those residents are
24 economically similar to those in current RD 12.

25 The most important economic driver for the area is tourism
26 and entertainment. The proposed district continues to contain

1 Wrigley Field, the Metro Theatre, the Lincoln Park Zoo and
2 Lincoln Park. These attractions provide an identity for the
3 neighborhoods in the area and economically support the
4 communities around them, so it is important to continue to keep
5 these areas intact. The people of this area of the city
6 strongly identify with their proximity to the lakefront, the
7 large amount of open space and the numerous outdoor activities
8 associated with it. Proposed RD 12 takes this community of
9 interest into account by adding needed population without
10 expanding the district too far to the west and away from Lake
11 Michigan. Recognizing this connection to the lake, a portion of
12 the additional area in the Uptown neighborhood that is added to
13 the proposed RD 12 is along the lakefront, as opposed to areas
14 further west.

15 Lake Michigan serves as the eastern border of the district.
16 Lincoln Park and the lakefront are the large areas of open
17 space that are attractive to local residents. The other portion
18 of proposed and current RD 12 is very densely populated,
19 containing many apartment and condominium complexes. Natural
20 attractions within Lincoln Park include the South Lagoon, the
21 North Pond and Diversey, Belmont and Montrose Harbors.
22 Residents of the area are attracted to the unique combination
23 of an active and busy urban area adjacent to large natural
24 spaces that encourage outdoor recreation. It was important to
25 keep the park area intact as a part of the district because of
26 the strong ties that residents of current and proposed RD 12

1 have with the park.

2 Proposed RD 12 maintains most of the core of current RD 12
3 and preserves incumbent-constituent relationships that have
4 developed over the past 8 election cycles. The partisan
5 composition of proposed RD 12 is slightly higher than the
6 current composition of current RD 12.

7 Proposed RD 12 contains a 5.04% African American voting-age
8 population, a 6.32% Hispanic voting-age population, and a 6.98%
9 Asian voting-age population.

10 REPRESENTATIVE DISTRICT 13

11 According to the 2010 U.S. Census, current RD 13 has a
12 population of 94,987. Proposed RD 13 has a population of
13 108,734, the equal-population target, and is therefore
14 compliant with the "one person, one vote" principle. Proposed
15 RD 68 is different in shape from current 68 due, in part, to
16 population shifts and the need to increase the total population
17 of the district by 13,747.

18 Proposed RD 13 is located entirely within Chicago. It
19 expands to the west and slightly northeast; however, to keep
20 proposed RD 13 compact as population is added to the west, the
21 district recedes from east and southeast areas that contain
22 significant amounts of open space. Even though proposed RD 13
23 shifts west, the core of current RD 13 remains intact. Of the
24 population in proposed RD 13, 77.38% reside in current RD 13.

25 In order to recognize the importance of neighborhoods

1 within Chicago, proposed RD 13 attempts to keep intact many
2 neighborhoods and communities of interest. Proposed RD 13
3 includes portions of eight Chicago Neighborhoods. Proposed RD
4 13 contains more of the Lincoln Square neighborhood than
5 current RD 13. Like current RD 13, proposed RD 13 contains most
6 of the Uptown Neighborhood. As the median income of the Uptown
7 Neighborhood south of Montrose Avenue increases to a higher
8 level than most of proposed RD 13, the portions of Uptown south
9 of Montrose are removed to maintain a similar income level
10 throughout proposed RD 13. Proposed RD 13 maintains the western
11 portion of the Edgewater neighborhood and extends to include
12 one block east between Bryn Mawr Avenue and Foster Avenue and
13 north to Devon Ave to encompass all of the Edgewater
14 Neighborhood west of Clark Street. While this is part of the
15 larger Edgewater Neighborhood, residents have organized the
16 West Edgewater Area Residents (WEAR) Organization as the
17 commercial corridor of Clark Street and the Andersonville
18 Neighborhood divide the neighborhood into smaller, more
19 distinct communities of interest.

20 The southern border of proposed RD 13 is very similar to
21 current RD 13, including the same portion of the North Center
22 Neighborhood. Proposed RD 13 also includes a larger portion of
23 the West Ridge Neighborhood and part of the North Park
24 Neighborhood to increase the representation of these
25 communities of interest. The portion of North Park and West
26 Ridge included in proposed RD 13 include significant Asian

1 American populations, including local ethnic businesses,
2 retail establishments, and the Asian Human Services facility
3 located in the northwestern corner of the proposed district.
4 Proposed RD 13 adds small portions of the Albany Park and
5 Lakeview Neighborhoods.

6 Proposed RD 13 contains six Chicago wards. It includes most
7 of the 40th Ward south of Devon Avenue. With westward
8 expansion, proposed RD 13 contains a larger portion of the 47th
9 Ward west of Lincoln Avenue and north of Eastwood Avenue and
10 maintains nearly the same southern border as current RD 13 in
11 the 47th Ward along Lincoln Avenue and Montrose Avenue.
12 Proposed RD 13 contains less of the 46th Ward but has a more
13 defined border along Montrose Avenue to the south and Lake
14 Shore Drive to the east. Much of the population of the 46th and
15 47th Wards that proposed RD 13 removes are higher wage earners
16 than residents in other parts of proposed RD 13. These two
17 wards are now more equally split between representative
18 districts according to economic similarities. Proposed RD 13
19 also has a small portion of the 48th Ward south of Foster Ave.,
20 the northern tip of the 33rd Ward, and the southeastern corner
21 of the 50th Ward in order to gain population. Current RD 13
22 only contains one block of the 50th Ward, while proposed RD 13
23 contains a larger area of the 50th Ward to increase this
24 community of interest with the 50th Ward.

25 As stated by Lowell Jaffe and Anthony Martinez of the Civil
26 Rights Agenda during the April 25, 2011 House Redistricting

1 Hearing, current and proposed RD 13 includes a significant
2 number of persons who identify themselves as lesbian, gay,
3 bisexual, or transgender. Proposed RD 13 maintains this
4 community of interest.

5 Proposed RD 13 maintains a significant portion of the core
6 of current RD 13 and preserves incumbent-constituent
7 relationships built over the past 5 years. The partisan
8 composition is almost identical to the current composition
9 under current RD 13.

10 There are significant racial and minority communities of
11 interest included in proposed RD 13. The district keeps
12 together an African American community heavily concentrated
13 along the southeastern border. Smaller pockets of African
14 American population are also found north of Peterson Avenue
15 (Highway 14) along proposed RD 13's northern border. Combined
16 with other Asian populations throughout the proposed district,
17 proposed RD 13 has an Asian American voting-age population of
18 14.3%. Proposed RD 13 keeps the Asian population in the western
19 half of the district together and maintains a small but
20 consistent Hispanic population throughout proposed RD 13 at a
21 higher concentration than surrounding areas. Proposed RD 13
22 contains 11.66% African American voting-age population and a
23 16.99% Hispanic voting-age population.

24 REPRESENTATIVE DISTRICT 14

25 According to the 2010 Census, current RD 14 has a

1 population of 93,160. Proposed RD 14 has a population of
2 108,734, the equal-population target, and is therefore
3 compliant with the "one person, one vote" principle. Proposed
4 RD 14 is different in shape from current RD 14 due, in part, to
5 population shifts and the need to increase the total population
6 of the district by 15,574.

7 Of the population in proposed RD 14, 81.31% reside in
8 current RD 14. Despite a few relatively minor differences,
9 proposed RD 14 preserves the social, economic, cultural and
10 ethnic characteristic of current RD 14. Proposed RD 14 gains
11 population by expanding current RD 14 to the north and west.
12 While proposed RD 14 is geographically larger than current RD
13 14, proposed RD 14 is more cohesive because it unifies areas
14 that share similar interests. Thus, changes in the map are due
15 in part to population migration, the need to gain population
16 within the district and the desire to keep communities of
17 interest intact.

18 Like current RD 14, proposed RD 14 includes all or parts of
19 Chicago Wards 40, 48, 49 and 50, which are located on the far
20 North Side of Chicago. Proposed RD 14 also extends into a small
21 portion Evanston and now includes the entire 49th Ward of
22 Chicago. This change places the whole 49th Ward in one state
23 representative district, rather than two. This allows for the
24 unification of almost all of Rogers Park, as requested by
25 several witnesses during the House Redistricting Hearings.
26 During the House Redistricting Committee Hearing in Chicago on

1 April 21, 2011, Jim Ginderske, representing Neighbors for a
2 Healthy Rogers Park, testified that neighborhood residents
3 wanted to see their community unified within proposed RD 14.
4 The part of Rogers Park that is currently represented by a
5 majority suburban district is moved into proposed RD 14 to
6 better meet the needs of its residents. An adjacent portion of
7 Evanston is also included, due in part to population and
8 because it shares similar interests and neighborhood resources
9 with the 49th Ward.

10 The southern border of proposed RD 14 generally follows
11 much of the southern border of the 48th Ward and Edgewater
12 neighborhood. A small part of the 50th Ward is located in
13 current and proposed RD 14. This area is one of the
14 lowest-income areas of the 50th Ward and is more economically
15 similar to parts of the 40th and 49th wards located in proposed
16 RD 14 than to surrounding precincts in the 50th Ward. Thus, it
17 is included in proposed RD 14 so that these residents, who
18 share socioeconomical interests, remain in one district. The
19 furthest most boundary streets for proposed RD 14 are Mulford
20 Street on the north, Foster Avenue on the south, Lake Michigan
21 on the east, and Dewey Avenue on the west. Lake Shore Drive
22 parallels the district to the east and connects it to downtown
23 Chicago.

24 Despite the addition of new land into the district,
25 proposed RD 14 largely maintains the same ethnic diversity and
26 vibrant cultural offerings that make current RD 14 unique.

1 Proposed RD 14 includes the neighborhoods of West Ridge,
2 Edgewater, and almost all of Rogers Park (West Ridge and
3 Edgewater are in current RD 14, but Rogers Park is not). The
4 result is that the lakefront neighborhoods of Edgewater and
5 Rogers Park, which share many common characteristics, are now
6 located in a single representative district. A very small
7 portion of proposed RD 14 also includes a small portion of the
8 Uptown neighborhood that is similar to the other communities
9 located within proposed RD 14. As in current RD 14, proposed RD
10 14 includes the campus of Loyola University-Chicago and
11 surrounding neighborhoods are kept together as part of proposed
12 RD 14, as they are in current RD 14.

13 Socioeconomically, proposed RD 14 is largely made up of
14 middle-class families (median annual income between \$44,000
15 and \$99,000) with some lower-income areas (median annual income
16 \$44,000 or less) in the northern part of the district. Proposed
17 lakefront representative districts to the immediate north and
18 south have higher median annual incomes than do neighborhoods
19 in proposed RD 14.

20 Proposed RD 14 keeps together in one representative
21 district the Hispanic population that is split between
22 Chicago's 49th and 50th wards. There are also significant
23 numbers of Asians in the southern portion of the district and
24 persons of Swedish, Indian and Korean descent throughout
25 proposed RD 14. Additionally, current RD 14 and proposed RD 14
26 are home to one of the largest LGBT communities in Chicago and

1 the nation.

2 Proposed RD 14 preserves a vast majority of the core of
3 current RD 14. The partisan advantage increases slightly in
4 favor of the incumbent compared to the current composition
5 under current RD 14.

6 Proposed RD 14 contains an African American voting-age
7 population of 21.72%, a Hispanic voting-age population of
8 16.39%, and an Asian voting-age population of 9.90%.

9 REPRESENTATIVE DISTRICT 15

10 According to the 2010 Census, current RD 15 has a
11 population of 104,676. Proposed RD 15 has a population of
12 108,734, the equal-population target, and is therefore
13 compliant with the "one person, one vote" principle. Proposed
14 RD 15 is different in shape from current RD 15 due, in part, to
15 population shifts and the need to increase the total population
16 of the district by 4,058.

17 Of the population in proposed RD 15, 73.06% reside in
18 current RD 15. The northwest border of current RD 15 shifts
19 west to gain population. Proposed RD 15 gains population from
20 Maine Township to the northwest. Proposed RD 15 removes small
21 portions of Chicago, Niles, and Lincolnwood in order to account
22 for neighboring districts that need to gain population and to
23 keep communities of interest together. A small portion of
24 current RD 15 in Northfield Township, the northern most point
25 of current RD 15, is not included in proposed RD 15. This is

1 done in part to consolidate proposed RD 15 within Chicago and
2 the Cook County Townships of Niles and Maine.

3 Similar to current RD 15, proposed RD 15 is located
4 entirely within Cook County. Proposed RD contains portions of
5 Chicago, Glenview, Lincolnwood, Morton Grove, Niles, Park
6 Ridge, and Skokie. The addition of Park Ridge and sections of
7 Glenview and Niles in the northwest add population to proposed
8 RD 15.

9 Proposed RD 15 keeps most of the core of current RD 15 and
10 maintains incumbent-constituent relationships formed over the
11 past 7 years. The partisan composition is nearly identical to
12 the current composition under current RD 15.

13 Proposed RD 15 has an African American voting-age
14 population of 2%, a Hispanic voting-age population of 12.36%,
15 and an Asian voting-age population of 21.03%.

16 REPRESENTATIVE DISTRICT 16

17 According to the 2010 Census, current RD 16 has a
18 population of 105,607. Proposed RD 16 has a population of
19 108,734, the equal-population target, and is therefore
20 compliant with the "one person, one vote" principle. Proposed
21 RD 16 is different in shape from current RD 16 due, in part, to
22 population shifts and the need to increase the total population
23 of the district by 3,127.

24 Of the population in proposed RD 16, 90.43% reside in
25 current RD 16. The core of proposed RD 16 is generally the same

1 as current RD 16; however, its boundaries extend northeast,
2 northwest, and southwest to reach the target population and
3 protect communities of interest. Like current RD 16, proposed
4 RD 16 includes Lincolnwood, Morton Grove, Skokie, and a portion
5 of the 50th Ward in Chicago.

6 Several major roads and streets bind proposed RD 16
7 together and also serve as logical boundaries. The eastern
8 boundary of proposed RD 16 follows very closely with the
9 boundaries of current RD 16. The difference in the southwestern
10 border comes from proposed district following Devon and Touhy
11 Avenues. The I-94 Edens Expressway serves as the border of a
12 portion of proposed RD 16 and proceeds north through the Morton
13 Grove portion. The artery street of Dempster serves as a border
14 in a portion of the northwest part of the district, as do
15 Highway 41, Skokie Boulevard, and Main Street in Skokie. On the
16 east side of proposed RD 16, Howard Street, Western/Asbury
17 Avenue and Ridge Boulevard all serve as borders. U.S. Highway
18 14/Peterson Ave and W. Devon Ave serve as borders in the
19 southern part of the district. Highway 14 keeps major traffic
20 patterns together by intersecting with Highway 41. Several main
21 routes easily connect the communities throughout proposed RD
22 16, including Route 41/North Lincoln Avenue running southeast
23 to northwest through Chicago, Lincolnwood and Skokie, Route
24 50/Highway 41/Skokie Boulevard running north to south in Niles
25 Township, Devon Avenue and Touhy Avenue running east to west
26 and connecting the Chicago portion of proposed RD 16 to the

1 Niles Township portion.

2 Proposed RD 16 strives to keep several communities of
3 interest intact. Proposed RD 16, similar to current RD 16,
4 includes a portion of Chicago's West Ridge neighborhood, which
5 includes a community of Hasidic Jewish residents who generally
6 walk to religious services. Proposed RD 16 keeps together this
7 neighborhood as well as a group of Synagogues between Howard
8 Street to the north, McCormick Boulevard to the west, Peterson
9 Avenue to the south and Western Avenue to the east. Proposed RD
10 16 includes a portion of the North Park neighborhood, which is
11 home to the majority of Hispanic residents located within
12 proposed RD 16.

13 Proposed RD 16 maintains a majority of the core of current
14 RD 16 and preserves the incumbent-constituent relationship
15 developed over the last 12 election cycles. The partisan
16 composition is almost identical to the current composition
17 under current RD 16.

18 Proposed RD 16 has an Asian voting-age population of 26.4%.
19 This population, while scattered throughout the district, is
20 most populous in the Niles Township area. This increase is due
21 to the fact that proposed RD 16 maintains similar boundaries
22 and adds high-percentages of Asian population areas in the
23 northwest and southwest corners of Niles Township. The Hispanic
24 voting-age population is 12.45% percent. The African American
25 voting-age population is 6.83%. The majority of the Hispanic
26 and African American population is centered in Chicago's 50th

1 Ward, the southeast part of the proposed RD 16.

2 REPRESENTATIVE DISTRICT 17

3 According to the 2010 Census, current RD 17 has a
4 population of 108,911. Proposed RD 17 has a population of
5 108,734, the equal-population target, and is therefore
6 compliant with the "one person, one vote" principle. Proposed
7 RD 17 is different in shape from current RD 17 due, in part, to
8 population shifts.

9 Of the population in proposed RD 17, 79.35% reside in
10 current RD 17. Proposed RD 17 moves a portion of the northern
11 border further south and extends the district further west.
12 Like current RD 17, proposed RD 17 includes the townships of
13 Evanston, Northfield, New Trier and Niles and the
14 municipalities of Evanston, Glenview, Golf, Morton Grove,
15 Northbrook, Skokie and Wilmette. Unlike current RD 17, proposed
16 RD 17 does not include the villages of Winnetka, Glencoe and
17 Northfield.

18 Proposed RD 17 is now more centralized in the north
19 suburban Chicago area. This brings more uniformity to a
20 district that was comprised of many split municipalities. The
21 southern dip of proposed RD 17 reflects a change in wealth in
22 the municipality of Glenview. The boundary line in Glenview,
23 which is in the central portion of the district, is Lake Avenue
24 and proposed RD 17 covers the area south of Lake. North of Lake
25 is now in proposed RD 18 and that area is made up of some of the

1 wealthiest residents of the north shore area.

2 Proposed RD 17 shares many of the resources available under
3 current RD 17. For example, proposed RD 17 is still composed of
4 the following school districts: Avoca, Evanston Community
5 Consolidated SD 65, Glenview Community Consolidated SD 34, Golf
6 Elementary School SD 67, Morton Grove SD 70, Northbrook SD 28,
7 Northbrook/Glenview SD 30, Skokie SD 68, 69 & 73-5, West
8 Northfield SD 31 and Wilmette SD 39. Proposed RD 17's
9 additional population east of McCormick Road attend the same
10 school (Evanston Community Consolidated SB 56) as those in the
11 northeastern part of the district.

12 Some of the larger employers in proposed RD 17 are: Pfizer,
13 Skokie Hospital, Woodward-MPC Airframe Systems, NorthShore
14 University Health System - Skokie Branch, Kraft Foods, ABT
15 Electronics, Glenbrook Hospital, and Anixter.

16 Proposed RD 17 offers several transportation options that
17 allow residents to get from one end of the district to the
18 other. McCormick Boulevard links the southeastern part of the
19 district to the northeastern part. Dempster Street runs east
20 and west along the southern border. Along this roadway you will
21 find many grocery stores, restaurants and other shopping
22 centers, but the importance of this road is how it links
23 commuters to the CTA's Yellow Line and the Edens Expressway
24 (I-94). Milwaukee Avenue/I-294 provides the west side of the
25 district with the same kind of access as the east side. I-294
26 connects the district with the north and northwest suburbs.

1 Milwaukee Avenue runs northwest to southeast and gives the
2 district the ability to have an easily accessible road that
3 connects to O'Hare International Airport as well connecting the
4 district to many of the popular neighborhoods on the north side
5 of Chicago.

6 Proposed RD 17's boundaries preserve a large majority of
7 the core of current RD 17. The partisan advantage in favor of
8 the incumbent increases compared to current RD 17.

9 Proposed RD 17 has a 16.61% Asian American voting-age
10 population, a 5.63% Hispanic voting-age population, and a 3.79%
11 African American voting-age population.

12 REPRESENTATIVE DISTRICT 18

13 According to the 2010 Census, current RD 18 has a
14 population of 103,308. Proposed RD 18 has a population of
15 108,734, the equal-population target, and is therefore
16 compliant with the "one person, one vote" principle. Proposed
17 RD 18 is different in shape from current RD 18 due, in part, to
18 population shifts and the need to increase the total population
19 of the district by 5,426.

20 Of the population in proposed RD 18, 76.46% reside in
21 current RD 18. Proposed RD 18 is now an entirely suburban
22 district. The Chicago portion of current RD 18 is removed to
23 allow proposed RD 14 to gain population and preserve the Rogers
24 Park Neighborhood. Proposed RD 18 extends north along the
25 lakeshore and west into the northern suburbs. The borders of

1 proposed RD 18 through Evanston and Wilmette are similar to
2 current RD 18.

3 Like current RD 18, proposed RD 18 contains all or most of
4 Evanston, Kenilworth, Wilmette and Winnetka. To increase
5 population, proposed RD 18 adds all of Northfield, and portions
6 of Glencoe, Glenview, and Northbrook. Proposed RD 18 continues
7 to have portions of Evanston and New Trier Townships, and adds
8 a large portion of Northfield Township.

9 With the increase in population in the northern suburbs,
10 transportation has become a major concern for residents,
11 especially commuters, who have to travel on congested east-west
12 corridors to reach major north-south highways or public
13 transportation hubs. Commuters have increasingly become a
14 community of interest in the suburbs. Proposed RD 18 increases
15 the representation for the east-west transportation needs of
16 the region. Proposed RD 18 includes portions of three major
17 north-south roadways, including Green Bay Road in the east,
18 Interstate 94/Highway 41 in the center, and Waukegan Road/Route
19 43 on the western border. Route 43 divides the village of
20 Northbrook along this major transportation corridor. Proposed
21 RD 18 also includes portions of major east-west roadways,
22 including Willow Road in the central part of the district,
23 Dundee Road in the north, and Lake Cook Road in the northwest.
24 Proposed RD 18 also contains several major railroads, including
25 public transportation lines.

26 Proposed RD 18 also includes a greater portion of the North

1 Branch of the Chicago River and the Skokie Lagoon. This major
2 watershed area is an important regional drainage area and
3 historic flood zone. Additionally, much of the land in the new
4 western portion of proposed RD 18 is open space and wooded
5 areas which help absorb heavy rainwater throughout the
6 floodplain. Combining more of this watershed into a single
7 district will help improve representation for the community of
8 interest along this floodplain and accounts for the large
9 geographic increase in the size of proposed RD 18.

10 Several major businesses and employers are kept together in
11 proposed RD 18, including Northwestern University, North Shore
12 University Health System, Underwriters Laboratories, Kraft
13 Foods and Stephan Company. Several major religious sites are
14 located within proposed RD 18 and help preserve a diverse
15 religious community throughout the district. Religious
16 landmarks include the Baha'i Temple in Wilmette, Society of the
17 Divine World Techny Towers in unincorporated Northfield
18 Township, the Lutheran Church of Ascension in Northfield,
19 Temple Jeremiah in Northfield, Beth Emet Synagogue in Evanston,
20 and the Unitarian Church of Evanston.

21 Proposed RD 18 has diverse communities of interest
22 reflected in the income ranges of different portions of the
23 district. While much of proposed RD 18 has an upper-middle
24 class and upper class median incomes in excess of \$100,000, the
25 southeastern portion of the district west of the CTA Purple
26 Line route is a middle class community of interest with median

1 incomes ranging between \$50,000 and \$100,000. The lakefront is
2 an upper class community of interest, with median incomes
3 exceeding \$150,000. The area further west of the major
4 Interstate and lakefront is an upper-middle class community of
5 interest with median incomes ranging from \$100,000 to \$150,000.

6 The boundaries of proposed RD 18 maintain a significant
7 portion of the core of current RD 18. The partisan advantage in
8 favor of the incumbent drops compared to current RD 18.

9 There are significant Jewish populations dispersed
10 throughout proposed RD 18 that are preserved as a community of
11 interest in parts of Evanston, Northbrook, Glencoe, Wilmette
12 and Winnetka. Additionally, proposed RD 18 has an African
13 American voting-age population of 10.55%, a Hispanic
14 voting-age population of 5.67%, and an Asian voting-age
15 population of 9.26%.

16 REPRESENTATIVE DISTRICT 19

17 According to the 2010 Census, current RD 19 has a
18 population of 104,460. Proposed RD 19 has a population of
19 108,734, the equal-population target, and is therefore
20 compliant with the "one person, one vote" principle. Proposed
21 RD 19 is different in shape from current RD 19 due in part to
22 population shifts and the need to increase the total population
23 of the district by 4,274.

24 Of the population in proposed RD 19, 61.27% reside in
25 current RD 19. The northern and eastern borders of the district

1 stayed relatively the same; however, due to population change,
2 proposed RD 19 shifted to the south and the west to include
3 more of the 36th Ward and Harwood Heights. The areas added
4 share many commonalities with current RD 19. The wards,
5 townships and neighborhoods of proposed RD 19 all remain the
6 same as under current RD 19. By keeping those areas the same,
7 residents of proposed RD 19 will be able to maintain the same
8 quality city services, schools, parishes and community
9 activities that have been available to them.

10 Proposed RD 19 is located on the northwest side of the City
11 of Chicago and the suburbs of Harwood Heights and Norridge.
12 Proposed RD 19 consists of parts of the 36th, 38th, 41st and
13 45th wards in Chicago, which includes the neighborhoods of
14 Dunning, Forest Glen, Jefferson Park, Norwood Park and Portage
15 Park. The boundary lines of proposed RD 19 consist of Devon
16 Avenue on the north, the Edens Expressway (I-94) on the east,
17 the Milwaukee Railroad on the south, and Schiller Woods Forest
18 Preserve on the west.

19 Chicago's 45th Ward makes up a majority of proposed RD 19
20 (it is separated along essentially the same line as under
21 current RD 19) and dominates the northern and eastern parts of
22 proposed RD 19 with the neighborhoods of Jefferson Park and
23 Portage Park. Jefferson Park is one of Chicago's most diverse
24 neighborhoods because of its rich history of Irish, Polish and
25 Hispanic immigrants that have settled in the area and raised
26 families. Those ethnic groups also make up a significant

1 portion of the local businesses in the area. The neighborhood
2 has maintained its features because, unlike other Chicago
3 neighborhoods, it has not experienced the same level of urban
4 sprawl. There are new condos that make up portions of the
5 neighborhood, but for the most part it consists of many single
6 family homes and families that have lived in the area for
7 generations. The rest of the ward includes Portage Park, which
8 is also located within then 38th Ward. The neighborhood is
9 known for its quality schools, parishes and thriving business
10 community along Milwaukee Avenue. These two neighborhoods make
11 up a significant portion of the Hispanic population in proposed
12 RD 19, mostly populated in the southern part of Jefferson Park
13 and the northeastern part of Portage Park, is kept intact as a
14 community of interest.

15 The 38th Ward, the next largest Ward in proposed RD 19,
16 consists of portions of Portage Park and Dunning. Portage Park
17 overlaps into both the 45th and 38th wards and makes up the
18 eastern part that runs through the middle of current and
19 proposed RD 19. The Dunning neighborhood runs along the
20 southern part to the western part of proposed RD 19 where it
21 bumps up against the suburb of Harwood Heights.

22 The 36th Ward, located in the western part of proposed RD
23 19, includes portions of Dunning. This portion of the Dunning
24 neighborhood is made up of many single family homes and is
25 spaced out because of its large cemeteries and forest preserve
26 areas. This open space creates a quiet atmosphere in the city

1 which brings in a lot of city workers that must meet residency
2 requirements.

3 The villages of Norridge and Harwood Heights are north of
4 the 36th Ward. These small communities are made up of single
5 family homes surrounded by a busy business community. Over the
6 years there have been some small condo developments, but those
7 are limited to the busier roads like Harlem and Montrose
8 Avenues. These communities are included to a greater extent in
9 proposed RD 19 to allow all of Union Ridge School District to
10 be included in the same district rather than splitting it into
11 two districts.

12 The far northwestern border of proposed RD 19 is the 41st
13 Ward, which is made up of the neighborhood of Norwood Park.
14 This neighborhood, much like the other neighborhoods in current
15 and proposed RD 19, is made up of old Cape Cod, bungalow and
16 ranch homes that are inhabited by many city workers.

17 Socioeconomically, the district is very homogeneous. While
18 some portions of the northside of proposed RD 19 may be
19 wealthier than the middle part of the district, the area is
20 still predominantly working-middle class, with a median income
21 ranging from around \$44,000 to about \$99,000. This
22 characteristic is consistent with current RD 19.

23 Minority populations primarily residing within specific
24 areas of proposed RD 19 are preserved as a community of
25 interest. In the Dunning community, a majority of the African
26 American population resides along Oak Park Avenue on the east,

1 Irving Park Road on the south, Harlem on the west, and Forest
2 Preserve Avenue on the north. Hispanics within proposed RD 19
3 mainly reside in the southeast part of proposed RD 19 in the
4 Dunning and Portage Park neighborhoods.

5 Proposed RD 19 maintains a majority of the core of current
6 RD 19 and preserves the incumbent-constituent relationship
7 created over the past 7 election cycles. The partisan advantage
8 in favor of the incumbent drops very slightly compared to
9 current RD 19.

10 Proposed RD has an African American voting-age population
11 of .97%, an Asian voting-age population of 6.41%, and a
12 Hispanic voting-age population of 17.43%.

13 REPRESENTATIVE DISTRICT 20

14 According to the 2010 Census, current RD 20 has a
15 population of 105,228. Proposed RD 20 has a population of
16 108,734, the equal-population target, and is therefore
17 compliant with the "one person, one vote" principle. Proposed
18 RD 20 is different in shape from current RD 20 due, in part, to
19 population shifts and the need to increase the total population
20 of the district by 3,506.

21 Proposed RD 20 includes portions of current RDs 15, 20, 57,
22 65, and 77. Nearly half of the residents in proposed RD 20 live
23 in current RD 20. The proposed district maintains a large
24 portion of Chicago and Norridge and the northeastern boundary
25 of proposed RD 20 is essentially the same as current RD 20. To

1 gain the appropriate population, proposed RD 20 acquires
2 territory to the west, a change that reflects the growing
3 suburban nature of residents. This westward expansion is broken
4 down into two areas for ease of description: northwestern and
5 southwestern. These two expansion areas take in portions of the
6 suburban communities of Park Ridge, Rosemont and Schiller Park
7 and share common characteristics with the portion of Chicago
8 contained in proposed RD 20.

9 The northwestern expansion area: The westernmost boundary
10 is created by I-294 and the Northwest Highway, appropriate and
11 natural boundaries that are easily recognizable to
12 constituents. The border follows Ridgewood Cemetery and the
13 Golf Glen Shopping Center along Dee Road, adjusting slightly to
14 take in population, and then moving over to Western Avenue to
15 take in Advocate Lutheran General Hospital. Proposed RD 20 then
16 turns east onto Oakton Avenue, moves over into Niles along the
17 border of the current RD 20 map. The northwestern expansion
18 area takes in a portion of Park Ridge because of the need to
19 add population and the commonalities between residents of Park
20 Ridge and others living in proposed RD 20.

21 The southwestern expansion area: The westernmost boundary
22 is created by O'Hare International Airport, just outside the
23 district, while the Des Plaines River helps to create a natural
24 boundary in this expansion area. The southern border of
25 southwestern expansion area follows Belmont Avenue then moves
26 north along the eastern side of the O'Hare International

1 Airport and Mannheim Road. Proposed RD 20 moves an eastern
2 direction along Touhy Avenue, then southeast to catch the Des
3 Plaines River and the Kennedy Expressway. This expansion takes
4 in the entire community of Schiller Park, a large portion of
5 Rosemont, and portions of Franklin Park and Des Plaines. These
6 borders allow the neighborhoods surrounding Maine South High
7 School to remain intact and within other districts located
8 between the two westward expansion areas, while recognizing
9 that the residents of the southwestern expansion area share
10 commonalities with others living in proposed RD 20.
11 Additionally, the southwestern expansion of proposed RD 20
12 includes Chevalier Woods and Robinson Woods North, both under
13 the jurisdiction of the Cook County Forest Preserves. They are
14 two of the more northern forest preserves in a chain of several
15 Cook County Forest Preserves. This southwestern expansion
16 keeps a string of five small forest preserves and the
17 neighborhoods that surround them together in one district. The
18 other three forest preserves that are in current RD 20 are
19 Robinson Woods, Schiller Woods North, Che-Che-Pin-Qua Woods.
20 They remain intact in proposed RD 20.

21 Proposed RD 20 includes the entire community of Schiller
22 Park, larger portions of Norridge and Chicago, and sections of
23 Des Plaines, Niles, Park Ridge, Rosemont, Harwood Heights and
24 Franklin Park. Most of proposed RD 20 is in Cook County Board
25 District 17, but there are sections of County Board District 12
26 (similar to the current district), County Board District 15 and

1 County Board District 16. Proposed RD 20 contains portions of
2 Chicago, Leyden, Niles, Maine and Norwood Park Townships, with
3 expansion into more of Niles, Norwood Park, Leyden Township,
4 and Maine townships. Those additions are made to reach equal
5 population.

6 Proposed RD 20 contains portions of Chicago Wards 36 and
7 41. These Wards include portions of the neighborhoods of
8 Dunning, Norwood Park and O'Hare, as well as all of Edison
9 Park. Dunning shares a border with Chicago's suburbs, is mostly
10 residential, and includes a significant amount of residential
11 green space and commercial areas. Norwood Park has winding
12 roads, rather than typical Chicago street grid, has a lot of
13 green space, is mostly residential and has some commercial
14 areas. The O'Hare neighborhood is mostly residential, includes
15 acres of green space and has some commercial areas of
16 restaurants and stores. These Chicago neighborhoods are
17 similar to the near northwest suburbs that are included in
18 proposed RD 20, which also have mostly single-family homes with
19 larger lots and areas with large parks. There are fewer public
20 transportation options in this section of Chicago, with more of
21 a reliance on personal vehicles. I-90, I-290 and I-294 all run
22 through the district. All of these communities are linked by
23 Routes 14, 21, 43, 49, and the Chicago Northwestern Rail Road.

24 Proposed RD 20 contains a portion of the Chicago Public
25 School District 299, Des Plaines CCSD 62, East Maine SD 63,
26 Norridge SD 80, Park Ridge CCSD 64, Niles ESD 71, Pennoyer SD

1 79, Rosemont ESD 78 and Schiller Park SD 81. The CPS schools
2 located in the proposed and current RD 20 are considered some
3 of the best in the city and are a draw for many families to the
4 area. This is evidenced by high test scores and stable property
5 values. Similar to the suburbs located in proposed RD 20, the
6 section of the district that is served by CPS is an area with
7 middle class families and an established housing stock. The two
8 expansion areas also include additional green space and parks,
9 something that is valued by local residents who choose to live
10 in a less dense population area as compared to those a few
11 miles east.

12 Proposed RD 20, as a whole, constitutes a community of
13 interest bound by access to high quality schools and
14 middle/upper middle class housing stock, as well as a shared
15 identity in terms of shopping options, transit, and access to
16 government services. While the residents of proposed RD 20 may
17 work in Chicago, and some may actually live within the city's
18 boundaries, there exists a clear identity that separates
19 proposed and current RD 20 residents from being associated with
20 the city's more urban areas. Residents of proposed RD 20, in
21 both the Chicago portion and the suburban areas, form a
22 community of interest by their distinctly suburban nature, as
23 can be seen in their housing stock, travel patterns and income.
24 Income levels in the proposed RD 20 vary from \$44,000 to
25 \$250,001, with most of families in the \$44,000 to \$99,000
26 range.

1 The partisan advantage in favor of the incumbent increases
2 slightly compared to current RD 20.

3 Proposed RD 20 contains 1.25% African-American voting-age
4 population, a 9.59% Hispanic voting-age population, and a 8.33%
5 Asian voting-age population.

6 REPRESENTATIVE DISTRICT 21

7 According to the 2010 Census, current RD 21 has a
8 population of 106,993. Proposed RD 21 has a population of
9 108,734, the equal-population target, and is therefore
10 compliant with the "one person, one vote" principle. Proposed
11 RD 21 is different in shape from current RD 21 due, in part, to
12 population shifts and the need to increase the total population
13 of the district by 1,741.

14 Proposed RD 21 includes portions of current RDs 1, 2, 21,
15 23, and 24. Proposed RD 21 is located entirely within Cook
16 County and includes portions of Bedford Park, Chicago, Cicero,
17 Forest View, Lyons, McCook, Riverside, Stickney, and Summit.
18 Proposed RD 21 strives to keep together several communities of
19 interest and transportation hubs, including major roadways and
20 railways.

21 Proposed RD 21 includes portions of the Chicago
22 neighborhoods of Archer Heights, Brighton Park, Garfield
23 Ridge, Lower West Side, McKinley Park, and South Lawndale. The
24 Lower West Side and McKinley Park communities included in
25 proposed RD 21 are minimal in terms of population and land size

1 and reflect the border's path along a railroad and Western
2 Avenue. The eastern border of proposed RD 21 crosses over the
3 Chicago Sanitary and Ship Canal to include residents in the
4 Brighton Park neighborhood, including those with a lower median
5 income, who are similar to many other residents in proposed RD
6 21. On the western end of proposed RD 21, the district
7 incorporates a portion of the minority population, which was a
8 factor in splitting Cicero.

9 Proposed RD 21 has a lower-middle median income. This
10 creates a community of interest that spans virtually the entire
11 proposed RD 21, with the exceptions of a higher income area in
12 Riverside and an upper-middle income census block in the
13 Garfield Ridge area of Chicago. The majority of proposed RD 21
14 also shares similar housing stock.

15 Because proposed RD 21 is a combination of population from
16 other districts, it is impossible to compare its Hispanic
17 voting-age population under the current plan to the proposed
18 district. However, the vast majority of its population comes
19 from current RD 23 (81.15% Hispanic voting-age population) and
20 current RD 1 (74.14%), so it is fair to say that proposed RD
21 21's Hispanic voting-age population represents a drop in
22 percentage.

23 Proposed RD 21 has an African American voting-age
24 population of 12.29%, a Hispanic voting-age population of
25 60.14%, and an Asian voting-age population of 1.88%.

1 REPRESENTATIVE DISTRICT 22

2 According to the 2010 census, current RD 22 has a
3 population of 111,664. Proposed RD 22 has 108,734 people, the
4 equal-population target, and is therefore compliant with the
5 "one person, one vote" principle. Proposed RD 22 is different
6 in shape from current RD 22 due, in part, to population shifts
7 and the need to decrease the total population of the district
8 by 2,930.

9 Proposed RD 22 includes portions of current RDs 21, 22, 23,
10 31, and 32. Of the population in proposed RD 22, 45.50% reside
11 in current RD 22. The geographic territory of the district is
12 considerably reduced to become more compact, contiguous and
13 square.

14 Proposed RD 22's boundaries expand a modest degree to the
15 northwest, north, northeast and east, while retracting
16 significantly in the west and southwest. The following Chicago
17 wards are in proposed RD 22: most of the 13th Ward, small
18 portions of the 14th, 15th, and 16th Wards, and approximately
19 half of the 23rd Ward.

20 Proposed RD 22 contains several Chicago neighborhoods,
21 including most of West Elsdon, and portions of Gage Park and
22 Archer Heights in the northeast; half of Garfield Ridge in the
23 northwest; all of Clearing; all of West Lawn; a small portion
24 of Ashburn in the southeast; and a portion of Chicago Lawn on
25 the east. Small portions of the suburban towns of Bedford Park
26 and Burbank located in current RD 22 remain in proposed RD 22,

1 while Bridgeview, Burr Ridge, Countryside, Justice, Hodgkins,
2 Indian Head Park, and Willow Springs are removed from proposed
3 RD 22. Removing these towns allows the district to be more
4 compact. A small portion of the eastern half of the Bedford
5 Park neighborhood is an industrial area with rail yards and it
6 is separated from the more populated western half of the
7 neighborhood by the major north-south arterial road Harlem
8 Avenue. The eastern portion of Bedford Park is included in
9 proposed RD 22 while the more populous, less industrial western
10 half is in the adjacent proposed RD 23. Whereas current RD 22
11 split portions of five Cook County Board Districts, proposed RD
12 22 splits only two Districts.

13 Both current and proposed RD 22 includes Chicago's Midway
14 International Airport, a major economic engine for the city and
15 significant employer of residents in both the current and
16 proposed RD 22. Midway, like most airports, is a major economic
17 engine that binds the area as a community of common interest.
18 Many local residents work at the airport in various capacities
19 or in the multiple service industry businesses around the
20 airport including hotels, restaurants, and transportation and
21 parking services. The airport also dictates characteristics of
22 the community including economic development projects,
23 construction, traffic congestion, noise policing and public
24 safety, all contributing to a community of interest that is
25 best served by being kept in proposed RD 22.

26 The economic makeup of much of proposed RD 22 is fairly

1 homogeneous, with an average family income range from \$44,000
2 to \$99,000. The majority of the district falls between \$44,000
3 and \$68,000, with a segment of Gage Park with a median income
4 of less than \$44,000 and segments in Garfield Ridge and
5 Clearing with a median income between \$68,000 and \$99,000. A
6 large portion of proposed RD 22 is made up of grid streets with
7 single-family "bungalow" homes. Proposed RD 22 allows for a
8 community of economic parity in terms of income, housing
9 values, and quality of living, to remain in one district.

10 Proposed RD 22 preserves the eastern core of the district
11 and, at least to that extent, preserves the
12 incumbent-constituent relationship that has existed since
13 1971. The partisan composition of proposed RD 22 is higher than
14 the current partisan composition of current RD 22. For more
15 discussion of the boundaries of proposed RD 22, refer to the
16 summary of proposed RD 24.

17 The Hispanic population in the city is growing on the
18 Southwest Side and proposed RD 22 keeps this community of
19 interest together. Proposed RD 22 has an African American
20 voting-age population of 2.55%, a Hispanic voting-age
21 population of 60.21%, and an Asian voting-age population of
22 1.07%.

23 REPRESENTATIVE DISTRICT 23

24 According to the 2010 Census, current RD 23 has a
25 population of 104,427. Proposed RD 23 has a population of

1 108,734, the equal-population target, and is therefore
2 compliant with the "one person, one vote" principle. Proposed
3 RD 23 is different in shape from current RD 23 due, in part, to
4 population shifts and the need to increase the total population
5 of the district by 4,307.

6 Proposed RD 23 is a collection of suburban Cook County
7 communities west of Chicago. Proposed RD 23 includes portions
8 of current RDs 8, 21, 22, 23, 31, 41, and 82. The northern
9 border of proposed RD 23 extends north to encompass much of the
10 town of Riverside, which is currently divided into three
11 representative districts. The northern and eastern boundary
12 extends to include small portions of Berwyn and a large portion
13 of Cicero, while removing portions of La Grange, La Grange
14 Park, and Chicago.

15 Proposed RD 23 takes in CSX-Bedford Park on the southeast
16 and loosely runs along LaGrange Road on the west and west along
17 83rd Street and 87th Street on the southern border.

18 Proposed RD 23 contains several major roadways and key
19 intersections that serve as major transportation and freight
20 corridors connecting several communities throughout the
21 region. Ogden Avenue and the north-south corridors of Harlem
22 Avenue, Archer Avenue, and La Grange Road (Highway 12/45) allow
23 commercial and residential travelers to access the
24 interstates. The Chicago Sanitary and Ship Canal and Des
25 Plaines River also bisect proposed RD 23, providing additional
26 shipping and commercial corridors.

1 Proposed RD 23 contains all or portions of McCook,
2 Riverside, Summit, Berwyn, Brookfield, Cicero, Countryside, La
3 Grange, La Grange Park, Bedford Park, Bridgeview, Hickory
4 Hills, Hodgkins and Justice. Proposed RD 23 contains the
5 following townships: Berwyn, Lyons, Proviso, Riverside, and
6 Stickney. For more discussion of the boundaries of proposed RD
7 23, refer to the summary of proposed RD 24.

8 The majority of proposed RD 23 has an average median income
9 of \$44,205 to \$68,654, with small portions throughout the area
10 reaching a median income up to \$99,000 and La Grange and
11 Riverside incomes reaching further to \$148,000. A small section
12 in Berwyn and a segment in Cicero have a median income of less
13 than \$44,205.

14 The partisan composition of proposed RD 23 is similar to
15 current RD 21, the incumbent's current district.

16 Proposed RD 23 has an African America voting-age population
17 of 4.07%, Hispanic voting-age population of 46.27%, and an
18 Asian voting-age population of 1.88%.

19 REPRESENTATIVE DISTRICT 24

20 According to the 2010 Census, current RD 24 has a
21 population of 104,433. Proposed RD 24 has a population of
22 108,734, the equal-population target, and is therefore
23 compliant with the "one person, one vote" principle. Proposed
24 RD 24 is different in shape from current RD 24 due, in part, to
25 population shifts and the need to increase the total population

1 of the district by 4,301.

2 Proposed RD 24 includes most of Berwyn, a large portion of
3 Cicero, portions of Riverside, Brookfield, and Stickney, and
4 parts of Chicago's 22nd Ward. The southern border is made up of
5 the city limits of Cicero and Berwyn, with the exception of the
6 largely non-residential areas around Hawthorn Racecourse. The
7 southern border also picks up a small part of the municipality
8 of Stickney on the village's northwest side. The northern
9 border is primarily along 15th Street in Berwyn and 26th Street
10 in Cicero. Proposed RD 24 heads east into Chicago's South
11 Lawndale community, which includes portions of Little Village.
12 The proposed district extends southwest to add portions of
13 Riverside and Brookfield.

14 The boundaries and minority composition of proposed RD 24
15 were the subject of much debate. In an initial configuration of
16 representative districts on the south side of Chicago,
17 contained in House Amendment # 1 to House Bill 3760, there were
18 complaints from minority voting rights organizations and
19 others about the dispersion of Hispanic voting-age population
20 among certain representative districts. Specifically, the
21 complaints were directed at the allocation of this population
22 among proposed RDs 1 (78.29%), 21 (75.20%), 22 (51.96%), and 24
23 (75.92%). A subsequent proposal drafted by House and Senate
24 Democratic staff, never filed as legislation, attempted to even
25 out the allocation and resulted in Hispanic voting-age
26 population as follows: 68.26% for proposed RD 1; 60.14% for

1 proposed RD 21; 60.21% for proposed RD 22; and 87.45% for
2 proposed RD 24. The proposal and attempt to settle differences
3 were complicated by the fact that representative districts are
4 "nested" in legislative (Senate) districts, and thus any change
5 in representative boundaries could affect the composition of
6 Senate districts. They were further complicated by the desire
7 not to encroach on the population of adjacent proposed RD 6,
8 because of its population needs and composition.

9 Further criticism resulted from the proposal described
10 above, not over the Hispanic voting-age populations for
11 proposed RDs 1, 21, or 22, but over proposed RD 24's 87.45%
12 figure. As a result of discussions and attempts at a political
13 compromise, and to avoid any claim of unnecessary packing of a
14 minority in a single district that was raised by interested and
15 expert parties, the boundaries of proposed RD 24 are now drawn
16 such that the Hispanic voting-age population of proposed RD 24
17 is changed from its current 2011 figure of 78.44% to 69.93%,
18 and adjacent proposed RD 23 would now have a Hispanic
19 voting-age population of 46.27% compared to 27.28% as
20 originally proposed in House Bill 3760.

21 Proposed RD 24 has a Hispanic voting-age population of
22 69.93%, an African American voting-age population of 2.56%, and
23 an Asian voting-age population of 1.29%.

24 REPRESENTATIVE DISTRICT 25

25 According to the 2010 Census, current RD 25 has a

1 population of 91,147. Proposed RD 25 has a population of
2 108,734, the equal-population target, and is therefore
3 compliant with the "one person, one vote" principle. Proposed
4 RD 25 is different in shape from current RD 25 due, in part, to
5 population shifts and the need to increase the total population
6 of the district by 17,587.

7 Proposed RD 25, like current RD 25, is a highly urban
8 district with great cultural, economic, religious and ethnic
9 diversity located along the shores of Lake Michigan on
10 Chicago's South Side. Proposed RD 25 is similar to current RD
11 25, preserving ties of current communities of interest while
12 expanding to the north and south in order to make up for a
13 substantial loss of population over the last 10 years. Of its
14 population, 67.41% reside in current RD 25.

15 As with current RD 25, proposed RD 25 includes Chicago
16 Wards 4, 5, 7, 8, 10 and 20. Larger portions of Wards 8 and 10
17 are added to acquire the necessary population. Proposed RD 25
18 expands on the current RD 25's territory in Kenwood on the
19 northern edge of the district, keeps its Hyde Park boundary
20 line unchanged following Ellis Avenue, keeps mostly to the same
21 boundary lines as it moves through Woodlawn, moves further to
22 the east in South Shore in a stair step fashion, retains much
23 of South Chicago, before swinging west to take in a third of
24 Calumet Heights, expanding its western and southern boundaries
25 in the northeastern corner of South Deering, before moving
26 south to take in nearly all of the East Side, and then taking a

1 zig zag pattern to exclude largely industrial areas in the
2 northwestern corner of Hegewisch while capturing park and
3 residential areas in its northeastern corner, turning north to
4 follow the border of Illinois and Indiana before terminating in
5 Lake Michigan.

6 Like current RD 25, proposed RD 25 includes major medical,
7 educational, and cultural institutions, including the
8 University of Chicago and its affiliated medical center, La
9 Rabida Children's Hospital, the Museum of Science and Industry,
10 Frank Lloyd Wright's Robie House, the Smart Museum of Art, and
11 numerous theological seminaries. These institutions employ and
12 educate people who live in neighborhoods within and surrounding
13 proposed RD 25.

14 Proposed RD 25 maintains the core of current RD 25 and
15 preserves the incumbent-constituency relationship, which is
16 very important in this district since the incumbent has been
17 serving the community for 32 years and has a very strong
18 relationship with the residents as well as the community
19 itself. The population and boundary shifts result in a very
20 high drop in African-American voting-age population and a
21 strong gain in Hispanic voting-age population. The partisan
22 composition is relatively unchanged from current to proposed RD
23 25.

24 Proposed RD 25 preserves an African American community in
25 the center, a Hispanic community in the south, and an Asian
26 community in the northern part. Proposed RD 25 has an African

1 American voting-age population of 50.42%, a Hispanic
2 voting-age population of 21.79%, and an Asian voting-age
3 population of 5.00%.

4 REPRESENTATIVE DISTRICT 26

5 According to the 2010 Census, current RD 26 has a
6 population of 114,220. Proposed RD 26 has a population of
7 108,734, the equal-population target, and is therefore
8 compliant with the "one person, one vote" principle. Proposed
9 RD 26 is different in shape from current RD 26 due, in part, to
10 population shifts and the need to decrease the total population
11 of the district by 5,486.

12 Of the population in proposed RD 26, 71.33% reside in
13 current RD 26. Proposed RD 26 has many similarities to current
14 RD 26, keeping much of the same shape that has been in
15 existence for the past 10 years.

16 Like current RD 26, proposed RD 26 includes the 2nd, 3rd,
17 4th, 5th, 20th, 42nd and 43rd wards in the City of Chicago.
18 Proposed RD 26 adds portions from the 7th, 8th and 10th wards
19 while removing a portion of the 6th Ward found in current RD
20 26. These changes help proposed RD 26 remove the necessary
21 population, maintain the core of current RD 26, and help
22 adjoining proposed districts preserve communities of interest.

23 To keep proposed RD 26 close to its current form, it
24 maintains the same 43rd Ward northern boundary, with Lake
25 Michigan serving as the eastern boundary for the northern

1 portion of the district. To reduce population, proposed RD 26
2 moves its most western boundary closer starting just north of
3 Division Street on the near north side until the northern half
4 of the 4th Ward. It resumes a western border close, or
5 identical, to current RD 26 as it moves through the rest of the
6 4th Ward. Proposed RD 26 keeps the same western boundary in the
7 first half of the 20th Ward as the current RD 26 and then moves
8 east in the southwestern 5th Ward to reduce population. It then
9 stairsteps to the southeast through the northern 8th and
10 western 7th Ward. At its southern border in the 7th Ward,
11 proposed RD 26 stays close against the eastern side of the
12 Chicago Skyway, going no further than 91st Street and Metra's
13 South Chicago line tracks in its southeastern corner.

14 Included in proposed RD 26 are the neighborhoods of: Near
15 North Side, Loop, Near South Side, Douglas, Oakland, Grand
16 Boulevard, Kenwood, Hyde Park, Washington Park, Woodlawn,
17 South Shore, South Chicago and Calumet Heights. These
18 neighborhoods are all connected by their proximity to downtown
19 Chicago and access to the numerous transportation lines that
20 exist within proposed RD 26. Throughout proposed RD 26, the
21 Metra Electric and South Shore commuter rail lines give
22 residents access to southern parts of the city and the suburbs.
23 These provide easy access to the Chicago Loop's services,
24 merchants, restaurants, and recreational activities.

25 Proposed RD 26 contains a number of Chicago's most famous
26 institutions and attractions that give the district its unique

1 character, including the University of Chicago, Grant Park,
2 Navy Pier, McCormick Place, Soldier Field, John G. Shedd
3 Aquarium, Field Museum, Alder Planetarium, and DuSable Museum
4 of African American History. All of these landmarks provide
5 great employment opportunities for residents, and the public
6 transit options, including buses, make it easy to get from one
7 end of the district to the other. For an urban district,
8 proposed RD 26 includes significant amounts of open space,
9 including Grant Park, the lakefront's Burnham Park, Washington
10 Park, and the western portion of the Midway Plaisance.

11 These areas form a community of interest because the
12 residents share concerns about the lakefront including
13 maintenance of the beaches and pollution control. In addition,
14 the residents of proposed RD 26 have a shared urban lifestyle,
15 forming a community of interest.

16 Proposed RD 26 preserves the core of the existing district.
17 The shifting of the boundaries, primarily to the west to
18 accommodate other districts' expansion and to the south to add
19 population, results in an increase in Hispanic voting-age
20 population and a small increase in the partisan incumbent
21 advantage.

22 Proposed RD 26 has an African American voting-age
23 population of 54.00%, a Hispanic voting-age population of
24 5.81%, and an Asian voting-age population of 7.92%.

1 According to the 2010 Census, current RD 27 has a
2 population of 97,634. Proposed RD 27 has a population of
3 108,734 and is therefore compliant with the "one person, one
4 vote" principle. Proposed RD 27 is different in shape from
5 current RD 27 due in part to population shifts and the need to
6 increase the total population by 11,100.

7 Proposed RD 27 was drawn to increase its population,
8 preserve communities of influence, and increase its
9 compactness. Proposed RD 27 adds population in Chicago and
10 expands its boundaries in several suburban communities to
11 achieve equal population. Of the population in proposed RD 27,
12 75.73% reside in current RD 27.

13 Calumet Park is removed entirely from proposed RD 27 so it
14 can lie entirely within proposed RD 28. Palos Park is also
15 removed from proposed RD 27. Although it will still be split,
16 it will remain mostly in a single representative district and
17 entirely within one senatorial district adjacent to proposed RD
18 27.

19 Proposed RD 27 shifts east in the City of Chicago to add
20 population while receding from parts of Blue Island, Beverly,
21 and the Washington Heights neighborhoods. Proposed RD 27
22 expands east into the Chicago neighborhoods of Morgan Park,
23 Roseland, West Pullman, and Chatham and adds more of the
24 suburban communities Alsip, Crestwood, Palos Heights and
25 Robbins. Additionally, proposed RD 27 takes in a small portion
26 of Orland Park to gain population.

1 Proposed RD 27 extends east to take in two stations along
2 the CTA Red Line "L" and the district continues to include
3 portions of the Rock Island Metra Line and the Electric South
4 Shore Metra Line. Several major north-side roads are included
5 in proposed RD 27, including the Dan Ryan Expressway, Western
6 Ave, Cicero Ave and Harlem Ave. I-294 runs through the center
7 of proposed RD 27 and has an interchange at Cicero Ave. 127th
8 St. remains one of the few east-west corridors in the district.

9 Most of proposed RD 27 has a median income between \$44,000
10 and \$68,000. Small areas in Chicago and large portions of the
11 western suburbs in proposed RD 27 have upper-middle class
12 incomes between \$68,000 to \$99,000, with some higher income
13 residents in Palos Heights and Orland Park earning a median
14 income between \$99,000 and \$148,000.

15 In addition to the socioeconomic division proposed RD 27
16 follows through Blue Island, the suburban community is racially
17 divided along proposed RD 27's boundary. To the east and south
18 of proposed RD 27, Blue Island is more racially segregated
19 between Whites, African Americans and Hispanics. The portion of
20 Blue Island within proposed RD 27 contains a middle-class
21 population that is more racially diverse. This population is
22 more similar to the racially diverse populations of Alsip,
23 another Cook County suburban community. Taking in more of Alsip
24 not only increases the population for proposed RD 27, but also
25 increases the racially diverse suburban community of interest
26 in proposed RD 27 as these minority populations are more

1 similar to each other than to the minority areas of Chicago.

2 Proposed RD 27's expansion meets the population target
3 while allowing the district to maintain its core and preserve
4 the incumbent-constituency relationship that has been formed
5 over the past 12 election cycles. The incumbent has developed
6 strong relationships with her constituents, and strong ties to
7 the community, in over two decades representing this area.
8 Proposed RD 27 maintains the same overall partisan composition
9 of current RD 27 as it currently exists. Proposed RD 27
10 contains roughly the same racial composition of the district as
11 originally drawn in 2001, with African-American voting-age
12 population dipping by over four percent.

13 Proposed RD 27 has an African American voting-age
14 population of 57.86%, a Hispanic voting-age population of
15 7.33%, and an Asian voting-age population of 0.97%.

16 REPRESENTATIVE DISTRICT 28

17 According to the 2010 Census, current RD 28 has a
18 population of 93,237. Proposed RD 28 has a population of
19 108,734 and is therefore compliant with the "one person, one
20 vote" principle. Proposed RD 28 is different in shape from
21 current RD 28 primarily due to population shifts and the need
22 to increase the total population by 15,497 but maintains
23 current RD 28's basic shape.

24 Of the population in proposed RD 28, 66.66% reside in
25 current RD 28. Overall, the shape of proposed RD 28 is very

1 similar to current RD 28 and preserves linkages for current
2 communities of interest, as well as keeps currently joined
3 municipalities together. Proposed RD 28 has African American
4 core populations in Wards 9 and 34 in Chicago, as well as in
5 Calumet Park, Blue Island and Robbins.

6 Boundaries for proposed RD 28 are kept very similar to
7 current RD 28. Many municipalities in current RD 28 lost
8 population or had insignificant gains, especially Chicago,
9 therefore it was necessary to expand proposed RD 28 into cities
10 that grew, such as Tinley Park and Orland Park. The territory
11 added in this area in Oak Forest, Orland Park, and Tinley Park
12 are similar in income levels to Crestwood and Midlothian in the
13 geographic center of proposed RD 28.

14 Proposed RD 28 lies entirely within Cook County. It
15 contains all or portions of the following townships: Calumet,
16 Worth, Bremen, Thornton, and Orland. These are the same
17 townships in current RD 28.

18 Proposed RD 28 contains portions of the following cities,
19 towns, and villages: Chicago, Calumet Park, Blue Island,
20 Robbins, Crestwood, Midlothian, Oak Forest, Orland Park and
21 Tinley Park. All of these municipalities, except for Tinley
22 Park, are already included in current RD 28.

23 Proposed RD 28 is served by the following school districts:
24 Chicago Public Schools 299, Calumet Public School District 132,
25 General George Patton School District 133, Cook County School
26 District 130, Posen-Robbins Elementary School District 143-5,

1 West Harvey-Dixmoor Public School District 147, Midlothian
2 School District 143, Forest Ridge School District 142,
3 Community Consolidated School District 146, Arbor Park School
4 District 145, Orland School District 135, and Kirby School
5 District 140.

6 Residents are moving from this area further into the South
7 Suburbs, south of I-80 and closer to the Cook-Will County
8 border. Proposed RD 28 has a diverse mix of income levels,
9 ranging from low income (\$2,499-\$44,205) to upper middle-class
10 (\$98,750-\$147,955). The low income census blocks are near the
11 northeastern corner of the district, starting in Chicago, and
12 concentrated around Blue Island and Robbins. The western half
13 of proposed RD 28 is more uniform in their median income.

14 Residents in proposed RD 28 share the concern of access to
15 reliable public transportation, mainly providing access to
16 jobs, both in Chicago and across Cook County. The residents
17 also care about improvements to local highways, construction of
18 Interstates 57, 94, and 294, and the reduction of stress on
19 local roads that are used by trucks to switch highways.
20 Proposed RD 28 has easy access to multiple Metra stations with
21 Blue Island as the location where the Rock Island line splits.

22 Proposed RD 28's area east of I-294 is populated by a
23 majority of African Americans with some Hispanic residents in
24 the Blue Island area. Both the Chicago neighborhoods in the
25 southwest side of the city and the suburban areas in this
26 portion of proposed RD 28 share common concerns of urban

1 communities and have similar needs in terms of access to social
2 services. The eastern half of proposed RD 28 is also bound
3 economically by the fact that the residents are largely blue
4 collar and live in industrial communities bordered on the south
5 by Calumet Sag Channel which is used for barge traffic for
6 industry. Hispanics in the Blue Island community are majority
7 Catholic and live near St. Donatus Parish.

8 West of I-294, proposed RD 28 maintains its shape, but the
9 need to add population requires proposed RD 28 to take in
10 larger portions of Orland Park and Tinley Park south of Tinley
11 Creek Woods. This western portion of proposed RD 28 is a
12 suburban community of working class residents and retirees. The
13 areas added by proposed RD 28 are not as sprawling and affluent
14 as portions of Orland Park and Tinley Park to the northwest and
15 southwest, and therefore fit more naturally with other
16 communities included in proposed RD 28. This community is
17 largely centered by two major roads, Route 6 / 159th Street,
18 which provides access to downtown Chicago and the collar
19 counties, and Route 43 / Harlem Avenue, which provides access
20 to I-294.

21 The expansion of the proposed RD 28 maintains the core of
22 the current district and the general demographic makeup of
23 current RD 28. Proposed RD 28 preserves the
24 incumbent-constituency relationships that have formed over the
25 past 4 election cycles. The boundaries maintain the partisan
26 composition of the current district. Proposed RD 28 drops its

1 African-American voting-age population by over eight percent
2 compared to the district as originally drawn in 2001.

3 Proposed RD 28 has an African American voting-age
4 population of 52.76%, a Hispanic voting-age population of
5 7.98%, and an Asian voting-age population of 1.37%.

6 REPRESENTATIVE DISTRICT 29

7 According to the 2010 Census, current RD 29 has a
8 population of 96,394. Proposed RD 29 has a population of
9 108,734, the equal-population target, and is therefore
10 compliant with the "one person, one vote" principle. Proposed
11 RD 29 is different in shape from current RD 29 due in part to
12 population shifts and the need to increase the total population
13 of the district.

14 Despite that change of population, proposed RD 29 is
15 similar to current RD 29 and maintains the core of the district
16 while adding communities that are similar to current RD 29. The
17 majority of proposed RD 29 contains residents of current RD 29
18 and portions of current RDs 28, 30, 79, and 80.

19 Like current RD 29, proposed RD 29 includes portions of the
20 communities of Calumet City, Dolton, Burnham, Ford Heights,
21 Lansing, Lynwood, Glenwood, Thornton, and South Holland, as
22 well as portions of Chicago's 9th Ward. The main difference
23 between current and proposed RD 29 is that proposed RD 29 goes
24 further south into the suburbs and Will County to pick up
25 communities that share the same interests and to achieve equal

1 population.

2 The east side of the boundary is Route 394 which helps
3 create a natural boundary for the district, but also serves as
4 a major roadway for the constituents on the east side of the
5 district that need to go north or south. On the south end of
6 the district, proposed RD 29 borders are made up of the
7 southern edges of Crete and Monee Townships in Will County.
8 These boundaries are defined geographic lines but also serve as
9 a separation from the more rural parts of Will County and the
10 more urban ones. On the west side of the district, in the Cook
11 County portion, the boundary is State Street and Halsted. These
12 two roads serve as natural boundaries for the district but also
13 serve as a means of transportation for the residents to get
14 north or south, but also connect them to several of the
15 highways in the district. The north end of the district is in
16 the 9th ward in the West Pullman neighborhood. This district
17 serves as a border and separates neighborhoods in the Chicago
18 part of the district.

19 Proposed RD 29 adds portions of the communities of Chicago
20 Heights, Sauk Village, Steger, Crete, University Park and
21 Monee. Over the years, there has been a shift in population
22 from Chicago into the south suburbs. Now that shift in
23 population is moving from the near south suburbs to the
24 southern part of Cook County and into the collar counties.
25 Thus, proposed RD 29 extends into Will County to respond to
26 population shifts and to capture additional population to reach

1 equal population. The new communities added to proposed RD 29
2 are similar demographically to communities in current RD 29,
3 and they share similar housing stock.

4 Prof. Robert Starks testified at the Chicago South hearing
5 that African Americans who moved from Chicago to south and
6 western suburbs should be incorporated into districts with
7 other African Americans. He also testified that many African
8 Americans who moved south and west out of the city did not move
9 voluntarily but instead were forced out as a result of the
10 closure of public housing projects in the city. Ten years ago,
11 the communities of Sauk Village, Steger and Crete, were
12 primarily Caucasian. Now these communities have a considerable
13 number of African Americans, reaching 75% of the voting-age
14 population in areas of Crete, Sauk Village, and Steger.
15 Proposed RD 29 keeps African Americans who have moved into the
16 areas of Crete, Sauk Village, and Steger together with African
17 Americans to the north. These communities are added to current
18 RD 29 because the residents share similar incomes, racial
19 backgrounds, and lifestyles. These communities relate more to a
20 suburban Chicago lifestyle than the rural lifestyle of southern
21 Will County.

22 Many of the thoroughfares in proposed RD 29 connect the
23 south end of the district with the north end and the city of
24 Chicago. Many of the residents in proposed RD 29 use these
25 roadways to commute north to work, shop, and attend church.
26 Highways like Illinois Route 394, the border of the district,

1 connect proposed RD 29 directly to the south side of Chicago as
2 well as Downtown Chicago. Dixie Highway, which is centrally
3 located in proposed RD 29, links the southern part of the
4 district to the northern part and gives residents access to
5 many local businesses, universities, colleges, and the
6 neighboring south suburbs. The other main north south highway
7 is I-57. This highway gives residents on the west side of
8 proposed RD 29 a highway that connects them to the other south
9 suburbs as well as an alternative route into the city of
10 Chicago. All of these north-south roads are connected in the
11 central part of the district by Interstate 80 which gives
12 residents access to the western suburbs and Indiana.

13 Other points of interest that link proposed RD 29 together
14 are that the majority of the residents in these communities
15 have more in common with the south suburbs of Chicago than the
16 rural sections of Will County. These areas are not farmland.
17 They are more urban and have more of a suburban feel than a
18 rural one. In fact, many of the high schools in these
19 communities compete against the south suburban schools more so
20 than they do against any of the areas to the south of them in
21 Will County.

22 Socioeconomically, proposed RD 29 is fairly homogeneous.
23 While portions in the northern part of the district are at a
24 lower median income level, the majority of proposed RD 29 is
25 made up of middle working class families having median income
26 of \$44,000 to \$99,000. As with the majority of the other

1 demographics, this trait is similar to what it is under current
2 RD 29.

3 Proposed RD 29 maintains the core of the existing district
4 and nearly the same partisan composition. The African-American
5 voting-age population was 55.23% in the district as originally
6 drawn in 2001 and climbed to over 68% in 2011. With proposed RD
7 29, the voting-age population for African-Americans drops to
8 61.89%.

9 Proposed RD 29 contains a Hispanic voting-age population of
10 5.30% and an Asian voting-age population of 0.72%.

11 REPRESENTATIVE DISTRICT 30

12 According to the 2010 Census, current RD 30 has a
13 population of 98,066. Proposed RD 30 has a population of
14 108,734, the equal-population target, and is therefore
15 compliant with the "one person, one vote" principle. Proposed
16 RD 30 is different in shape from current RD 30 due in part to
17 population shifts and the need to increase the total population
18 of the district.

19 Proposed RD 30 includes 73.04% of current RD 30, with
20 expansions necessary to achieve equal population. Proposed RD
21 30 removes a section of the city of Chicago on the northern
22 edge and expands the boundaries to the south and west to
23 achieve equal population. With these changes, proposed RD 30 is
24 an entirely suburban district.

25 At the southernmost point of the district, proposed RD 30

1 extends west to include more of Homewood and maintains the most
2 populous part of Homewood in one district. To gain population,
3 proposed RD 30 extends west of the westernmost boundary of
4 current RD 30 in to Oak Forest. The boundary of current RD 30
5 expands southwest to the border shared by the cities of Harvey
6 and Markham. Proposed RD 30 keeps completely intact Posen,
7 Dixmoor, Phoenix, and East Hazel Crest and keeps most of Harvey
8 and Homewood in one district.

9 Proposed RD 30 does not split more townships than current
10 RD 30. Unlike current RD 30, proposed RD 30 includes a small
11 portion of northeast Rich Township. The split in Rich Township
12 occurs to maintain the base of Homewood and achieve equal
13 population.

14 The income levels in proposed RD 30 vary, as in current RD
15 30, with the lowest incomes ranging from \$2,499 to \$44,000 and
16 higher incomes of \$68,000 to \$148,000 along the western and
17 southern sections.

18 Despite the boundary changes, proposed RD 30 maintains the
19 core of its existing district and preserves the
20 incumbent-constituency relationships that have formed over
21 much of the last decade. The boundary adjustments maintain
22 approximately the same partisan composition of current RD 30 as
23 it exists in 2011. The African-American population of the
24 district has dropped compared to the district as it was
25 originally drawn in 2001.

26 Proposed RD 30 contains an African American voting-age

1 population of 51.86%, a Hispanic voting-age population of
2 13.13%, and an Asian voting-age population of 1.22%.

3 REPRESENTATIVE DISTRICT 31

4 According to the 2010 Census, current RD 31 has a
5 population of 98,298. Proposed RD 31 has a population of
6 108,734, the equal-population target, and is therefore
7 compliant with the "one person, one vote" principle. Proposed
8 RD 31 is different in shape from current RD 31 due, in part, to
9 population shifts and the need to increase the total population
10 of the district by 10,436.

11 Of the population in proposed RD 31, 58.45% reside in
12 current RD 31. Proposed RD 31 extends to the southwestern
13 suburbs to gain necessary population. Like current RD 31,
14 proposed RD 31 remains mostly in the city of Chicago. Proposed
15 RD 31 moves into the southwestern suburbs of Chicago Ridge,
16 Palos Hills, Hometown, Willow Springs, Hodgkins, Countryside,
17 and Burr Ridge in order to gain population.

18 With this expansion, proposed RD 31 maintains similar
19 median incomes and reflects the general trend of Chicago
20 residents moving west. Socioeconomically, proposed RD 31 is
21 predominately made up of working class families. There are many
22 transportation corridors and options available in this area in
23 order to get to work each day. Proposed RD 31 contains three
24 Metra lines: the Heritage line runs through the northwest
25 portion of proposed RD 31; the Rock Island-Main line runs

1 through the eastern portion; and the SouthWest Service line
2 runs through the northeast and central portions of proposed RD
3 31.

4 Proposed RD 31 maintains the core of its district and
5 preserves an incumbent-constituent relationship that has
6 existed since 1985; the incumbent is one of the House's
7 longest-serving members. The African-American population drops
8 by seven percent, primarily due to the expanded western and
9 northwestern boundaries, which pick up an overwhelmingly
10 Caucasian and, to a far lesser extent, Hispanic population. The
11 partisan advantage for the incumbent diminishes slightly under
12 proposed RD 31 compared to current RD 31, also due to the west
13 and northwest expansion.

14 Proposed RD 31 has an African American voting-age
15 population of 53.78%, a Hispanic voting-age population of
16 6.21%, and an Asian voting-age population of 1.1%.

17 REPRESENTATIVE DISTRICT 32

18 According to the 2010 Census, current RD 32 has a
19 population of 93,008. Proposed RD 32 has a population of
20 108,734, the equal-population target, and is therefore
21 compliant with the "one person, one vote" principle. Proposed
22 RD 32 is different in shape from current RD 32 due, in large
23 part, to population shifts and the need to increase the total
24 population of the district by over 15,000 people.

25 Of the population in proposed RD 32, 53.26% reside in

1 current RD 32. Proposed RD 32 has slight variations in its
2 borders within the City of Chicago and expands west of Pulaski
3 Avenue into suburban Cook County, in part to gain population,
4 without adversely affecting the communities of interest within
5 the district. Chicago's border in proposed RD 32 is very
6 similar in shape to current RD 32. In both current and proposed
7 RD 32, Kennedy-King College anchors its eastern end. In its
8 western half, the territory added to proposed RD 32 is similar
9 in shape and boundary lines to current RD 32. Proposed RD 32
10 extends into the suburban Cook County communities of Burbank,
11 Bridgeview, Justice, Hickory Hills and Oak Lawn to gain
12 population. At proposed RD 32's western terminus in Justice,
13 the district includes a group of African American residents,
14 otherwise isolated in that region but sharing a community of
15 interest with African American residents in the eastern half of
16 the district. Proposed RD 32 has a Hispanic community of
17 interest west of Central Park Avenue that extends from the city
18 into the district's suburban communities.

19 Proposed RD 32 recedes entirely from Chicago's 16th Ward
20 and from small portions of Chicago Wards 13, 15, and 18. The
21 portion of Ward 18 removed is in the Chicago Lawn and West Lawn
22 neighborhoods, which consists primarily of Hispanic residents.
23 This was done, in part, to add population and increase the
24 Hispanic residents within the adjoining district. Marquette
25 Park, a non-residential park, which is in current RD 32, is not
26 included in proposed RD 32. The removal provides a natural

1 boundary for proposed RD 32. Proposed RD 32 also recedes
2 entirely out of the 16th Ward; like current RD 32, proposed RD
3 32 continues to contain portions of Chicago Wards 6, 13, 15,
4 17, 18, 20 and 21 and the neighborhoods of Ashburn, Chicago
5 Lawn, Englewood, Greater Grand Crossing, West Englewood and
6 Woodlawn.

7 The boundaries of proposed RD 32 reflect the competing
8 goals of preserving the existing district balanced against the
9 need to obtain a significant amount of population to reach the
10 equal population target. The largest expansion, the move
11 westward for this population, adds Hispanic and Caucasian
12 population. The African-American voting-age population of the
13 district, which had held steady since 2001 at approximately
14 68%, now drops significantly to 52%.

15 Proposed RD 32 has an African American voting-age
16 population of 52.02%, a Hispanic voting-age population of
17 15.86%, and an Asian-American voting-age population of 1.34%.

18 REPRESENTATIVE DISTRICT 33

19 According to 2010 Census, current RD 33 has a population of
20 93,407. Proposed RD 33 has a population of 108,734, the
21 equal-population target, and is therefore compliant with the
22 "one person, one vote" principle. Proposed RD 33 is different
23 in shape from current RD 33 due, in part, to population shifts
24 and the need to increase the total population of the district
25 by 15,327.

1 Of the population in proposed RD 33, 43.64% reside in
2 current RD 33. Many of the borders in the northern end of
3 proposed RD 33 are identical to current RD 33, but proposed RD
4 33 moves south to capture the communities of Burnham, Calumet
5 City, Lansing, Lynwood, Sauk Village and a tiny sliver in Ford
6 Heights. Proposed RD 33 is located entirely within Cook County.

7 The southern border of proposed RD 33 is formed by the
8 Cook-Will County line and runs from the Illinois-Indiana state
9 line to S. Torrence Avenue, a major north-south roadway. The
10 western border follows Torrence Avenue north to Interstate
11 80/94, with some adjustments along the border of the Lansing
12 Woods Forest Preserve and other areas to achieve equal
13 population. Heading east on I-80/94, the border moves north
14 largely along Burnham Road, with slight adjustments for
15 population. Just past Michigan City Road, the border follows
16 several streets, mainly to pick up needed population, before
17 moving northwest along the Chicago South Shore and South Bend
18 Railroad Line. The border follows the rail line until it
19 rejoins S. Torrence Avenue, and then moves northwest along the
20 Chicago and Western Indiana Railroad Line. Proposed RD 33 then
21 follows S. Cottage Grove Avenue north, turning east along E.
22 79th Street. Forming the proposed district's eastern border,
23 the district line moves generally southward until reaching E.
24 95th Street, then eastward until moving south again along S.
25 Torrence Avenue. From this point, the border moves generally
26 southeast along several roads until reaching the Indiana border

1 just north of Wolf Lake. The final portion of the eastern
2 border follows the Illinois-Indiana state line until reaching
3 the Cook-Will County line in the southeastern corner of the
4 district.

5 According to land use data, proposed RD 33's area outside
6 of the City of Chicago is largely urban, a characteristic
7 shared with those residing in Chicago portion of the district.
8 The communities in proposed RD 33 are home to many public
9 employees, namely those working for municipal and county
10 governments. Many police officers, firefighters and other City
11 of Chicago workers live in proposed RD 33 because it allows
12 them to meet residency requirements and still have easy access
13 to the suburbs. In the suburban communities, most public
14 employees or white collar workers reside east of S. Torrence
15 Avenue, where housing stock is different than those residing
16 west of the street. This common threat ties the communities
17 together.

18 Proposed RD 33, like the current district, has a community
19 of interest made up of low to middle income residents. With the
20 exception of two small areas where residents earn between
21 \$68,000 and \$99,000 per year, the proposed district's resident
22 earn below \$68,000, with some areas of population showing a
23 median income of under \$44,000.

24 Proposed RD 33 also keeps the Ford automobile factory in
25 the district, a key employer for residents in both the Chicago
26 and south suburban portions of proposed RD 33. A number of

1 manufacturing facilities exist in the area around the Ford
2 factory, and many employees of these facilities have chosen to
3 live in the surrounding communities. These manufacturing
4 facilities and their workers are vital parts of proposed RD 33
5 and form a community of interest.

6 With the closure of public housing units in south Chicago,
7 many families relocated to the south suburbs, specifically in
8 the areas contained in proposed RD 33. These individuals have
9 strong ties to the Chicago portion of proposed RD 33 in the
10 churches they attend, their places of employment and banking.
11 By moving the current district's southern border further south,
12 it allows district residents who still have family and friends
13 in Chicago to share the same representative.

14 Proposed RD 33 keeps African Americans in Chicago together
15 with African Americans in the communities of Burnham, Calumet
16 City, Lansing, Lynwood and Sauk Village recognizing an
17 important community of interest. This is especially important
18 as many African Americans residing in the southern part of the
19 proposed district previously lived in Chicago.

20 Proposed RD 33's ability to retain the core of its
21 district, and to preserve the incumbent-constituent
22 relationship enjoyed over the last decade, is hampered by the
23 southward expansion of the district's boundaries necessary to
24 compensate for a substantial population loss. But the need to
25 move south is almost unavoidable: much of its eastern border is
26 immovable, most of the surrounding districts also suffer from

1 population loss, and in any event, the population has migrated
2 primarily southward. Current RD 33's African-American
3 voting-age population, which has hovered around 66% since the
4 2001 map was drawn, drops to just below 62% with the boundary
5 changes. The partisan advantage for the incumbent suffers a
6 moderate drop as well.

7 Proposed RD 33 has an African American voting-age
8 population of 61.98%, a Hispanic voting-age population of
9 11.7%, and an Asian voting-age population of 0.48%.

10 REPRESENTATIVE DISTRICT 34

11 According to the 2010 Census, current RD 34 has a
12 population of 95,793. Proposed RD 34 has a population of
13 108,734, the equal-population target, and is therefore
14 compliant with the "one person, one vote" principle. Proposed
15 RD 34 is different in shape from current RD 34 due, in large
16 part, to population shifts and the need to increase the total
17 population of the district by 12,941.

18 Of the population in proposed RD 34, 49.36% reside in
19 current RD 34. It gains the population needed to meet the equal
20 population number by extending further south, adding portions
21 of Chicago's south suburbs and portions of eastern Will and
22 Kankakee counties. In the Cook County portion of proposed RD
23 34, the borders closely resemble the borders of current RD 34
24 or follow major thoroughfares. Outside Cook County, proposed RD
25 34's borders follow township lines or natural boundaries, as

1 best as possible, deviating at points for purposes of equal
2 population.

3 Proposed RD 34 is made up of portions of the south side of
4 Chicago, portions of Chicago's south suburbs, and portions of
5 Will and Kankakee counties. As neighboring proposed
6 representative districts in Chicago pushed southward and
7 westward in response to population migration, the boundaries of
8 proposed RD 34 followed suit, pushing slightly west from
9 current RD 34 in Chicago. Proposed RD 34 includes portions of
10 Burnham, Calumet City, and Lansing. Extending current RD 34
11 southward using these boundaries creates a logical path for
12 adding the population needed while also allowing proposed RD 34
13 to preserve the core of current RD 34.

14 Robert Starks, from the Harold Washington Institute for
15 Research and Policy Studies, testified at the House
16 Redistricting Hearing on April 20, 2011 at Chicago State
17 University that too much of the African American population has
18 left the city for the south and western suburbs. He stated that
19 these relocated residents should be incorporated into existing
20 African American districts or placed into coalition districts
21 or influence districts. He wants to ensure African Americans
22 have representation at all levels of the state legislature.
23 Proposed RD 34 follows the migration of African Americans out
24 of the south side of Chicago by adding pockets of African
25 Americans in Crete Township in Will County and Ganeer Township
26 in Kankakee County.

1 Additionally, with the closure of public housing units in
2 south Chicago, many families relocated to the south suburbs,
3 specifically in the areas contained in proposed RD 34. These
4 individuals still have strong ties to the Chicago portion of
5 proposed RD 34 in the churches they attend, their places of
6 employment and banking. By moving proposed RD 34's southern
7 border further south, it allows district residents who still
8 have family and friends in Chicago to share the same
9 representative. Robert Starks testified that African Americans
10 who moved from Chicago to south and western suburbs should be
11 incorporated into other African Americans districts, given
12 that many African Americans who moved south and west out of the
13 city did not move voluntarily, but instead were forced out as a
14 result of the closure of public housing projects in the city.

15 The Chicago boundaries of proposed RD 34 follow very
16 closely to the boundaries of current RD 34 in its northern
17 portion. Proposed RD 34 shifts slightly westward as neighboring
18 representative districts to the east move westward in search of
19 population. Proposed RD 34 also follows well-established
20 roadways and other boundaries. On its western border, proposed
21 RD 34 follows major roads such as the Dan Ryan Expressway and
22 Cottage Grove Avenue, and a railroad. As proposed RD 34 extends
23 southward into Chicago's south suburbs, the western boundary
24 likewise shifts west, along the Shabonna Woods Forest Preserve
25 and then follows the Bishop Ford Expressway/Interstate 394
26 southward to the Cook/Will county line.

1 The eastern border also closely resembles the boundaries of
2 current RD 34, Route 20/12, a railroad, Torrence Avenue (which
3 is one of the major roads in the Southland), Burnham Avenue,
4 Interstate 80/294, the Lansing Woods Forest Preserve, and back
5 down Torrence Avenue to the Cook/Will county line, at which
6 point proposed RD 34 travels east to include a portion of Crete
7 Township.

8 In Will County, proposed RD 34 attempts to keep as many
9 townships as possible intact. It splits Crete Township,
10 following along Route 1/Dixie Highway (a heavily traveled road
11 in the south suburbs), State Street, Burville Road, and the
12 Bishop Ford Expressway/Interstate 394. This split is done for
13 purposes of equal population, and it keeps the municipality of
14 Crete almost solely within a neighboring representative
15 district. Washington Township is split along West Eagle Lake
16 Road and Route 1/Dixie Highway to add population from a portion
17 of Beecher, then along West Beecher Road, splitting York
18 Township, leaving the majority of Peotone, and the portion that
19 may make up the proposed South Suburban Airport, in the
20 Kankakee County-based proposed RD 79. In Kankakee County,
21 proposed RD 34 almost exclusively travels along township lines
22 to include Manteno, Sumner, and Yellowhead townships. Where the
23 southern boundary of proposed RD 34 follows mostly along the
24 Kankakee River, it splits Ganeer Township to include a
25 concentration of African Americans residents. Proposed RD 34
26 includes almost all of Momence and continues its southern

1 border along the Kankakee River. The municipalities in proposed
2 RD 34 are kept mostly intact, except for Peotone and virtually
3 all of Bourbonnais, which are split along township lines and
4 geographic boundaries.

5 Socioeconomically, the north and south ends of proposed RD
6 34 are very similar to each other. While there are pockets of
7 low-income households in the Riverdale, Grand Crossing,
8 Chatham, and South Deering neighborhoods in Chicago and Ford
9 Heights in the south suburbs, the rest of proposed RD 34 is
10 predominantly lower-middle income to middle income.

11 While proposed RD 34 contains several major interstates and
12 highways, it also has numerous railroads. Proposed RD 34
13 contains a section of the Metra Electric line that allows daily
14 commuters from the south suburbs to travel to and from Chicago.
15 The City of New Orleans Amtrak line passes through the district
16 as well as a number of major commercial lines that link
17 Chicago's industrial areas to intermodal yards and main lines
18 allowing freight to be shipped to the East and West coasts. The
19 residents of proposed RD 34 share a common interest in ensuring
20 that rail service is provided and maintained within the region.

21 Proposed RD 34 follows the migration of African Americans
22 out of the southside of Chicago and links them with segments of
23 African-Americans in Crete Township and Ganeer Township in
24 Kankakee County.

25 The incumbent has served this district for 16 years, and
26 the northern portion of proposed RD 34 is preserved, allowing

1 for the maintenance of the incumbent-constituent relationship
2 at least to that extent. The ability to retain more of current
3 RD 34's core is frustrated by the need to add almost 13,000 in
4 population to ensure equal population, as well as the fact that
5 searching for population from adjacent districts to the east,
6 west, and north would entail removing population from districts
7 that likewise have suffered population losses of over 10,000
8 each. (The lone exception is a miniscule shared border with
9 proposed RD 5, which suffered a population loss of over 6,000.)
10 The logical expansion is southward, especially given that this
11 movement follows the population migration. This expansion
12 leads to the addition of mostly Caucasian and Hispanic voters.
13 As a result, proposed RD 34's African-American voting-age
14 population, which under current RD 34 started in 2001 at over
15 68% and had climbed to almost 75% under the 2010 census,
16 dropped almost seventeen percent under proposed RD 34. The
17 partisan advantage for the incumbent drops significantly but
18 remains strong.

19 Proposed RD 34 would include an African American voting-age
20 population of 58.13%, a Hispanic voting-age population of
21 6.50%, and an Asian voting-age population of 0.35%.

22 REPRESENTATIVE DISTRICT 35

23 According to the 2010 Census, current RD 35 has a
24 population of 105,864. Proposed RD 35 has a population of
25 108,734, the equal-population target, and is therefore

1 compliant with the "one person, one vote" principle. Proposed
2 RD 35 is different in shape from current RD 35 due, in part, to
3 population shifts and the need to increase the total population
4 of the district.

5 Proposed RD 35, located in Cook County, has 49.36% of its
6 residents from current RD 35. While allowing surrounding
7 districts to gain population, proposed RD 35 maintains its
8 general shape, and expands into the northeast and southwest to
9 increase the necessary population. The east end of proposed RD
10 35 maintains similar boundaries as current RD 35. As with
11 current RD 35, proposed RD 35 contains parts of Chicago
12 neighborhoods of Beverly, Mount Greenwood and Morgan Park.
13 Proposed RD 35 expands into portions of Auburn Gresham and
14 Washington Heights in order to gain population.

15 Moving west vertically, proposed RD 35 follows similar
16 patterns as current RD 35 through the city of Merrionette Park
17 and parts of the cities of Alsip, Oak Lawn, Worth, Palos Park
18 and Palos Heights. In order to pick up the necessary
19 population, proposed RD 35 expands further into the southwest
20 suburbs and includes most of the city of Orland Park and all of
21 Orland Hills. The section of proposed RD 35 moving westward
22 narrows when compared to current RD 35 to accommodate the need
23 for more increasing population in neighboring proposed RDs 28
24 and 36. Proposed RD 35 splits three townships (current RD 35
25 splits four) and has two entire cities and seven split cities
26 (current RD 35 has ten split cities).

1 The townships and municipalities within proposed RD 35 are
2 united by common socioeconomic characteristics associated with
3 the southwest Chicago land area. The majority of residents
4 within these places are single-family homeowners who move into
5 these communities to take advantage of their housing values,
6 quality schools, and low crime rates. Many residents live in
7 the southwest part of the city of Chicago because they want to
8 be in a more "suburban" setting rather than a more urban area.
9 Many of the residents of the suburban townships have either
10 moved from Chicago themselves or are the children of former
11 Chicago residents. Outside of the African-American communities
12 in the northeast corner of the district, most of the residents
13 are of Irish, Polish, or Italian decent.

14 Proposed RD 35 includes portions of Chicago Wards 19 and
15 20, including the neighborhoods of Auburn-Gresham, Washington
16 Heights, Beverly, Morgan Park, and Mount Greenwood to increase
17 population, while preserving communities of interest in
18 neighboring districts. As with current RD 35, proposed RD 35
19 contains the majority of the community of Beverly and Mount
20 Greenwood. Beverly and Mount Greenwood represent a racially
21 mixed community of interest with a high percentage of home
22 owners who work for Chicago governmental agencies, including
23 residents serving as police officers, fire fighters, and
24 paramedics. These homeowners reside in Beverly because of the
25 quality of homes, lower crime rates and better schools than
26 many other Chicago neighborhoods. These residents have similar

1 transportation patterns, and use the Dan Ryan Expressway or the
2 Metra Rock Island commuter train route to access downtown
3 Chicago.

4 The Chicago residency requirement also ties the eastern
5 portion of the district with the western suburban portion
6 through the migration of retired city workers who have trended
7 further into the southwest suburbs of Orland, Palos and Tinley
8 Park after they are no longer bound by residency.

9 The narrow middle portion of proposed RD 35 maintains the
10 core of suburban communities that are within current RD 35
11 while expanding southwest into Orland Park and Orland Hills.
12 The suburban section of the district has similar household
13 incomes between \$44,000 and \$99,000. The western section of the
14 district contains the vast majority of Orland Park and all of
15 Orland Hills. The Cook County border serves as the western
16 border for the district.

17 Religion is another binding factor between the Chicago
18 portion of proposed RD 35 to the east and the suburban portion
19 to the west. Beverly and Mount Greenwood are home to a number
20 of Catholic parishes. Many of these Catholic residents,
21 especially older or retired residents, move south and west when
22 they are no longer bound by Chicago residency requirements, or
23 to take advantage of the additional space, larger homes and
24 backyards, and quieter quality of life in the suburbs. Many of
25 these residents who have migrated from Beverly and Mount
26 Greenwood into Palos and Orland Townships also populate several

1 Catholic churches throughout the suburbs.

2 Major roads in proposed RD 35 include I-294, which runs
3 through the narrow vertical center of the district and provides
4 access to the City of Chicago and northwest suburbs going
5 north, and to I-80 going south which provides access to Joliet
6 and I-57, both of which are used by trades and local businesses
7 to access collar counties. Southwest Highway which begins on
8 95th Street in the neighboring RD 36 provides easy access into
9 the Palos / Orland area and allows for easy travel between the
10 east and west sections of RD 35. In the western portion of the
11 district, Route 45 and Route 6 / 159th Street are major artery
12 streets that intersect at the southern end of the western
13 portion of the district.

14 A majority of the population within proposed RD 35 resides
15 in current RD 35. The current partisan composition of proposed
16 RD 35 is slightly higher than the current composition of
17 current RD 35.

18 Proposed RD 35 has an African American voting-age
19 population of 16.44%, a Hispanic voting-age population of
20 5.83%, and an Asian voting-age population of 2.65%.

21 REPRESENTATIVE DISTRICT 36

22 According to the 2010 census, current RD 36 has a
23 population of 103,284. Proposed RD 36 has a population of
24 108,734, the equal-population target, and is therefore
25 compliant with the "one person, one vote" principle. Proposed

1 RD 36 is different in shape from current RD 36 due, in part, to
2 population shifts, the need to increase the total population of
3 the district by 5,450, and efforts to preserve communities of
4 interest.

5 Of the population in proposed RD 36, 62.73% reside in
6 current RD 36. Proposed RD 36 moves south and west of current
7 RD 36 to gain needed population while respecting the population
8 requirements of adjoining districts. Adjoining RD 31 is an
9 African American majority district, which had to start moving
10 west to increase population and remain within Cook County. The
11 densest African American communities in proposed RD 31 are in
12 the 17th, 18th, and 21st Chicago Wards. Proposed RD 36
13 transfers portions of Chicago Wards 18 and 21 in the
14 northeastern portion of current RD 36 to proposed RD 36. These
15 portions have a high density of African American communities
16 and are therefore included in proposed RD 31 in order to
17 solidify the communities of interest and preserve proposed RD
18 31 as an African American majority district.

19 Like current RD 36, proposed RD 36 is entirely within Cook
20 County and centers around Evergreen Park and Oak Lawn. Proposed
21 RD 36 adds portions of Oak Lawn, Chicago Ridge and Palos Hills
22 (all in current RD 36) and expands to include sections of Worth
23 and Palos Heights. Additional portions of the Chicago
24 neighborhoods of Beverly and Mount Greenwood are also included
25 in RD 36. The western border of proposed RD 36 expands to the
26 Cook County border, in part to accommodate for population loss

1 in the east. A significant section of the western portion is
2 within a forest preserve located in Lyons Township. Proposed RD
3 36 expanded into much of the township to reach pockets of
4 population surrounding the forest preserve, both north (Willow
5 Springs) and south (Palos Park). Much of the suburban area
6 added to proposed RD 36 is socioeconomically and
7 demographically similar to other portions of current and
8 proposed RD 36. The median income ranges from \$44,000 to
9 \$99,000, which is similar to current RD 36.

10 Current and proposed RD 36 has a significant number of
11 persons who identify with the Catholic Church or choose to send
12 their children to neighborhood Catholic Schools. Brother Rice
13 High School and Mother McAuley High School remain in proposed
14 RD 36 at the confluence of Chicago, Evergreen Park and Oak
15 Lawn. Many residents have ties to these schools that last long
16 after their children have graduated.

17 Proposed RD 36 is tied to Chicago's downtown, where many
18 work and seek entertainment, via Metra's South West Service
19 train line which runs through the heart of the district.
20 Downtown Chicago is also easily accessed by automobile via the
21 Interstate System. Interstate 294 also runs through proposed RD
22 36. Interstates 55, 57, 80 and 94 are all nearby and accessible
23 via on ramps or from Interstate 294.

24 Proposed RD 36 maintains a majority of the core from
25 current RD 36. The partisan advantage in favor of the incumbent
26 is lower than current RD 36.

1 Proposed RD 36 has an African American voting-age
2 population of 12.21%, a Hispanic voting-age population of 8.7%,
3 and an Asian voting-age population of 2.23%.

4 REPRESENTATIVE DISTRICT 37

5 Proposed RD 37 contains 108,734, the equal-population
6 target, and is therefore compliant with the "one person, one
7 vote" principle. Several districts shifted due to population
8 issues, and thus proposed RD 37 contains portions of 3 current
9 representative districts.

10 Proposed RD 37 is located in Cook and Will counties and
11 contains portions of current RD's 37 and 81. Proposed RD 37
12 lies mainly within the suburbs of Will County, with a small
13 portion of Cook County. Proposed RD 37 contains portions New
14 Lenox, Frankfort, Homer, and Orland Townships. Portions of the
15 following communities are located within proposed RD 37:
16 Mokena, Tinley Park, Frankfort Square, New Lenox, Frankfort,
17 Orland Park, Homer Glen, Lockport, and Joliet. Proposed RD 37
18 unites communities that are demographically and culturally
19 similar to towns that are part of current and proposed RD 37,
20 including Homer Glen, Joliet, Lockport, Orland Park, and New
21 Lenox. On its western edge, the proposed RD 37 observes the
22 same boundary line that existed between the current RD 37 and
23 adjacent current RD 85 and current RD 86. This ensures that
24 sections can be preserved in those proposed neighboring
25 districts, as well.

1 Proposed RD 37 is fairly economically homogeneous, with
2 median annual income falling in the \$85,000.01 - \$115,000
3 range, save for a smaller and wealthier section of southwestern
4 Mokena. Proposed RD 37 is unified by its major transportation
5 corridors, Interstate 80, which runs through the middle,
6 Interstate 355, which connects New Lenox to the western
7 suburbs, and major north-south roads traversing the district,
8 including (from east to west) 80th Avenue, LaGrange Road (US
9 45), Wolf Road, Cedar Road, Cougar Road, and Farrell Road
10 Lincoln Highway (US 30) runs along the southern border. Metra's
11 Rock Island commuter rail line, which connects Joliet to
12 downtown Chicago, crosses the entirety of the district with
13 stops in New Lenox, Mokena, Hickory Creek, and Tinley Park. The
14 commuters who use this line create a community of interest.

15 A majority of the population within proposed RD 37 resides
16 within current RD 81, the incumbent's current district.
17 Proposed RD 37 keeps the incumbent within the core of the
18 district, thus preserving incumbent-constituent relationships
19 developed over the past 7 election cycles. However, the
20 partisan composition of proposed RD 37 is slightly lower than
21 the incumbent's current district.

22 Proposed RD 37 contains an African American voting-age
23 population of 1.36%, a Hispanic voting-age population of 4.61%,
24 and an Asian voting-age population of 2.71%.

1 According to the 2010 Census, current RD 38 has a
2 population of 111,279. Proposed RD 38 has a population of
3 108,734, the equal-population target, and is therefore
4 compliant with the "one person, one vote" principle. Proposed
5 RD 38 is different in shape from current RD 38 due, in part, to
6 population shifts and the need to reduce the total population
7 of the district by 2,545.

8 Compared to current RD 38, proposed RD 38 shifts to the
9 west. One reason for this shift is the southward and westward
10 push of surrounding districts that need to gain population.
11 Despite proposed RD 38's move west, 65.66% of the population is
12 in current RD 38. The northeast corner of the district is
13 slightly reduced and the eastern border moves west. The
14 northeast corner contains a staircase shaped boundary that
15 almost exactly follows the border line of Hazel Crest and
16 Homewood. The northwest boundary of the district is extended
17 north, mainly to achieve equal population. The southwest border
18 of proposed RD 38 remains the same as current RD 38. As in
19 current RD 38, proposed RD 38 represents portions of the
20 communities of Country Club Hills, Flossmoor, Olympia Fields,
21 Park Forest, Hazel Crest, Markham, Matteson, Richton Park,
22 Harvey, Frankfort and Oak Forest. Proposed RD 38 adds the
23 communities of Tinley Park and Frankfort Square.

24 The residents of the communities within proposed RD 38
25 share many common characteristics. As a whole, proposed RD 38
26 is a largely middle income district with a median income range

1 of \$65,000 to \$85,000 per year. Although there are minor
2 variances within the district, this range is noticeably higher
3 than districts to the north and east, while it is lower than
4 those in districts to the south and west. Proposed RD 38
5 creates a community of interest containing upwardly mobile,
6 middle class minorities. The additional population from Tinley
7 Park and Frankfort Square share some socioeconomic
8 similarities with the residents of Olympia Fields in terms of
9 their median income of \$85,000-\$115,000 per year.

10 Similar to current RD 38, proposed RD 38 includes a large
11 Cook County forest preserve area and preserves the Interstate
12 57 and Interstate 80 corridors at the heart of the district.
13 These roadways are a major source of commerce, allow local
14 residents to reach their destinations with ease, and will be a
15 driving factor in job growth.

16 Despite the westward shift of proposed RD 38 to accommodate
17 the population needs of surrounding districts, proposed RD 38
18 maintains the core and shape of current RD 38 and preserves the
19 relationship between this five-year incumbent and many of his
20 constituents. Proposed RD 38's African-American voting-age
21 population drops substantially from the 2010 census figures for
22 current RD 38, which was 71 percent. The partisan advantage to
23 the incumbent drops as well but remains strong.

24 Proposed RD 38 has an African American voting-age
25 population of 51.14%, a Hispanic voting-age population of
26 4.15%, and an Asian voting-age population of 1.95%.

1 REPRESENTATIVE DISTRICT 39

2 According to the 2010 Census, current RD 39 has a
3 population of 95,126. Proposed RD 39 has a population of
4 108,734, the equal-population target, and is therefore
5 compliant with the "one person, one vote" principle. Proposed
6 RD 39 is different in shape from current RD 39 due, in part, to
7 population shifts and the need to increase the total population
8 of the district by 13,608.

9 Proposed RD 39 contains portions of current RD's 3, 14, 19,
10 39, and 40. Of its population, 58.53% reside in current RD 39.
11 To achieve equal population, the western half of current RD 39
12 shifts north and west, the northern boundary in the eastern
13 half shifts south, and the southern boundary shifts slightly
14 north. Proposed RD 39 lies entirely within Cook County on
15 Chicago's Northwest Side.

16 The major boundary streets in proposed RD 39 include Irving
17 Park Road and West Belle Plaine to the north, Fullerton and
18 Armitage Avenues to the south, Western Avenue to the east,
19 Melvina and Austin Avenues to the west, and Milwaukee and Barry
20 Avenues to the north. Other major arterial streets running
21 north-south include Central Avenue, Laramie Avenue, Cicero
22 Avenue, Pulaski Road, and Kedzie Avenue. The streets running
23 east-west are Fullerton Avenue, Diversey Avenue, Belmont
24 Avenue, Addison Street and Irving Park Road.

25 Portions of the following Chicago wards are located in

1 proposed RD 39: 45, 1, 26, 30, 31, 35, and 38. The majority of
2 split wards found in current RD 39 are also found in proposed
3 RD 39: wards 1, 26, 30, 31, and 35. As with current RD 39,
4 proposed RD 39 includes split Cook County Board districts 8 and
5 12.

6 Proposed RD 39 includes portions of the following
7 neighborhoods: Belmont Cragin, Hermosa, Avondale, Logan Square
8 (all of which are found in part within current RD 39), Portage
9 Park, and Irving Park. These neighborhoods are either
10 predominantly Hispanic or have growing Hispanic populations.
11 On the western border, proposed RD 39 includes an eight-block
12 section of the Dunning neighborhood, half of which is made up
13 of the campus and playing field of the Chicago Academy
14 elementary and high schools, which serve residents from
15 proposed RD 39. Residents in proposed RD 39 are linked by the
16 Logan Square Boulevards Historic District and the Six Corners
17 shopping district, which are preserved within proposed RD 39.

18 Residents of proposed RD 39 have many public transportation
19 options, including the CTA Blue Line, which runs from suburban
20 Park Forest through downtown Chicago and out to O'Hare airport,
21 with a stop in the district at Irving Park; multiple CTA bus
22 routes, connecting to commuter rail and other routes; and the
23 Metra commuter railroad's Milwaukee District/North Line, which
24 begins in Chicago and ends in north suburban Fox Lake near the
25 Wisconsin border, runs on a northwest to southeast diagonal and
26 stops in the district at the Grayland station.

1 Proposed RD 39 is primarily made up of middle-income
2 households with a median income of between \$45,000 and \$70,000.
3 There is a segment of upper-middle income households in the
4 northwestern section of proposed RD 39, east of Cicero Avenue
5 and north of Addison Street and east of Austin Avenue and north
6 of Addison Street, and sections of households earning under
7 \$45,000. Generally, proposed RD 39 remains similar
8 socioeconomically.

9 Proposed RD 39 has an African American voting-age
10 population of 3.16%, a Hispanic voting-age population of
11 55.06%, and an Asian voting-age population of 3.46%. As
12 Hispanic growth in Chicago is trending northwest, the district
13 moves in that direction to keep this community of interest
14 together and avoid diluting its voting strength, while gaining
15 the necessary population. Proposed RD 39 extends northward on
16 its northwest side to grab a portion of Kimball Avenue. This
17 allows more Hispanic residents to be included in proposed RD
18 39, in response to expert and legal testimony provided at the
19 House Redistricting hearing on May 24, 2011.

20 REPRESENTATIVE DISTRICT 40

21 According to the 2010 census, current RD 40 has a
22 population of 92,752. Proposed RD 40 has a population of
23 108,734, the equal-population target, and is therefore
24 compliant with the "one person, one vote" principle. Proposed
25 RD 40 is different in shape from current RD 40 due, in part, to

1 population shifts and the need to increase the total population
2 of the district by 15,982.

3 Of the population in proposed RD 40, 71.57% reside in
4 current RD 40. Changes were made in part to meet the equal
5 population requirement, make the district more compact, and
6 maintain communities of interest in the district. Portions of
7 current RD 40 extending to the southwest and southeast were
8 eliminated. The southern border of the district was extended to
9 encompass the Avondale neighborhood, and the western border was
10 extended to take in more of Irving Park and a portion of
11 Portage Park.

12 Most of the western, northern and eastern borders are
13 nearly identical. To accommodate a general shift in urban
14 population, small portions of current RD 40 along the northern
15 and eastern borders were given to neighboring districts to
16 increase their populations to meet equal population
17 requirements. The western border of proposed RD 40 is expanded
18 to add more of Chicago's 38th and 39th Wards, while adding a
19 portion of the 45th Ward.

20 The southwestern extension of the district was removed,
21 making proposed RD 40 more compact. The southern boundary of
22 proposed RD 40 is extended to encompass the majority of the
23 Avondale neighborhood to protect this community of interest.
24 This also allows proposed RD 40 to incorporate more of the 35th
25 Ward.

26 As with current RD 40, proposed RD 40 is entirely with the

1 City of Chicago. Proposed RD 40 contains portions of Wards 1,
2 30, 33, 35, 38, 39, and 45. To make the district more compact,
3 portions of the 30th and 38th Ward in current RD 40's southwest
4 side and the 31st Ward are removed. Current RD 40 and proposed
5 RD 40 both contain portions of Cook County Board Districts 8
6 and 12.

7 The northern border of current RD 40 is substantially
8 maintained to preserve the Albany Park Neighborhood. Albany
9 Park has one of the highest foreign-born populations in the
10 city and is the third most diverse zip code in the country with
11 more than 40 languages spoken in the area's public schools.
12 Residents are from regions of Central America, South America,
13 Eastern Europe, India, Southeast Asia and Eastern Asia. At the
14 April 21, 2011 Redistricting Hearing in Chicago-Downtown,
15 Hyeyoung Lee of Korean American Community Services testified
16 that Albany Park residents with roots in Korea and other parts
17 of Asia have shared cultural and social similarities and
18 contributed to the redevelopment of Lawrence Avenue into a
19 commercial corridor. This community of interest along Lawrence
20 Avenue within the Albany Park Neighborhood has been preserved
21 in a single district within proposed RD 40 in the same manner
22 that it is in current RD 40.

23 The middle section of proposed RD 40 contains the Irving
24 Park Neighborhood. The majority of the Irving Park Neighborhood
25 is within proposed RD 40, including small portions of the Old
26 Irving Park Neighborhood west of Pulaski. This neighborhood was

1 originally settled by European immigrants in the early 1900s,
2 but is now predominantly Hispanic. The European history and
3 development along Irving Park Road and Montrose Avenue,
4 combined with the growing Hispanic community in this
5 neighborhood, ensure this community of interest is maintained
6 within proposed RD 40 in the same manner as current RD 40.

7 Proposed RD 40 preserves almost all the Avondale
8 neighborhood within the borders of proposed RD 40 by extending
9 the southern boundary of the district approximately four blocks
10 to the south. This neighborhood community of interest is
11 located between Addison Street and Diversey Avenue. Avondale
12 was originally settled by blue-collar European immigrants of
13 mostly Polish, German and Scandinavian descent, but has seen
14 steady increases in its Hispanic population. The Avondale
15 community of interest is almost entirely within proposed RD 40
16 now that the southern border of the district has extended
17 south.

18 Proposed RD 40 is more compact than current RD 40, because
19 it includes fewer portions of the Portage Park neighborhood and
20 no longer includes the North Center and Lincoln Park
21 neighborhoods.

22 Proposed RD 40 contains a majority of the core from current
23 RD 40. The partisan composition is nearly identical to the
24 composition of current RD 40.

25 Proposed RD 40 has an African American voting-age
26 population of 3.80%, a Hispanic voting-age population of

1 48.96%, and an Asian voting-age population of 9.04%.

2 REPRESENTATIVE DISTRICT 41

3 Proposed RD 41 has a population of 108,734, the
4 equal-population target, and is therefore compliant with the
5 "one person, one vote" principle. To ensure the preservation of
6 equal representation and to create compact, contiguous
7 representative districts that reflect the interest of the
8 populations, several districts are rearranged to accurately
9 reflect the 2010 census data. Proposed RD 41 is a composite
10 district made up of portions of current RDs 48, 85, 95, and 96.
11 Proposed RD 41 contains a majority of current RD 96 and
12 strengthens it by adding more of its core municipality.

13 Proposed RD 41 is very similar in shape to current RD 96.
14 Proposed RD 41 loses population by receding completely from the
15 city of Aurora but gains population to the north by adding more
16 of Warrenville and to the west by adding more of Naperville. In
17 doing so, proposed RD 41 becomes essentially a Naperville-based
18 district, encompassing almost the entire municipality and
19 portions of Warrenville. The core of proposed RD 41 is
20 Naperville, which is similar to current RD 96, but including
21 more of Naperville allows proposed RD 41 to be more
22 Naperville-centric and focus more on the issues and concerns of
23 the municipality and Warrenville.

24 Proposed RD 41 includes almost the same Will County portion
25 of the municipality of Naperville, with boundaries essentially

1 the same. Proposed RD 41 adds portions of two additional
2 townships (Lisle Township in DuPage County and DuPage Township
3 in Will County), but does so as part of proposed RD 41's
4 expansion into the municipality of Naperville. Therefore,
5 proposed RD 41 includes portions of five townships instead of
6 three under current RD 96.

7 The communities in proposed RD 41 are socioeconomically
8 similar. Most of proposed RD 41 has a median income bracket of
9 between \$99,000 and \$148,000. Slightly lower income areas exist
10 around the northern end of Warrenville in the northern edge of
11 the district and in a section of Naperville.

12 Proposed RD 41 is located in the heart of the Illinois
13 Research & Development Corridor formed by Interstate 88, which
14 runs through proposed RD 41. Many business and corporations
15 like Alcatel-Lucent, Edward Hospital, Nicor, and Tellabs
16 contribute to the population of proposed RD 41 by housing their
17 headquarters within the district. The BP Amoco Research Center
18 is also partially in proposed RD 41, straddling the
19 Naperville/Lisle township line. The Corridor helps to provide a
20 community of interest of professionals within proposed RD 41.

21 The DuPage River flows through the middle of proposed RD 41
22 and the main population center of Naperville, linking the
23 district from top to bottom. The city of Naperville provides a
24 River Trail for pedestrians and cyclists year-round. Along with
25 the Springbrook Prairie Forest Preserve, the river helps
26 provide Naperville and proposed RD 41 with recreational

1 opportunities and an awareness of environmental concerns, such
2 as pollution, flooding, and water usage.

3 A majority of the population within proposed RD 41 resides
4 within current RD 96, the incumbent's current district.
5 Proposed RD 41 keeps the incumbent with the core of the
6 district, and is similar to the current partisan composition of
7 current RD 41 as well as current RD 96.

8 Proposed RD 41 contains an African American voting-age
9 population of 4.01%, a Hispanic voting-age population of 5.72%,
10 and an Asian voting-age population of 11.31%.

11 REPRESENTATIVE DISTRICT 42

12 According to the 2010 Census, current RD 42 has a
13 population of 106,361. Proposed RD 42 has a population of
14 108,735, the equal-population target, and is therefore
15 compliant with the "one person, one vote" principle.

16 To ensure the preservation of equal representation and to
17 create compact, contiguous representative districts that
18 reflect the interests of the populations, several
19 representative districts are rearranged to accurately reflect
20 the 2010 census data. Current RDs 42, 45, 48, and 95 need to
21 gain additional population to meet the equal-population
22 target; whereas neighboring current RDs 55, 84, 85, and 96 all
23 dramatically gained population over the last 10 years. Thus,
24 proposed RD 42 is significantly different from current RD 42
25 due in part to the need to add population to the district,

1 account for population shifts in neighboring districts, and
2 ensure all districts have equal population.

3 Proposed RD 42 is located wholly in DuPage County, and its
4 population includes 44.79% of current RD 95, as well as
5 portions of current RDs 48, 45, 55, and RD 42. It contains
6 portions of the townships of Winfield, Wayne, Bloomingdale,
7 Milton, and Lisle, and municipalities of Winfield, Wheaton,
8 Carol Stream, Lisle, Naperville, West Chicago, and
9 Warrenville. The boundaries of proposed RD 42 follow along
10 township lines, well-known roads in DuPage County, waterways
11 and, a rail line bordering the Fermi National Accelerator
12 Laboratory on the west side of the district.

13 Proposed RD 42 is a strong professional community with
14 socioeconomic similarities. A majority of proposed RD 42 has a
15 median income range of between \$99,000 and \$148,000. Proposed
16 RD 42 includes Illinois Benedictine University and open space
17 recreational land, including Timber Ridge County Forest
18 Preserve, Kline Creek Farm of DuPage County Forest Preserve,
19 Blackwell County Forest Preserve, Danada Forest Preserve, and
20 Morton Arboretum. Proposed RD 42 is united by its proximity to
21 open space recreational land.

22 The current political composition of proposed RD 42
23 slightly increases the partisan advantage for the incumbent.

24 Proposed RD 42 has an African American voting-age
25 population of 3.54%, a Hispanic voting-age population of 8.53%,
26 and an Asian voting-age population of 7.80%.

1 REPRESENTATIVE DISTRICT 43

2 According to the 2010 Census, current RD 43 has a
3 population of 108,419. Proposed RD 43 has a population of
4 108,734, the equal-population target, and is therefore
5 compliant with the "one person, one vote" principle. The very
6 minor differences in shape between proposed and current RD 43
7 are due to population shifts and the need to increase the total
8 population of the district.

9 Of the population in proposed RD 43, 95.87% reside in
10 current RD 43. The northern border (McHenry-Kane County line)
11 and the eastern border on the north half (Cook-Kane County
12 line) of current RD 43 remain the same in proposed RD 43. The
13 southern half of the eastern border of proposed RD 43 is very
14 similar to current RD 43 with three small census tract
15 additions. The southern border of proposed RD 43 also remains
16 the same as current RD 43. The biggest changes in proposed RD
17 43 occur on the western border. In the southern part of
18 proposed RD 43, the district is extended west to include more
19 of the City of Elgin so that the center of the population of
20 the city is preserved and to add a growing Hispanic
21 neighborhood, thereby keeping the community of interest more
22 intact. The most significant change from current RD 43 is the
23 removal of three precincts along the Fox River in the northern
24 part of the district, one in downtown Carpentersville and two
25 in East Dundee to reach the target population.

1 Proposed RD 43 is split between Cook and Kane Counties with
2 most of the district remaining in Kane County, just as it is in
3 current RD 43. The same areas of Cook County in current RD 43
4 are included in proposed RD 43. As it is in current RD 43,
5 proposed RD 43 is split between three townships, Dundee and
6 Elgin Townships in Kane County and Hanover Township in Cook
7 County. Like current RD 43, the City of Elgin makes up the core
8 of proposed RD 43, including the section of the city that is in
9 Cook County and all of proposed RD 43 south of I-90 except for
10 a small section of South Elgin at the very southernmost tip of
11 proposed RD 43, which is also in current RD 43. Proposed RD 43
12 north of I-90 includes parts of East Dundee, Carpentersville
13 and Barrington Hills. The Barrington Hills split in proposed RD
14 43 remains the same as it is in current RD 43. The sections of
15 Carpentersville and East Dundee are removed in proposed RD 43
16 to reach the target population.

17 Similar to current RD 43, proposed RD 43 splits several
18 Kane and Cook County Board Districts. The splits in both
19 counties occur to preserve the shape of current RD 43 as much
20 as possible. Proposed RD 43 splits Community Unit School
21 District 300, Barrington School District 200 and School
22 District U-46, and the same splits occur in current RD 43. Just
23 as it is in current RD 43, most of proposed RD 43 remains in the
24 Elgin Community College District, but the northern most tip of
25 proposed RD 43 remains in the Harper College District.

26 Proposed RD 43 is drawn to preserve the downtown area of

1 Elgin and contains Elgin City Hall, The Centre of Elgin, the
2 Gail Borden Library, the historical districts of Elgin, and
3 Elgin Community College. Most of proposed RD 43 has a median
4 income in the \$44,000 to \$70,000 with some areas in East Dundee
5 and on the edges of Elgin in the \$70,000 to \$90,000 range.

6 The Fox River, which runs north to south through the center
7 of proposed RD 43, just as it does in current RD 43, is a major
8 landmark and attracts residential population as well as
9 commercial developments and tourism. Like current RD 43,
10 proposed RD 43 contains mostly densely populated urban areas,
11 but there are some forest and open land areas along the Fox
12 River.

13 Proposed RD 43 contains almost the entire core of current
14 RD 43. There is a slight increase in the partisan advantage for
15 the incumbent compared to current RD 43.

16 Proposed RD 43 has an African American voting-age
17 population of 7.10%, a Hispanic voting-age population of
18 48.31%, and an Asian voting-age population of 3.89%.

19 REPRESENTATIVE DISTRICT 44

20 According to the 2010 Census, current RD 44 has a
21 population of 113,164. Proposed RD 44 has a population of
22 108,734, the equal-population target, and is therefore
23 compliant with the "one person, one vote" principle. Proposed
24 RD 44 is different in shape from current RD 44 due, in part, to
25 population shifts and the need to decrease the total population

1 of the district by 4,430.

2 Of the population in proposed RD 44, 98.70% reside in
3 current RD 44. Like current RD 44, proposed RD 44 is entirely
4 within Cook County and Hanover and Schaumburg townships.
5 Proposed RD 44 loses portions of the southeastern corner of
6 current RD 44 due in part to population issues and an attempt
7 to keep communities of interest intact within proposed RD 56.
8 This keeps the southwestern areas of Schaumburg within one
9 representative district (currently represented by 2
10 districts). The result is that the portions of Schaumburg CCSD
11 54 within current RD 44 are included in proposed RD 56, rather
12 than proposed RD 44. With this change, proposed RD 44 is mainly
13 within School District U-46. This also places a currently split
14 precinct (Schaumburg 16) entirely within proposed RD 56 and
15 straightens the border between proposed RD 44 and proposed RD
16 56.

17 The remainder of proposed RD 44's eastern border is
18 unchanged from current RD 44, with the exception of a single
19 precinct in Schaumburg that is added for equal population
20 purposes. Adding this precinct in northwestern Schaumburg to
21 proposed RD 44 makes sense since a sizable portion of this area
22 of Schaumburg is within current RD 44 and proposed RD 44.

23 Under proposed RD 44, the northern border of current RD 44
24 remains unchanged, heading west to Barrington Road. At this
25 point, the northern boundary of proposed RD 44 heads south then
26 west again down Shoe Factory Road which runs through an

1 unpopulated forest preserve. At Beverly Road, the border heads
2 north again to Interstate 90 and continues west as with current
3 RD 44. The only change, in terms of population, along the
4 northern border from current RD 44 and proposed RD 44 is
5 immediately east of Beverly Road where a pocket of population
6 is removed from current RD 44 due to the need to achieve equal
7 population.

8 The western border of proposed RD 44 is mainly unchanged
9 under proposed RD 44 with the exception of a handful of
10 adjustments to achieve equal population. The southern border of
11 current RD 44 is also unchanged except for two minor
12 adjustments. The first adjustment made under proposed RD 44
13 incorporates the only pocket north of Lake Street not in
14 current RD 44. Adding this area not only straightens out the
15 border but adds pockets of Hispanic population to the Hispanic
16 population that lives in the nearby Village of Streamwood. The
17 other adjustment along the southern border adds a small
18 population to help proposed RD 44 achieve equal population.

19 Proposed RD 44 maintains a substantial core of current RD
20 44 and preserves incumbent-constituent relationships developed
21 over the past 2 election cycles. The current partisan
22 composition is very similar to the current composition under
23 current RD 44.

24 Proposed RD 44 has an Asian voting-age population of
25 18.35%, a Hispanic voting-age population of 23.04%, and an
26 African American voting-age population of 4.57%.

1 REPRESENTATIVE DISTRICT 45

2 Proposed RD 45 contains 108,734, the equal-population
3 target, and is therefore compliant with the "one person, one
4 vote" principle. Several districts shifted due to population
5 issues, and thus proposed RD 45 contains portions of three
6 current representative districts. Proposed RD 45 is located in
7 Cook and DuPage counties and its population contains 48.78% of
8 current RD 55 and portions of current RDs 45, 46, and 56.

9 Proposed RD 45 is a new district in the northwest suburbs
10 of Chicago located largely in DuPage County with a small
11 portion in Cook County. It contains, from east to west,
12 portions of current RDs 46, 45, 56, and 55.

13 Proposed RD 45 includes territory west of O'Hare
14 International Airport and shares its eastern border with
15 proposed RD 77. Proposed RD 45 runs just south of the Cook
16 County border from the area surrounding Chicago O'Hare
17 International Airport in Wood Dale west to Bartlett, with
18 adjustments in the communities of Hanover Park and Roselle so
19 that neighboring districts can achieve equal population.

20 Proposed RD 45 contains all or the majority of a number of
21 municipalities. Itasca is entirely within proposed RD 45. The
22 majority of Wood Dale, Bloomingdale and Bartlett are within the
23 district, as are portions of Addison, Roselle, Hanover Park,
24 West Chicago, Wayne, Elk Grove Village, and Carol Stream. The
25 only segment of proposed RD 45 in Cook County is a portion of

1 the municipality of Bartlett, which crosses county lines into
2 DuPage County. This area is bordered on the north by the
3 arterial road of W. Lake Street and west by Illinois Route 59.

4 Lake Street and the Elgin O'Hare Expressway run through
5 proposed RD 45. These roadways make O'Hare Airport and the
6 businesses and jobs that surround it easily accessible to local
7 residents. Interstates 290 and 355 and the arterial roads of
8 Schick Road, Sutton Road, Roselle Road, Bloomingdale Road and
9 Kingery Highway are all within or in close proximity to
10 proposed RD 45. Residents who want to live in economically
11 fairly diverse communities but have a desire to work, shop and
12 seek entertainment elsewhere can do so in proposed RD 45
13 because of this extensive network of roads.

14 The communities within proposed RD 45 are very similar
15 socioeconomically because they have median incomes between
16 \$45,000 and \$150,000, making proposed RD 45 predominately
17 middle to upper middle-income. To the south of the proposed RD
18 45, the median income is generally between \$45,000 and \$75,000.

19 Stratford Square Mall is in the center of proposed RD 45.
20 Stratford Square Mall is currently within the southernmost
21 portion of current RD 56, a district that is comprised of the
22 majority of Schaumburg, which has Woodfield Mall and
23 surrounding shopping centers that bring revenue into the
24 district. Residents in proposed RD 45 have a strong financial
25 interest in the Mall as the commercial center of proposed RD
26 45. Stratford Square Mall and surrounding developments bring

1 people into proposed RD 45 and this benefits the residents of
2 the district.

3 The current partisan composition of proposed RD 45
4 increases to favor the incumbent party of current RD 45.

5 Proposed RD 45 has an Asian voting-age population of
6 11.07%, a Hispanic voting-age population of 8.27%, and an
7 African American voting-age population of 2.12%.

8 REPRESENTATIVE DISTRICT 46

9 According to the 2010 Census, current RD 46 has a current
10 population of 107,630. Proposed RD 46 has a population of
11 108,735, the equal population target, and is therefore
12 compliant with the "one person, one vote" principle. Proposed
13 RD 46 is different in shape from current RD 46 due in part to
14 population shifts and to need to increase the total population
15 of the district.

16 Proposed RD 46 moves to the west, largely due to population
17 needs of districts to the north, south, and east of current RD
18 46. Proposed RD 46 includes portions of RDs 41, 42, 45, 46, and
19 55. The border extends south to include more of York Township
20 and west to incorporate larger portions of Milton and
21 Bloomingdale Townships. The south and westward expansions of
22 proposed RD 46, as best as possible, follow the boundaries of
23 Villa Park and Glendale Heights while also maintaining strong
24 business districts, the DuPage County Forest Preserve, and
25 access to Interstate 355. The southwestern border of the

1 district protrudes south to preserve the majority of Villa Park
2 and to add a similar portion of Oakbrook Terrace. The southern
3 border of the district follows the Churchill Prairie Nature
4 Preserve's boundaries before heading west along Geneva Road.
5 The southern border allows proposed RD 46 to keep the entirety
6 of the Village of Glendale Heights in one representative
7 district, as opposed to current RD 46 which divides the
8 densely-populated Glendale Heights between two districts.
9 Proposed RD 46 continues west to encompass a large portion of
10 the Village of Carol Stream.

11 The median income of proposed RD 46 remains fairly
12 consistent. Glendale Heights, the portion of Addison found in
13 proposed RD 46, major portions of Carol Stream, and the portion
14 of the Village of Glen Ellyn found in proposed RD 46 all have
15 median incomes of \$45,000 to \$75,000. This level of parity in
16 median income creates a district of similar socioeconomic
17 characteristics binding the interests of the residents. It is
18 clear from the median income data that proposed RD 46 is a
19 community of interest as median income increases quickly once
20 outside the boundary of proposed RD 46. This area is a more
21 affordable option for those families looking for a suburban
22 lifestyle, but who need to commute to the city for work.

23 Proposed RD 46 contains a majority of the core from current
24 RD 45 and portions of several other current districts. The
25 partisan advantage of proposed RD 46 increases in favor of
26 Democrats when compared to the average partisan advantages of

1 the current districts which form proposed RD 46.

2 Proposed RD 46 has an African American voting-age
3 population of 5.59%, a Hispanic voting-age population of
4 18.91%, and an Asian voting-age population of 14.51%.

5 REPRESENTATIVE DISTRICT 47

6 According to the 2010 Census, current RD 47 has a
7 population of 102,695. Proposed RD 47 has a population of
8 108,734, the equal-population target, and is therefore
9 compliant with the "one person, one vote" principle.

10 To ensure the preservation of equal representation and to
11 create compact, contiguous representative districts that
12 reflect the interests of the populations, several
13 representative districts are rearranged to accurately reflect
14 the 2010 census data. Thus, proposed RD 47 is significantly
15 different from current RD 47 due in part to the need to add
16 population to the district, account for population shifts in
17 neighboring districts, and ensure all districts have equal
18 population.

19 In comparison with current RD 47, proposed RD 47 expands to
20 the north and south, and contracts from the east and west,
21 reorienting to a north-south direction rather than an east-west
22 layout. Proposed RD 47 contains substantial portions of three
23 current representative districts (47, 41, 46) and smaller
24 portions of two current representative districts (82 and 42).
25 Proposed RD 47 is located almost entirely within DuPage County,

1 with the exception of a small sliver of Lyons Township that is
2 socioeconomically similar to the other portions of proposed RD
3 47. Generally, proposed RD 47 is more ethnically and
4 economically cohesive and centered around upper-middle class
5 quality of life concerns.

6 Overall, proposed RD 47 is located within a larger
7 quadrilateral frame of interstates, I-290 to the north, I-55 to
8 the south, I-294 to the east, and I-355 to the west. Much of
9 proposed RD 47's eastern border runs along the Cook/DuPage
10 County line, but it extends further north than current RD 47.
11 In many instances the lines follow municipal borders or
12 slightly deviate for population purposes.

13 Proposed RD 47 contains portions of the townships of
14 Downers Grove, York, Addison, and Lyons. Proposed RD 47
15 contains the following municipalities: Downers Grove, Darien,
16 Westmont, Willowbrook, Clarendon Hills, Hinsdale, Western
17 Springs, Oak Brook, Oakbrook Terrace, Villa Park, and Elmhurst.
18 In most cases, except for Willowbrook, Downers Grove, Darien,
19 Villa Park and Western Springs, the majority of these
20 municipalities are included in proposed RD 47, and the lines
21 follow municipal borders in many locations, including
22 Elmhurst, Oak Brook, and Hinsdale.

23 Proposed RD 47 generally has an upper median income, with a
24 small number of census blocks having a median income of
25 \$45,000-75,000. These blocks are located in the
26 Westmont/Willowbrook/Clarendon Hills area, as well as a small

1 portion of an unincorporated area north of Butterfield Road
2 between Lombard and Oakbrook Terrace. The remainder of proposed
3 RD 47 falls into the range of \$75,000 - \$260,000 median income.

4 Proposed RD 47 contains the corporate headquarters of
5 Sunshine Biscuits, Keebler (owned by Kellogg Company),
6 McMaster-Carr, McDonald's Corporation, Ace Hardware, Blistex,
7 Dominick's, Federal Signal Corporation, Paper Mate, Crowe
8 Horwath, Inland Real Estate Corporation and one of the largest
9 shopping centers, Oakbrook Center. With most of proposed RD 47
10 made up of solidly upper-middle class residents, the residents
11 share a common economic situation and similar concerns about
12 issues including income and property taxes, quality of public
13 schools, saving for their children's college and their
14 retirement, and the health of the economy. Additionally, these
15 communities take an interest in seeing policies enacted that
16 will improve the state's business climate and economic
17 competitiveness.

18 The partisan composition of proposed RD 47 favors current
19 RD 47's incumbent party.

20 Proposed RD 47 has an African American voting-age
21 population of 2.17%, a Hispanic voting-age population of 5%,
22 and an Asian voting-age population of 8.95%. The Asian
23 population is mostly concentrated in Oak Brook, Oakbrook
24 Terrace, Westmont and Elmhurst.

1 Proposed RD 48 contains 108,734, the equal-population
2 target, and is therefore compliant with the "one person, one
3 vote" principle. Several districts shifted due to population
4 issues, and thus proposed RD 48 contains portions of 6 current
5 representative districts. Proposed RD 48 is located in DuPage
6 County and contains a significant portion (69.40%) of current
7 RD 42 and lesser portions of current RDs 41, 45, 46, 48, and
8 95.

9 Proposed RD 48 maintains much of the core of current RD 42
10 with slight changes to increase population and make the
11 district more compact. To maintain equal population, proposed
12 RD 48 removes portions of Downers Grove, Oak Brook Terrace and
13 Lisle and small sections of Glen Ellyn, Lombard and Glendale
14 Heights while adding residential areas in portions of Wheaton
15 and Lombard and a smaller section of Lisle. Proposed RD 48
16 remains only in DuPage County and its boundaries generally
17 follow logical boundaries like Interstates 355 and 80, Ogden
18 Avenue, Butterfield Road and Geneva Road.

19 The expansions in proposed RD 48 do not add new
20 municipalities to the district. To gain population in the
21 northeast corner of the district, proposed RD 48 gains most of
22 the municipality of Lombard. Lombard is made up of upper-middle
23 income residents earning between \$68,654 and \$98,750. Adding
24 more of Lombard increases the community of interest of middle
25 income families more similar to the other residents of Lombard
26 and moderate income earners in the same range in Lisle on the

1 south end of proposed RD 48.

2 In the northwest corner of proposed RD 48, a larger portion
3 of the municipality of Wheaton is added. Wheaton is the county
4 seat of DuPage County and an important landmark and destination
5 within proposed RD 48. To achieve equal population, a section
6 of Downers Grove is removed from proposed RD 48 so most of the
7 population base of the municipality remains in a neighboring
8 district.

9 Proposed RD 48 is anchored by Interstate 355, Interstate
10 88, the College of DuPage, Wheaton College, Hidden Lake Forest
11 Preserve and the Morton Arboretum. The district consists of
12 middle class neighborhoods with retail and commercial areas,
13 and is served by the Union Pacific West Line Metra. Even though
14 the municipalities of proposed RD 48 are split in the district,
15 the residents in this cluster of western suburbs are similar,
16 with a number of recreational opportunities like golf courses,
17 country clubs, green spaces, single-family housing stock and
18 middle class residents.

19 A population of Asian households stretch from south section
20 of Lombard to the portion of Downers Grove located in proposed
21 RD 48, and across the middle of the district, in both current
22 RD 42 and proposed RD 48, from east to west. There are two
23 Hindu Temples located in proposed RD 48. These places of
24 worship tie the Asian communities of interest together in the
25 central section of both proposed RD 48.

26 Proposed RD 48 maintains a majority of the core of current

1 RD 42. The representative in current RD 42 becomes the
2 incumbent in proposed RD 48, and proposed RD 48 preserves the
3 incumbent-constituent relationship developed over the past 4
4 election cycles. The partisan advantage is very similar to the
5 current composition of current RD 42.

6 Proposed RD 48 contains a 3.79% African American voting-age
7 population, a 5.71% Latino voting-age population, and a 7.87%
8 Asian voting-age population.

9 REPRESENTATIVE DISTRICT 49

10 According to the 2010 Census, current RD 49 has a
11 population of 154,080. Proposed RD 49 has a population of
12 108,735, the equal-population target, and is therefore
13 compliant with the "one person, one vote" principle. Proposed
14 RD 49 is different in shape from current RD 49 due, in part, to
15 population shifts and the need to reduce the total population
16 of the district.

17 To ensure the preservation of equal representation and to
18 create compact, contiguous representative districts that
19 reflects the interests of the populations, several districts
20 are rearranged to accurately reflect the 2010 census data.
21 Proposed RD 49 includes portions of current RDs 49, 50, 55, 95,
22 and 96. Proposed RD 49 shifts to the south and to the east to
23 reflect the significant population growth in the far western
24 suburbs of Chicago, including the areas in current RD 49 and
25 the districts surrounding it. Because of this dramatic increase

1 in population, the overall size of proposed RD 49 is
2 extensively reduced, with its Kane County territory shrinking
3 and shifting to southeast. Proposed RD 49 also expands into
4 DuPage County in order to absorb excess population from
5 existing districts. These population shifts result in a
6 proposed RD 49 that is an improvement over current RD 49
7 because it is more compact. Proposed RD 49 also allows for the
8 DuPage County Airport to be put into one representative
9 district instead of being split in two, as it is currently.

10 The Fox River remains a major, regional economic resource
11 and is a contributing factor to the region's rapid population
12 growth. Other contributing factors include the major area
13 transportation routes, such as I-88, accessible public
14 transportation through Metra, and relatively lower cost of
15 living and safer neighborhoods when compared to Chicago.

16 The median income of proposed RD 49 remains fairly
17 consistent. West Chicago, portions of Wayne, St. Charles,
18 Aurora, North Aurora, and Batavia all have median incomes of
19 \$99,000 to \$148,000. Portions of the southern end of proposed
20 RD 49 in Geneva, Aurora, and Naperville contain contiguous
21 areas with median incomes of \$68,000 to \$99,000.

22 Proposed RD 49 includes a substantial population from
23 current RD 95, the incumbent's current district. The boundaries
24 of proposed RD 49 create a partisan composition that is similar
25 to the percentages of current RD 95.

26 The African American voting-age population is 2.98%, the

1 Hispanic voting-age population is 15.48%, and the Asian
2 voting-age population is 7.63% in proposed RD 49.

3 REPRESENTATIVE DISTRICT 50

4 According to the 2010 Census, current RD 50 has a
5 population of 178,899. Proposed RD 50 has a population of
6 108,734, the equal population target, and is therefore
7 compliant with the "one person, one vote" principle.

8 Proposed RD 50 is different in shape from current RD 50 due
9 to the population shifts and the need to reduce total
10 population in the district. The proposed district retains its
11 core and is almost exclusively contained within the current RD
12 50. Of the population in proposed RD 50, 94.66% reside in
13 current RD 50. Proposed RD 50 is more compact, containing only
14 small portions of Kane and Kendall counties and reducing the
15 number of entirely included intact townships from 17 to 3.

16 The communities within proposed RD 50 are expanding at a
17 rapid pace and will likely continue to do so over the next 10
18 years. These towns and cities form a community of interest of
19 fast-growth communities that are dealing with urban planning
20 issues related to a rapid expansion in population. By centering
21 proposed RD 50 on these communities and removing many of the
22 slower-growing, more agricultural areas, the elected
23 representative of this proposed district will be better able to
24 focus on issues important to this specific community of
25 interest. Those moving into this district are in search of

1 larger yards and better schools for their children.

2 At the House Redistricting hearing held in Aurora on April
3 18, 2011, Ms. Marilyn Michelini, Montgomery Village President,
4 testified that Montgomery's population has grown dramatically
5 in the last decade with the majority of Montgomery residents
6 living in Kendall County. She stated that it would be ideal
7 that Montgomery should not be joined with communities that have
8 different interests than Montgomery. Proposed RD 50 fulfills
9 that request.

10 Proposed RD 50 has relatively homogeneous income levels.
11 The district is overwhelmingly upper middle class, with median
12 income levels in most of the district ranging from \$75,000 to
13 \$150,000. Only a few areas have a lower median income level of
14 \$45,000 to \$75,000, still keeping the district upper middle
15 class overall.

16 Proposed RD 50 includes a substantial population from
17 current RD 50. The current partisan composition of proposed RD
18 50 is nearly identical to the current composition of current RD
19 50.

20 Proposed RD 50 has an African American voting-age
21 population of 3.83%, a Hispanic voting-age population of 10.23%
22 and an Asian voting-age population of 2.88%.

23 REPRESENTATIVE DISTRICT 51

24 According to the 2010 Census, current RD 51 has a
25 population of 117,696. Proposed RD 51 has a population of

1 108,734, the equal-population target, and is therefore
2 compliant with the "one person, one vote" principle.

3 The minimal differences in boundaries between current and
4 proposed RD 51 are due, in part, to population shifts, the need
5 to reduce the total population of the district, and to locate
6 the district entirely within Lake County. Of the population in
7 proposed RD 51, 81.66% reside in current RD 51. Proposed RD 51
8 removes portions of Round Lake, Round Lake Park, and Grayslake
9 in the northwest, Mundelein in the center, and the section of
10 current RD 51 located in Cook County. The section removed in
11 Round Lake, Round Lake Park, and Grayslake contains Campbell
12 Airport and a small residential area surrounding the airport,
13 which is now included in proposed RD 62 to the north. The
14 removed section of Mundelein has a lower income level than
15 proposed RD 51 and is moved to proposed RD 59, which is more
16 demographically and socioeconomically similar.

17 Proposed RD 51 adds sections of Waukegan, Green Oaks,
18 Mettawa, Vernon Hills, Libertyville and Long Grove on the east
19 side of proposed RD 51, much of Barrington, North Barrington,
20 and Tower Lakes, and portions of Lake Barrington. Proposed RD
21 51 now includes all of Libertyville, instead of splitting the
22 village in two districts. Adding more of Green Oaks allows the
23 residential area of the municipality to be in one district.
24 Proposed RD 51 is bordered by Interstate 94, keeping Lamb's
25 Farm and a small commercial area in Green Oaks on the east side
26 of Interstate 94 in a neighboring district. Proposed RD 51's

1 addition of more of Long Grove follows the municipality border,
2 keeping the municipality intact whereas it is split in current
3 RD 51.

4 Proposed RD 51 mainly consists of upper-middle income and
5 high income neighborhoods and high-end retail and commercial
6 areas. Proposed RD 51 is socioeconomically very similar, with
7 the median income of between \$100,000 and \$260,000 covering an
8 overwhelming majority of proposed RD 51. The residents of this
9 area generally move to this area to get away from more
10 congested suburbs, find good schools for their children and
11 find additional recreational opportunities for their families.

12 Like current RD 51, proposed RD 51 remains in one library
13 system and one diocese, but proposed RD 51 is in one Regional
14 Office of Public Health; whereas, current RD 51 is in two. Like
15 current RD 51, proposed RD 51 is anchored by Interstate 94 and
16 US Route 12 and includes IL Route 83, Milwaukee Avenue, and
17 Illinois Route 22.

18 Proposed RD 51 includes a significant number of people from
19 current RD 51, which preserves the incumbent-constituent
20 relationship that has developed over the last four election
21 cycles. The partisan composition of proposed RD 51 is nearly
22 identical to the composition of current RD 51.

23 Proposed RD 51 contains an African American voting-age
24 population of 1.14%, a Hispanic voting-age population of 4.48%,
25 and an Asian voting-age population of 8.40%.

1 REPRESENTATIVE DISTRICT 52

2 According to the 2010 Census, current RD 52 has a
3 population of 130,902. Proposed RD 52 has a population of
4 108,735, the equal-population target, and is therefore
5 compliant with the "one person, one vote" principle.

6 Proposed RD 52 is different in shape from current RD 52 due
7 in part to population shifts and the need to reduce the total
8 population of the district by 22,168. Additionally, the shape
9 of proposed RD 52 differs based on the need for neighboring
10 districts to dramatically reduce population in order to achieve
11 equal population, the desire to create a more compact district,
12 and an effort to decrease the number of split townships, all
13 while maintaining the socioeconomic characteristics of the
14 district. Proposed RD 52 contains large populations of current
15 RDs 52 and 64, and portions of current RDs 43, 44, 49, 51, and
16 54.

17 Like current RD 52, proposed RD 52 contains portions of
18 Cook, Kane, McHenry, and Lake counties. Proposed RD 52 reduces
19 the number of townships in the district from nine to seven,
20 and, as a result, proposed RD 52 contains portions of the
21 townships of Barrington, Algonquin, Cuba, Dundee, Hanover,
22 Nunda, and Wauconda.

23 To reduce the population of the district, proposed RD 52
24 loses territory from the north and northwestern portions of
25 current RD 52. Proposed RD 52 shifts south to create a more
26 compact district due to significant population shifts to the

1 north and west of current RD 52. To ensure compactness and
2 maintain communities of interest, proposed RD 52 extends south
3 to take in more of Cook County and to incorporate larger
4 portions of McHenry and Kane counties. A westbound divergence
5 of the boundary in Barrington Township is made to keep Baker
6 Lake and its surrounding population intact in a neighboring
7 district. Proposed RD 52 extends south into Cook County with
8 the southern expansion of proposed RD 52 following the borders
9 of Barrington Township, as best as possible, to keep it almost
10 intact. Current RD 52 splits Barrington Township into two
11 parts, separating Barrington Hills from South Barrington.

12 Along the southwestern border of proposed RD 52, district
13 boundaries move south into Kane County and Dundee Township to
14 capture densely populated areas with socioeconomic
15 characteristics similar to most of proposed RD 52. The western
16 border of proposed RD 52 maintains a cohesive block of similar
17 median incomes found in Carpentersville, Algonquin, Lake in the
18 Hills, and Crystal Lake. The split areas in Algonquin and
19 Crystal Lake are used to maintain a core socioeconomic
20 community in proposed RD 52. The socioeconomic border in
21 Algonquin separates the high median income of western Algonquin
22 from the average \$75,000 to \$100,000 found in the eastern
23 portion of Algonquin. Similarly, to maintain a compact and
24 similar socioeconomic core, Crystal Lake is separated into two
25 distinct areas. The western portion is similar to the rest of
26 proposed RD 52 with a median income of \$75,000 to \$100,000,

1 with the eastern portion outside of proposed RD 52 having a
2 median income of \$45,000 to \$75,000.

3 The northernmost portion of proposed RD 52 moves east by
4 following Neville Road and County Highway 44 and then south
5 following well-trafficked US-12 before entering the community
6 surrounding the Bangs Lake. A westward pitch in proposed RD 52
7 in Wauconda Township allows the Bangs Lake community to remain
8 full and intact. In Cuba Township, proposed RD 52's boundaries
9 shift, losing all of Tower Lakes, most of North Barrington and
10 Barrington, and a portion of Lake Barrington to proposed RD 51.
11 These losses are made up by adding all of Oakwood Hills and
12 Port Barrington, most of Island Lake, and a portion of Prairie
13 Grove.

14 The partisan composition of proposed RD 52 is substantially
15 similar to the partisan composition of current RD 52.

16 Under proposed RD 52, the voting age percentages for
17 Caucasians, African Americans, Hispanics and Asians will
18 remain very similar to current RD 52. Proposed RD 52 has an
19 African American voting-age population of 1.01%, a Hispanic
20 voting-age population of 8.23%, and an Asian voting-age
21 population of 5.36%.

22 REPRESENTATIVE DISTRICT 53

23 According to the 2010 Census, current RD 53 has a
24 population of 101,209. Proposed RD 53 has a population of
25 108,734, the equal-population target, and is therefore

1 compliant with the "one person, one vote" principle. Proposed
2 RD 53 is different in shape from current RD 53 due, in part, to
3 population shifts and the need to increase the total population
4 of the district.

5 To create a district with equal population that strengthens
6 communities of interest, proposed RD 53 shifts south to include
7 a majority of Arlington Heights, Prospect Heights, and Mount
8 Prospect, with small portions of Des Plaines and Wheeling.

9 Proposed RD 53 contains major portions of current RDs 53
10 and 66, and portions of current RDs 57 and 65. Proposed RD 53
11 is entirely within Cook County. Proposed RD 53 contains
12 portions of Elk Grove, Maine, and Wheeling Townships and
13 removes current RD 53's portions of Palatine and Vernon
14 Townships. Proposed RD 53 contains almost all of Arlington
15 Heights, with small populations of residents north of Hintz
16 Road, west of Ridge Avenue and south of Golf Road in adjacent
17 districts. Proposed RD 53 also contains the majority of Mount
18 Prospect, with small portions south of Dempster Street, east of
19 the North Central Metra Line, and between Euclid Avenue and
20 Rand Road remaining in adjacent districts. Proposed RD 53
21 includes more of Arlington Heights and Mount Prospect than any
22 current House district. A majority of Prospect Heights is also
23 retained in proposed RD 53. Proposed RD 53 removes Buffalo
24 Grove, allowing the community to remain more intact in other
25 districts that are centered in Lake County. Proposed RD 53's
26 new borders allows the district to take in more of Arlington

1 Heights, Mount Prospect and Prospect Heights, while allowing
2 surrounding districts to achieve equal population.

3 The communities within proposed RD 53 are connected by the
4 Unions Pacific Northwest Metra Line, U.S. Highway 12, U.S.
5 Highway 14, and Illinois Route 83. Along the perimeters of the
6 district are Interstate 90, Illinois Route 53, Algonquin Road,
7 Golf Road, and the North Central Metra Line. As many of
8 proposed RD 53's residents commute to work within the suburbs
9 or to the city of Chicago, public transportation options and
10 the quality of local roadways matter a great deal. These
11 commuters form a community of interest.

12 The residents moving to and living in this area are upper
13 middle class. The median family income throughout the district
14 is generally between \$68,654 and \$147,955, with large pockets
15 of the district ranging from \$98,750 to \$147,955. This creates
16 a homogeneous community of interest in their shared economic
17 position.

18 There are several pockets of Asian communities within
19 proposed RD 53, forming a community of interest. Proposed RD 53
20 has three Asian worship centers within the district to serve
21 this community of interest: the Korean Central United Methodist
22 Church; the Agape Presbyterian Church; and Rissho Kosei-Kai of
23 Chicago.

24 Almost half of the population of proposed RD 53 comes from
25 current RD 66. Proposed RD 53 maintains a partisan composition
26 that reflects the relative average of the current districts

1 within the new boundaries.

2 Proposed RD 53 has a 1.34% African American voting-age
3 population, a 7.16% Hispanic voting-age population, and an
4 8.72% Asian-American voting-age population.

5 REPRESENTATIVE DISTRICT 54

6 According to the 2010 Census, current RD 54 has a
7 population of 106,744. Proposed RD 54 has a population of
8 108,735, the equal-population target, and is therefore
9 compliant with the "one person, one vote" principle. Proposed
10 RD 54 is different in shape from current RD 54 due in part to
11 population shifts and the need to increase the total population
12 of the district.

13 Of the population in proposed RD 54, 76.11% reside in
14 current RD 54. Proposed RD 54 is entirely within Cook County.
15 Current and proposed RD 54 are anchored by Arlington Park Race
16 Track in the southeast, Northwest Highway that cuts through the
17 district, Illinois Route 53 that leads to major Interstate
18 Highways, the UP-NW Metra Route, and suburban neighborhoods
19 with higher-end commercial areas.

20 Sections of Palatine and Arlington Heights in the northeast
21 corner of current RD 54, that contains the entrance onto
22 Illinois Route 53, Palatine High School, and a large commercial
23 retail area, including a Whole Foods Market, Staples, Target,
24 and several restaurants, are removed from proposed RD 54.

25 There is a pocket of Hispanic population clustered in the

1 area that is removed from proposed RD 54, mainly to keep that
2 community of interest intact in a neighboring district. The
3 removed section has a lower income level than the rest of
4 proposed RD 54, and this change makes proposed RD 54 more
5 similar economically. Socioeconomically, the district is
6 fairly affluent with income levels mostly in the \$68,000 to
7 \$148,000 range.

8 To achieve equal population, three new areas are added to
9 proposed RD 54. In the northwestern corner of the district,
10 more of Barrington is added to keep Baker's Lake and the
11 Barrington Forest Preserve intact instead of splitting it as in
12 current RD 54. Proposed RD 54 also includes all of Deer Grove
13 Forest Preserve and Paul Douglas Forest Preserve. Uniting these
14 forest preserves in one district allows residents in the
15 surrounding areas to ensure the natural resources in their
16 communities are well represented. It also joins together
17 communities of suburban residents who want to live near urban
18 areas but also have proximity to more open space. The community
19 around Baker's Lake also includes several large car dealerships
20 and other employers, its own post office, elementary school,
21 and fire department.

22 Proposed RD 54 adds Harper College and the neighborhood
23 immediately to the east of the college. This area is similar in
24 income level to the rest of proposed RD 54.

25 Current RD 54 has an Asian population scattered throughout
26 the district. Proposed RD 54 contains the following three Asian

1 worship centers throughout to better serve the Asian community
2 of interest: Sikh Religious Society; New Life Community Church;
3 and Chicago Northwest Suburbs Chinese Christian Church.

4 Three-fifths of the population in proposed RD 54 resides in
5 current RD 54. The partisan composition of proposed RD 54 is
6 almost identical to the current composition under current RD
7 54.

8 Proposed RD 54 contains a 1.61% African American voting-age
9 population, 8.82% Hispanic voting-age population, and 9.33%
10 Asian voting-age population.

11 REPRESENTATIVE DISTRICT 55

12 Due to the shifting of other districts, current RD 65 is
13 essentially renumbered as proposed RD 55. According to the 2010
14 Census, current RD 65 has a population of 105,147. Proposed RD
15 55 has a population of 108,735, the equal-population target,
16 and is therefore compliant with the "one person, one vote"
17 principle. Proposed RD 55 is different in shape from current RD
18 65 due, in part, to population shifts and the need to increase
19 the total population of the district.

20 The population of proposed RD 55 includes 59.59% of current
21 RD 65. Proposed RD 55 also contains portions of current RDs 20,
22 57, and 66. Like current RD 65, proposed RD 55 is entirely
23 within Cook County. Current RD 65 contains portions of the
24 municipalities of Chicago, Des Plaines, Rosemont, Niles,
25 Norridge, Mount Prospect, and Elk Grove Village, and most of

1 Park Ridge. Portions of Chicago, Park Ridge, Des Plaines, Mount
2 Prospect, and Elk Grove Village remain in proposed RD 55.
3 Rosemont, Niles and Norridge, along the eastern portion of
4 current RD 65 are not in proposed RD 55 due to shifting
5 proposed RD 55 north and west. The western portion of proposed
6 RD 55 adds portions of Arlington Heights and Rolling Meadows
7 along with large segments of Elk Grove Village. These areas
8 have similar median incomes to those areas both in current RD
9 65 and the newly added areas of proposed RD 55 in Mt. Prospect
10 and Des Plaines. Park Ridge, which is largely in current RD 65,
11 is only partially in proposed RD 55. This split occurs along
12 Busse Highway/Northwest Highway. Park Ridge in proposed RD 55
13 is split along the line of the Metra train tracks and Busse
14 Highway, running northwest to the southeast. Immediately north
15 of Busse Highway and the train tracks is Northwest Highway, and
16 all three together create a distinct division between the
17 residential areas of Park Ridge. Park Ridge south of this
18 division is in proposed RD 55. These changes are due in part to
19 a need to achieve equal population.

20 Proposed RD 55 links areas with median incomes between
21 \$44,000 to \$99,000 in current RD 65 with similar areas to the
22 north in current RD 57 and to the west in current RD 66. Areas
23 farther north in both current RD 57 and current RD 66 that are
24 not included in proposed RD 55 have median incomes as high as
25 \$148,000. Median income areas under \$99,000 that are added to
26 proposed RD 55 from current RD 57 are predominately in Des

1 Plains. These areas are joined to similar areas in Des Plaines
2 that are within current RD 65 and proposed RD 55. Elk Grove
3 Village east of Interstate 290 also has a median income that is
4 also below \$99,000. Portions of current RD 66 that are included
5 in proposed RD 55 are more similar socioeconomically to areas
6 east of Interstate 290 than other nearby areas. The areas that
7 would be considered less similar socioeconomically to proposed
8 RD 55 - west of I-290 in current RD 56 and to the south in
9 DuPage County in current RD 46 - are not included in proposed
10 RD 55.

11 Communities in proposed RD 55 are linked by Interstate 90,
12 running east to west. The eastern portion of the district is
13 also served by Interstate 294 which runs north from Interstate
14 90. These two interstates, and in particular Interstate 90, and
15 the arterial roads that feed them allow residents of proposed
16 RD 55 to easily travel to nearby areas where many jobs are
17 concentrated such as Woodfield Mall immediately west of the
18 district, the business and retail districts around O'Hare
19 Airport to the south of proposed RD 55, and downtown Chicago.
20 Two Metra lines, North Central Service and Union Pacific NW,
21 run through proposed RD 55 providing residents with easy access
22 to downtown Chicago for work or recreation.

23 A majority of the population within proposed RD 55 resides
24 within current RD 65, the incumbent's current district.
25 Proposed RD 55 keeps the incumbent with the core of the
26 district, thus preserving incumbent-constituent relationships

1 developed over the past 18 years. However, the partisan
2 composition of the incumbent party is slightly lower than the
3 composition in the incumbent's current district.

4 Proposed RD 55 includes a 2.15% African American voting-age
5 population, a 14.04% Hispanic voting-age population, and a
6 9.07% Asian voting-age population.

7 REPRESENTATIVE DISTRICT 56

8 According to the 2010 Census, current RD 56 has a
9 population of 102,327. In its proposed form, RD 56 has a
10 population of 108,734 and is therefore compliant with the "one
11 person, one vote" principle. Proposed RD 56 is different in
12 shape from current RD 56 due in part to population shifts and
13 the need to increase the total population by 6,407.

14 The population of proposed RD 56 includes 86.16% of
15 residents of current RD 56. Overall, the borders are
16 substantially similar to current RD 56, with portions of
17 current RDs 44, 45, 55, and 66 added to increase the population
18 and enhance the compactness of proposed RD 56.

19 The core of proposed RD 56 is Schaumburg and Schaumburg
20 Township, similar to current RD 56. In proposed RD 56, the
21 eastern border of current RD 56 is extended eastward to the
22 border between Schaumburg and Elk Grove Townships so that those
23 portions of eastern Schaumburg and Schaumburg Township that are
24 in current RD 66 are joined with the majority of Schaumburg and
25 Schaumburg Township. The eastern border along Schaumburg and

1 Elk Grove Township closely follows Interstate 290. The border
2 of proposed RD 56 is expanded to continue following Interstate
3 290, which brings in parts of Elk Grove Township. The southern
4 boundary extends west along the Cook County-DuPage County
5 border, as it does in current RD 56, to include portions of
6 Roselle. Proposed RD 56 deviates from current RD 56 by heading
7 west along Lake Street and the southern border of Roselle.
8 Proposed RD 56 removes Bloomingdale altogether so that it may
9 be included in another proposed district, but continues to
10 include portions of Roselle and Hanover Park in Bloomingdale
11 Township.

12 Proposed RD 56 also includes part of Hanover Park in Wayne
13 Township. Hanover Park Mayor Rod Craig testified at the Elgin
14 House Redistricting Hearing on April 18, 2011 that he feels it
15 is healthy that Hanover Park is and should continue to be
16 represented by multiple representatives. He felt the diversity
17 of views benefited his community. Under proposed RD 56, Hanover
18 Park continues to have multiple representatives.

19 Proposed RD 56 extends the border west into Wayne Township
20 to encompass additional parts of Hanover Park and to add Asian
21 population to the existing Asian community of interest. At the
22 Elgin House Redistricting hearing on April 18, 2011, Roger
23 Bianco, a private citizen and a member of the Schaumburg
24 Township Democrats, indicated that there has been a significant
25 demographic shift in the township resulting in an increase in
26 the Asian population. He indicated he would like to see

1 communities of interest, like the Asians, taken into
2 consideration during the redistricting process. Proposed RD 66
3 not only keeps much of the Asian community in Schaumburg
4 Township together but also adds to it in Schaumburg Township
5 and DuPage County.

6 At the southwest corner of proposed RD 56, the boundary
7 heads north along the border of Hanover Park to the border of
8 Cook and DuPage Counties, then east to Schaumburg. The border
9 then extends north, including a small portion of the Schaumburg
10 that is in current RD 44. Small portions of Schaumburg
11 previously within other districts are joined in proposed RD 56.
12 The northern border is almost identical to current RD 56,
13 except for a small portion of Rolling Meadows, which is almost
14 entirely removed.

15 Proposed RD 56 maintains a significant majority of the
16 population within current RD 56. Because much of the current
17 district remains unchanged, the partisan composition of
18 proposed RD 56 is substantially similar to the partisan
19 composition of current RD 56.

20 Proposed RD 56 has an African American voting-age
21 population of 3.53%, a Hispanic voting-age population of
22 16.09%, and an Asian voting-age population of 9.24%.

23 REPRESENTATIVE DISTRICT 57

24 According to the 2010 Census, current RD 57 has a
25 population of 104,842. Proposed RD 57 has a population of

1 108,734, the equal-population target, and is therefore
2 compliant with the "one person, one vote" principle. Proposed
3 RD 57 is different in shape from current RD 57 due, in part, to
4 population shifts and the need to increase the total population
5 of the district by 3,892.

6 The shape of the district differs based on the need to gain
7 more population to the west. This change is due to significant
8 changes to the south and east of current RD 57, where other
9 districts also need to gain population. The result is that
10 portions of the eastern and central current RD 57 in Northfield
11 and Wheeling townships remain in proposed RD 57 and proposed RD
12 57 extends west to take in more of Wheeling and parts of
13 Palatine and Vernon townships. The westward expansion in the
14 center of proposed RD 57 where it narrows follows as close as
15 possible to the Wheeling city border.

16 The northwestern border of the district is drawn to ensure
17 that the city of Buffalo Grove is split into only two
18 districts. The far west border extends to take in a portion of
19 Palatine township, which is necessary to gain population. The
20 western edge reaches out to bring in the more densely populated
21 areas of Palatine that border Wheeling Township, but not the
22 less dense open space or forest areas further west. The
23 southeastern border maintains portions of current RD 57 and
24 traces along the previous district border line in the far
25 southwest corner. The narrow southwestern portion is drawn to
26 keep the majority of the cities of Prospect Heights and

1 Arlington Heights in a neighboring district.

2 As with current RD 57, both Northfield and Wheeling
3 Townships are in proposed RD 57. Proposed RD 57 includes part
4 of Vernon Township in Lake County and Palatine Township. Cities
5 in proposed RD 57 include Arlington Heights, Buffalo Grove, Des
6 Plaines, Glenview, Northbrook, Palatine, Prospect Heights and
7 Wheeling. The main difference from current RD 57 is the
8 exclusion of Niles and the addition of Buffalo Grove. The
9 majority of proposed RD 57 is in Cook County with a portion in
10 southern Lake County. The purpose of including the Lake County
11 portion in proposed RD 57 is to include enough of the city of
12 Buffalo Grove to ensure the city is only split between two
13 districts. Proposed RD 57 also allows more of the Lake County
14 portion of Buffalo Grove to remain with the rest of the Lake
15 County section of the city.

16 The median income of proposed RD 57 remains fairly
17 consistent. Northbrook, the northern portion of Buffalo Grove,
18 and part of Palatine all have slightly higher median incomes of
19 \$99,000 to \$148,000 a year with the majority of the remainder
20 of the district between \$44,000 and \$99,000 a year. This level
21 of parity in median income creates a district of similar
22 socioeconomic characteristics that help bind the interests of
23 the residents. The only area where the median income drops
24 below \$44,000 is the section of northeast Palatine Township on
25 the far western edge of the district. However, that section is
26 more similar to the urban areas of proposed RD 57 than the more

1 rural areas of the areas of Palatine to the west of proposed RD
2 57 making this western portion a more natural fit in proposed
3 RD 57 than in any neighboring districts.

4 The partisan composition of proposed RD 57 is nearly
5 identical to the partisan composition of current RD 57.

6 The Hispanic voting-age population is 17.89%, with the
7 densest portion in the western section of Palatine Township. As
8 previously noted, this portion of Palatine township is included
9 in proposed RD 57 to gain population. It also creates a
10 community of interest whereby the more urban and densely
11 populated Hispanic voters in northwest Palatine are placed in a
12 similarly dense urban dense area rather than in a district to
13 their north or west where there are no notable Hispanic
14 populations.

15 The Asian voting-age population is 12.42%. This is a
16 decrease from current RD 57 due to the changes in the eastern
17 districts that resulted in a movement away from Niles,
18 Glenview, and Park Ridge which have Indian and Pakistani
19 communities. The Asian population in proposed RD 57 is
20 scattered throughout the district, with the most densely
21 populated section in the Northfield / Wheeling township area
22 that is also in current RD 57.

23 Proposed RD 57 has 2.02% African American voting-age
24 population.

1 According to the 2010 Census, current RD 58 has a
2 population of 101,562. Proposed RD 58 has a population of
3 108,725, the equal-population target, and is therefore
4 compliant with the "one person, one vote" principle. Proposed
5 RD 58 is different in shape from current RD 58 due, in part, to
6 population shifts and the need to increase the total population
7 of the district.

8 Proposed RD 58 maintains the general outline of current RD
9 58 and 76.31% of the population resides in current RD 58.
10 Compared to current RD 58, proposed RD 58 reduces the portion
11 of the district within Cook County and increases the portion
12 within Lake County.. The majority of current RD 58 lies within
13 Lake County, with a small portion in Cook County along the
14 southern border. Further, proposed RD 58 adds a portion of
15 current RD 59's western border. All but a small portion of the
16 City of Lake Forest is included within proposed RD 58. Proposed
17 RD 58 contains all of Bannockburn, Highland Park, and Lake
18 Bluff and portions of Deerfield, Glencoe, Knollwood, Lake
19 Bluff, Lake Forest, Lincolnshire, Northbrook, North Chicago
20 and Riverwoods. Lincolnshire and North Chicago are included in
21 proposed RD 58. These changes are made to achieve equal
22 population, to make the district more of a Lake County
23 district, and to ensure the district is more compact.

24 Current RD 58 contains, in its entirety, Lake County Board
25 Districts 17 and 23. It also contains portions of Lake County
26 Board Districts 11 and 16 and portions of Cook County Board

1 Districts 13 and 14. Proposed RD 58 adds portions of Lake
2 County Board Districts 11, 12, and 16, while reducing areas
3 within the two Cook County Board Districts. These changes add
4 population in Lake County and portions of Lake Forest that are
5 in current RD 59.

6 Proposed RD 58 contains all of Moraine Township in Lake
7 County (as it is in current RD 58) and adds all of West
8 Deerfield Township (only a portion is in current RD 58).
9 Proposed RD 58 contains a greater portion of Shields Township,
10 reduces the portions of New Trier and Northfield Townships in
11 Cook County, and adds the Lake County townships of Vernon and
12 Libertyville. The addition of these new townships places the
13 overwhelming majority of the City of Lake Forest within
14 proposed RD 58. Lake Forest is currently divided between
15 current RD 58 and 59.

16 Three-fifths of the population within proposed RD 58
17 resides in current RD 58, which preserves
18 incumbent-constituent relationships that have developed over
19 the last decade. The current partisan composition of the
20 incumbent party is higher than the composition of the
21 incumbent's current district.

22 Proposed RD 58 has a 4.34% African American voting-age
23 population, a 7.63% Hispanic voting-age population, and a 4.97%
24 Asian voting-age population.

1 According to the 2010 Census, current RD 59 has a
2 population of 112,327. Proposed RD 59 has a population of
3 108,734, the equal-population target, and is therefore
4 compliant with the "one person, one vote" principle.

5 Proposed RD 59 is similar in shape to current RD 59 and
6 shares many of the same boundaries, but differs slightly due in
7 part to population shifts and the need to reduce the total
8 population of proposed RD 59. Of the population in proposed RD
9 59, 80.21% reside in current RD 59. Like current RD 59,
10 proposed RD 59 is within Cook and Lake Counties, with most of
11 its population in Lake County. While proposed RD 59 adds
12 population in Fremont Township, it is more compact than current
13 RD 59 as it recedes entirely from Northfield, Shields and West
14 Deerfield townships. Current RD 59 contains residents of 22
15 municipalities and unincorporated communities while proposed
16 RD 59 removes all of its population in Great Lakes, Green Oaks,
17 Lake Bluff, Libertyville and Long Grove, and most of Lake
18 Forest, Gurnee, Knollwood, and North Chicago, while expanding
19 in Buffalo Grove, Mundelein, Waukegan and adding
20 unincorporated community of Horatio Gardens in Lake County.

21 The boundary of proposed RD 59 follows the existing
22 district lines in most areas. Where the district recedes from
23 villages or adds population, proposed RD 59 follows natural
24 geographic boundaries, roads and local government divisions.
25 The western border and much of the southern border of proposed
26 RD 59 in Cook County are the same as current RD 59, then follow

1 township lines to remove Northfield Township. In northeastern
2 Vernon Township, the district excludes Lake Forest and portions
3 of unincorporated Lake Forest and Lincolnshire, both more
4 similar to Lake Forest with larger properties that are farther
5 away from each other. Here the district follows Illinois Route
6 22 West, then heads north along Riverwoods Road and east along
7 Everett Road to Interstate 94. Proposed RD 59 still contains a
8 small, non-residential portion of Lake Forest surrounding the
9 tollway oasis and Chicago Bears practice facilities, which are
10 major landmarks in the area. Proposed RD 59 then again follows
11 township boundaries north.

12 The north border of proposed RD 59 ends at Washington
13 Street, which allows proposed RD 59 to lose Gurnee without
14 losing population from Park City. Proposed RD 59 then follows
15 precinct lines to take in a portion of Waukegan with mostly
16 newer developments that are more similar to the portions of
17 Waukegan in current RD 59. Proposed RD 59 then follows
18 Interstate 94 and local roads and removes the residential
19 portion of Green Oaks, retaining only small commercial portions
20 of this village.

21 Proposed RD 59 uses local roads and railroads as boundaries
22 to remove portions of Mettawa. The removed areas are mostly
23 open spaces and more similar to other areas to the north along
24 the Des Plaines River and near the Old School Forest Preserve
25 in portions of Libertyville, Green Oaks and other
26 unincorporated areas not included in proposed RD 59. In Vernon

1 Hills, proposed RD 59 follows roadways as boundaries to remove
2 population and keep residents of Vernon Hills living in new
3 developments that were not inhabited during the 2000 Census
4 process in the same district with similar communities and
5 developments along the Milwaukee Avenue corridor to the north
6 in Libertyville. West of these developments, proposed RD 59
7 follows the EJ & E Railroad tracks and continues straight
8 through White Deer Run Golf Course then follows Gregg's Parkway
9 to Butterfield Road.

10 In Mundelein, proposed RD 59's boundary moves slightly
11 north to take in the commercial businesses on the north side of
12 Allanson Road, then travels north along the high voltage power
13 lines to St. Mary's Lake, taking in Carmel Catholic High School
14 and St. Mary's of the Lake Seminary. Proposed RD 59 then
15 follows local roadways and open space south of Loch Lomond and
16 adds Mundelein High School, Church of the Nazarene, Sure
17 Foundation Church, Calvary Baptist Church and Kirk of the Lakes
18 Presbyterian Church until the boundary rejoins the high voltage
19 lines on the south side of Mundelein.

20 Proposed RD 59 again uses the high voltage power lines as a
21 natural border and follows the eastern border of Long Grove
22 until rejoining current RD 59 border at Checker Road in Buffalo
23 Grove. The southern border of proposed RD 59 shifts south to
24 strengthen a community of interest and take on increased
25 population to ensure that Buffalo Grove is represented by only
26 two representatives instead of three as it is under current RD

1 59.

2 Vernon Township in southern Lake County has several
3 significant communities that are unincorporated from the
4 surrounding village of Buffalo Grove, and these regions are
5 strengthened as a community of interest in proposed RD 59.
6 Current RD 59 has two major unincorporated communities
7 bordering Buffalo Grove: unincorporated Prairie View and
8 unincorporated Deerfield. Proposed RD 59 expands the southern
9 border along Deerfield Parkway in Buffalo Grove to include the
10 unincorporated community of Horatio Gardens. These
11 unincorporated areas pay lower property taxes and share common
12 services through the county and nearby municipalities.

13 Many residents live in the communities in proposed RD 59
14 because of the high quality public schools. Proposed RD 59
15 expands the community of interest of high-performing public
16 schools as it expands to include five additional high schools.
17 These groups of residents are kept together in an educational
18 community of interest in proposed RD 59. This community of
19 interest provides a high quality of life and outstanding
20 education within the Aptakisic-Tripp Consolidated School
21 District and Stevenson High School District 125, but at a lower
22 cost of living due to the lower property taxes paid.
23 Incorporating Horatio Gardens into proposed RD 59 strengthens
24 this community of interest.

25 There are several senior retirement communities within
26 proposed RD 59, including a senior residential community in the

1 portion of Northbrook kept in proposed RD 59. These senior
2 residential facilities create a community of interest. In
3 addition to this community, apartment-style independent living
4 facilities through proposed RD 59 include Sedgewood in
5 Lincolnshire, The Park at Vernon Hills and Hawthorne Lakes in
6 Vernon Hills. Senior citizens residing in these communities are
7 strengthened as a community of interest.

8 The area included in proposed RD 59 continues growing with
9 new development and housing. While the area is experiencing
10 growth, new residents move here because they appreciate the
11 open space compared to other more congested areas of the
12 suburbs. The median income for the area shows that those
13 families moving in are becoming more upper middle class as
14 opposed to the area in the south where incomes are more
15 moderate.

16 The boundaries of proposed RD 59 contain most of the core
17 of current RD 59. The partisan composition favoring the
18 incumbent increases slightly under proposed RD 59.

19 There are pockets of Hispanics in various regions of the
20 district, including Mundelein, Park City, Prairie View and
21 Wheeling, which are kept together as a community of interest
22 under proposed RD 59. Proposed RD 59 has an African American
23 voting-age population of 2.37%, a Hispanic voting-age
24 population of 18.89%, and an Asian voting-age population of
25 12.95%.

1 REPRESENTATIVE DISTRICT 60

2 According to the 2010 Census, current RD 60 has a
3 population of 101,630. Proposed RD 60 has a population of
4 108,734, the equal-population target, and is therefore
5 compliant with the "one person, one vote" principle. Proposed
6 RD 60 is different in shape from current RD 60 due in part to
7 population shifts and the need to increase the total population
8 of the district.

9 In its proposed form, RD 60 contains 81.78% of current RD
10 60. Proposed RD 60 has few changes from RD 60, including the
11 minority composition. In order to achieve equal population,
12 proposed RD 60 has expanded to the north and northwest, adding
13 more of Waukegan, eastern Gurnee, the southern portion of Beach
14 Park and a sliver of Park City. In addition, proposed RD 60
15 loses a portion of North Chicago.

16 Proposed RD 60 is contained entirely within Lake County and
17 includes all of Waukegan Township, whereas current RD 60 only
18 contains a portion of Waukegan Township. Proposed RD 60 splits
19 two townships, Shields Township on the southern portion of the
20 district, which is also split in current RD 60, and Warren
21 Township in the northwest portion of the district. In Shields
22 Township, the proposed border follows the current border
23 through the City of Waukegan along Highway 137/Buckley Road
24 until it heads north and east along railroad tracks and streets
25 for a short distance before reaching the shores of Lake
26 Michigan.

1 Proposed RD 60 extends north along Lake Michigan and then
2 west along the northern Waukegan and Warren township lines
3 until reaching the Soo Rail Line. Forming proposed RD 60's
4 western border, the district follows the Soo Rail Line south
5 into the community of Gurnee, turning east generally along
6 Washington Street until it reaches the Waukegan Township line
7 in the community of Park City. Finally, the western border is
8 complete as the boundary moves south along the western Waukegan
9 and Shield townships lines, eventually meeting proposed
10 district's southern border.

11 Proposed RD 60 is primarily middle-class with a majority
12 median family income range between \$44,205 and \$68,654 that
13 remains consistent with current RD 60. The portions of current
14 RD 59 that are added to RD 60 are more economically similar to
15 proposed RD 60 than proposed RD 59.

16 The district's reliance on Lake Michigan as an economic
17 engine and recreational attraction provides for a community of
18 interest. Proposed RD 60 contains the southernmost portion of
19 the Illinois Beach State Park South. This community of interest
20 is especially important as the lakefront communities continue
21 to deal with issues of hazardous pollution and efforts to
22 revitalize the area.

23 Proposed RD 60 has several areas of Waukegan and North
24 Chicago with high crime rates and the efforts of local
25 residents who are working to protect their neighborhoods form a
26 community of interest. Another community of interest exists

1 through the district as many residents rely on public transit
2 and commute to Chicago via the Union Pacific-North Line.

3 Proposed RD 60 removes almost all of the Great Lakes Naval
4 Training Center to maintain that community of interest in
5 proposed RD 58. Waukegan and the surrounding communities of
6 Park City and North Chicago experience similar challenges and
7 proposed RD 60 keeps large portions of these communities
8 together. Stella Jones testified on behalf of Democrats United
9 for Fairness at the House redistricting hearing in Waukegan on
10 April 19, 2011, and stated that the communities of North
11 Chicago, Park City, and Waukegan face similar challenges
12 including the lack of fair housing, low graduation rates, and
13 higher crime rates. Ms. Jones requested that these communities
14 continue to be in the same district so the residents who share
15 similar concerns can continue to benefit from the services
16 provided to these communities.

17 Proposed RD 60 contains a vast majority of current RD 60.
18 However, the partisan advantage favoring the incumbent
19 decreases compared to current RD 60.

20 Proposed RD 60 has an African American voting-age
21 population of 21.61%, Hispanic voting-age population of
22 46.64%, and an Asian voting-age population of 3.2%. The
23 expansion of current district's boundaries north and northwest
24 adds areas of larger predominately Hispanic population.

1 According to the 2010 Census, current RD 61 has a
2 population of 120,629. Proposed RD 61 has a population of
3 108,734, the equal-population target, and is therefore
4 compliant with the "one person, one vote" principle. Proposed
5 RD 61 is different in shape from current RD 61 due in part to
6 population shifts and the need to reduce the total population
7 of the district by almost 12,000 people.

8 Proposed RD 61, located entirely within Lake County,
9 reduces its size on the west and southeast while gaining more
10 land in the south central part of the district to make the area
11 more compact and contiguous. Proposed RD 61 is more compact and
12 includes 59.37% of current RD 61, 33.58% of current RD 62, and
13 small portions of 52.

14 Like current RD 61, proposed RD 61 maintains its northern
15 border as the Illinois-Wisconsin state line and its eastern
16 border as Lake Michigan. However, in order to achieve equal
17 population, yet maintain the district's interests, the south
18 central border is adjusted to take in portions of Venetian
19 Village and Long Lake.

20 The proposed RD 61 also recedes completely out of Channel
21 Lake, Lake Catherine, Fox Lake, Fox Lake Hills, while including
22 the communities of Antioch, Gurnee, Lake Villa, Old Mill Creek,
23 Lindenhurst, Wadsworth, Beach Park, Waukegan, Winthrop Harbor,
24 and Zion, which are currently located in RD 61. Proposed RD 61
25 also includes Third Lake, Gages Park, and Grandwood Park.

26 In addition to the needed balance of population, the shift

1 of the district into the Lindenhurst area was necessary to
2 bring the local Hispanic populations together in the same
3 representative district. In a redistricting hearing that was
4 held in nearby Waukegan, several Hispanic organizations spoke
5 about the need for a more unified representative district that
6 took into account the growing number of Hispanics in the
7 northern Lake County Region. Proposed RD 61 accomplishes this
8 by moving into the Lindenhurst area and portions of Gurnee to
9 include them in the same district with the Hispanic families
10 that make up the Old Mill Creek, Beach Park and Zion
11 communities.

12 Socioeconomically, the district contains middle and
13 upper-middle income residents, with median incomes between
14 \$75,000 and \$150,000; however, there are segments of residents
15 with higher incomes. Lower-middle income residents are located
16 in the eastern end of proposed RD 61.

17 Proposed RD 61 also recognizes a community of interest in
18 that it contains a number of communities that border the state
19 of Wisconsin. As Illinois competes for jobs and federal
20 resources with neighboring states, the communities of this
21 border district are major stakeholders and a community of
22 interest. The district continues to be more of an east-west
23 district rather than a north-south district to keep this
24 community of interest intact.

25 Proposed RD 61 retains the core of current RD 61 and
26 subsequently has a substantially similar partisan composition

1 compared to current RD 61.

2 Proposed RD 61 would contain an African American voting-age
3 population of 10.57%, a Hispanic voting-age population of
4 12.06% and an Asian voting-age population of 6.39%.

5 REPRESENTATIVE DISTRICT 62

6 According to the 2010 Census, current RD 62 has a
7 population of 117,334. Proposed RD 62 has a population of
8 108,734, the equal-population target, and is therefore
9 compliant with the "one person, one vote" principle. Proposed
10 RD 62 is different in shape from current RD 62 due, in part, to
11 population shifts and the need to reduce the total population
12 of the district.

13 Proposed RD 62 retains 69.22% of population of current RD
14 62. In order to achieve equal population, proposed RD 62, which
15 is located entirely within Lake County, shifts to the west and
16 extends southwest while receding out of Gurnee, Grandwest Park,
17 Lindenhurst, Old Mill Creek, Venetian Village, Long Lake, Round
18 Lake Park, and Round Lake Heights. Proposed RD 62 adds more of
19 Round Lake Park and Round Lake to keep the municipalities
20 intact and extends into portions of Wauconda to achieve equal
21 population. Proposed RD 62 also expands its territory in
22 Grayslake, which is now almost completely in proposed RD 62.

23 The central portion of proposed RD 62 includes a community
24 of interest made up of homeowners who live along the district's
25 many lakes, wetlands, and forest preserves. These individuals

1 live in similar housing and live where they do because it
2 provides local access to quality schools, natural areas, and
3 retail shopping, all within a commute to major employers in
4 Chicago. The additional population added in Long Lake on
5 proposed RD 62's western edge also fits into this community of
6 interest.

7 Proposed RD 62 acknowledges a tourism and recreational
8 community of interest consisting of the population impacted by
9 the attractions of the Gurnee Mills Mall and Six Flags Great
10 America. These businesses and surrounding attractions bring in
11 visitors from around the region and provide a vital source of
12 revenue for local communities, create jobs, and keep many
13 tourism businesses running.

14 As the population of Lake County continues to grow,
15 commuter traffic and city planning have become major issues as
16 residents and businesses contend with extreme traffic
17 congestion. A controversial plan to expand Belvidere Road is of
18 major interest to all residents of proposed RD 62. More of this
19 roadway is added to proposed RD 62 allowing commuters and
20 landowners to have a representative who will be responsive on
21 the issue.

22 At a redistricting hearing in Waukegan, several Hispanic
23 organizations testified about the need to take into account the
24 growing number of Hispanics in the northern Lake County region.
25 A Round Lake resident urged that all of Round Lake be included
26 in one Legislative District. Proposed RD 62 keeps virtually all

1 of the Round Lake community intact and in one Representative
2 District.

3 Proposed RD 62 maintains most of the core of current RD 62
4 and preserves the incumbent-constituent relationship that has
5 developed over the last two election cycles. The partisan
6 advantage in favor of the incumbent decreases slightly compared
7 to the current partisan composition under current RD 62.

8 Proposed RD 62 contains an African American voting-age
9 population of 3.83%, a Hispanic voting-age population of 8.97%,
10 and an Asian voting-age population of 8.88%.

11 REPRESENTATIVE DISTRICT 63

12 According to the 2010 Census, current RD 63 has a
13 population of 122,290. Proposed RD 63 has a population of
14 108,734, the equal-population target, and is therefore
15 compliant with the "one person, one vote" principle. Proposed
16 RD 63 is different in shape from current RD 63 due, in part, to
17 population shifts and the need to reduce the total population
18 of the district.

19 All of the residents within proposed RD 63 live in current
20 RD 63. Proposed RD 63 reduces population by removing areas in
21 the communities of Crystal Lake, Lakewood, McHenry, Johnsburg,
22 Spring Grove, and Fox Lake. All but a small section of
23 Woodstock remains in proposed RD 63. Proposed RD 63 is entirely
24 within current RD 63, but removes these areas to reduce the
25 necessary population.

1 Proposed RD 63 maintains a similar shape as current RD 63
2 while accounting for population change and preserving
3 communities. The northern boundary is the state line; the
4 western boundary is along the McHenry County line; the southern
5 boundary keeps all of Riley and Coral Townships within the
6 district; and the eastern boundary runs along the township
7 divide between Coral and Grafton on the south, splitting Dorr,
8 McHenry and Richmond Townships. The split townships differ from
9 those split in current RD 63 in order to reduce population.

10 Interstate 90 crosses the southwestern section of the
11 district, connecting the district to Chicago and Wisconsin. The
12 Union Pacific Northwest Metra line runs from the east central
13 border of proposed RD 63 in Woodstock to Harvard; and the
14 eastern arm of the Metra runs from outside of the district in
15 Crystal Lake to McHenry. The Fox River connects communities
16 along the eastern boundary of proposed RD 63. Wonder Lake and
17 McCullom Lake are included in their entirety within proposed RD
18 63. Most of proposed RD 63 is agricultural land and grasslands,
19 with medium to low-density urban land, urban open space and
20 minimal high-density urban land in the cities of McHenry,
21 Harvard, Woodstock and Marengo. There has been recent growth in
22 the area and the residents here have common interests. The
23 residents in proposed RD 63 prefer a suburban feel to their
24 surroundings with convenient commercial areas.

25 The key differences between proposed RD 63 and current RD
26 63 are due to population reduction along the central eastern

1 edge in Dorr Township. Proposed RD 63 removes population from
2 McHenry Township to keep the city of McHenry more intact in a
3 bordering district. The proposed district loses all of Burton
4 Township and most of the city of Spring Grove. The section of
5 Spring Grove that is within proposed RD 63 is lightly populated
6 and the split occurs so that the majority of the population of
7 Spring Grove remains together, outside of the district. The
8 core of Woodstock is kept intact in the proposed RD 63 to
9 maintain equal population.

10 McHenry County remains split, as it is in the current RD
11 63. Proposed RD 63 includes the following townships in their
12 entirety: Alden, Chemung, Coral, Dunham, Greenwood, Hartland,
13 Hebron, Marengo, Riley and Seneca. Proposed RD 63 splits the
14 townships of: Dorr, McHenry, and Richmond. Dorr Township is
15 split in such a way as to keep more of the city of Woodstock
16 together in proposed RD 63. Most of Woodstock is in proposed RD
17 63, with precinct Dorr 11 in proposed RD 64 to keep that
18 precinct intact. The city of Woodstock is also split along its
19 eastern border to keep several cul de sacs together in one
20 district. The part of Crystal Lake included in RD 63 is
21 precinct Dorr 10, and the majority of the rest of the city is
22 in proposed RD 64. McHenry Township is split to keep the
23 community of Pistakee Highlands together in RD 63 and to keep
24 the city of Lakemoor together outside of the district. Richmond
25 Township is split to keep more of the village of Richmond
26 together in the proposed RD 63 and keep more of the city of

1 Spring Grove together outside of proposed RD 63. The cities of
2 Marengo, Union, Chemung, Harvard, Hebron, McCullom Lake,
3 Richmond, Ringwood, Pistakee Highlands and Greenwood are
4 entirely within the proposed RD 63. The parts of Bull Valley
5 located in Greenwood Township are in proposed RD 63 and the
6 parts of Bull Valley located in McHenry Township are in
7 proposed RD 64. Bull Valley is split in the same manner under
8 current RD 63. The southeastern part of the city of Wonder Lake
9 is not in RD 63 and is instead in RD 64 to keep the precinct of
10 McHenry 10 intact in one district.

11 McHenry County has experienced a surge in population in the
12 last two decades, with the southwest portion of the county
13 seeing the most growth. Communities in the slower growth areas
14 share more common characteristics with each other than with the
15 communities in the southwest corner, and those slower growth
16 areas remain together in proposed RD 63. The majority of rural
17 and agricultural portions of McHenry County are within proposed
18 RD 63, helping to reflect the wishes of Mary Donner,
19 Vice-Chairperson for the Planning and Development committee of
20 McHenry County, at the House Redistricting hearing in Marengo,
21 IL on April 16, 2011.

22 The boundaries of proposed RD 63 maintain almost the entire
23 core of current RD 63. This allows the incumbent-constituent
24 relationship that has existed over the past decade to be
25 preserved. Because the core has been held substantially intact,
26 the partisan composition of proposed RD 63 is similar to the

1 partisan composition of current RD 63.

2 In proposed RD 63, the voting-age population of Hispanic
3 residents is 12.78% , the voting-age population for African
4 American residents is 0.90%, and the voting-age population for
5 Asian residents is 1.18%. Smaller Hispanic populations are
6 spread out across the district. Most of the district is
7 comprised of middle-class incomes ranging from \$68,654 to
8 \$98,750.

9 REPRESENTATIVE DISTRICT 64

10 According to the 2010 Census, current RD 64 has a
11 population of 132,417. Proposed RD 64 has a population of
12 108,734, the equal-population target, and is therefore
13 compliant with the "one person, one vote" principle. Proposed
14 RD 64, located in McHenry and Lake counties, consists of
15 portions of current RDs 52, 61, 62, 63, and 64.

16 Using the Wisconsin-Illinois state line as its northern
17 border, proposed RD 64 follows the McHenry-Lake County line
18 south and then expands east to west to include the communities
19 of Spring Grove, Fox Lake, Channel Lake, Lake Catharine,
20 Antioch, Fox Lake Hills, Johnsburg, Lakemoor, Holiday Hills,
21 McHenry, Bull Valley, Woodstock, Lakewood, Prairie Grove,
22 Wauconda, Volo, Venetian Village, Lindenhurst, Round Lake
23 Heights, and Lake Villa, as well as small portions of Island
24 Lake and Crystal Lake. Many of these communities are spread out
25 and more rural in nature, a feature desired by local residents.

1 Proposed RD 64 contains all or portions of the townships of
2 Richmond, Burton, Antioch, Grant, McHenry, Nunda, Dorr,
3 Grafton, Algonquin, Wauconda, and Lake Villa.

4 The splits that occur in many of these communities are
5 based upon the need to achieve equal population and uses easily
6 recognizable features such as roads, lakes, and governmental
7 boundaries. The split in Crystal Lake allows an additional lake
8 to be included in proposed RD 64 and then follows the McHenry
9 Township line, while the splits in Dorr and McHenry townships
10 allow most of the communities of Woodstock and McHenry to
11 remain in proposed RD 63. Proposed RD 64 also takes in the more
12 outlying areas in the communities of Johnsburg and Antioch.
13 These residents live in more rural areas and the area's many
14 residential areas around several local lakes.

15 One central feature of proposed RD 64 is the area's many
16 lakes, state parks, wetlands, and forested areas. These natural
17 resources are appealing to local residents who choose to live
18 in a relaxed and natural setting that provides easy access to
19 more populated locales for employment and recreation. As there
20 is more population growth in McHenry and Lake counties, efforts
21 to preserve and protect proposed RD 64's natural resources
22 while balancing the need for enhanced transportation options
23 will become paramount.

24 U.S. Highway 12, Illinois Route 31, and Illinois Route 59
25 provide residents with access to Wisconsin, the suburbs and the
26 city of Chicago. As residents contend with suburban sprawl,

1 proposed RD 64's residents who utilize or live on these
2 roadways will contend with urban planning and traffic issues,
3 creating a community of interest.

4 Proposed RD 64's median family income is predominately
5 middle class with several census blocks reporting upper middle
6 class median family incomes of \$98,740 to \$147,955. There are
7 no census blocks listing a median family income of under
8 \$68,654.

9 Proposed RD 64 is comprised of sections from several
10 current districts. The partisan composition of proposed RD 64
11 remains relatively similar to the average partisan
12 compositions of the current districts that now make up proposed
13 RD 64.

14 Proposed RD 64 contains an African American voting-age
15 population of 1.13%, a Hispanic voting-age population of 6.81%,
16 and an Asian voting-age population of 2.36%.

17 REPRESENTATIVE DISTRICT 65

18 Proposed RD 65 has a population of 108,735, the
19 equal-population target, and is therefore compliant with the
20 "one person, one vote" principle.

21 To ensure the preservation of equal representation and to
22 create compact, contiguous representative districts that
23 reflect the interests of the populations, several districts are
24 rearranged to accurately reflect the 2010 census data. Proposed
25 RD 65 includes much of the population of current RD 49 (88.62%)

1 and small portions of current RDs 43, 50, 55, and 64. Proposed
2 RD 65 is different in shape from current RD 49 due in part to
3 population shifts and the need to decrease the total population
4 of the district by 45,346.

5 To achieve equal population and due to major population
6 shifts in the northwest suburbs, proposed RD 65 recedes
7 completely out of the communities of Algonquin, Burlington,
8 Sleepy Hollow, West Dundee and Carpentersville, and maintains
9 only a small portion of Gilberts. Proposed RD 65 adds territory
10 in the southern end of current RD 49 to gain population in
11 South Elgin and Wayne.

12 Proposed RD 65 is located entirely within Kane County. The
13 boundaries, to a large degree, follow the boundary lines of
14 current RD 49, and also follow the natural dividing lines of
15 towns and major landmarks in the area.

16 Proposed RD 65 reflects the natural growth of communities
17 that are expanding outward and to the west. The corridors along
18 Illinois Route 47 and Interstate 90 are extremely important to
19 the residents and businesses of proposed RD 65, as these
20 roadways provide key transportation routes through the
21 district and into the suburbs and city of Chicago. As the
22 population continues to grow in the northwest suburbs and in
23 proposed RD 65, the people who utilize and live on these
24 roadways form a community of interest concerned with traffic
25 congestion, highway maintenance and construction, and
26 sprawling suburban growth.

1 Proposed RD 65 is a mixture of middle to upper-middle
2 income wage earners, with a portion of Huntley having a
3 slightly lower median income. Outside proposed RD 65's border
4 near Elgin, the income level drops significantly, a good reason
5 for these areas to remain in an adjoining district.

6 The boundaries of proposed RD 65 also reflect the need to
7 preserve the minority influence in the area and surrounding
8 districts. Proposed RD 65 loses more of the city of Elgin to a
9 neighboring district to ensure that the African American and
10 Hispanic populations are adequately represented.

11 The boundaries of proposed RD 65 contain no portion of
12 current RD 65; however, proposed RD 65 retains the vast
13 majority of current RD 49. This preserves the
14 incumbent-constituent relationship that has existed for over a
15 decade. Additionally, proposed RD 65 retains a nearly identical
16 partisan composition compared to the composition under current
17 RD 49.

18 Proposed RD 65 has an African American voting-age
19 population of 1.93%, a Hispanic voting-age population 9.09%,
20 and an Asian voting-age population of 4.98%.

21 REPRESENTATIVE DISTRICT 66

22 Proposed RD 66 contains 108,734, the equal-population
23 target, and is therefore compliant with the "one person, one
24 vote" principle. Several districts shifted due to population
25 issues, and thus proposed RD 66 contains portions of 3 current

1 representative districts. Proposed RD 66 is located in McHenry
2 and Kane counties. Most of its population include current RD 64
3 (67.52%) current RD 49 (30.18%), and a small portion of current
4 RD 43.

5 Proposed RD 66 includes all of the communities of Gilberts,
6 Sleepy Hollow, and West Dundee, and portions of the communities
7 of Lakewood, Crystal Lake, Huntley, Lake of the Hills,
8 Algonquin, Carpentersville, Elgin and East Dundee. Local
9 residents are largely middle to upper middle class and live in
10 similar housing stock throughout the district. As the
11 population grows, interests of these communities overlap.

12 The McHenry and Kane County communities of proposed RD 66
13 share many of the same characteristics and use many of the same
14 resources. Randall Road links these communities together. This
15 road is a major north and south thoroughfare in the district
16 and gives residents access to many local businesses, shopping
17 centers, restaurants, hospitals, and churches. Proposed RD 66
18 residents have an interest in this vital roadway.

19 In addition to being connected to local resources, Randall
20 Road also allows residents to access I-90, which provides
21 residents the ability to go east to Chicago or west to DeKalb,
22 home of Northern Illinois University, which has a large
23 population of commuter students. Both Randall Road and I-90
24 provide the residents with easy access to the Big Timber
25 Shopping Center and Elgin Metra Lines, which allow residents to
26 reach employment and entertainment opportunities in downtown

1 Chicago.

2 Socioeconomically, proposed RD 66 is very homogeneous.
3 Proposed RD 66 consists of middle to upper middle income
4 families who live in single family homes and have a median
5 income level of \$44,000 to \$148,000, with an average income of
6 \$68,654 per year. Many residents of proposed RD 66 work in
7 nearby suburban communities and rely less on public
8 transportation than the communities further south and east.

9 As with many suburban communities, the communities in
10 proposed RD 66 form a community of interest built around the
11 issues of dealing with population growth and increased traffic
12 congestion. As more people relocate within RD 66, serious
13 consideration will be given to preparing for future growth and
14 such considerations will have an enormous impact on the
15 residents who live along the district's main roadways or rely
16 on them for quick travel.

17 Proposed RD 66 is comprised of multiple existing districts;
18 however, it maintains the core of current RD 64 and preserves
19 the incumbent-constituent relationship that has existed for
20 six years. The partisan composition of proposed RD 66 is
21 similar to the composition as it exists under current RD 64.

22 Proposed RD 66 contains an African American voting-age
23 population of 1.93%, a Hispanic voting-age population of 9.19%,
24 and an Asian voting-age population of 6.93%.

25 REPRESENTATIVE DISTRICT 67

1 According to the 2010 Census, current RD 67 has a
2 population of 103,737. Proposed RD 67 has a population of
3 108,735, the equal-population target, and is therefore
4 compliant with the "one person, one vote" principle. Proposed
5 RD 67 is different in shape from current RD 67 due, in part, to
6 population shifts and the need to increase the total population
7 of the district.

8 Proposed RD 67 has 79.85% of its population from current RD
9 67. The difference in shape is due in part to population shifts
10 and a desire to keep communities of interest together. To
11 achieve greater compactness, proposed RD 67 is entirely within
12 Winnebago County, comprised mainly of Rockford Township with
13 small sections of Owen and Cherry Valley Townships.

14 The northern border of current RD 67 is moved north to
15 include most of the city of Rockford, while small populations
16 from other less populated cities and precincts to the south and
17 west that are largely agricultural with low populations are
18 removed. Current RD 67 splits three cities (Rockford, Cherry
19 Valley, and New Milford), whereas proposed RD 67 contains only
20 Rockford and several unincorporated areas. Proposed RD 67
21 removes Cherry Valley and New Milford which are less urban and
22 more affluent. City government centers, residential services,
23 major roads and transportation hubs will all remain in one
24 district.

25 Proposed RD 67 contains a major section of the region's
26 transportation corridor. US 20 runs along the western border

1 and cuts through the south central area of the district. This
2 is a bypass roadway, used to connect to Interstate 39/US 51 and
3 I-90. The interchange from US 20 to Interstate 39/US 51 is
4 included in the district. Alpine Road, Route 251, and Route 2
5 are also used to connect major commercial and residential areas
6 in Rockford. The interchange of Route 20 and Route 2 is also in
7 RD 67, with Route 2 being the most direct route into downtown
8 Rockford and extends to government centers, the old railroad
9 station, sports facilities, and to the Rockford Airport.
10 Interstate 39/US 51 is along the furthest east border and
11 contains an interchange between US 20 and Highway 39, which is
12 the gateway to southern areas of the state, and also connects
13 to I-90, which runs north into Wisconsin. US Business 20 is
14 also known as State Street, and it is the major gateway through
15 Rockford running east to west. It connects the residential
16 areas on the west side of the river to the government centers
17 in the center of the district and the commercial areas on the
18 east side of the district. Route 2, or Main Street, is
19 considered a gateway to the city running north to south through
20 the district. It connects southern industrial areas to northern
21 residential areas. State Route 251 runs through the center of
22 the district and connects Rockford to municipalities in the
23 north.

24 Proposed RD 67 is entirely within the Rock Watershed. Rock
25 River runs vertically through the center of proposed RD 67 and
26 then connects to the top eastern border of the district. Keith

1 Creek runs horizontally through the center of proposed RD 67
2 from the Rock River to the east edge of the district.

3 Proposed RD 67 contains mostly high and medium density
4 urban areas and preserves many neighborhoods. Proposed RD 67
5 contains urban open space and general industrial areas in the
6 southern and western parts of the district. There are
7 commercial areas in the east center of proposed RD 67. Proposed
8 RD 67 is mostly incorporated and has few agricultural areas.
9 Proposed RD 67 keeps the city of Rockford together and removes
10 unincorporated, agricultural areas on the outer edge of current
11 RD 67. Along the western and southwestern edge of proposed RD
12 67, some forest, wetlands and fields remain.

13 Proposed RD 67 contains the following landmarks, services,
14 and cultural centers: Rockford Airport, Rockford City Hall,
15 Rockford Police Headquarters, Rockford Mass Transit District
16 main bus station, Winnebago County Court House, Winnebago
17 County Jail, State of Illinois Building, Swedish American
18 Hospital, Rockford Memorial Hospital, Rockford Main Post
19 Office, Rockford Park District Headquarters, Rockford Sanitary
20 District Headquarters, Rockford Board of Education
21 Headquarters, Burpee Museum and Discovery Center, Rockford Art
22 Museum and MetroCentre stadium/arena. These are all important
23 landmarks, government offices and destinations within the city
24 of Rockford and therefore, are maintained in one district.

25 Proposed RD 67 preserves 18 of the 20 neighborhood groups
26 within Rockford: Ellis Heights Weed and Seed, Northwest

1 Community Center, Cunningham St. Block Club, Riverview
2 Neighborhood Association, Concord Commons, Orchid 3rd College
3 and Union, South Sixth Street Neighborhood Organization, 7th
4 Ward Now, Jassy Neighborhood Watch, Forest Avenue Neighborhood
5 Group, River District Association, Churchill Grove
6 Neighborhood Association, Signal Hill Neighborhood
7 Association, North End Square Neighborhood Association,
8 Rolling Green Neighborhood Association, Hilltop Neighborhood
9 Watch, Oaks Neighborhood Association, and Midtown District.

10 Two neighborhood groups are split: Sinnissippi Park and
11 Edgewater Neighborhood Association. In an article published in
12 the February 13, 2011 Rockford Register Star entitled "Chuck
13 Sweeney: Neighborhood Groups a Valuable Tool for Residents,"
14 Sweeney states:

15 The 10th Ward has seven neighborhood groups. I don't know
16 how many similar associations are active throughout the city,
17 but the more groups like Alpine Ridge we have, the better for
18 the democratic process. Homeowners, residents and business
19 owners need to know in advance what the city intends to do to
20 them, so we can have government by the people, not on the
21 people.

22 Neighborhood groups are important to the fabric of the city
23 of Rockford and it is important in drawing a new map to
24 preserve as many of these groups within a district as possible
25 to enable better representation.

26 Proposed RD 67 generally has a median household income of

1 \$45,000. Although the central Rockford urban area has several
2 areas where the figure falls below \$20,000 and other sections
3 reach above \$60,000, this average is well below the median
4 income of surrounding, more affluent districts that include
5 towns outside of Rockford. Proposed RD 67 preserves those with
6 a moderate median income as a community of interest.

7 The boundaries of proposed RD 67 maintain the core of
8 current RD 67 and allow the incumbent-constituent relationship
9 that has developed over the last decade to be preserved. The
10 partisan composition in favor of the incumbent party increases
11 slightly when compared to the composition of current RD 67.

12 Proposed RD 67 keeps the African American population in
13 Rockford together as a community of interest. Under proposed RD
14 67, the African American voting-age population is 24.25%, the
15 Hispanic voting-age population is 15.27%, and the Asian
16 voting-age population is 2.35%.

17 The three key differences between proposed RD 67 and
18 current RD 67 are: proposed RD 67 extends further north to take
19 in more of the city of Rockford, removes agricultural areas on
20 the southwest and southeast borders of the district, and
21 removes the towns of New Milford and Cherry Valley. These
22 changes establish the target population, preserve the downtown
23 Rockford area its cultural centers, and existing neighborhood
24 organizations, and keep most of proposed RD 67 within the city
25 of Rockford.

1 REPRESENTATIVE DISTRICT 68

2 According to the 2010 Census, current RD 68 has a
3 population of 117,743. Proposed RD 68 has a population of
4 108,734, the equal-population target, and is therefore
5 compliant with the "one person, one vote" principle. Proposed
6 RD 68 is different in shape from current RD 68 due, in part, to
7 population shifts and the need to reduce the total population
8 of the district.

9 Proposed RD 68 includes 63.60% of the core of current RD
10 68. Proposed RD 68 makes the district more compact, while
11 respecting the urban and rural communities of interest in and
12 around the proposed district. There are four key differences
13 between proposed RD 68 and current RD 68. Proposed RD 68: (1)
14 removes the majority of the low populated, agricultural land
15 and forest/marsh area in the north and northwest; (2) removes
16 Shirland, Rockton and Roscoe Townships in the north; (3) adds
17 more of the city of Rockford in the southern area; and (4)
18 removes an area from Owen Township down to Auburn Street in
19 Rockford Township, which was incorporated into proposed RD 67.
20 Proposed RD 68 maintains equal population, attempts to follow
21 township lines, connects neighborhoods with similar economic
22 interest, keeps the more suburban areas surrounding Rockford
23 together, and maintains Machesney Park and the majority of
24 Loves Park.

25 Proposed RD 68 is now entirely within Winnebago County,
26 reduces the more rural areas of the north and northwest, and

1 keeps more of the Rockford metro area together. Proposed RD 68
2 is mostly incorporated, and drawn to take in the more suburban
3 and rural areas of Rockford, which include small towns to the
4 north of Rockford. To accomplish this, two primarily
5 agricultural townships on the north are removed and a section
6 of metropolitan Rockford is added. Proposed RD 68 keeps
7 communities that lie between the Rock River and I-90 together
8 and reduces the number of townships in the district. Proposed
9 RD 68 follows township lines along the north and west
10 boundaries of the district.

11 Proposed RD 68 includes several significant roadways used
12 for local and regional travel and commerce. Highway 2 runs
13 vertically through Owen Township, which connects the district
14 to the city of Rockford downtown area and the Rockford Airport.
15 Highway 251 and I-90 run vertically through Harlem Township and
16 I-90 forms portions of the eastern border of proposed RD 68. US
17 Business 20 runs horizontally through the southern part of
18 proposed RD 68 and connects the district to commercial areas.
19 Highway 70 leads from the west into the City of Rockford.
20 Proposed RD 68 maintains a long section of commercial areas
21 along US Business 20 including the interchange where US
22 Business 20 and I-90 meet. There is a commercial area also near
23 Cherryvale Mall, in the southeast area of the district, which
24 is preserved.

25 Proposed RD 68 keeps the following districts and landmarks
26 together: Rockford College, Rock Valley Community College,

1 Rockford School of Medicine, Cherryvale Mall, Rock Cut State
2 Park, Atwood Forest Preserve, Rockford Speedway, Magic Waters,
3 Forest Hills Country Club and the Rockford Country Club.
4 Proposed RD 68 also includes the 7th Street Commercial District
5 and keeps the following neighborhoods together: North Highland
6 Square, Calvin Park Boulevard, Palmwood Neighborhood, Alpine
7 Ridge, Parkland Homeowners Association and the Rock Cut Area
8 Homeowners Association.

9 Proposed RD 68 has a median income level between \$45,000
10 and \$80,000. Although the income levels vary throughout
11 proposed RD 68, they are generally higher levels than the other
12 urban areas of Rockford included in proposed RD 67. The area of
13 Rockford that was in current RD 67 but is now in proposed RD 68
14 is more similar in income to the communities within current RD
15 68, which is why they are included in proposed RD 68.

16 The partisan composition of proposed RD 68 is nearly
17 identical to the current partisan composition under current RD
18 68.

19 Within Proposed RD 68, the Hispanic voting-age population
20 is 5.76%, the African American voting-age population is 4.71%,
21 and the Asian voting-age population is 2.69%.

22 REPRESENTATIVE DISTRICT 69

23 According to the 2010 Census, current RD 69 has a
24 population of 123,633. Proposed RD 69 has a population of
25 108,734, the equal-population target, and is therefore

1 compliant with the "one person, one vote" principle.

2 Proposed RD 69 includes a population of 68.37% of current
3 RD 69 and portions of current RDs 67, 68, and 89. Proposed RD
4 69 is different in shape from current RD 69 due, in part, to
5 population shifts, the need to reduce the total population of
6 the district by 14,899, and an effort to keep municipalities
7 and communities of interest intact. Proposed RD 69 includes
8 portions of Boone and Winebago counties, and removes current RD
9 69's portion of DeKalb County, while keeping communities of
10 interest together in the northwest by extending the district
11 border to the boundary of current RD 68.

12 Proposed RD 69 removes a large portion of suburban Rockford
13 that stretches from the Rock River to Perryville and the towns
14 of Kirkland, Kingston and Genoa in DeKalb County. Proposed RD
15 69's borders south of Rockford extend west to the Rockford
16 Township line to take in the community of New Milford. A
17 section of current RD 68 is added to the northwest portion of
18 proposed RD 69 to keep a larger segment of the municipalities
19 of Roscoe and South Beloit intact. Proposed RD 69 includes
20 Rockton, which is socioeconomically and demographically
21 similar to Roscoe and South Beloit. The northwestern boundary
22 of proposed RD 69 is identical to the boundary of current 68 -
23 this boundary follows the Shirland Township line and the Sugar
24 River, and is the boundary for Winnebago County Board District
25 2.

26 Most of proposed RD 69 is in the \$44,000 to \$99,000 median

1 annual income range, with some variations in the south central
2 part of the district and near South Beloit. The median annual
3 income is fairly consistent throughout proposed RD 69.

4 Proposed RD 69 contains a partisan composition that is
5 substantially similar to the current partisan composition
6 under current RD 69.

7 Proposed RD 69 contains a 2.20% African American voting-age
8 population, 9.03% Hispanic voting-age population, and 1.93%
9 Asian voting-age population.

10 REPRESENTATIVE DISTRICT 70

11 According to the 2010 Census, current RD 70 has a
12 population of 121,976. Proposed RD 70 has a population of
13 108,734, the equal-population target, and is therefore
14 compliant with the "one person, one vote" principle. Proposed
15 RD 70 is different in shape from current RD 70 due in part to
16 population shifts and the need to reduce the total population
17 of the district.

18 Residents of proposed RD 70 include 65.29% of current RD 70
19 and portions of current RDs 49, 50, and 69. In order to adjust
20 for a population gain in current RD 70, proposed RD 70 is
21 smaller in overall size and shifts east to accommodate
22 neighboring districts to the west that need population.
23 Proposed RD 70 lies within the counties of Boone, DeKalb, and
24 Kane. The borders for proposed RD 70 generally follow major
25 roadways or county and township boundaries. Proposed RD 70

1 follows the western DeKalb County border from Malta Township to
2 the Boone/DeKalb County boundary. The northern border of
3 proposed RD 70 follows Flora Township line before following
4 township lines to take in Bonus and Spring Townships in Boone
5 County.

6 The eastern border of proposed RD 70 follows the Genoa
7 Township border in DeKalb County then heads east into Hampshire
8 Township along major roadways then follows the border of
9 Burlington Township in Kane County, cutting out a small corner
10 of the township so the outskirts of the town of North Plato can
11 be included in the same adjacent proposed district as the rest
12 of the town. The border for proposed RD 70 continues along the
13 outside of Campton Township until reaching Plato Road. At this
14 point, the border turns east and to the south to the Elgin
15 Township border along a railroad line. The border then turns
16 west through Campton Hills along Illinois Route 64 back to the
17 Virgil Township border, with some variations to account for the
18 population needs of the district.

19 The border for the southern end of proposed RD 70 follows
20 the outside boundaries of Kaneville, Big Rock, Squaw Grove and
21 Pierce Townships. These townships are all completely intact
22 with the exception of Squaw Grove, which does not include the
23 King Nursery tree farm and some of the outskirts of the village
24 of Franks. Proposed RD 70's border then follows major roadways
25 through DeKalb, including Illinois Routes 23 and 38. The border
26 then follows Illinois Route 38 west to the Dekalb County

1 border. This provides for Northern Illinois University's
2 campus to be wholly within proposed RD 70.

3 Almost all municipalities within proposed RD 70 are kept
4 intact. The communities of DeKalb and Campton Hills are split
5 along major roads to achieve equal population. Sugar Grove and
6 Big Rock in southern Kane County straddle the boundary of Big
7 Rock Township and are split along the township borderline to
8 keep the township intact.

9 Current RD 70 is split between four different watersheds,
10 while proposed RD 70 is only within two watersheds, Kishwaukee
11 and Fox. Rivers and other waterways are an important
12 characteristic of proposed RD 70. Proposed RD 70 expands north
13 to take in significantly more of the South Branch Kishwaukee
14 River and expands east into central Kane County to include
15 Ferson Creek and into the southwestern corner of Kane County to
16 take in large parts of Welch, Big Rock and Little Rock creeks.
17 The areas with higher concentrations of population are all near
18 waterways in proposed RD 70. Current RD 70 contains fewer
19 waterways and more open farmland. The small-to-medium sized
20 towns along the rivers and creeks in proposed RD 70 make up a
21 community of interest because of the major issues these towns
22 share over water pollution and resource management. Proposed RD
23 70 keeps this community of interest intact and allows it to
24 elect representatives that will focus on these issues and
25 concerns.

26 Proposed RD 70 is also an overwhelmingly agricultural

1 district. It is essentially one developed area, a college town,
2 surrounded by farmland and farm towns. The main economic
3 drivers for the area are education, health care, distribution,
4 retail, some small-level manufacturing, and agriculture.
5 Northern Illinois University has a student population of over
6 23,000 and is a huge part of the area's economy. Keeping the
7 Northern Illinois University campus intact and part of one
8 district, as well as including Kishwaukee College in proposed
9 RD 70, preserves the campus town community of interest, where
10 issues like higher education funding are a top priority.

11 Proposed RD 70 contains most of the same major roads as
12 current RD 70. These roads, including Routes 64, 23, 38, 72 and
13 30, connect the towns in proposed RD 70. Interstate 88 is an
14 important economic resource for proposed RD 70, and the retail
15 establishments along the interstate provide tax revenues for
16 DeKalb County. The easy drive to the Chicago metro area along
17 Interstate 88 has made DeKalb a distribution center for major
18 national companies like Target and 3M.

19 Current RD 70 is relatively homogeneous in terms of median
20 income levels and becomes even more so under proposed RD 70.
21 Current RD 70 is made up of lower middle income to middle
22 income households, with a lower-middle income area existing
23 within the city of DeKalb. Proposed RD 70 retains the lower
24 income area within DeKalb but consolidates more of the middle
25 income households by losing much of the lower-middle income
26 areas in rural DeKalb County and all of Ogle County and gaining

1 more middle income households in portions of Kane County.

2 The boundaries of proposed RD 70 retain the core of current
3 RD 70 preserving the incumbent-constituent relationship that
4 has existed over the last nine years. Proposed RD 70 has a
5 partisan composition that is very similar to the current
6 partisan composition of current RD 70.

7 Proposed RD 70 has a 5.76% African American voting-age
8 population, a 8.22% Hispanic voting-age population, and a 2.72%
9 Asian voting-age population.

10 REPRESENTATIVE DISTRICT 71

11 According to the 2010 Census, current RD 71 has a
12 population of 104,867. Proposed RD 71 has a population of
13 108,735, the equal-population target, and is therefore
14 compliant with the "one person, one vote" principle. Proposed
15 RD 71 is different in shape from current RD 71 due, in part, to
16 population shifts and the need to increase the total population
17 of the district.

18 Proposed RD 71 includes 55.58% of current RD 71. The
19 changes are the addition of population in Whiteside County, and
20 the removal of portions of Henry and Carroll Counties and urban
21 Rock Island County from current RD 71.

22 As with current RD 71, proposed RD 71 splits four counties:
23 Carroll, Henry, Rock Island and Whiteside. The splits occur
24 along boundaries to keep townships or precincts intact. The
25 Carroll County border is along the Washington Township and

1 Savanna Township lines to the east, as well as York Township to
2 the east and south. The Henry County border is based upon the
3 Colona Township boundary and Hanna Township Precinct 1. The
4 Rock Island County border is based upon the Rural Township
5 boundary to the west, the Rock River, and several major
6 roadways, namely Interstate 74 and the Avenue of the Cities.
7 The boundaries in Rock Island County include natural borders
8 such as the Rock River, easily recognizable roadways, ethnic
9 and socioeconomic trends, and municipal/government districts,
10 such as city lines. The Whiteside County border is based on
11 township borders. The northern three townships of Whiteside
12 County are not contained in proposed RD 71 in order to achieve
13 proportional representation.

14 Proposed RD 71 is comprised of the entire communities of
15 Albany, Carbon Cliff, Cleveland, Coal Valley, Colona, Cordova,
16 Deer Grove, Erie, Fulton, Hampton, Hillsdale, Lyndon,
17 Morrison, Port Byron, Prophetstown, Rapids City, Rock Falls,
18 Savanna, Sterling, Tampico, and Thomson. While these
19 communities are individually small in population, collectively
20 they represent a large piece of proposed RD 71. Small
21 communities like these, located along the Mississippi River and
22 amongst vast tracts of farmland, are common in Northwestern
23 Illinois, forming a community of interest and common identity
24 which have been made more pronounced with the loss of urban
25 areas in proposed RD 71.

26 The communities of Moline, East Moline and Silvis are

1 split. Moline and East Moline are split at the Avenue of the
2 Cities (north border), a major thoroughfare, and Interstate 74
3 and 158th Street (west border).

4 Proposed RD 71 contains portions of the following
5 townships: Blackhawk, South Moline, Hampton, Hanna, and York.
6 The largely rural southeastern portion of Blackhawk Township is
7 in proposed RD 71, while the more populated portion of the
8 township is in proposed RD 72, boundaries that reflect the
9 borders of the cities of Milan and Rock Island. The north
10 border of the Blackhawk Township portion is the Rock River. The
11 proposed RD 72 portion of Coal Valley Township contains four
12 uninhabited census blocks to keep the Rock River as a natural
13 border between proposed RD 71 and proposed RD 72.

14 Proposed RD 71 contains all but the southwestern portion of
15 Hampton Township, which keeps more of the city of East Moline
16 in proposed RD 72 while keeping the non-East Moline portion of
17 the township in proposed RD 71, as was done in current RD 71.

18 Proposed RD 71 takes one of the two precincts in Hanna
19 Township in Henry County which keeps a precinct intact and the
20 municipality of Cleveland intact. Colona makes the most sense
21 of the Henry County communities to be in a district with the
22 communities of Rock Island County nearer the Quad Cities.
23 Colona residents are within the block of municipalities in the
24 area and are more likely to share common interests with Rock
25 Island County.

26 The southern and western portions of York Township,

1 following from north to south along the logical boundary of
2 Fairhaven Road, from west to east along the logical boundary of
3 Scenic Bluff Road, and then southwest to the Carroll/Whiteside
4 county line along the natural border of the Otter Creek River,
5 are included to take in the community of Thomson, keeping the
6 community intact and within proposed RD 71, as the city is in
7 current RD 71.

8 Interstate 88 runs through the center of proposed RD 71,
9 connecting Sterling and Rock Falls with the southern part of
10 the district in Rock Island County. Route 84 runs north/south
11 through much of the district along the Mississippi River,
12 connecting the communities of Savanna, Thomson, Fulton,
13 Albany, Cordova, Port Byron, Rapids City, Hampton and Silvis.
14 Highway 30 links Rock Falls with Fulton on the Mississippi
15 River and Interstate 74 provides a boundary in the Rock Island
16 County portion of proposed RD 71. Through this road system,
17 Quad Cities is a regional center for employment, medical care,
18 shopping, and recreation.

19 Moline's split occurs at Interstate 74, which serves as the
20 western border within the community while the Avenue of the
21 Cities is the northern border. Proposed RD 71's northern border
22 in East Moline is also formed by the Avenue of the Cities, but
23 the western border is created by 158th Street. North of the
24 Avenue of the Cities are the major urban areas of Moline and
25 East Moline. In this regard, this split is logical just as it
26 was for the split that exists in South Moline Township.

1 The Mississippi River forms the western boundary for a
2 majority of proposed RD 71 and is a driving force for the local
3 economy. Proposed RD 71's boundaries in the Quad Cities area
4 are more nuanced but based on the idea of preserving the
5 urban-centered community of interest that exists in proposed RD
6 72 and the more rural/suburban community of interest in RD 71.

7 Proposed RD 71 also maintains a strong urban/agricultural
8 mix that exists under current RD 71, although it is slightly
9 modified to protect agricultural communities of interest.
10 Decreasing the total number of residents in urban areas in
11 proposed RD 71 provides for greater representation for the
12 agricultural communities of interest that exist in the many
13 rural parts of proposed RD 71.

14 As proposed RD 71 is primarily agricultural, the district's
15 residents in general share a common interest as it pertains to
16 an economic engine, creating a community of interest. A number
17 of testifiers at the House Redistricting Committee's hearings
18 throughout the state spoke about the need to recognize an
19 agricultural community of interest.

20 The following school districts are in proposed RD 71:
21 Riverdale CUSD 100, Riverbend CUSD 2, Sterling CUSD 5,
22 Prophetstown-Lydon-Tampico CUSD 3, West Carroll CUSD 314,
23 Morrison CUSD 6, Geneseo CUSD 228, Orion CUSD 223, Moline Unit
24 School District 40, Rock Island School District 41, Sherrard
25 CUSD 200. The following elementary school districts are in
26 proposed RD 71: Hampton School District 29, Colona School

1 District 190, Carbon Cliff-Barstow School District 36, Rock
2 Falls Elementary School District 13, East Coloma School
3 District 12, Riverdale School District 14, Montgomery CCSD,
4 East Moline School District 7 and Silvis School District 34. By
5 having several school districts in proposed RD 71, the district
6 and communities are connected to one another. This sense of
7 community identity is desirable in proposed RD 71 because it is
8 comprised of smaller, more rural areas.

9 Urban areas exist in proposed RD 71, although to a lesser
10 degree than under current RD 71. Compared to current RD 71,
11 proposed RD 71 is significantly more rural, providing the
12 agricultural community in proposed RD 71 greater strength in
13 advocating for agriculture issues.

14 By taking in the additional portions of Whiteside County,
15 proposed RD 71 unites the lower-middle income residents of
16 Sterling and Rock Falls with similar wage earners in Savanna
17 and Silvis. The combination of areas of lower-middle income
18 residents on the east side and north side of proposed RD 71
19 allows proposed RD 71 to reflect similar income patterns as
20 current RD 71.

21 Proposed RD 71 maintains the majority of the core of
22 current RD 71. The partisan composition is roughly the same to
23 the current composition under current RD 71.

24 Proposed RD 71 has a 2.23% African American voting-age
25 population, a 6.89% Hispanic voting-age population, and a 1.14%
26 Asian voting-age population.

1 REPRESENTATIVE DISTRICT 72

2 According to the 2010 Census, current RD 72 has a
3 population of 101,862. Proposed RD 72 has a population of
4 108,734, the equal-population target, and is therefore
5 compliant with the "one person, one vote" principle.

6 Proposed RD 72 includes 73.24% of current RD 72. Proposed
7 RD 72 locates the district entirely within Rock Island County
8 to strengthen communities of interest and it utilizes existing
9 commonly recognized boundaries in order to achieve equal
10 population. The key differences between proposed RD 72 and
11 current RD 72 include: proposed RD 72 will now be located
12 entirely within Rock Island County; Hispanic and
13 African-American communities of interest are represented by
14 one representative; and the most rural portions of current RD
15 72 are now part of generally more rural districts.

16 The "Quad Cities" region of Illinois has an established
17 collective identity as a blue-collar community. This region is
18 comprised of the municipalities of Rock Island, Moline and East
19 Moline. To a large degree, what happens in one community is
20 viewed as something occurring in the other towns of the Quad
21 Cities. In that spirit, proposed RD 72 incorporates additional
22 portions of the Quad Cities while removing rural areas whose
23 interests are not as similar. The further one gets from the
24 Quad Cities, the less connected they become to the Quad Cities.

25 Within the Quad Cities region there are also other unique

1 identities that connect communities together, including shared
2 professions and socioeconomic status, as well as the common
3 interest shared by individuals residing in an urban area that
4 is closely tied with the Mississippi River. Proposed RD 72 is
5 comprised of the cities of Andalusia, Coyne Center, East
6 Moline, Milan, Moline, Oak Grove, Rock Island, and Silvis. It
7 contains a mixture of urban and agricultural areas. In the Quad
8 Cities area, the municipalities of Rock Island, Moline, East
9 Moline, Silvis and Milan are more densely populated, while
10 outlying areas are more rural in nature. Proposed RD 72 removes
11 some of the rural areas, which were in the southern end of
12 current RD 72 in favor of additional urban areas in Moline,
13 East Moline and Silvis. These changes make proposed RD 72 more
14 uniform.

15 Proposed RD 72 uses township divisions and natural
16 boundaries. Proposed RD 72 contains the following townships in
17 their entirety: Andalusia, Bowling, Buffalo Prairie, Drury,
18 Edgington, Moline, Rock Island and South Rock Island. Drury,
19 Buffalo Prairie, Andalusia, Moline, South Rock Island and Rock
20 Island townships all share a common characteristic of bordering
21 the Mississippi River, the major economic engine for the entire
22 region.

23 Four townships are split under proposed RD 72: Blackhawk,
24 Coal Valley, South Moline, and Hampton. The western portion of
25 Blackhawk Township is in proposed RD 72 and a small portion of
26 the eastern portion is in proposed RD 71. This division occurs

1 along 10th Avenue E/Knoxville Road, a well-travelled
2 thoroughfare, along the Rock River and the municipal boundaries
3 of the community of Milan. This split puts the more rural areas
4 of Blackhawk Township in proposed RD 71 and keeps the
5 municipality of Milan in proposed RD 72, as it is in current RD
6 72. Proposed RD 72 in Coal Valley Township, which is split by a
7 river, contains four uninhabited census blocks to keep the Rock
8 River as a natural border between proposed RD 72 and proposed
9 RD 71. Proposed RD 72 contains the area of Moline Township
10 north of the Avenue of the Cities, a major local thoroughfare
11 and logical divider, and west of I-74, using major roadways as
12 a division within the township. South Moline Township north of
13 the Avenue of the Cities is in proposed RD 72; South Moline
14 Township south of the Avenue of the Cities is in proposed RD
15 71. Proposed RD 72 contains the southwestern portion of Hampton
16 Township in order to keep more of the city of East Moline in
17 one district. Parts of the city of Silvis west of Samuelson
18 Drive and north of 5th Avenue account for the other portion of
19 Hampton Township in proposed RD 72 to achieve equal population.

20 Moline's split occurs at I-74, which serves as the eastern
21 border within the community and the Avenue of the Cities as the
22 southern border. Proposed RD 72's southern border in East
23 Moline is formed by the Avenue of the Cities and the eastern
24 border is created by 158th Street. North of the Avenue of the
25 Cities is the major urban area of Moline and East Moline. Since
26 Moline and East Moline are more urban and Hispanic, they are

1 included in proposed RD 72 with other urban and Hispanic areas.

2 Parts of Silvis west of Samuelson Drive and north of 5th
3 Avenue are contained within proposed RD 72. This division
4 exists to keep the Hispanic population as a community of
5 interest in the same district with other Hispanics, mainly in
6 East Moline and Moline. By moving RD 72's boundaries east
7 within the Quad Cities, the proposed district keeps together a
8 community of interest of low income residents that exist in the
9 mainly urban areas of Rock Island, East Moline, Moline and
10 Silvis, which is split along a major roadway and census blocks
11 to achieve equal population. This community of interest, which
12 includes dense populations of African Americans and Hispanic
13 residents, shares a socioeconomic status and housing stock.
14 They also have commonalities related to recreational
15 activities, shopping and travel activities and in the fact that
16 they inhabit an urban area of the Mississippi River.

17 An example of the different connections between Quad Cities
18 residents can be seen in Silvis. The western portion of the
19 community has a larger Hispanic population than the eastern
20 portion. For this reason, proposed RD 72 was drawn to include
21 the western precincts of Silvis in proposed RD 72, where many
22 other Hispanics will be represented. While the community of
23 Silvis is split, the dividing line is drawn to keep the western
24 portion of the town that has a greater Hispanic population
25 within proposed RD 72, providing a stronger community of
26 interest. Proposed RD 72 also preserves the Hispanic community

1 of interest that exists in Rock Island, Moline and East Moline.

2 Proposed RD 72 keeps together Rock Island's African
3 American populations and joins together much of the region's
4 Hispanic population into one district, rather than two as under
5 current RD 72. The boundaries of proposed RD 72 keep African
6 Americans together as a community of interest, specifically in
7 western Rock Island, western Moline, and southern Hampton
8 Township.

9 Proposed RD 72 has some major transportation avenues.
10 Interstates 280 and 74 run through the northern part of
11 proposed RD 72, and I-74 serves as a natural border with
12 proposed RD 71 at a small portion on the east within the city
13 of Moline. The close proximity of these thoroughfares, along
14 with the addition of the Burlington Northern Railroad running
15 through the district's northern end, connecting Rock Island,
16 Moline and East Moline, create a major economic center and
17 engine for the region.

18 The communities in proposed RD 72 share a lot of the same
19 services and values and interact with each other on a daily
20 basis, which is demonstrated by the street system's layout. For
21 example, 12th Avenue in Rock Island runs through Moline and
22 East Moline and into Silvis, eventually becoming 30th Avenue.
23 It is this street grid that has allowed a lot of movement of
24 people from one community to the next as they go to work, shop
25 or visit family and friends. Many people also have to pass
26 through another community to reach one of the bridges that

1 leads to Iowa, another common destination for work and
2 recreation.

3 Proposed RD 72 lies within the Peoria Catholic Diocese, the
4 309 area code, and the Davenport-Rock Island-Moline media
5 market-all distinctions carried over from current RD 72. In
6 addition, proposed RD 72 is entirely served by IDOT District 2,
7 whereas current RD 72 is split between two IDOT districts. The
8 communities of Rock Island, Milan, Moline and East Moline are
9 served by the MetroLink bus service. Proposed RD 72 contains
10 one regional airport authority in Moline, is represented by the
11 Tri-City Building Trades, operates on the Bi-State Regional
12 Commission and is covered by the Moline office of the
13 Department of Employment Security. All of these
14 characteristics are carried over from current RD 72. Proposed
15 RD 72 will be entirely in the Regional Office of Education Area
16 II. Current RD 72 is divided between two ROE areas.

17 The areas of the Quad Cities region with the lowest median
18 income (below \$44,205) are almost exclusively located within
19 proposed RD 72, and the entire proposed RD 72 can be described
20 as predominately middle-income.

21 Proposed RD 72 maintains a substantial majority of the
22 population in current RD 72 to maintain incumbent-constituent
23 relationships that have developed over four election cycles.
24 The partisan composition is similar to the current composition
25 under current RD 72.

26 Proposed RD 72 includes an African American voting-age

1 population of 9.63%, a Hispanic voting-age population of
2 10.65%, and an Asian voting-age population of 1.48%.

3 REPRESENTATIVE DISTRICT 73

4 According to the 2010 Census, current RD 73 has a
5 population of 117,527. Proposed RD 73 has a population of
6 108,734, the equal population target, and is therefore
7 compliant with the "one person, one vote" principle.

8 Of the population in proposed RD 73, 86.35% live in current
9 RD 73. Proposed RD 73 includes portions of Bureau, LaSalle,
10 Woodford and Peoria counties and all of Stark and Marshall
11 counties. Many of current and proposed RD 73's borders are
12 based on county and township boundaries. Proposed RD 73's
13 western border begins on the Peoria-Knox County border in
14 Elmwood Township and heads north, ultimately following the
15 Stark-Knox County border. The border then extends east in
16 southern Bureau County along the Mineral Township line. The
17 district turns north on Illinois Route 40, intersecting the
18 small community of Buda along the highway. The border then
19 moves east along U.S. Highway 6/34, veering slightly to keep
20 the entirety of the community of Wyanet in proposed RD 73. As
21 the border moves east, it veers south of Princeton to keep the
22 town entirely within neighboring proposed RD 74. The border
23 then turns south along the Princeton Township line until
24 reaching the Putnam-Bureau County line. Proposed RD 73 moves
25 east along the Putnam-Marshall County line, then turns north,

1 east and south along township lines in LaSalle County. Heading
2 south along the LaSalle County line, the border turns west
3 along the Woodford County line before moving south along the
4 Cazenovia and Metamora townships lines. Proposed RD 73 then
5 heads east into the community of Roanoke to add population
6 before heading back to the Illinois River along the Woodford
7 County line.

8 Proposed RD 73's district line around Peoria loosely
9 follows Northmoor Road west and then moves south generally
10 along the Peoria city limits, before heading west along the
11 Kickapoo Township line. Proposed RD 73 comes to a close along
12 the Kickapoo, Rosefield, and Elmwood township lines in Peoria
13 County.

14 Proposed RD 73 also recedes completely out of three
15 townships in southern Peoria County: Trivoli, Logan and
16 Limestone. Importantly, proposed RD 73 also recedes out of the
17 Peoria County community of Bartonville, which has two
18 representatives under proposed map, as opposed to three
19 representatives as currently exists.

20 Proposed RD 73 adds all of Stark County. The small
21 adjustment in Bureau County is to achieve equal population
22 while keeping the large community of Princeton whole in a
23 neighboring district. The additional townships in LaSalle
24 County are added to achieve equal population and are largely
25 rural, like much of the district. Proposed RD 73 recedes out of
26 the community of Minonk, which is split in current RD 73.

1 Finally, in Woodford County, the district recedes out of the
2 community of Eureka completely, which is spilt in current RD
3 73.

4 Current and proposed RD 73 preserves many townships in
5 their entirety, something that is important in rural areas of
6 Illinois where a number of citizens rely on township services.
7 These rural residents form a community of interest recognized
8 in current and proposed RD 73.

9 Agriculture, another community of interest, plays a large
10 role in current and proposed RD 73 and is a major economic
11 engine that impacts many residents in proposed RD 73.

12 Proposed RD 73 also has a community of interest based on
13 income that is manifested around the city of Peoria. These
14 residents are largely white-collar professionals earning
15 upper-middle incomes who have relocated to the northern portion
16 of Peoria or into communities such as Chillicothe and Dunlap
17 because of shared interests, such as desire for a quiet
18 lifestyle, safe neighborhoods, and access to quality
19 education.

20 The Illinois River is a vital part of current and proposed
21 RD 73 and is essential to the livelihood of local residents and
22 businesses. The river is used to transport agricultural and
23 industrial products and draws in tourists and outdoor
24 recreationists who contribute to the local economy.

25 Proposed RD 73 maintains a substantial majority of the core
26 of current RD 73 and preserves the incumbent-constituent

1 relationship that has existed over decades of the same
2 representation. The partisan composition is roughly the same to
3 the current composition under current RD 73.

4 Proposed RD 73 has an African American voting-age
5 population of 2.14%, a Hispanic voting-age population of 1.60%,
6 and an Asian voting-age population of 3.77%.

7 REPRESENTATIVE DISTRICT 74

8 According to the 2010 Census, current RD 74 has a
9 population of 100,949. Proposed RD 74 has a population of
10 108,735, the equal population target, and is therefore
11 compliant with the "one person, one vote" principle. Proposed
12 RD 74 is different in shape from current RD 74 due, in part, to
13 population shifts and the need to increase the total population
14 of the district.

15 Of the population in proposed RD 74, 63.64% reside in
16 current RD 74. Proposed RD 74 follows township and county
17 borders as much as possible while also maintaining communities
18 of interest and socioeconomic and cultural commonalities found
19 in current RD 74. Proposed RD 74 also reflects an effort to
20 keep Mercer County intact and together with Henry County to the
21 extent possible.

22 Proposed RD 74 contains all of Mercer County, most of
23 Henry, Knox, and Bureau Counties, and the southwestern quadrant
24 of Lee County. Mercer County, which is currently split between
25 two representative districts, is kept together in proposed RD

1 74, and Henry County, currently split between three
2 representative districts, is kept mostly intact in proposed RD
3 46. As close as practicably possible, proposed RD 74 follows
4 township borders and major causeways to maintain
5 commonalities, create reasonably homogeneous socioeconomic
6 characteristics, and maintain agricultural communities of
7 interest found in current RD 74.

8 The southern border of proposed RD 74 follows township
9 lines to Chestnut Township, where it diverts north to Knox
10 Township. A township split occurs between Knox and Galesburg
11 townships following Highway 74, maintaining the northern half
12 of the city of Galesburg in proposed RD 74 by proceeding down
13 primary thoroughfare of Main Street in Galesburg to the western
14 end of Galesburg Township. Galesburg is split along
15 socioeconomic lines, with the north side middle-income earners
16 (\$44,000 to \$68,000) and the south side lower-income earners
17 (\$2,499 to \$44,000).

18 Proposed RD 74 then moves north to North Henderson Township
19 where it shifts west following Mercer County and township
20 borders to the Mississippi River. Proposed RD 74 incorporates
21 Mercer County by following the Mississippi River north and
22 moving east at Eliza Township to Richland Grove Township where
23 Henry County begins. Proposed RD 74 splits a small portion of
24 Henry County between the river communities in Colona and Hamm
25 townships and the primarily agricultural communities of Henry
26 County in proposed RD 74.

1 Proposed RD 74 then follows the northern border of Henry
2 County east from Phenix Township until Greenville Township,
3 where it moves north along the Lee County line to incorporate
4 socioeconomic and agricultural communities similar to those
5 found in Mercer and Knox counties. Proposed RD 74 continues to
6 follow township borders before splitting Amboy and Sublette
7 Townships to follow Highway 52. Proposed RD 74 continues to
8 follow the Bureau County and township borders before heading
9 west to increase population by keeping Princeton mainly whole
10 and following major transportation path U.S. Route 34 through
11 Wyanet and Concord townships. Proposed RD 74's boundary resumes
12 following township boundary lines as it moves west and south
13 back to Salem Township. Stark County, which is a part of
14 current RD 74, is shifted in its entirety into the adjoining
15 proposed RD 73.

16 Proposed RD 74 preserves agricultural and small town
17 communities of interest by keeping as many townships and
18 municipalities as possible intact. Many of the municipalities
19 in current and proposed RD 74 are rural, non-densely populated
20 areas found in between the urban, more-densely populated river
21 cities of Rock Island to the northwest and Peoria to the
22 southeast. The relatively homogeneous socioeconomic and
23 population density characteristics of proposed RD 74 are
24 consistent with current RD 74.

25 Proposed RD 74 maintains the majority of the core of
26 current RD 74 and preserves the incumbent-constituent

1 relationship that has existed for 18 years. The partisan
2 composition is similar to the current composition under current
3 RD 74.

4 Proposed RD 74 contains a 1.33% African American voting-age
5 population, a 2.46% Hispanic voting-age population, and a 0.50%
6 Asian American voting-age population.

7 REPRESENTATIVE DISTRICT 75

8 According to the 2010 Census, current RD 75 has a
9 population of 125,585. Proposed RD 75 has a population of
10 108,734, the equal-population target, and is therefore
11 compliant with the "one person, one vote" principle. Proposed
12 RD 75 is different in shape from current RD 75 due, in part, to
13 population shifts and the need to reduce the total population
14 of the district.

15 Proposed RD 75 includes 60.55% of the residents current RD
16 75. Proposed RD 75 removes portions of current RD 75 in LaSalle
17 County and all of Kankakee, Iroquois, and Livingston counties
18 in the current RD 75 and adds population in Kendall County that
19 is in current RD 50. In doing so, proposed RD 75 becomes a more
20 compact district while preserving communities of interest and
21 achieving equal population.

22 The boundaries of proposed RD 75 mostly conform to township
23 boundaries. The Kendall County portion of proposed RD 75
24 follows township boundaries, except in Kendall Township where
25 most of the municipality of Yorkville is kept intact in a

1 neighboring representative district. The northern border of
2 proposed RD 75 follows the Little Rock Township line east and
3 south until Plano, where it follows Highway 34 and Needham
4 Road, Hale Road, and Schaefer Road.

5 The northeastern border of proposed RD 75 begins at the
6 northeast corner of Na-Au-Say Township in Kendall County and
7 runs south to Channahon Township, where the district extends
8 east and then travels south along a waterway off the Des
9 Plaines River and Route 6 before running along the Aux Sable
10 Township border, the Wilmington Township border in Will County,
11 Goodwin Road, through the southeast corner of Florence
12 Township, and south down the eastern border of Wesley Township.

13 The southern border of proposed RD 75 follows exclusively
14 along township boundaries. Along the western border, proposed
15 RD 75 splits Otter Creek Township in LaSalle County, keeping
16 the municipality of Streator within proposed RD 76, as it is in
17 current RD 76. Manlius Township is split along E. 27th Road
18 until the road hits Highway 6, at which point the border
19 extends westward, with the western portion of Manlius Township
20 in proposed RD 76. This allows proposed RD 76 to contain the
21 developed parts of the city of Marseilles.

22 The Illinois River, a major tributary of the Mississippi
23 River, begins in proposed RD 75 in eastern Grundy County, at
24 the confluence of the Des Plaines and Kankakee rivers. Proposed
25 RD 75 also includes the Kankakee River.

26 Proposed RD 75 moves out of more rural areas and becomes a

1 representative district that will become more suburban over the
2 next 10 years. The area has experienced dramatic growth over
3 the past several years and this growth will likely continue.
4 The communities in proposed RD 75 face similar issues with new
5 planned developments, sewer and water issues, and road
6 construction, just to name a few. The Channahon/Minooka area of
7 current RD 75 is currently experiencing this rapid growth.
8 Keeping many of these communities together in proposed RD 75 as
9 they continue dealing with these issues over the next decade
10 will benefit the region. Proposed RD 75 is a solidly middle
11 class district with a median income ranging from \$44,000 -
12 \$99,000.

13 Proposed RD 75 maintains a majority of the core from
14 current RD 75. The partisan composition is roughly the same as
15 the current composition under current RD 75.

16 Proposed RD 75 includes a 3.19% African-American
17 voting-age population, 27.63% Hispanic voting-age population,
18 and a 1.12% Asian voting-age population.

19 REPRESENTATIVE DISTRICT 76

20 According to the 2010 Census, current RD 76 has a
21 population of 105,699. Proposed RD 76 has a population of
22 108,735, the equal-population target, and is therefore
23 compliant with the "one person, one vote" principle. Proposed
24 RD 76 is different in shape from current RD 76 due, in part, to
25 population shifts and the need to increase the total population

1 of the district.

2 Of the population in proposed RD 76, 90.81% reside in
3 current RD 76. Proposed RD 76 has few changes from current RD
4 76, keeping intact the communities of interest and
5 commonalities of the current district. Proposed RD 76 keeps
6 townships as intact as possible and keeps the same number of
7 counties as current RD 76. The core of proposed RD 76 remains
8 in western LaSalle County, as it is in current RD 76. Proposed
9 RD 76 expands slightly at its northwest corner, gaining two
10 full townships and the western portion of a third township, and
11 it loses territory in its northern portion and southeast
12 portion.

13 Proposed RD 76 contains all of Putnam County and portions
14 of Bureau, LaSalle and Livingston counties. The same counties
15 within current RD 76 are in proposed RD 76. Proposed RD 76
16 contains all the townships of Berlin, Brace, Deer Park, Dayton,
17 Dimmick, Eagle, Eden, Fall River, Farm Ridge, Grand Rapids,
18 Granville, Hall, Hennepin, LaSalle, Leepertown, Magnolia,
19 Ophir, Ottawa, Peru, Rutland, Senachwine, Serena, South
20 Ottawa, Troy Grove, Utica, Vermillion, Wallace, Waltham, and
21 Westfield. Portions of the townships of Mendota, Reading, Otter
22 Creek, and Manlius are in proposed RD 76.

23 The township splits occur along geographic boundaries.
24 Mendota Township is split along Highway 34, with the southern
25 portion in proposed RD 76. Manlius Township is split along E.
26 27th Road until the road hits Highway 6, at which point the

1 border turn westward, with the western portion of Manlius
2 Township in proposed RD 76. This allows proposed RD 76 to
3 contain the developed parts of the city of Marseilles. Otter
4 Creek Township is split, keeping the municipality of Streator
5 within proposed RD 76, as in current RD 76. Reading Township is
6 split, keeping Streator intact with the northern half of the
7 township in proposed RD 76. The portion where the southern
8 border of proposed RD 76 deviates from a straight east/west
9 line is in order to ensure equal population.

10 Proposed RD 76 contains all the municipalities of
11 Arlington, Bureau Junction, Cedar Point, Cherry, Dalzell,
12 Dayton, Grand Ridge, Granville, Hennepin, Hollowayville,
13 Kangley, Ladd, LaSalle, Magnolia, Malden, Mark, McNabb, North
14 Utica, Oglesby, Ottawa, Peru, Seatonville, Spring Valley,
15 Standard, Streator, Tonica, and Troy Grove. The municipalities
16 of Dover, Marseilles, and Mendota are split in proposed RD 76.
17 Proposed RD 76 was drawn to keep Ottawa intact and within one
18 district. Proposed RD 76 also keeps the municipality of Dayton
19 intact, though in current RD 76 it is split. In municipalities
20 that did not remain intact in proposed RD 76, the split occurs
21 along a natural boundary (Illinois River), a logical boundary
22 (IL 34), or keeps a split that is present in current RD 76.
23 Marseilles is split along the Illinois River, with the northern
24 portion in proposed RD 76. The more developed part of the city
25 is kept together in proposed RD 76 so the bulk of the populace
26 remains in one district. Mendota is split along U.S. Highway

1 34, with the southern portion in proposed RD 76. As under
2 current RD 76, Dover is split along a township boundary in
3 proposed RD 76.

4 Proposed RD 76 preserves the agricultural communities of
5 interest by keeping as many towns and townships as possible
6 intact. Many of the municipalities in current and proposed RD
7 76 are river communities, placed at various points along the
8 Illinois, Fox and Vermillion Rivers and thus sharing similar
9 geographic and economic characteristics. These communities are
10 also connected by the crossroads of the region, the point at
11 which Interstates 80 and 39 meet near LaSalle, which creates an
12 economic center that remains intact in proposed RD 76.

13 Proposed RD 76 is a major water district, as is current RD
14 76. It includes the Illinois, Fox, and Vermillion Rivers, the
15 Illinois and Michigan (I & M) Canal, and Senachwine Lake. These
16 waterways create natural boundaries and commonalities among
17 communities in proposed RD 76. Communities in proposed RD 76
18 rely upon these waterways for tourism dollars and commerce. The
19 Illinois River runs east/west through the center of proposed RD
20 76, just south of I-80, from Marseilles to Putnam County as it
21 flows towards the Mississippi River. It serves as a natural
22 boundary of the proposed RD 76 at Marseilles in Manlius
23 Township, which is why proposed RD 76 was drawn as it was. The
24 Fox River serves as a district and township border in Serena
25 Township. In addition to a number of water recreation
26 opportunities, the region includes other points of recreation

1 on which to rely for tourism dollars. The tourist attractions
2 of Starved Rock State Park, Matthiessen State Park, and the
3 national historic site of Washington Park in Ottawa are
4 included in proposed RD 76.

5 Proposed RD 76 has homogeneous socioeconomic
6 characteristics. While portions of LaSalle County and Putnam
7 County have higher median household incomes, the median
8 household income in proposed RD 76 still ranges from around
9 \$44,000 to about \$99,000. Overall, proposed RD 76 is
10 overwhelmingly middle class. These socioeconomic
11 characteristics are consistent with current RD 76.

12 Proposed RD 76 maintains similar housing patterns as
13 current RD 76, with greater levels of vacant housing in western
14 Putnam County and southern Bureau County and in the
15 municipalities of Ottawa, Streator, and LaSalle.

16 Proposed RD 76 maintains the vast majority of the core of
17 current RD 76 and preserves the incumbent-constituent
18 relationship that has existed over two decades. The partisan
19 composition is similar to the current composition while
20 increasing slightly under current RD 76.

21 The African American voting-age population in proposed RD
22 76 is 1.06%, the Hispanic voting-age population is 7.26%, and
23 the Asian voting-age population is 0.82%.

24 REPRESENTATIVE DISTRICT 77

25 According to the 2010 Census, current RD 77 has a

1 population of 100,987. Proposed RD 77 has a population of
2 108,734, the equal-population target, and is therefore
3 compliant with the "one person, one vote" principle. Proposed
4 RD 77 is different in shape from current RD 77 due, in part, to
5 population shifts and the need to increase the total population
6 of the district.

7 Proposed RD 77 contains portions of current RDs 7, 46, 65,
8 66, 77, and 78. Proposed RD 77 continues to keep O'Hare
9 Airport, which occupies a considerable geographic footprint
10 and impacts the daily lives of local residents in the district
11 and many of the surrounding areas contained in current RD 77.
12 Proposed RD 77 shifts west as districts to the east needed to
13 pick up population; it also shifts south so that the majority
14 of the municipalities of Melrose Park and Northlake, and all of
15 Stone Park, are each within one district. Many of those
16 communities that are in current RD 77 are also maintained
17 within one district, whether that is proposed RD 77 or a
18 proposed neighboring district. Proposed RD 77 also increases
19 the Hispanic voting-age population to 50.64% from current RD 77
20 Hispanic voting-age population of 30.24%.

21 The communities within proposed RD 77 are tied economically
22 to O'Hare Airport and the extensive network of freight train
23 lines and roadways that run through the area, such as
24 Interstate Highways 90, 290 and 294. Businesses that have
25 developed around O'Hare rely on these different methods of
26 transportation to move their goods, creating a commercial

1 community of interest that is preserved by proposed RD 77.

2 The border of proposed RD 77 moved west to the eastern
3 border of O'Hare Airport due in part to the need for proposed
4 districts to the east to increase population. The Village of
5 Schiller Park, which is in current RD 77, is not in proposed RD
6 77; instead it is entirely within proposed RD 20. Similarly,
7 the majority of the Village of Rosemont is removed, allowing it
8 to be nearly all within proposed RD 20. A small part of
9 Rosemont, at the northeast corner of O'Hare that is in current
10 RD 65, is added instead to proposed RD 77 because it is tied
11 closely to O'Hare and has a sizable Hispanic population.

12 South of the River Road border is the eastern section of
13 current RD 77. Due to the need of proposed districts coming
14 from the east to gain population, the eastern most portion of
15 current RD 77 could not be included in proposed RD 77. Instead,
16 Elmwood Park and River Forest are almost completely within the
17 borders of proposed RD 78. Effort was taken to maintain the
18 residential areas of each of these communities wholly within
19 one representative district, as they are in current RD 77.

20 The southern border of proposed RD 77 deviates from current
21 RD 77 and encompasses a pocket of Hispanic residents in Maywood
22 as well as the vast majority of Melrose Park. Under proposed RD
23 77, the entire residential area of Melrose Park is within the
24 district, with only a small section excluded. The Village of
25 Stone Park is entirely within proposed RD 77. Both Melrose Park
26 and Stone Park have sizeable Hispanic populations that form a

1 community of interest with those in the area of Maywood
2 incorporated into proposed RD 77.

3 Currently, the City of Northlake is divided between three
4 representative districts, including current RD 77. All of the
5 residential areas of Northlake are included in proposed RD 77.
6 The pressure from districts to the east to add residents to
7 achieve equal population required the Village of Franklin Park
8 to be divided between proposed RDs 77, 78 and, to a lesser
9 extent, 20.

10 Proposed RD 77 allows Elmhurst to be almost entirely within
11 proposed RD 47. Proposed RD 77 contains a majority of the
12 Village of Addison, which has a significant concentration of
13 Hispanic residents. Proposed RD 7 includes the entirety of
14 Bensenville and a section of Wood Dale that include the
15 intersection of Route 83 and Irving Park Road and a Hispanic
16 concentration.

17 From a socioeconomic perspective, the district is fairly
18 homogeneous, with the median annual income in most of the
19 district between \$44,000 and \$68,000. Smaller pockets in the
20 north of the district have an income range of \$68,000 to
21 \$98,000 and those in the southeast report median incomes less
22 than \$44,000. Proposed RD 77 preserves a "working class"
23 community of interest.

24 At the House redistricting hearing held in Springfield on
25 April 25, 2011, Yesenia Sanchez of PASO: West Suburban Action
26 Project, testified that the western suburbs need a House

1 district to represent the substantial Hispanic community of
2 interest found across Addison, Franklin Park, Maywood, Melrose
3 Park, Northlake, and Stone Park, that is interested in
4 addressing issues of language barriers, immigration, and
5 access to government services. Similarly, at the same hearing
6 Martin Torres of the Latino Policy Forum explained that
7 Franklin Park could be the nucleus around which a west suburban
8 majority Hispanic district could be built. Such a district
9 would also connect Latinos living in municipalities within
10 proposed RD 77 with those living in unincorporated areas who
11 find themselves less represented by local government.

12 The partisan advantage in proposed RD 77 favors Democrats.

13 Proposed RD 77 contains a 3.68% African American voting-age
14 population, 50.62% Hispanic voting-age population, and 3.80%
15 Asian voting-age population.

16 REPRESENTATIVE DISTRICT 78

17 According to the 2010 Census, current RD 78 has a
18 population of 100,580. Proposed RD 78 has a population of
19 108,734, the equal-population target, and is therefore
20 compliant with the "one person, one vote" principle. Proposed
21 RD 78 is different in shape from current RD 78 due, in part, to
22 population shifts and the need to increase the total population
23 of the district.

24 Of population in the proposed RD 78, 54.87% reside in
25 current RD 78. Proposed RD 78 shifts northwest to add

1 population, while maintaining the cores of multiple cities that
2 are similar.

3 Like current RD 78, proposed RD 78 contains the western
4 portion of the Austin neighborhood in Chicago and the majority
5 of Oak Park in suburban Cook County, with a border in this area
6 still following the Milwaukee railroad on the north, and
7 borders of North Central Avenue to the east, and Harlem Avenue
8 to the west. West of Harlem Avenue, proposed RD 78 shifts north
9 and northwest to encompass the majority of three suburban
10 communities, gain population, and preserve communities of
11 interest within a single district. Current RD 78 contains
12 portions of six different municipalities west of Harlem Avenue.
13 In contrast, proposed RD 78 includes the majority of only three
14 municipalities to the west of Harlem Avenue, splitting fewer
15 towns than current RD 78.

16 Proposed RD 78 contains the majority of four suburban
17 municipalities, including Elmwood Park, Franklin Park, Oak
18 Park, and River Grove in Cook County, and portions of City of
19 Chicago Wards 29, 36, and 37. Current RD 78 includes portions
20 of those wards and the 28th Ward, which is removed for
21 population purposes and to preserve a community of interest.
22 Proposed RD 78 contains a small commercial portion of Melrose
23 Park, but there are no residents in this area. Like current RD
24 78, proposed RD 78 contains portions of Leyden and Oak Park
25 townships; however, unlike current RD 78, proposed RD 78
26 contains no portion of River Forest Township and only the

1 commercial portion of Melrose Park in Proviso Township. Thus,
2 proposed RD 78 splits fewer townships than current RD 78.

3 The suburban communities of Elmwood Park, Franklin Park,
4 and River Grove are contiguous and more similar demographically
5 to each other than to the western suburbs in current RD 78.
6 Proposed RD 78 has almost all of Elmwood Park and River Grove,
7 but divides Franklin Park along socioeconomic lines. A
8 significant portion of the wealthiest parts of Franklin Park,
9 with a median income between \$65,000 and \$75,000, is kept in
10 proposed RD 78, as this area is more economically similar to
11 parts of Oak Park and north Austin in Chicago. Portions of
12 Franklin Park not in proposed RD 78 have higher populations of
13 Hispanic residents than areas in proposed RD 78, keeping
14 proposed RD 78 more similar throughout and keeping larger
15 Hispanic populations together in adjacent districts. Under
16 proposed RD 78, Oak Park is split with proposed RD 8. In the
17 current map, Oak Park is split among three representative
18 districts.

19 In its southeastern corner, proposed RD 78 recedes from
20 Chicago, removing portions of the Austin neighborhood that have
21 lower median incomes than most of the rest of the district.
22 Proposed RD 78 removes portions of Chicago with median incomes
23 below \$40,000, keeping a majority of the Austin neighborhood
24 with a median income of \$40,000 to \$65,000. The western part of
25 proposed RD 78 has a similar median income, with small portions
26 exceeding \$65,000. Oak Park and parts of Elmwood Park are

1 wealthier communities with a median income exceeding \$75,000 in
2 many areas.

3 Proposed RD 78 has several major regional transportation
4 corridors. North-south roadways within proposed RD 78 include
5 1st Avenue, Austin Avenue, Harlem Avenue/Route 43, and Oak Park
6 Avenue. East-west roadways include Belmont Avenue, Chicago
7 Avenue, Grand Avenue, Fullerton Avenue, Lake Street and North
8 Avenue/Route 64. Metra commuter rail serves proposed RD 78 on
9 the following lines: Milwaukee District West Line, stopping at
10 Galewood, Mars, Mont Clare, Elmwood Park, River Grove and
11 Franklin Park; North Central Line, stopping at River Grove; and
12 the Union Pacific West Line, stopping at Oak Park.
13 Additionally, the CTA Green Line operates through the southern
14 portion of proposed RD 78, with stops between Austin Avenue and
15 the end of the line at Harlem Avenue. These transportation
16 routes are major landmarks in proposed RD 78 and major commuter
17 routes.

18 Half of the population within proposed RD 78 resides within
19 current RD 78. The partisan composition of the incumbent party
20 slightly decreases compared to the composition under current RD
21 78.

22 Proposed RD 78 contains an African American voting-age
23 population of 29.02%, a Hispanic voting-age population of
24 13.20%, and an Asian voting-age population of 3.29%.

1 According to the 2010 Census, current RD 79 has a
2 population of 115,123. Proposed RD 79 has a population of
3 108,734, the equal population target, and is therefore
4 compliant with the "one person, one vote" principle. Proposed
5 RD 79 is different in shape from current RD 79 due in part to
6 population shifts and the need to reduce the total population
7 of the district.

8 Current RD 79 encompasses a diverse range of communities,
9 from the communities of Monee and University Park in the north
10 to Bradley and Kankakee further south, as well as the
11 agricultural areas of Iroquois County. Proposed RD 79 includes
12 62.56% of current RD 79. Proposed RD 79 loses much of the areas
13 tied to Chicago and its suburbs, and instead centers around and
14 takes in nearly all of the adjoined municipalities of Kankakee,
15 Bradley, and Bourbonnais, as well as many nearby small towns
16 that are tied to those three municipalities economically,
17 commercially, and through retail and health services.

18 Proposed RD 79 is also mostly within Kankakee County. The
19 majority of the boundaries of proposed RD 79 follow township
20 lines, but where townships have been divided, the boundary
21 lines follow local roads or a natural waterway. It contains 14
22 of the 17 townships in Kankakee County (12 in their entirety).
23 Current RD 79 contains only 10 full townships and 2 partial
24 townships within Kankakee County. Proposed RD 79 also contains
25 sections of two Will County townships in and around Peotone on
26 the border of Will and Kankakee counties; in contrast to

1 current RD 79, which has full or partial sections of seven Will
2 County townships and four full Iroquois County townships. With
3 these changes, proposed RD 79 is more rural and centered on
4 Kankakee County in terms of population, jobs, and services than
5 the current RD 79.

6 Much of the northern portion of current RD 79 is lost to
7 the overall push southward of proposed representative
8 districts on Chicago's south side and the south suburbs and
9 their need to gain residents to achieve equal population. The
10 northern areas of proposed RD 79 that were lost to this
11 southward expansion from Chicago and south suburbs are more
12 tied economically and socially to the suburban communities to
13 the north than they are to the city of Kankakee.

14 The three municipalities of Kankakee, Bradley, and
15 Bourbonnais, are intertwined with each other in most aspects,
16 but are divided between current RD 79 and current RD 75. These
17 three cities share common borders and essentially run together,
18 which is a rarity in downstate Illinois. Except for a few
19 streets in northern Bourbonnais, proposed RD 79 keeps these
20 municipalities within one representative district, as the
21 three municipalities clustered together are the economic and
22 social engine for much of Kankakee County.

23 The Grundy County municipalities of South Wilmington,
24 Gardner, Coal City and Braceville that are within proposed RD
25 79 are similar socioeconomically to the smaller Kankakee County
26 communities of Essex, Herscher, Bonfield, Chebanse, and St.

1 Anne in proposed RD 79. All the areas within proposed RD 79,
2 with the exception of the African American communities, are
3 predominately Caucasian with a median income of \$44,000 to
4 \$99,000.

5 The African American population of proposed RD 79 is
6 clustered in eastern Kankakee and Hopkins Park, which is to the
7 east of Kankakee in Pembroke Township. Hopkins Park and other
8 African American areas of Kankakee are tied together
9 culturally, spiritually, and socioeconomically. The median
10 income is no more than \$44,000 in these areas; therefore, the
11 communities are also linked by their predominant median income
12 which falls below that of surrounding areas within the
13 district.

14 A majority of the population in proposed RD 79 is from
15 current RD 79. This preserves the incumbent-constituent
16 relationship that has existed over 4 election cycles. The
17 partisan composition slightly decreases as compared to the
18 current composition under current RD 79.

19 Proposed RD 79 contains an African American voting-age
20 population of 14.30%, a Hispanic voting-age population of
21 6.94%, and an Asian voting-age population of 0.99%.

22 REPRESENTATIVE DISTRICT 80

23 According to the 2010 census, current RD 80 has a
24 population of 105,281. Proposed RD 80 has a population of
25 108,734, the equal-population target, and is therefore

1 compliant with the "one person, one vote" principle. Proposed
2 RD 80 is different in shape from current RD 80 due in part to
3 population shifts and the need to increase the total population
4 of the district.

5 Proposed RD 80 includes portions of Cook and Will counties
6 and the communities of Glenwood, Chicago Heights, and South
7 Chicago Heights. Proposed RD 80 includes 39.58% of current RD
8 80 and gains necessary population to the south and west. This
9 is possible, and necessary, because of the considerable
10 population growth in Will County that requires the reduction in
11 size of several current representative districts.

12 In the Cook County portion of proposed RD 80, both Rich and
13 Bloom townships are divided. The portion of Rich Township
14 included in proposed RD 80 is still heavily African American
15 and is very similar to the portion of Bloom Township included
16 in proposed RD 80. The cities in the Rich Township portion of
17 proposed RD 80 include most of Flossmoor, nearly all of Park
18 Forest, and a significant portion of Olympia Fields. The
19 portion of Bloom Township included in proposed RD 80 not only
20 contains a large African American population, it also contains
21 the areas with the most concentrated Hispanic population within
22 proposed RD 80. This portion of Bloom Township is also included
23 in current RD 80. Proposed RD 80 includes most of Chicago
24 Heights and South Chicago Heights.

25 In the Will County portion of proposed RD 80, proposed RD
26 80 contains the entirety of Manhattan and Green Garden

1 Townships, following the Manhattan Township boundary for part
2 of the western border. Nearly all of Florence Township is
3 included in proposed RD 80, with only the portion south of
4 Kahler Road excluded from the district. The southern border
5 following Kahler Road rejoins the Florence Township boundary at
6 South Martin Long Road, and extends to the Rockville Township
7 line. Proposed RD 80's southern border then follows local roads
8 through Wilton and Peotone townships until the intersection of
9 Peotone and Monee townships in Will County for purposes of
10 equal population. The border of proposed RD 80 then heads north
11 along Harlem Avenue, which serves as the eastern boundary of
12 Peotone and Green Garden Townships. Monee and Crete townships
13 are also partially within proposed RD 80. Monee Township is
14 divided by West Monee Manhattan Road to keep the Monee
15 Reservoir intact outside of the district. The border then
16 follows South Governor's Highway northeast through the city of
17 University Park to preserve some of the more industrial
18 portions of the township in proposed RD 80. The district border
19 then moves further east so that the entirety of Governor State
20 University can be included in proposed RD 80, as well as a
21 large portion of the residential areas of University Park.
22 Proposed RD 80 then heads north and west around the outside of
23 Laurel Park in Crete Township until it reaches Kings Grove
24 Forest Preserve in Cook County. The other partial townships
25 within Will County are New Lenox and Frankfort Townships.
26 Proposed RD 80 reaches into New Lenox Township. The border then

1 follows Laraway Road until moving north to Route 74 for the
2 entire length of Frankfort Township.

3 The majority of proposed RD 80 is middle class with a
4 median income of \$44,000 to \$99,000, similar to current RD 80.
5 Proposed RD 80 does gain some higher income areas in both Will
6 and Cook Counties, while losing some lower income areas in Cook
7 County. Thus, the overall median income is higher than in
8 current RD 80.

9 Many of the residents of proposed RD 80 commute to their
10 jobs either in Chicago, other south suburban communities, or
11 the Joliet area. Transportation is a major issue as the area is
12 currently underserved in mass transit, especially buses.
13 Residents have few options, outside of driving, if they need to
14 get to work in Chicago. The northeastern portion of proposed RD
15 80 is served by the Metra Electric Line, which does not run 24
16 hours a day.

17 Proposed RD 80 and current RD 80 have an almost identical
18 partisan composition.

19 Proposed RD 80 reflects a shift in the African American
20 population measured in the 2010 Census. Many African Americans
21 have moved out of Chicago and further into the southern and
22 western suburbs. The new portions of Will County included in
23 proposed RD 80 have increased both their African American and
24 Hispanic populations. Proposed RD 80 contains a unique
25 community of interest of African American and Hispanic families
26 who have generally chosen to leave the city for better housing

1 and educational opportunities in the suburbs. In addition to
2 keeping a minority community of interest together, the area is
3 increasing in population quickly. These towns and cities form a
4 community of interest of fast-growth communities that are
5 dealing with urban planning, transportation, and government
6 services issues related to a rapid expansion in population.

7 Proposed RD 80 contains an African American voting-age
8 population of 34.72%, a Hispanic voting-age population of
9 12.04%, and an Asian voting-age population of 1.14%.

10 REPRESENTATIVE DISTRICT 81

11 Proposed RD 81 contains a population of 108,735, the
12 equal-population target, and is therefore compliant with the
13 "one person, one vote" principle. Several districts shifted due
14 to population issues, and thus proposed RD 81 contains portions
15 of 4 current representative districts. Proposed RD 81 contains
16 large portions of current RDs 47 and 48, as well as small
17 portions of RDs 42 and 82.

18 Proposed RD 81 is in Will and DuPage counties and contains
19 a substantial portion of Downers Grove as well as portions of
20 Lisle, Milton, and Downers Grove townships in DuPage County and
21 DuPage Township in Will County. Proposed RD 81 includes the
22 municipalities of Bolingbrook, Downers Grove, Darien, Lisle,
23 Naperville, Westmont, and Woodridge. These additions are
24 necessary to attain the equal population target.

25 Proposed RD 81 is a district of heavy residential

1 development but works to cater to a recreational community of
2 interest with the Greene Valley Forest Preserve, Four Lakes
3 Village (for snowboarding and skiing), and the Lisle Park
4 District Golf Course.

5 The entire proposed RD 81 has similar socioeconomic
6 characteristics and has a median income of \$99,000 to \$148,000.
7 These upper middle income households comprise the majority of
8 the areas on both side of Interstate 355, which runs through
9 the center of proposed RD 81.

10 The partisan composition is roughly similar to the current
11 composition of the portions of the districts that create
12 proposed RD 81.

13 A section of the southern boundary is extended to include
14 an Asian neighborhood with similar economic and cultural
15 interests. Proposed RD 81 contains an African American
16 voting-age population of 4.18%, an Asian voting-age population
17 of 9.75%, and a Hispanic voting-age population of 5.69%.

18 REPRESENTATIVE DISTRICT 82

19 According to the 2010 Census, current RD 82 has a
20 population of 108,906. Proposed RD 82 has a population of
21 108,734, the equal-population target, and is therefore
22 compliant with the "one person, one vote" principle.

23 Of the population in proposed RD 82, 73.83% reside in
24 current RD 82. Proposed RD 82 essentially retains the current
25 shape, and has many similar boundaries. Proposed RD 82 contains

1 portions of Will, DuPage and Cook counties and contains all or
2 portions of the Homer, Lemont, Downers Grove, and Lyons
3 townships. Proposed RD 82 also contains all or portions of the
4 following cities and towns: Burr Ridge, Countryside, Darien,
5 Homer Glen, Indian Head Park, La Grange, Lemont, Lockport,
6 Palos Park, Western Springs, Willowbrook, Willow Springs, and
7 Woodridge.

8 With the Des Plaines River running through the heart of
9 proposed RD 82 along Willow Springs and through Lemont,
10 residents also share concerns about flooding problems, wetland
11 preservation to mitigate flooding, and a general desire for
12 open space preservation.

13 As with current RD 82, the center of proposed RD 82 is
14 Argonne National Laboratory. Argonne is a major employer and
15 economic engine for proposed RD 82, with many of the employees
16 living in adjacent communities in proposed RD 82. Proposed RD
17 82 also has many parks, open spaces, golf courses, and forest
18 preserves.

19 Proposed RD 82 has an upper median income, ranging between
20 \$75,000 and \$260,000. Only two areas have a median income
21 between \$45,000 and \$75,000, which are located in portions of
22 the Darien/Willowbrook area, and also the sparsely inhabited,
23 unincorporated territory below I-55 between Burr Ridge and
24 Woodridge. With most of proposed RD 82 made up of solidly
25 middle-income class and upper middle-class income residents,
26 the residents create a community of interest of a shared common

1 economic situation and concerns over issues like income and
2 property taxes, quality of public schools, saving for their
3 children's college and their retirement, and hold similar
4 perspectives on policies affecting the health of the economy.

5 Proposed RD 82 maintains a substantial majority of the core
6 of current RD 82 and preserves the incumbent-constituent
7 relationship that has existed for 6 election cycles. The
8 partisan composition is roughly the same to the current
9 composition under current RD 82.

10 Proposed RD 82 has an African American voting-age
11 population of 2.50%, a Hispanic voting-age population of 4.59%,
12 and an Asian voting-age population of 5.78%.

13 REPRESENTATIVE DISTRICT 83

14 According to the 2010 Census, current RD 83 has a
15 population of 135,617. Proposed RD 83 has a population of
16 108,734, the equal-population target, and is therefore
17 compliant with the "one person, one vote" principle. Proposed
18 RD 83 is different in shape from current RD 83 due, in part, to
19 population shifts and the need to reduce the total population
20 of the district by 26,883.

21 Of the population in proposed RD 83, 96.31% reside in
22 current RD 83. Similar to current RD 83, proposed RD 83 is in
23 one county, Kane County, and includes portions of Aurora, North
24 Aurora and Montgomery.

25 To achieve the necessary reduction in population, the

1 southern boundary of current RD 83 is moved north. The western
2 border of proposed RD 83 stays relatively the same, except that
3 it is extended north, following a township boundary, in order
4 to make proposed RD 83 more identifiable. The northern border
5 is extended west, which now runs the entire length of the
6 Aurora Township boundary. Proposed RD 83 attempts to follow the
7 eastern border of current RD 83, but the south and southeastern
8 portions of current RD 83 have been removed in order to reduce
9 the population to comply with equal population. The southern
10 border of proposed RD 83 begins to follow the railroad tracks
11 from the eastern border of proposed RD 83, moves south on Ohio
12 Street, goes around Phillips Park, goes west on Parker Avenue
13 on the east side of the Fox River, and then goes across the
14 river on Ashland Avenue to the western border. The southern
15 border line is drawn so the historic neighborhoods around
16 downtown Aurora and East Aurora High School, both located on
17 the east side of the river, remain intact and in one district.
18 The section of North Aurora that is located within Aurora
19 Township is included in proposed RD 83, which is different from
20 current RD 83, so that the border of the representative
21 district can share the entire northern border of Aurora
22 Township. A section of the municipality of Montgomery is
23 included so the proposed RD 83's southern boundary line can be
24 drawn straight down a portion of Galena Boulevard.

25 The majority of Aurora is split between two representative
26 districts, as requested by Aurora Mayor Tom Weisner, Kane

1 County Board Member Jesse Vasquez, and Aurora Township Board
2 Member Bill Catchings at the House Redistricting Committee
3 hearing in Aurora on April 18, 2011. At the same hearing, North
4 Aurora Village Trustee Mark Guethle requested that the map be
5 drawn so that most of Aurora is included in one Legislative
6 District - this is accomplished.

7 Proposed RD 83 strives to keep the downtown Aurora
8 community of interest together and contains the following
9 landmarks and services: Aurora City Hall, Aurora Police
10 Headquarters, Kane County Health Department, Fox Valley
11 Community Correctional Center, Illinois Math and Science
12 Academy and an outlet mall. Proposed RD 83 keeps together the
13 following neighborhood groups: Near South East Neighbors,
14 Pigeon Hill Neighbors, North East Neighbors, West Park
15 Neighbors, Northwest Territory, Randall West Association, and
16 Arrow Wood McCarty's Mill Neighbors.

17 Areas of proposed RD 83 are tied together by income. For
18 example, the downtown area of Aurora, surrounding the
19 government centers and river, has an income level of \$30,000 to
20 \$50,000 and the outer edge of proposed RD 83 has an income
21 level of \$50,000 to \$90,000. This is generally similar to
22 current RD 83.

23 Proposed RD 83 maintains almost the entire current RD 83
24 and preserves the incumbent-constituent relationship developed
25 over the past 4 election cycles. The partisan composition of
26 proposed RD 83 is almost identical to that of current RD 83.

1 Proposed RD 83 has a Hispanic voting-age population of
2 51.34%, an African American voting-age population of 10.13%,
3 and an Asian voting-age population of 1.64%.

4 REPRESENTATIVE DISTRICT 84

5 According to the 2010 Census, current RD 84 has a
6 population of 202,008. Proposed RD 84 has a population of
7 108,735, the equal-population target, and is therefore
8 compliant with the "one person, one vote" principle. Proposed
9 RD 84 is different in shape from current RD 84 due, in part, to
10 rapid growth of this and surrounding districts and the need to
11 reduce the total population of the district by 93,273.

12 Proposed RD 84 includes portions of current RDs 83, 84, and
13 96. Proposed RD 84 is centered in Aurora and contains portions
14 of four adjacent cities. Numerous persons testifying during
15 hearings of the House Redistricting Committee hearing stated
16 their opposition to splitting Aurora in several districts. One
17 person specifically mentioned that the city, at one time, had
18 five members of the House Representatives. These requests were
19 considered and taken into account. Under the new proposed map,
20 much of Aurora is contained in one centralized legislative
21 district and two representative districts. In addition to
22 Aurora, proposed RD 84 includes portions of Naperville, Oswego,
23 Montgomery and Boulder Hill. Those who testified at the
24 redistricting hearing stated that residents of surrounding
25 areas more strongly identify with the city of Aurora, rather

1 than with local counties or townships. As a result, proposed RD
2 84 attempts to keep the Aurora metro area intact rather than
3 follow county and township borders. Proposed RD 84 contains the
4 southwestern corner of DuPage County and Naperville Township,
5 the southwestern corner of Kane County and Aurora Township, the
6 northwestern corner of Will County and Wheatland Township, and
7 the northeastern corner of Kendall County and Oswego Township.

8 During the House Redistricting Committee hearing in
9 Aurora, residents and representatives of minority groups
10 discouraged using the natural geographic borders, like the Fox
11 River. In the opinion of the witnesses, these borders do not
12 reflect population patterns and, if followed, may divide
13 existing communities of interest. Instead, the borders of
14 proposed RD 84 mostly follow major area roads and railroads. On
15 the south, the district runs along Wolf's Crossing Road and
16 continues along 103rd Street. The northern border follows the
17 BNSF railway tracks, which also serves as a Metra line, though
18 there are no stops in proposed RD 84. The border extends north
19 along Aurora Road, which includes an area with a substantial
20 Asian population that was kept together. The western border
21 starts at Ohio Street, expands west to include the Phillips
22 Park Golf Course and the entirety of the South Park
23 Neighborhood, while excluding Mastadon Lake and the Park
24 Terrace Apartments and then proceeds south down Douglas Road.
25 The eastern border mainly follows Route 59, a major
26 thoroughfare for the area, and goes further east along W.

1 Jefferson and Ogden Avenue (mainly to keep the shopping
2 district in that area together in one district), and again
3 expands east along 95th Street and the Wheatland Township
4 border to Skyline Drive (in order to take in Arlene Welch
5 Elementary School). A section of Montgomery is included in
6 proposed RD 84 to allow proposed RD 84 to expand slightly to
7 the south of Aurora while remaining compact and contiguous. The
8 northern portion of Naperville included in proposed RD 84
9 combines the West Ridge Court, Heritage Square, Yorkshire,
10 NaperWest Plaza and Fox River Commons Shopping Centers with the
11 Westfield Shoppingtown Complex in Aurora in order to ensure
12 that the commercial area remains in one district. The portions
13 of Boulder Hill and Oswego included in proposed RD 84 include
14 areas with a high concentration of minority residents,
15 particularly Asians. The southern portion of Naperville
16 includes a cluster of Asians who will benefit from being placed
17 with the Asian population in Aurora.

18 The 5 cities within proposed RD 84 share many common
19 characteristics and together form a community of interest.
20 Proposed RD 84 is much more urban than rural, with some
21 agricultural areas in the less populated southern portion of
22 the district. Although the city of Aurora contains some of the
23 densest urban areas, portions of Aurora also have medium
24 density and low density areas, which are similar to the
25 surrounding communities included in proposed RD 84. The lower
26 density areas of Aurora in proposed RD 84 form a community of

1 interest of residents who strongly identify with the city of
2 Aurora but have different concerns and priorities than Aurora
3 residents in the denser, more urban center of the city. The
4 median income for proposed RD 84 ranges from \$30,000 to
5 \$150,000 a year. The mix of incomes within proposed RD 84
6 correlates with the mix of incomes within the city of Aurora.
7 The lowest income areas are around the center of the city and
8 the northwestern part of proposed RD 84. There is also a
9 community of interest of higher income households including
10 southeast Aurora and the portions of Oswego and Naperville
11 included in proposed RD 84.

12 The Aurora metro area has many active and involved
13 neighborhoods that serve as communities of interest and are
14 represented by neighborhood associations. Under proposed RD
15 84, many of these associations remain intact, including Inner
16 Circle Neighborhood Group, Taking Back our Community
17 Neighborhood Group, Georgetown Relief Efforts Neighborhood
18 Organization and the Neighborhood Association of Southeast
19 Aurora. Keeping these organizations together in one district
20 preserves the strong sense of community and attracts many
21 residents to the area.

22 The city of Aurora contains five school districts, three of
23 which are contained in proposed RD 84, with the other two
24 contained in proposed RD 83. The school districts in proposed
25 RD 84 are Aurora East Unit School District 131, Oswego
26 Community Unit School District 308 and Indian Prairie Community

1 School District 204. Proposed RD 84 is entirely within the
2 Regional Office of Education Region 1 and is split evenly
3 between the DuPage Library District and the Prairie Area
4 Library District.

5 The partisan composition slightly increases as compared to
6 the average of the compositions of the portions of districts
7 that create proposed RD 84.

8 Proposed RD 84 includes a 10.35% African American
9 voting-age population, a 21.81% Hispanic voting-age
10 population, and a 12.48% Asian voting-age population. Proposed
11 RD 84 keeps intact areas occupied by several minority groups.

12 REPRESENTATIVE DISTRICT 85

13 According to the 2010 Census, current RD 85 has a
14 population of 139,496. Proposed RD 85 has a population of
15 108,734, the equal-population target, and is therefore
16 compliant with the "one person, one vote" principle. Proposed
17 RD 85 is different in shape from current RD 85 due, in part, to
18 population shifts and the need to decrease the total population
19 of the district by 30,762.

20 Proposed RD 85 is almost entirely within the borders of
21 current RD 85. Current RD 85 is entirely within Will County,
22 and contains almost all of Lockport Township, the majority of
23 DuPage Township and a small fragment of Plainfield Township.
24 Proposed RD 85 maintains nearly all of the eastern portions of
25 current RD 85. In an effort to achieve equal population, the

1 western border of the proposed RD 85 is moved east from its
2 current location along the western border of Lockport and
3 DuPage townships. In order to reach equal population, proposed
4 RD 85 loses its small fragment of Plainfield Township, portions
5 of Crest Hill, Romeoville west of Weber Road in Lockport
6 Township, and the western portions of Romeoville and the
7 Village of Bolingbrook in DuPage Township. Proposed RD 85 is
8 more compact due to these changes.

9 Proposed RD 85 continues to be centered around the older
10 developments in Lockport, Romeoville and Bolingbrook.
11 Tremendous growth in the district in the last decade, mainly
12 west of Weber Road in Romeoville and Bolingbrook, requires the
13 district to remove people to achieve equal population. The
14 areas in the west that are lost were built up as individual
15 subdivisions and do not have the ties to the history and
16 residents who have called Romeoville and Bolingbrook home for
17 decades. These areas are similar in housing stock and racial
18 makeup to many of the subdivisions that now comprise proposed
19 RD 98 to the west of proposed RD 85.

20 The only additions to proposed RD 85 not within current RD
21 85 are in the northern portions of the district. The northern
22 border in DuPage Township adds portions of Bolingbrook to
23 straighten out the border running along Royce Road. Proposed RD
24 85 then takes in a small portion of the village of Woodridge in
25 Lisle Township in Du Page County. This area, not within current
26 RD 85, is home to both a small Hispanic and African American

1 community that is more similar in makeup to that portion of
2 Bolingbrook to the south than the other nearby communities in
3 Lisle Township. This portion of Woodridge also shares a similar
4 median income, \$44,205 to \$68,654, with that of nearby
5 Bolingbrook within both the current and proposed RD 85,
6 strengthening this moderate income minority population in
7 proposed RD 85.

8 While proposed RD 85 is geographically close to Joliet, it
9 is tied to Chicago and its downtown. Metra's Heritage Corridor
10 train line offers commuter rail service from the district to
11 downtown Chicago. For those traveling by car, Interstate 55
12 through Bolingbrook and Interstate 80 to the south of the
13 district allow quick and easy access to Chicago and the
14 region's interstate system. Proposed RD 85 also includes the
15 major commercial interchange of Illinois Route 53 and
16 Interstate 55.

17 Proposed RD 85 remains home to Lewis University and the
18 Romeoville Campus of Joliet Junior College. Current and
19 proposed RD 85 is also home to Stateville Prison, historic
20 downtown Lockport - settled in the 1830s as one of the first
21 towns plotted after the creation of the Illinois and Michigan
22 Canal - and the Promenade Bolingbrook, an outdoor mall. All are
23 places within the area that residents identify with as anchors
24 of their communities.

25 Proposed RD 85 maintains a substantial majority of the core
26 of current RD 85. The partisan composition remains very similar

1 but slightly increases favoring Democrats as compared to the
2 current composition under current RD 85.

3 The African American voting-age population is 16.21%, the
4 Hispanic voting-age population is 19.87% and the Asian
5 voting-age population is 6.50%.

6 REPRESENTATIVE DISTRICT 86

7 According to the 2010 Census, current RD 86 has a current
8 population of 113,396. Proposed RD 86 has a population of
9 108,735, the equal population target, and is therefore
10 compliant with the "one person, one vote" principle. Proposed
11 RD 86 is different in shape from current RD 86 due, in part, to
12 population shifts and the need to reduce the total population
13 of the district.

14 Due to the need to decrease population, proposed RD 86
15 becomes more compact and uses more traditional boundaries while
16 maintaining the central population base of Joliet as in current
17 RD 86. Similar to current RD 86, proposed RD 86 remains
18 entirely within Will County, includes the majority of the city
19 of Joliet and the entirety of Rockdale and Preston Heights.
20 Proposed RD 86 also contains all of Elwood and portions of
21 Ingalls Park, Crest Hill, and Channahon. Unlike current RD 86,
22 proposed RD 86 contains no portions of New Lenox or Manhattan,
23 and removes the section of Shorewood that lies west of
24 Interstate 55, and a section of Joliet and Crest Hill in Joliet
25 Township.

1 Proposed RD 86 contains all of Jackson Township, the vast
2 majority of Joliet Township, the vast majority of Channahon
3 Township and a portion of Troy and Lockport Townships.

4 The eastern border of proposed RD 86 runs exactly along the
5 Joliet and Jackson Township lines. The southern border is drawn
6 along the Jackson and Channahon township lines. The western
7 border runs along the Channahon Township line and then moves
8 north along I & M Canal, and north up I-55. The border follows
9 the interstate until it moves east along W. Black Road, adding
10 population from Crest Hill and generally following Joliet
11 Township's northern border. These borders follow township
12 lines or major roadways, railways or waterways and avoid, to a
13 great extent, dividing precincts. This follows the
14 recommendation of Larry Walsh, Will County Executive, provided
15 at the House Redistricting Hearing held in Joliet on April 21,
16 2011.

17 Will County is one of the fastest growing counties in the
18 nation, resulting in a community of interest comprised of
19 municipalities and citizens who are faced with serious urban
20 planning and transportation issues related to massive
21 population growth. As population continues to move into Will
22 County and into proposed RD 86, it is essential that these
23 communities share a representative that understands the
24 challenges that are presented.

25 The geographic and population center of proposed RD 86
26 remains the city of Joliet. The areas outside of Joliet's urban

1 center have grown into Chicago exurb communities with many
2 people moving in from the north. Affordable housing, good
3 public schools and job opportunities are major driving factors
4 that bring people to Will County from more urban areas.
5 Maintaining Joliet as the center of the district follows the
6 recommendation of Thomas Thanas, Joliet City Manager. He
7 suggested that Joliet continue to have a representative based
8 in Joliet at the House Redistricting Hearing on April 21, 2011.

9 Proposed RD 86 contains all of the village of Elwood,
10 whereas this town is divided under current RD 86. In the last
11 decade, Elwood has grown significantly with the development of
12 the Abraham Lincoln National Cemetery and the CenterPoint
13 Intermodal facility. Proposed RD 86 recognizes this growing
14 town as a community of interest and keeps it intact while its
15 boundaries follow township lines.

16 Channahon is another fast-growing community and proposed
17 RD 86 includes the western portion of Channahon that has grown
18 along the Des Plaines River. Proposed RD 86 expands to include
19 substantially more of Channahon along I & M Canal and the Will
20 County border. Two casinos on the Des Plaines River provide a
21 strong tie between Joliet and Channahon. Harrah's Casino is in
22 downtown Joliet while the Hollywood Casino is located closer to
23 Channahon. River boat casinos provide a significant economic
24 engine and residents in both communities find employment either
25 within the casinos themselves or in service industries built
26 around the casinos.

1 Proposed RD 86 also expands slightly into Lockport Township
2 to gain population in Crest Hill. This section of Crest Hill
3 has similar economic qualities and housing values to Joliet's
4 and is more comparable to Joliet's middle-class neighborhoods
5 than the rest of the city.

6 Proposed RD 86 maintains a major hub of road, rail and
7 waterway transportation that has developed in the Joliet
8 region. Interstate 80, which runs east to west along the
9 northern portion of the district, provides quick access to
10 Chicago to the east and neighboring communities in Will and
11 Grundy to the west. Interstate 55 runs north to south along the
12 western portion of proposed RD 86 and is one of the major
13 commuter and freight arteries in the state. Several U.S. routes
14 provide fluid access throughout proposed RD 86 and ensure there
15 are no isolated communities within the district. US Route 6
16 runs diagonally across the district connecting Channahon to
17 Joliet. Illinois Route 53 runs down the middle of the district
18 and connects Elwood to Joliet. US Route 30 runs east through
19 Joliet and connects to Ingalls Park. The commuters and
20 businesses that rely on these major roadways for commerce and
21 transportation form a community of interest.

22 The Des Plaines River is a major industrial waterway used
23 for a large amount of grain and cargo shipping and supports
24 industries such as the Exxon Mobile refinery in Channahon. The
25 industries and individuals invested in the river for recreation
26 or commerce form another community of interest in proposed RD

1 86.

2 Proposed RD 86 keeps the majority of urban Joliet together
3 and thus, keeps the core of the African-American and Hispanic
4 populations together. These residents have a similar
5 socioeconomic status, largely live in low to moderately priced
6 housing, and share concerns over public safety, employment
7 opportunities, and quality educational opportunities.

8 Proposed RD 86 maintains a substantial majority of the core
9 of current RD 86 and preserves the incumbent-constituent
10 relationship that has existed for two decades of the same
11 representation. The partisan composition is very similar to the
12 current composition under current RD 86.

13 The African American voting-age population in proposed RD
14 86 is 18.47%, the Hispanic voting-age population is 25.83%, and
15 the Asian voting-age population is 1.04%.

16 REPRESENTATIVE DISTRICT 87

17 According to the 2010 census, current RD 87 has a
18 population of 106,764. In its proposed form, RD 87 has a
19 population of 108,734, the equal-population target, and is
20 therefore perfectly compliant with the "one person, one vote"
21 principle.

22 As part of an effort to make the districts of Central and
23 Eastern Illinois more compact, proposed RD 87 shifts west and
24 includes portions of current RDs 87 and 100. Proposed RD 87
25 includes all of Logan and Menard counties and portions of

1 Sangamon and Tazewell counties.

2 Proposed RD 87 contains all of Menard County and follows
3 the north, west, and southern borders of the county. The
4 boundary on the southern border of Menard continues due east
5 into Sangamon County to Sherman, where it follows the current
6 border of RD 99 and RD 100. The border then cuts back west and
7 south and then takes in the northern, blue-collar areas of
8 Springfield past Highway 55. The border then continues due east
9 and south, splitting the municipality and township of Rochester
10 for purposes of equal population. The boundary then continues
11 to pick up the northern border of Christian County to the end
12 of the Sangamon/Christian border. It then follows the eastern
13 Sangamon County border north to the Logan County line and turns
14 east and then north to encompass the entirety of Logan County.
15 The border then follows the eastern Tazewell County line until
16 it reaches the northern corner of Little Mackinaw Township,
17 where it turns due west, and then moves northeast and back
18 northwest, taking a portion of Mackinaw Township then most of
19 Tremont Township. It then stays westward, taking in all of Elm
20 Grove Township and the southwestern corner of Groveland
21 Township before heading south down the western borders of Sand
22 Prairie and Malone Townships. The boundary then heads eastward
23 along the southern boundary of Malone Township, and finally
24 turns south at the northwest corner of Prairie Creek Township,
25 where it follows township boundaries to the northeast corner of
26 Menard County.

1 A vast majority of proposed RD 87's territory is in the
2 median income brackets of \$44,205 to \$68,654 and \$68,654 to
3 \$98,750, making the district overwhelmingly middle class. The
4 consistent median income bracket throughout proposed RD 87
5 creates a district that is a community of interest based around
6 a shared economic outlook. Many people in proposed RD 87 live
7 in small rural towns but work in larger cities like
8 Springfield, Peoria, Bloomington, and Decatur. Much of
9 proposed RD 87 is made up of the rural areas between all these
10 cities. Agriculture is also an important part of proposed RD
11 87, and is utilized in nearly every part of the district.

12 In addition to sharing an economic outlook, many towns in
13 proposed RD 87 share a common economic engine, the interstate
14 highway. Interstate 55 runs from Springfield in the
15 southwestern part of the district to Bloomington, and provides
16 tax revenue from gas and service stations, as well as
17 interstate truck traffic, to the towns of Sherman,
18 Williamsville, Elkhart, Lincoln, Broadwell, and Atlanta. At
19 Lincoln, Interstate 55 divides, and motorists can take I-155
20 north to Peoria, passing through Hartsburg and Tremont. In
21 addition to Interstates 55 and 155, Interstate 72/US Highway 36
22 runs perpendicular to the southern border of proposed RD 87,
23 connecting Springfield to Decatur.

24 Proposed RD 87 is more compact and more economically
25 homogeneous than the districts that currently exist within its
26 footprint. It contains many small rural towns that share common

1 identities, such as identities with their small-town high
2 school and athletic teams. Families in proposed RD 87 are
3 solidly middle-class, due to agriculture and good-paying jobs
4 working for government bodies and manufacturers in larger
5 municipalities like Springfield, Peoria, Bloomington, and
6 Decatur.

7 The partisan composition is similar to the average of the
8 compositions of the portions of districts that create proposed
9 RD 87.

10 Proposed RD 87 contains an African American voting-age
11 population of 4.68%, a Hispanic voting-age population of 1.61%,
12 and an Asian voting-age population of 0.59%.

13 REPRESENTATIVE DISTRICT 88

14 According to the 2010 Census, current RD 88 has a
15 population of 118,626. Proposed RD 88 has a population of
16 108,734, the equal-population target, and is therefore
17 compliant with the "one person, one vote" principle. Proposed
18 RD 88 is different in shape from current RD 88 due, in part, to
19 population shifts and the need to reduce the total population
20 of the district.

21 As part of an effort to make the districts of Central and
22 Eastern Illinois more compact, proposed RD 88 is made up of
23 portions of current RDs 87, 88, 91 and 106. Proposed RD 88
24 includes the counties of McLean, Tazewell, and Woodford, which
25 include communities from East Peoria to Bloomington, forming a

1 district of largely middle income individuals who share many
2 common characteristics.

3 Proposed RD 88 contains, in their entirety, the townships
4 of Allin, Dale, Danvers, Deer Creek, Dry Grove, Morton,
5 Bloomington, Funks Grove, and Mount Hope, as well portions of
6 the townships of Bloomington, Fondulac, Groveland, Mackinaw,
7 Tremont, and Washington. Mackinaw and Tremont Townships are
8 split along agricultural fields, the Mackinaw River, roadways
9 on the outskirts of the town of Mackinaw, and a small waterway
10 to reconnect proposed RD 88 boundary with the township border.
11 The western boundary of proposed RD 88 follows the pattern of
12 current RD 106 along the Tazewell County line, and moving east
13 in areas to achieve population. In the community of Goodfield,
14 a split occurs along the Montgomery-Deer Creek Township line.

15 In central McLean County, proposed RD 88 includes the
16 western area of Normal, containing important commercial
17 landmarks including the Mitsubishi assembly plant and other
18 industries. Proposed RD 88's border moves through Bloomington
19 along roadways to the south and east and then rejoins the
20 township boundary, taking in OSF St. Joseph Medical Center,
21 Eastland Mall, and the headquarters of State Farm Insurance.

22 Within proposed RD 88, several major roadways connect most
23 of the communities within the district, including Interstate
24 74, Interstate 55, Interstate 155, State Route 9/Market Street,
25 Highway 24, State Route 8/Washington Road, Highway 150, and
26 State Route 117. These roadways connect several mid-sized

1 suburban or rural communities that surround larger urban areas
2 in the Peoria area and Bloomington-Normal area.

3 These small communities share common values and are grouped
4 together as a community of interest in proposed RD 88. These
5 are historically rural towns that have benefitted from the
6 highways traveling nearby and the larger cities that drive the
7 Central Illinois economy. Much of the land area is rural,
8 agricultural land; however, many residents living in these
9 areas no longer farm and instead commute to the larger cities
10 where industries are based, such as three universities, two
11 community colleges, the headquarters of two larger insurance
12 companies, and several large manufacturers. These communities
13 have experienced an increase in development over the past ten
14 years. Most residents living between the Peoria and
15 Bloomington-Normal area are a community of interest.

16 In the Peoria area, major employers include three
17 hospitals, Illinois Central College, Bradley University,
18 Par-a-Dice Casino, Caterpillar and Komatsu. In the
19 Bloomington-Normal area, employers include two hospitals,
20 Illinois State University, State Farm Insurance, COUNTRY
21 Financial, Illinois Wesleyan University, Heartland Community
22 College, Mitsubishi, and Firestone. These large employers help
23 increase the median income of proposed RD 88 compared to the
24 surrounding rural areas. The majority of proposed RD 88 is
25 generally middle class.

26 The partisan composition is similar to the average of the

1 compositions of the portions of districts that create proposed
2 RD 88.

3 Proposed RD 88 has a 4.99% African American voting-age
4 population, a 2.97% Hispanic voting-age population and a 2.49%
5 Asian American voting-age population.

6 REPRESENTATIVE DISTRICT 89

7 According to the 2010 Census, current RD 89 has a
8 population of 106,266. Proposed RD 89 has a population of
9 108,734, the equal-population target, and is therefore
10 compliant with the "one person, one vote" principle. Proposed
11 RD 89 is different in shape from current RD 89 due, in part, to
12 population shifts and the need to increase the total population
13 of the district.

14 Of the population in proposed RD 89, 90.73% reside in
15 current RD 89. It includes all or part of the same five
16 counties in current RD 89 (Jo Daviess, Stephenson, Carroll,
17 Ogle and Winnebago), and adds a portion of Whiteside County to
18 increase population. Several townships within these counties
19 (Carroll, Ogle and Whiteside) were added to increase
20 population. Proposed RD 89 is bounded by the Illinois-Wisconsin
21 border on the north and the Mississippi River on the west. The
22 eastern border includes Laona, Harrison, Burritt and Winnebago
23 townships, and the southern border includes Clyde, Genesee and
24 Jordan townships.

25 Proposed RD 89 has some slight variations from current RD

1 89 to gain population. The eastern border of proposed RD 89 in
2 Winnebago Township extends slightly eastward into
3 unincorporated Rockford Township. This extension assists with
4 gaining population while following a logical boundary of
5 Highway 20. As a result, the district respects the Rockford
6 boundary and does not lead to fragmenting the city of Rockford
7 which is kept intact in proposed RD 67. In Ogle County,
8 proposed RD 89 gains Rockvale and Eagle Point Townships but
9 loses Byron Township. This change allows for population growth
10 and permits the municipality of Byron to remain intact in
11 proposed RD 90, rather than split between two representative
12 districts as it is currently. Additionally, proposed RD 89
13 keeps Mount Morris Township intact, whereas current RD 89
14 splits the township.

15 Townships on the west side of Carroll County (Fairhaven,
16 Freedom, Mount Carroll, Woodland, and Salem) and several
17 Whiteside County townships (Clyde, Genesee, and Jordan) are
18 included in proposed RD 89 to gain population. York Township in
19 Carroll County is split with proposed RD 71 for purposes of
20 equal population and to preserve a community in its current
21 representative district. Specifically, the eastern and
22 northern portions of York Township, following from north to
23 south along the logical boundary of Fairhaven Road, from west
24 to east along the logical boundary of Scenic Bluff Road, and
25 then southwest to the Carroll/Whiteside county line along the
26 natural border of the Otter Creek River, are included in

1 proposed RD 89 to keep the municipality of Thomson intact in
2 proposed RD 71 (as it is in current RD 71).

3 Both current and proposed RD 89 are primarily agricultural.
4 The northern portion of the district along the Wisconsin border
5 consists of vast rolling landscapes that are not found in the
6 rest of "flatland" Illinois. Proposed RD 89 has many tourist
7 attractions including local vineyards, the Main Street
8 atmosphere and historical site of President U.S. Grant's home
9 in Galena, scenic highways, and the site of a Lincoln-Douglas
10 debate in 1858 in Freeport. These areas are all retained in
11 proposed RD 89.

12 There are very few busy routes in the district but Route
13 20, which runs east/west through Winnebago, Stephenson and Jo
14 Daviess counties, is attractive to tourists and motorcyclists
15 because of its scenic views. Route 20 also helps connect the
16 southern and southwestern parts of proposed RD 89 with the rest
17 of the district via Route 26, which runs north/south from
18 Freeport, the district's most populous city.

19 Socioeconomically, the district is fairly homogeneous.
20 While a pocket of lower-income households is in the city of
21 Freeport, the rest of proposed RD 89 has median household
22 incomes ranging from \$44,000 to \$99,000. This is consistent
23 with current RD 89.

24 Proposed RD 89 maintains a vast majority of the core of
25 current RD 89 and preserves the incumbent-constituent
26 relationship that has existed for 4 election cycles. The

1 partisan composition is very similar to the current composition
2 under current RD 89.

3 Proposed RD 89 consists of mostly Caucasian residents, but
4 there is a small segment of African-American residents in the
5 Freeport area in Stephenson County. The African American
6 voting-age population is 3.77%, the Hispanic voting-age
7 population is 1.98%, and the Asian voting-age population is
8 0.55%.

9 REPRESENTATIVE DISTRICT 90

10 According to the 2010 Census, current RD 90 has a
11 population of 103,604. Proposed RD 90 has a population of
12 108,735, the equal-population target, and is therefore
13 compliant with the "one person, one vote" principle. Proposed
14 RD 90 is different in shape from current RD 90 due, in part, to
15 population shifts and the need to increase the total population
16 of the district.

17 Proposed RD 90 keeps the core of current RD 90 intact but
18 shifts the district eastward. Proposed RD 90 contains portions
19 of DeKalb, LaSalle, Lee, and Ogle counties. Current RD 90
20 contains all or portions of Ogle, Whiteside, and Henry
21 Counties, as well as the entirety of Lee County. The loss of
22 population over the last 10 years in Lee, Whiteside, and Henry
23 Counties, plus the loss of population in counties to the south
24 of proposed RD 90, necessitated the shift of current RD 90 to
25 the east and slightly north to Ogle, LaSalle, and DeKalb

1 counties - counties that actually gained population over the
2 last 10 years.

3 In DeKalb County, proposed RD 90 contains the entirety of
4 the townships of Afton, Clinton, Milan, Paw Paw, Sandwich,
5 Shabbona, Somonauk, and Victor, while splitting only Squaw
6 Grove Township, DeKalb, and Malta Townships. The townships of
7 DeKalb and Malta are split along Illinois Routes 23 and 38. In
8 LaSalle County, proposed RD 90 contains the entirety of Adams,
9 Earl, Freedom, and Meriden, while splitting Mendota Township
10 along Highway 34 and Northville Township using the boundary of
11 Lake Holiday. In Lee County, proposed RD 90 includes the
12 entirety of Alto, Ashton, Bradford, Brooklyn, Dixon, Franklin
13 Grove, Nachusa, Nelson, Palmyra, Reynolds, South Dixon, Viola,
14 Willow Creek, and Wyoming townships and splits Amboy, Lee
15 Center, and Sublette townships along Highway 52. In Ogle,
16 proposed RD 90 contains the complete townships of Buffalo,
17 Byron, Dement, Flagg, Grand Detour, Lafayette, Lynnville,
18 Marion, Monroe, Oregon-Nashua, Pine Creek, Pine Rock, Scott,
19 Taylor, White Rock, and Woosung, while only splitting Rockvale
20 Township to include the entire community of Oregon.

21 Proposed RD 90 contains the following cities, towns, and
22 villages: Amboy, Ashton, Byron, Compton, Creston, Davis
23 Junction, DeKalb, Dixon, Earlville, Franklin Grove, Grand
24 Detour, Hillcrest, Lake Holiday, Lee, Leland, Lost Nation,
25 Malta, Meriden, Monroe Center, Nelson, Oregon, Paw Paw, Polo,
26 Rochelle, Sandwich, Shabbona, Somonauk, Steward, Stillman

1 Valley, Waterman, and West Brooklyn.

2 Because proposed RD 90 is mostly agricultural land, it is
3 linked together mainly through a grid of east-west and
4 north-south county roads, with a general circular ring of
5 highways connecting Dixon, Oregon, Rockford, DeKalb, and
6 Mendota that generally follows the shape of proposed RD 90.
7 Proposed RD 90 is divided almost in half in both directions by
8 Highway 39/51 that runs north-south from Bloomington to
9 Rockford and by Interstate 88, which connects proposed RD 90 to
10 the Chicago suburbs. I-88 also connects proposed RD 90's
11 residents to the Quad Cities in the west. Proposed RD 90 has a
12 major waterway, the Rock River, which is a major tributary of
13 the Mississippi River running from Rockford along the
14 northwestern border of proposed RD 90 (though not forming the
15 boundary), connecting Oregon, Dixon, and Sterling.

16 Proposed RD 90 links communities of similar socioeconomic
17 status, as most of proposed RD 90's census blocks fall within
18 two median income brackets: \$44,000 to \$68,000 and \$68,000 to
19 \$99,000. Shifting the district eastward makes the median income
20 of proposed RD 90 more homogeneous because a significant
21 low-income area is lost in Sterling and Rock Falls. This
22 connects residents who share the concerns and needs that
23 middle-class families share.

24 By losing a heavily forested section of south-central and
25 southwestern Lee County and adding predominately agricultural
26 land in DeKalb, northern LaSalle, and eastern Ogle Counties,

1 proposed RD 90 is able to maintain a more consistent
2 agricultural identity, which empowers it as a community of
3 interest.

4 The boundaries of proposed RD 90 generally run in straight
5 lines along township boundaries, with 90-degree changes of
6 direction in most locations. The only places where the
7 boundaries lose their straightness is in the city of DeKalb and
8 in the northeastern corner of LaSalle County, where the line
9 generally follows a lake.

10 The partisan composition slightly decreases as compared to
11 the average of the composition of current RD 90.

12 Proposed RD 90 contains an African American voting-age
13 population of 2.71%, a Hispanic voting-age population of 6.39%,
14 and an Asian voting-age population of 0.77%.

15 REPRESENTATIVE DISTRICT 91

16 According to the 2010 Census, current RD 91 has a
17 population of 105,176. Proposed RD 91 has a population of
18 108,734, the equal-population target, and is therefore
19 compliant with the "one person, one vote" principle. Proposed
20 RD 91 is slightly different in shape from current RD 91 due, in
21 part, to population shifts and the need to increase the total
22 population of the district.

23 Of the population in proposed RD 91, 87.06% reside in
24 current RD 91. Proposed RD 91 is comprised of portions of
25 Fulton, Peoria, and Tazewell Counties. It is a mixture of

1 medium-sized towns and rural communities in Central Illinois,
2 with the largest population center along Illinois Route 29 from
3 East Peoria to Pekin, encompassing the additional towns of
4 Marquette Heights, Creve Coeur, and North Pekin. The Tazewell
5 County communities in proposed RD 91 are linked by Illinois
6 Route 29, which residents use to commute to work, go shopping,
7 or attend church. Proposed RD 91, like current RD 91, preserves
8 this corridor in one district. Fulton County is more rural than
9 Tazewell, but they have a lot in common, including similar
10 ethnicities, cultural attitudes, political leanings,
11 socioeconomic status and other characteristics. The Peoria
12 County portion of proposed RD 91 contains several rural towns
13 similar to those found in Fulton and Tazewell Counties. Despite
14 the fact that these communities are in Peoria County and in
15 close proximity to the City of Peoria, they are more similar to
16 the communities in proposed RD 91 in terms of values,
17 socioeconomic status, and a desire to reside in a quieter, less
18 busy community.

19 Proposed RD 91 contains many municipalities in their
20 entirety; however, several were split for specific reasons.
21 Bartonville is split to separate the more urban-focused portion
22 of the town into a community of interest with Peoria in
23 proposed RD 92, while Morton and Pekin are split to preserve
24 the Pekin and Morton Township Boundaries. The boundaries of
25 proposed RD 91 in East Peoria were designed to keep the
26 Illinois Route 21 corridor intact while adding needed

1 population. Pekin, Marquette Heights, and Creve Coeur line the
2 corridor between East Peoria and Pekin. Slightly more rural in
3 nature, they maintain many of the same characteristics of East
4 Peoria and Pekin such as ethnicity, profession, income, and
5 cultural attitudes. Proposed RD 91 adds Hanna City and Norwood,
6 which bring in populations that are very much like the other
7 communities in proposed RD 91.

8 Under Currie II, the Village of Bartonville and Limestone
9 Township are split between three legislative districts,
10 whereas this proposal places Bartonville and Limestone
11 Township entirely within proposed RDs 91 and 92. The eastern
12 portion of the township, which includes the vast majority of
13 Bartonville and is more associated with the City of Peoria, is
14 in proposed RD 92, while the rural outlying western portion is
15 in proposed RD 91. Proposed RD 91's Bartonville precincts are
16 less populated and contain residents who identify themselves as
17 rural.

18 The borders along Fulton and Tazewell counties are
19 identical to current RD 91. To achieve equal population,
20 proposed RD 91 adds additional townships in rural Peoria County
21 and adjusts borders in East Peoria. Proposed RD 91 extends
22 north into Peoria County to include all of Trivoli and Logan
23 Townships and the eastern half of Limestone Township. It
24 expands east to include a new portion of East Peoria in
25 Fondulac Township and a small part of Morton in order to gain
26 needed population. It loses West Peoria Township and a small

1 southern portion of East Peoria in Groveland Township.

2 Many residents rely on township and county governments for
3 services. Because of this reliance on township government,
4 proposed RD 91 keeps intact the townships of Banner, Buckheart,
5 Canton, Cincinnati, Fairview, Farmington, Hollis, Joshua,
6 Lewistown, Liverpool, Logan, Orion, Pekin, Putnam, Spring
7 Lake, Timber, and Trivoli. Proposed RD 91 splits the more rural
8 townships of Groveland, Fondulac, Limestone, and Washington,
9 which rely more upon municipal services than township services.

10 The communities of proposed RD 91 have many similar
11 economic and social interests. As a whole, union membership is
12 high within the communities in proposed RD 91, particularly
13 with the United Auto Workers who work at Caterpillar. Many
14 large scale employers have left the region over the past two
15 decades, including International Harvester (Canton), coal mine
16 operations (Fulton County), Corn Products (Pekin), Keystone
17 Steel and Wire (Bartonville), and there have been layoffs at
18 Caterpillar. East Peoria is home to a large Caterpillar (CAT)
19 facility and the company plays a large role in the region's
20 success. With the addition of Cook Medical in Canton, Canton is
21 now drawing workers from around proposed RD 91, not just from
22 Canton. Communities in Fulton County are small, rural
23 communities that are almost exclusively white, more
24 conservative in nature, pro-gun, and in many cases involved in
25 the agricultural community. The citizens quite often have to
26 travel out of their own community to buy groceries and other

1 necessities. Many of these communities lack a base of commerce,
2 high schools, medical facilities and libraries, thus
3 increasing their connection to the other communities in
4 proposed RD 91. Additionally, East Peoria is becoming a
5 shopping destination for people on the east side of the river
6 who do not want to travel to Peoria.

7 The major roadways, Interstates 74 and 474, Illinois Routes
8 9, 29 and 78, and U.S. Route 24, link people and commerce
9 throughout proposed RD 91 and take motorists through a number
10 of communities. For example, people who live or work in Canton
11 or Pekin have some experience through their travel with the
12 community of Banner on Route 9. It is these kinds of
13 connections that make it easier to relate with one another.

14 The hospitals in Canton and Pekin also play an important
15 role in connecting the communities within proposed RD 91. While
16 people may go to Peoria for more specialized care, a lot of
17 their interactions with medical professionals will be at the
18 Graham or Pekin hospitals.

19 Proposed RD 91 maintains a substantial majority of the core
20 of current RD 91. The partisan composition is very similar to
21 the current composition under current RD 91.

22 Proposed RD 91 contains a 2.85% African American voting-age
23 population, a 2.14% Hispanic voting-age population and a 0.55%
24 Asian voting-age population.

1 According to the 2010 Census, current RD 92 has a
2 population of 97,673. Proposed RD 92 has a population of
3 108,735 people, the equal-population target, and is therefore
4 compliant with the "one person, one vote" principle.

5 Of the population in proposed RD 92, 84.68% reside in
6 current RD 92. The shape of proposed RD 92 is very similar to
7 current RD 92, with some changes due in part to the need to
8 gain population, and keep communities of interest together.
9 Proposed RD 92 is located entirely within Peoria County and
10 includes Peoria, West Peoria, Bartonville, Peoria Heights, and
11 Bellevue.

12 Proposed RD 92 takes in more of the City of Peoria than
13 current RD 92, yet its borders maintain shared socioeconomic
14 characteristics and communities of interest. Proposed RD 92
15 encompasses more of Peoria so that there is one representative
16 for the unique but linked portions of the city. The
17 southwestern border of current RD 92 moves north to encompass
18 virtually all of Bartonville, an adjustment made to achieve
19 equal population and to keep Bartonville largely intact.
20 Bartonville is currently served by three representative
21 districts. The district's northern and northwestern boundaries
22 are based on socioeconomic status and school districts. The
23 areas outside of proposed RD 92 are wealthier and have less in
24 common with the inner parts of proposed RD 92.

25 Several areas included in current RD 92 are removed from
26 proposed RD 92. The more rural and affluent areas of Kickapoo

1 Township are included in proposed RD 73. Norwood is included in
2 proposed RD 91, a change that puts that rural community
3 together with other similarly rural communities in Peoria
4 County.

5 The communities within proposed RD 92 are more urban than
6 other neighboring communities and are linked to each other in
7 significant ways. Peoria is the primary community in this
8 portion of Central Illinois in terms of population and its
9 economy. Downtown Peoria is the primary economic engine in
10 proposed RD 92 and many residents within proposed RD 92 work in
11 this area. Residents of Peoria have much in common because of
12 where they work and because of the transportation system that
13 so closely binds them. Bartonville residents are connected to
14 Peoria's South End in that only a small strip of land and
15 Interstate 474 separates them and economic development
16 activities as well as the transportation network bring them
17 together. Peoria Heights and West Peoria are drastically
18 impacted by the housing trends and economic activities that
19 take place in Peoria. Peoria Heights is a mixture of
20 upper-middle class and middle class families who likely work in
21 Peoria. A person can travel from Peoria into Peoria Heights
22 without even knowing it. Peoria Heights also has a high-end
23 business district that draws customers from around the
24 district. Bellevue is a small community located north of Peoria
25 International Airport and west of West Peoria that connects
26 with other parts of proposed RD 92, namely Bartonville. As the

1 City of Peoria grows, Bellevue is likely to become more
2 populated and generate more economic activity.

3 Proposed RD 92 includes a large number of students who
4 attend Bradley University and Illinois Central Community
5 College-North(ICC). Proposed RD 92 is also bound together by a
6 medical community consisting of three major hospitals:
7 Methodist, OSF St. Francis and Proctor. These facilities and
8 their many affiliated services employ thousands, provide care
9 to hundreds of thousands, and are all located in proposed RD
10 92. The communities are connected by many services, both at the
11 county and local level, including a network of highways and a
12 transit system that are available throughout the district.

13 Proposed RD 92 maintains a substantial majority of the core
14 of current RD 92. The partisan composition is very similar to
15 the current composition under current RD 92.

16 Proposed RD 92 ensures that the large minority population
17 is effectively represented and blue-collar residents are not
18 grouped to any large degree with white-collar executives.
19 Proposed RD 92 has an African American voting-age population of
20 24.20%, a Hispanic voting-age population of 4.13%, and an Asian
21 voting-age population of 2.00%.

22 REPRESENTATIVE DISTRICT 93

23 Proposed RD 93 contains a population of 108,734, the
24 equal-population target, and is therefore compliant with the
25 "one person, one vote" principle. Several districts shifted due

1 to population issues, and thus proposed RD 93 contains portions
2 of 3 current representative districts (74, 93, and 94).

3 Proposed RD 93 contains all of McDonough, Schuyler, Brown,
4 Cass and Mason counties, and portions of Warren, Knox and
5 Fulton counties. Proposed RD 93 contains all the townships in
6 McDonough, Schuyler, Brown, Cass and Mason counties. It
7 contains the split township of Point Pleasant and the intact
8 townships of Swan, Greenbush, Berwick, Floyd, Coldbrook, and
9 Kelly in Warren County. It includes the split township of
10 Galesburg and the intact townships of Cedar, and Indian Point
11 in Knox County, and the Fulton County townships of Union, Lee,
12 Harris, Farmers, Vermont, Astoria, Woodland, Pleasant,
13 Bernadotte, Cass, Deerfield, Ellisville, Young Hickory,
14 Isabel, Kerton, and Waterford.

15 The boundary of proposed RD 93 generally follows county
16 lines and rivers, and where counties are divided, the split
17 generally happens along township borders. The split in Fulton
18 County occurs completely along township boundaries. In Warren
19 County, the split in Point Pleasant Township occurs along
20 country roadways. In Knox County, the split in Galesburg occurs
21 along Route 150.

22 The major municipalities in proposed RD 93 are Macomb,
23 southern Galesburg, Havana and Beardstown. Proposed RD 93
24 contains all cities, towns, and villages in McDonough,
25 Schuyler, Brown, Cass and Mason counties. It also contains many
26 smaller towns. The only major split municipality is Galesburg,

1 which is split generally along Route 164 and North Street near
2 the northern county board line of Knox District 3, adding only
3 a small portion of Knox District 2. This split leaves the Knox
4 College campus in proposed RD 93, making the representative
5 district home to two institutions of higher learning. The
6 higher education institutions in proposed RD 93 - Western
7 Illinois University in Macomb and Knox College - create a
8 community of interest consisting of students and academic
9 professionals within proposed RD 93.

10 Most of proposed RD 93's territory is middle class with a
11 median income ranging from \$44,000 to \$68,000.

12 Proposed RD 93 contains four rivers and major tributaries,
13 including the Illinois River, Spoon River, La Moine River, and
14 Sangamon River. Towns along the Illinois River rely on
15 shipping, and share environmental concerns from decades of
16 river pollution and Asian carp. They also share historic
17 cultures that have been cultivated over more than 100 years of
18 river commerce. The other major community of interest is the
19 community of small towns that are dispersed across the
20 district. Residents here have carved farm fields out of any
21 available space in the vast forested land, or work in the
22 larger cities of Macomb, Galesburg, Peoria, Springfield,
23 Quincy and Rock Island. However, even those who work in these
24 larger towns live in more rural communities in proposed RD 93.
25 Major employers in proposed RD 93 include Western Illinois
26 University, Knox College, and DOT Foods in Mt. Sterling.

1 The partisan composition is very similar, while slightly
2 increasing favoring Democrats, to the average of the
3 compositions of the portions of districts that create proposed
4 RD 93.

5 Proposed RD 93 contains an African American voting-age
6 population of 6.54%, a Hispanic voting-age population of 4.38%,
7 and an Asian voting-age population of 0.98%.

8 REPRESENTATIVE DISTRICT 94

9 According to the 2010 Census, current RD 94 has a
10 population of 100,005. Proposed RD 94 has a population of
11 108,734, the equal-population target, and is therefore
12 compliant with the "one person, one vote" principle. Proposed
13 RD 94 is different in shape from current RD 94 due, in part, to
14 population shifts and the need to increase the total population
15 of the district by 8,729.

16 Of the population in proposed RD 94, 37.5% reside in
17 current RD 94 and 62.5% reside in current RD 93. Current RD 94
18 has a total of six counties, whereas proposed 94 includes all
19 areas of three counties (Adams, Hancock and Henderson) and the
20 most populous portion of Warren County.

21 Proposed RD 94 recedes from several inland counties and
22 stretches further south along the Mississippi River and is now
23 oriented more north to south, rather than east to west. By
24 stretching further south along the Mississippi River from
25 Henderson County to Adams County, proposed RD 94 combines

1 communities of interest along the river and Illinois' border
2 with Missouri and Iowa. Proposed RD 94 follows the Mississippi
3 River and county lines, and divides Warren County along the
4 western borders of Spring Grove, Monmouth, Lenox and Roseville
5 Townships. The border travels west along the southern border of
6 Roseville Township and divides Point Pleasant Township in half,
7 keeping the community of Roseville wholly in proposed RD 94,
8 before rejoining the county line.

9 Proposed RD 94 is connected along the Mississippi River, a
10 major tourist, commercial and transportation corridor. The
11 Mississippi River also poses certain flooding threats, which
12 creates a common concern among the community. Additionally, the
13 river serves as the state's western border and the communities
14 near bridge towns like Gulf Port, Hamilton-Warsaw, Niota and
15 Quincy share common concerns of losing local revenue,
16 businesses, workers, shoppers and residents to Iowa or
17 Missouri. This creates a community of interest along the
18 Mississippi River.

19 Proposed RD 94 has primarily rural residents who hold
20 socially conservative viewpoints, residing in small towns
21 scattered throughout the district. Larger population centers
22 in Quincy and Monmouth anchor the ends of proposed RD 94 and
23 small, mostly rural and county roads link the district. Quincy
24 is the largest city in proposed RD 94 and was listed as eighth
25 in the top fifteen small cities to raise a family in the United
26 States by Forbes magazine in 2010 for its commute times, high

1 school graduation rate, median household income, home
2 ownership rate and cost of living. It is also the home of
3 Niemann Foods, which operates 90 supermarkets across Illinois,
4 Missouri and Iowa. The median income throughout proposed RD 94
5 is between \$44,000 and \$68,000, with small areas of deviation
6 within Quincy, Monmouth and northeastern Hancock County.

7 The rural nature of proposed RD 94 creates an agricultural
8 community of interest. For many of the rural residents, the
9 need for adequate and safe country roads is important,
10 especially since proposed RD 94 lacks an interstate highway,
11 with the exception of a small interstate extension in Quincy.
12 Those living in smaller, rural communities typically travel to
13 Quincy, Macomb, Galesburg, or Nauvoo along township and county
14 roads, making the district's adherence to full township
15 representation important.

16 The partisan composition is very similar and slightly
17 increases favoring Republicans when compared to the average of
18 the compositions of the portions of districts that create
19 proposed RD 94.

20 Proposed RD 94 has a 2.35% African American voting-age
21 population, a 1.77% Hispanic voting-age population and a 0.61%
22 Asian voting-age population.

23 REPRESENTATIVE DISTRICT 95

24 Due to the shifting of districts, current RD 98 is
25 essentially renumbered as proposed RD 95. According to the 2010

1 Census, current RD 98 has a population of 103,277. Proposed RD
2 95 has a population of 108,734, the equal-population target,
3 and is therefore compliant with the "one person, one vote"
4 principle. Any difference in shape between proposed RD 95 and
5 current RD 98 is due in part to population shifts and the need
6 to increase the total population of the district.

7 Of the population in proposed RD 95, 89.40% reside in
8 current RD 98. It gains the population needed to meet the equal
9 population number by taking on additional rural portions of
10 Macoupin, Christian, and Madison counties, all three of which
11 are in current RD 98. Proposed RD 95 is extremely similar to
12 current RD 98 in shape and geography. Virtually all of the
13 boundaries in proposed RD 95 occur along township and county
14 lines. The one exception is the northern boundary of proposed
15 RD 95. This boundary was drawn through townships in order to
16 achieve equal population, but it runs along logical boundaries
17 such as Route 48 where possible.

18 Proposed RD 95 splits the following four counties, which
19 are also split under current RD 98: Christian, Macoupin,
20 Madison and Montgomery. Proposed RD 95 removes the portions of
21 Fayette and Shelby Counties that are included in current RD 98,
22 which shifts the southwest section of current RD 98 slightly to
23 the west and south to gain additional territory in Macoupin and
24 Madison Counties. This movement improves current RD 98 by
25 reducing the number of split counties in proposed RD 95 from
26 six to four. Part of the Macoupin County portion that proposed

1 RD 95 gains is south of Carlinville. Proposed RD 95 adds the
2 rural portions of Carlinville and thus keeps the entire city in
3 proposed RD 95.

4 Nearly all of the 53 townships in proposed RD 95 are kept
5 intact, with the exception of four townships in northern
6 Christian County. These townships are split in order to achieve
7 equal population.

8 Proposed RD 95 includes all or portions of the
9 municipalities of Worden, Livingston, Williamson, New Douglas,
10 Holiday Shores, Shipman, Bunker Hill, Royal Lakes, Dorchester,
11 Wilsonville, Staunton, Mount Olive, White City, Sawyerville,
12 Benld, Mount Clare, Lake Ka-Ho, Eagerville, Gillespie, East
13 Gillespie, Carlinville, Standard City, Girard, Nilwood,
14 Virden, Medora, Brighton, Staunton, Langleysville, Stonington,
15 Taylorville, Assumption, Moweaqua, Pana, Farmersville,
16 Waggoner, Raymond, Harvel, Litchfield, Walshville, Butler,
17 Schram City, Hillsboro, Taylor Springs, Wenonah, Nokomis,
18 Coalton, Witt, Irving, Coffeen, Fillmore, Panama, Donnellson,
19 Ohlman, Morrisonville, Palmer, and Owaneco. The municipalities
20 that are split are done so because their municipal limits cross
21 township or cross county boundaries or, in the case of proposed
22 RD 95's northern boundary, for purposes of achieving equal
23 population.

24 Proposed RD 95 maintains the primarily agricultural
25 community of interest that exists in current RD 98. Farming and
26 agri-business are the primary professions for much of current

1 RD 98 and proposed RD 95. Proposed RD 95 also maintains the
2 area's strong community identity and connection to the coal
3 industry. Many towns in current RD 98 and proposed RD 95 were
4 incorporated by families working the coal mines in Montgomery,
5 Macoupin and Christian Counties. Dozens of coal mines once
6 operated in the region, and a few remain active today. The
7 Dominion Power Station in Kincaid in current RD 98 is a
8 coal-fired electric power plant that employs many who live in
9 current and proposed RD 95. A strong labor contingent has been
10 built around the coal mines and remains today. Besides
11 agriculture and farming, the communities in proposed RD 95
12 share a common bond of their coal heritage. The agricultural
13 and coal communities of interest are vital to this region and
14 are maintained in proposed RD 95.

15 Just as in current RD 98, proposed RD 95 is represented by
16 two community college districts: Lincoln Land Community
17 College and Lewis and Clark Community College. Proposed RD 95
18 includes roughly the same number of school districts as current
19 RD 98. In losing portions of Christian, Fayette and Shelby
20 Counties, it also loses all or portions of four school
21 districts. It adds Edwardsville Community Unit 7 and a very
22 small portion of Alton Community Unit 11, as these school
23 district boundaries cross township lines in Madison County. The
24 school districts proposed RD 95 removed from the southeast
25 portion of current RD 98 have fewer ties to the schools in the
26 core of proposed RD 95. Most of the remaining schools, located

1 in Montgomery and Macoupin Counties, have longstanding
2 rivalries and have been in the same athletic conferences for
3 years.

4 Proposed RD 95 is comprised mostly of population in current
5 RD 98. The partisan composition of proposed RD 95 is very
6 similar to current RD 98.

7 The only significant segments of African American
8 population in proposed RD 95 are in Taylorville and Royal
9 Lakes. These communities of interest are kept intact within
10 proposed RD 95. Proposed RD 95 has a 1.89% African American
11 voting-age population, a 1.08% Hispanic voting-age population,
12 and a 0.41% Asian voting-age population.

13 REPRESENTATIVE DISTRICT 96

14 According to the 2010 Census, current RD 96 has a
15 population of 123,458. Proposed RD 96 has a population of
16 108,734, the equal-population target, and is therefore
17 compliant with the "one person, one vote" principle. Proposed
18 RD 96 is different in shape from current RD 96 due, in part, to
19 population shifts and the need to reduce the total population
20 of the district.

21 Proposed RD 96 connects the urban communities of
22 Springfield and Decatur, which share socioeconomic
23 characteristics. Proposed RD 96 is comprised of portions of
24 current RD 99 within the city of Springfield, current RD 100 in
25 the area south of Springfield, current RD 98 in Christian

1 County, current RD 87 in northern Christian County and western
2 Macon County, and current RD 101 in the city of Decatur.

3 Proposed RD 96 is formed by joining two communities of
4 interest, specifically the two urban areas of Springfield and
5 Decatur with a concentration of lower-income populations and
6 the surrounding rural areas between them. Proposed RD 96's
7 borders adhere to township boundaries, follow major roadways
8 such as Illinois Route 48, or run along natural boundaries,
9 such as the Sangamon River.

10 The boundaries of proposed RD 96 are defined by two
11 factors. First, in the northeast and northwest corners,
12 proposed RD 96 ties together the ethnically and
13 socioeconomically similar communities of Decatur and the east
14 side of Springfield. The second factor that defines proposed RD
15 96's boundaries is local governmental boundaries, primarily
16 townships and counties. In many rural areas, township and
17 county governments are responsible for maintenance, public
18 safety, and other services; therefore, unified townships serve
19 the rural residents between the two population centers well. To
20 maintain a continuous district from east to west, many township
21 lines and the Christian County border are utilized as the
22 majority of the northern line of proposed RD 96.

23 Proposed RD 96 includes parts of Christian, Macon, and
24 Sangamon Counties. It encompasses all of the following
25 townships: Blue Mound, Buckhart, Cotton Hill, Harristown,
26 Mosquito, Mount Auburn, and Pleasant View. It contains parts of

1 Capital, Cooper, Decatur, Hickory Point, Long Creek, May,
2 Niantic, Oakley, Rochester, Springfield, South Fork,
3 Stonington, Taylorville, and Woodside Townships.

4 Municipalities in proposed RD 96 include all of Blue Mound,
5 Boody, Edinburg, Harristown, Jeisyville, Kincaid, and Mount
6 Auburn. Partial municipalities include Decatur, Niantic,
7 Springfield, Stonington, and Taylorville. Springfield and
8 Decatur are split, keeping neighborhoods together that are
9 socioeconomically similar. Springfield is also split in such a
10 way as to keep intact the Mid-Illinois Medical District in
11 Springfield, only the second of its kind in Illinois. The two
12 major hospitals are within the medical district and proposed RD
13 96, as are numerous banks and churches. Along with the two
14 hospitals in Decatur, proposed RD 96 contains a strong medical
15 community of interest. Niantic is split to keep the southern
16 portion of the town in proposed RD 96 because it is more
17 similar to Harristown and western Decatur in terms of housing
18 stock and socioeconomic status. In Christian County,
19 Taylorville is split in part along a logical boundary, Route
20 104, and then along county roads until another logical
21 boundary, Route 48, to allow the majority of Taylorville to
22 remain in the adjacent district. Rochester Township and
23 Rochester are split in part for population purposes to help
24 ensure the medical district can be intact.

25 The majority of the territory in proposed RD 96 includes
26 socioeconomically similar residents, with much of the city of

1 Springfield and city of Decatur in proposed RD 96 having median
2 household incomes of less than \$45,000. Rather than creating
3 two representative districts with a significant portion of
4 lower-income residents, proposed RD 96, by joining much of
5 Decatur with the east side of Springfield, creates a
6 representative district in which the needs and concerns of
7 lower-income residents can be better addressed by one
8 representative.

9 The southern border of proposed RD 96 goes east to west
10 along the Pleasant View Township border and then follows
11 Illinois Route 48 diagonally south. Further west, the southern
12 border splits Taylorville Township to allow the vast majority
13 of the non-rural parts of the city of Taylorville to remain in
14 proposed RD 95, as they are in current RD 98, and cuts across
15 southern South Fork Township where it meets the western border
16 of proposed RD 96. In part because the boundaries of proposed
17 RD 96 are predominantly along county and township boundaries,
18 much of the southern boundary of proposed RD 96 is drawn in
19 order to meet equal population.

20 The boundaries in Decatur are to a large extent based upon
21 major roadways and Decatur's municipal borders. Proposed RD 96
22 does not contain the more affluent areas of Decatur on the east
23 and south sides of Lake Decatur. The boundaries within
24 Springfield are largely based on socioeconomic status. The
25 Springfield area of proposed RD 96 is located east of MacArthur
26 Boulevard, a recognizable east-west boundary to Springfield

1 residents. Proposed RD 96 also features a community of interest
2 in the downtown areas of Springfield and Decatur as both
3 communities work to revitalize and maintain core economic
4 engines in these areas of town. In addition, proposed RD 96
5 keeps the villages of Jerome and Southern View and the city of
6 Leland Grove in an adjacent district that contains the rest of
7 the city of Springfield. Jerome, Southern View, and Leland
8 Grove share more in common with the west, north, and south
9 sides of Springfield in that they have a much lower percentage
10 of minorities and a higher median income than the east side of
11 Springfield. Proposed RD 96's boundary in Springfield also
12 roughly follows the line that divides Springfield Wards 2, 3,
13 and 5 from Wards 6, 7, and 8.

14 The western border of proposed RD 96 runs along the borders
15 of South Fork and Cotton Hill townships and then moves into the
16 city of Springfield and takes in the low-income areas of the
17 city.

18 Springfield and Decatur are joined by Interstate 72 in
19 proposed RD 96. I-72 provides a significant link between the
20 communities of Springfield and Decatur. Many Decatur residents
21 who work in state government live in Decatur and travel to work
22 via I-72. Several trades and other businesses use the highway
23 to conduct business back and forth between the two communities.
24 I-72 is included in proposed RD 96 district as much as
25 possible, while still using existing local government
26 boundaries as the northern border of proposed RD 96. Interstate

1 55 and I-72 meet in Springfield and residents from both
2 communities often use I-55 as the main connection between their
3 Central Illinois cities and Chicago to the north or St. Louis
4 to the south.

5 The significant bodies of water in proposed RD 96 represent
6 another community of interest. Proposed RD 96 includes most of
7 Lake Springfield, Sangchris Lake, and Lake Decatur. As
8 recreational and residential areas, these lakes and the people
9 who enjoy them form a community of interest.

10 With the seat of state government in Springfield, many
11 state workers commute from Decatur to Springfield, and some
12 Springfield residents work at the hospitals and manufacturing
13 facilities in Decatur, creating a shared interest on those
14 fronts. Additionally, a state prison is located in Decatur with
15 many employees living in proposed RD 96. That, in addition to
16 the fact that both Springfield and Decatur are also the
17 government seats of Sangamon and Macon Counties, respectively,
18 creates a vocal and active community of interest of government
19 employees that are more effectively represented by one
20 representative.

21 Linking the residents of Decatur and eastern Springfield
22 into one district is beneficial to those residents for a number
23 of reasons. Both communities are central Illinois, urban
24 population centers with a high percentage of African Americans.
25 Under the current map, both of these communities are isolated
26 and surrounded by rural farm communities with few minorities

1 and have little in common with their neighbors. Under proposed
2 RD 96, these two urban population centers are enjoined and are
3 able to form a more influential community of interest. When
4 considering economics, both areas have lower median incomes,
5 requiring a different level of social services than their
6 surrounding rural communities. Socially, the communities are
7 linked by a major highway, and many residents who live in
8 Decatur work within state government in Springfield. In both
9 Springfield and Decatur, many African American residents of one
10 community have links to the other either through family,
11 churches, or their employment.

12 Proposed RD 96 contains a mixture of current RDs 87, 98,
13 99, 100, and 101 and has a lower partisan advantage than
14 current RD 96, as well as current RD 101, which makes up a
15 majority of proposed RD 96.

16 Proposed RD 96 contains an African American voting-age
17 population of 24.87%, a Hispanic voting-age population of
18 1.73%, and an Asian voting-age population of 1.01% primarily
19 located in the two urban centers of Springfield and Decatur.
20 Proposed RD 96 unites the only two significant African
21 Americans communities of interest in the region.

22 REPRESENTATIVE DISTRICT 97

23 According to the 2010 Census, current RD 84 has a
24 population of 202,008. Proposed RD 97 has a population of
25 108,735, the equal-population target, and is therefore

1 compliant with the "one person, one vote" principle. Proposed
2 RD 97 is different in shape from current RD 84 due, in part, to
3 population shifts and the need to decrease the total population
4 of the district by 93,274.

5 To ensure the preservation of equal representation and to
6 create compact, contiguous representative districts that
7 reflects the interests of the populations, several districts
8 are rearranged to accurately reflect the 2010 census data. Of
9 the population in proposed RD 97, 94.5% reside in current RD
10 84. The changes in proposed RD 97 make the district more
11 compact than current RD 84 and strengthen important communities
12 of interest.

13 Current RD 84 is located in the counties of Kendall, Will
14 and DuPage, whereas proposed RD 97 is located only in Kendall
15 and Will counties. The majority of proposed RD 97 is in Will
16 County, and Plainfield remains both the geographical and
17 population center of the district. Proposed RD 97 contains
18 portions of Oswego Township in Kendall County, and parts of
19 Wheatland, Plainfield, and Troy townships in Will County.

20 In this part of the state, it is almost impossible to avoid
21 splitting municipalities, as they spread out with tentacles of
22 development, annexing new subdivisions as quickly as they can
23 be built for the rapidly growing population. Proposed RD 97
24 contains all or portions of Oswego, Boulder Hill, Aurora,
25 Plainfield, Naperville, Bolingbrook, Channahon, Montgomery,
26 Joliet, and Shorewood. It has most of the municipality of

1 Plainfield, with part of the eastern border of proposed RD 97
2 drawn to be perpendicular to the Plainfield county line. This
3 border keeps the entire eastern border of Plainfield
4 municipality in proposed RD 97, but excludes the western part
5 of the city, which has new development subdivisions. Proposed
6 RD 97 has most of the most heavily populated subdivisions of
7 Oswego on both sides of the Fox River and keeps Caterpillar
8 Manufacturing in the same district. Almost all of Shorewood is
9 within proposed RD 97, with two small corners that overlap the
10 border of I-55 removed to maintain the border of the interstate
11 highway.

12 Proposed RD 97 is a solidly upper middle-class district,
13 with the median annual income ranging from \$68,654 to \$147,955
14 and only Boulder Hill being below the district average. Since
15 most residential areas in proposed RD 97 are fairly new, many
16 of the families are also new to the area and have not yet built
17 generational ties to the region. This makes income level a
18 common characteristic shared by residents who also sought out
19 suburban, single-family homes built on larger lots than is
20 common in suburban areas closer to Chicago. As the population
21 continues its expansion west, transportation concerns,
22 including road upkeep and access to mass transit options, and
23 preserving the quality of life that attracted residents in the
24 first place are concerns that unify the district.

25 At the House Redistricting Committee Hearing in Joliet on
26 April 21, 2011, Sherri Hale, the President of the Black Bar

1 Association of Will County, testified that transplanted
2 residents share many of the same concerns about schools,
3 transportation, and connections to the community. She stated
4 that it makes sense for these communities of generally new
5 residents to be kept together in Will, Kendall and Kane
6 Counties as opposed to being grouped with others downstate.
7 Proposed RD 97 responds to this request by joining these
8 communities of new housing with like neighborhoods.

9 Most of the core of current RD 84 is contained in proposed
10 RD 97, which preserves the incumbent-constituent relationship
11 that has existed for almost two decades. Further, proposed RD
12 97 maintains a similar partisan composition to the partisan
13 composition under current RD 84.

14 Proposed RD 97 has an African American voting-age
15 population of 5.16%, a Hispanic voting-age population of
16 11.26%, and an Asian voting-age population of 5.06%.

17 REPRESENTATIVE DISTRICT 98

18 Proposed RD 98 has a population of 108,734, the
19 equal-population target, and is therefore compliant with the
20 "one person, one vote" principle. To ensure the preservation of
21 equal representation and to create compact, contiguous
22 representative districts that reflect the interest of the
23 populations, several districts are rearranged to accurately
24 reflect the 2010 census data. Proposed RD 98 is a composite
25 district made up of portions of current RDs 84, 85, and 86.

1 To create a compact district and strengthen communities of
2 interest, proposed RD 98 includes portions of six townships,
3 all in Will County, along Interstate 55. Except for a new
4 southwestern extension, proposed RD 98 is a condensed,
5 reverse-image version of current RD 84 shifted east and using
6 natural geography and roadways as borders. Proposed RD 98 is
7 mostly suburban and residential in character, with some light
8 industrial areas, a number of parks, and open spaces, including
9 the Rock Run County, O'Hara Woods, DuPage River, and Lily Cache
10 nature preserves, and the Naperville, Bolingbrook, and
11 Mistwood golf courses.

12 The northern border of proposed RD 98 is the east branch of
13 the DuPage River between Weber Road and Plainfield-Naperville
14 Road/County Road 14. The eastern border, which crosses I-55,
15 generally follows main roads as it moves south, including a
16 long continuous stretch of Weber Road. The southern border
17 follows much of Black Road through Joliet before following main
18 roads in northwestern Joliet encompassing subdivisions sharing
19 similar characteristics to the homes that have developed over
20 the last twenty years in this fast growing area southwest of
21 Chicago. At the House Redistricting Committee hearing held in
22 Joliet on April 21, 2011, Sherri Hale, President of the Black
23 Bar Association of Will County, testified that transplanted
24 residents share many of the same concerns about schools,
25 transportation and connections to the community. She stated
26 that it makes sense for these communities of generally new

1 residents to be kept together in Will County as opposed to
2 being grouped with others downstate. Proposed RD 98
3 accommodates this request by joining these communities of new
4 housing with like neighborhoods rather than the rural areas to
5 the south or west.

6 The western border largely follows I-55 and Essington Road
7 until connecting again with the east branch of the DuPage River
8 at the north end of the district. Bolingbrook's Clow
9 International Airport is kept fully within the district's
10 northwestern corner.

11 Proposed RD 98 includes portions of DuPage, Joliet,
12 Lockport, Plainfield, Troy, and Wheatland townships.
13 Additionally, proposed RD 98 includes portions of the following
14 five municipalities: Bolingbrook, Crest Hill, Crystal Lawns,
15 Joliet, and Romeoville.

16 All of Crystal Lawns is in proposed RD 98. The other
17 suburbs are split. Although these suburbs are split, the
18 boundary generally respects the borders of Plainfield to ensure
19 that Plainfield can remain primarily within an adjoining
20 district. Proposed RD 98 includes newer developments in the
21 northern outskirts of the city of Joliet that are more similar
22 to the other suburban communities in proposed RD 98 than the
23 older portions of the city. Portions of Romeoville and Crest
24 Hill east of proposed RD 98 are mostly industrial, undeveloped
25 or other open-spaces along the Weber Road corridor. This causes
26 the populations of western Romeoville and Crest Hill to be

1 disconnected from the populations in the eastern portion of
2 those municipalities. Therefore, the industrial corridor
3 serves as a sensible border to split these suburbs between
4 proposed representative districts.

5 Proposed RD 98 includes the intersection of Interstate 55
6 and Weber Road. This area has developed into a major trucking
7 distribution center with several logistical facilities
8 operating along the frontage roads and industrial complexes.
9 These facilities provide blue and white collar jobs for many in
10 the region and create a community of interest.

11 Proposed RD 98 also contains three gated retirement
12 communities located along Weber Road. These neighborhoods are
13 comprised of individuals from similar age groups, financial
14 positions and perspectives. Proposed RD 98 preserves these
15 neighborhoods as a community of interest.

16 Most residents in proposed RD 98 are middle class with a
17 median annual income between \$44,205 and \$98,750. The portion
18 of Bolingbrook in proposed RD 98 is a higher income area,
19 though not excessively so, than the rest of the district and
20 other parts of Bolingbrook east of the district. This area has
21 a median income between \$98,750 and \$147,955.

22 Proposed RD 98 contains portions of current RDs 84, 85, and
23 86. The partisan composition of proposed RD 98 favors Democrats
24 and is similar to that of current districts that proposed RD 98
25 contains.

26 Proposed RD 98 has an 11.77% African American voting-age

1 population, a 17.47% Hispanic voting-age population, and a
2 7.22% Asian voting-age population.

3 REPRESENTATIVE DISTRICT 99

4 According to the 2010 Census, current RD 99 has a
5 population of 101,016. Proposed RD 99 has a population of
6 108,734, the equal-population target, and is therefore
7 compliant with the "one person, one vote" principle. Proposed
8 RD 99 is different in shape from current RD 99 due, in part, to
9 population shifts and the need to increase the total population
10 of the district.

11 Current RD 99 and current RD 100 are partially combined to
12 help each district reach the target equal population. By
13 expanding west and south, and still remaining entirely within
14 Sangamon County, proposed RD 99 unites residents on the west
15 and south sides of Springfield with those of similar incomes.
16 Proposed RD 99 also includes residents who have moved west and
17 south as Springfield and surrounding suburban growth expands in
18 that direction.

19 The northern district boundary follows the county line, as
20 does the eastern half of the southern boundary. The
21 southernmost eastern boundary also follows the county line,
22 then extends north around the southwest leg of Lake
23 Springfield. The city of Springfield is divided from the
24 southeast to the northwest roughly along a line that makes
25 proposed RD 99 socioeconomically similar by removing

1 lower-income families on the east side of Springfield and
2 uniting them with lower-income families in Macon County in
3 another proposed district, and strengthening this community of
4 interest. The line also roughly follows the line that divides
5 Springfield Wards 2, 3 and 5 from Wards 6, 7 and 8.

6 Springfield contains autonomous municipalities such as
7 Leland Grove, Jerome and Southern View that are entirely
8 surrounded by Springfield. The boundary line in proposed RD 99
9 splitting Springfield keeps these three "island" communities
10 together in proposed RD 99. These three autonomous communities
11 form one larger community of interest. For example, when
12 Illinois passed a precursor law to the statewide smoking ban
13 that allowed municipalities to decide to ban indoor smoking,
14 these island communities enjoyed a shared economic benefit as
15 public establishments surrounding them were forced by
16 Springfield politicians to go Smoke-Free while these
17 communities were able to allow smoking. As the debate
18 intensified as to whether the whole of Sangamon County, or the
19 entire state, should be declared a Clean Indoor Air zone, these
20 island municipalities were able to join together for a common
21 interest to oppose this move, which they believed would have a
22 direct negative effect on their local economies.

23 Proposed RD 99 contains the entirety of the following
24 townships: Auburn, Ball, Cartwright, Chatham, Curran,
25 Divernon, Gardner, Island Grove, Loami, New Berlin, and Pawnee.
26 The few townships that are split include Capital, Fancy Creek,

1 Maxwell and Woodside. A very small portion of Talkington
2 Township is in proposed RD 99 and is split for purposes of
3 equal population. With the exception of two split
4 municipalities, the municipalities included in proposed RD 99
5 are entirely within proposed RD 99. The only municipality that
6 is split is Springfield.

7 Residents and property developers in Springfield
8 traditionally expand westward. Such westward expansion is
9 natural because more forested land and the Sangamon River lie
10 in the east, creating more work and upfront expenses for
11 developers. Westward expansion into formerly flat farmland is
12 likely to continue over the next decade, as several large
13 development projects are in the works, or have been recently
14 completed in this region of Sangamon County. Population is also
15 expanding south of Springfield. From 2000 to 2010, for example,
16 the population of Chatham grew approximately 33%. This growth
17 is partly attributable to state employees who want to live
18 closer to Springfield to cut down on commute times, or
19 Springfield state workers looking for more land and better
20 schools.

21 Proposed RD 99 contains a large community of interest in
22 Sangamon County south and west of the city of Springfield with
23 a shared need to commute or occasionally travel to Springfield
24 as urban development and suburban areas grow outside of
25 Springfield, but who do not want to live in the city. Proposed
26 RD 99 keeps this large community of interest intact and

1 includes several major transportation corridors between the
2 perimeters of the district and Springfield. Major east-west
3 corridors include Interstate 72/Highway 36, Route 97/123, and
4 IL Highway 104. Major north-south corridors include Interstate
5 55, Route 4, and a small stretch of Route 29.

6 Proposed RD 99 includes most of the higher-income areas of
7 Sangamon County in one district, joining a community of
8 interest around shared economic concerns. Much of the area
9 removed from proposed RD 99 on the east side of Springfield
10 falls into the lowest income bracket of \$2,499 to \$45,000, and
11 also contains more vacant housing, ranging from areas of 6% to
12 50% vacancies. Proposed RD 99 is more homogeneous as it relates
13 to housing vacancies, ranging from 0 to 10% (with a small
14 pocket with 11% to 25% vacancy), suggesting a more stable
15 economic situation for proposed RD 99.

16 Proposed RD 99 reflects the population changes by expanding
17 its boundaries west and south as Sangamon County residents do
18 the same. As these boundaries expand, proposed RD 99 removes
19 lower-income residents on the eastern border who face economic
20 challenges of foreclosures and vacant properties depressing
21 property values and discouraging growth and development.

22 Within proposed RD 99, a state employee community of
23 interest is better preserved than in current RD 99, which
24 combines state workers in a district with lower-income workers
25 in east Springfield. As state employees move south and west
26 into new developments and suburbs of Springfield, proposed RD

1 99 includes more state employees.

2 Proposed RD 99 also preserves an agricultural community of
3 interest within Sangamon County. The Sangamon County
4 agricultural community is unique from neighboring agricultural
5 communities as rural Sangamon County faces expansion from
6 Springfield urban development and sprawl. With proposed RD 99,
7 the rural portions of Sangamon County facing the threat of
8 development are preserved as a community of interest.

9 Proposed RD 99 includes portions of current RDs 99 and 100
10 and maintains the core of current RD 100. The partisan
11 composition of proposed RD 99 is similar to the partisan
12 compositions of both current RDs 99 and 100.

13 Proposed RD 99 contains an African American voting-age
14 population of 5.95%, a Hispanic voting-age population of 1.5%,
15 and an Asian voting-age population of 2.47%.

16 REPRESENTATIVE DISTRICT 100

17 Due to the shifting of other districts, current RD 97 is
18 renumbered as proposed RD 100. According to the 2010 census,
19 current RD 97 has a population of 103,784. Proposed RD 100 has
20 a population of 108,734, the equal-population target, and is
21 therefore compliant with the "one person, one vote" principle.

22 Any differences in shape between proposed RD 100 and
23 current RD 97 are due in part to population shifts and the need
24 to increase the total population of the district. Of the
25 population in proposed RD 100, 89.89% reside in current RD 97.

1 Proposed RD 100 looks very similar to current RD 97 but adds
2 population by including Scott County, portions of rural
3 Sangamon County, and the parts of Pike County not in current RD
4 97. By adding these areas, the shape of the district gains a
5 consistent northern boundary along the southern boundaries of
6 Cass, Brown, and Adams Counties. Because proposed RD 100 is
7 very similar to current RD 97, longstanding ties formed through
8 being in one representative district are maintained.

9 Proposed RD 100 is comprised of nine counties. Five
10 counties (Calhoun, Greene, Morgan, Pike and Scott) are wholly
11 contained within proposed RD 100 and four (Jersey, Macoupin,
12 Madison, and Sangamon) are divided. Proposed RD 100 contains
13 more counties that are completely intact than current RD 97.

14 As the borders of proposed RD 100 contain many full
15 counties, very few townships are split. Proposed RD 100
16 contains all townships in Calhoun, Greene, Morgan, Pike and
17 Scott Counties. The only township in Jersey County not at least
18 partially in proposed RD 100 is Elsayh Township, which is moved
19 into proposed RD 111 to keep the township intact. In Macoupin
20 County, all of the townships of Barr, Bird, Chesterfield, North
21 Palmyra, North Otter, Polk, Scottville, South Palmyra, South
22 Otter and Western Mound are within proposed RD 100, while four
23 townships in the county are lost in proposed RD 100. This
24 four-township loss permits the entire city of Carlinville to be
25 in proposed RD 98, instead of having its southern rural
26 portions split between current RD 97 and current RD 98. In

1 Madison County, portions of Godfrey and Foster townships are
2 within proposed RD 100, and in Sangamon County, portions of the
3 townships of Maxwell and Talkington are included. Portions of
4 Maxwell and Talkington Townships in rural southwestern
5 Sangamon County are added for purposes of equal population
6 without disturbing townships or municipalities in neighboring
7 proposed legislative districts.

8 Proposed RD 100 contains the entirety of a majority of the
9 municipalities in the district. In Morgan County, the entirety
10 of the municipalities of Meredosia, Concord, Chapin,
11 Lynnville, Jacksonville, South Jacksonville, Woodson,
12 Murrayville, Franklin, and Waverly are in current RD 97 and
13 proposed RD 100. In Scott County, the entirety of the
14 municipalities of Naples, Bluffs, Exeter, Winchester, Glasgow,
15 Alsey, and Manchester are in proposed RD 100. In Pike County,
16 the entirety of the municipalities of Valley City, Griggsville,
17 Florence, Pearl, Milton, Detroit, Time, Pittsfield, Pleasant
18 Hill, Nebo, Baylis, New Salem, Hull, Kinderhook, Barry, New
19 Canton, and El Dara are in proposed RD 100. Under current RD
20 97, Pike County is split, but the county is kept intact under
21 proposed RD 100.

22 In Calhoun County, the entirety of the municipalities of
23 Kampsville, Hamburg, Hardin, Batchtown, and Brussels are in
24 current RD 97 and proposed RD 100. In Greene County, the
25 entirety of the municipalities of Wilmington, Roodhouse,
26 Hillview, White Hall, Eldred, Carrollton, Kane, Rockbridge and

1 Greenfield are in current RD 97 and proposed RD 100.

2 In Jersey County, the entirety of the municipalities of
3 Fieldon, Grafton, Otterville, Jerseyville, and Fidelity, and a
4 portion of Brighton, are in proposed RD 100. This is the same
5 as under current RD 97. In Macoupin County, all of
6 Chesterfield, Hettick, Modesto, Palmyra and Scottville are in
7 proposed RD 100, as well as portions of Brighton and Medora.
8 Brighton's split occurs along the Jersey-Macoupin County line,
9 and the Medora split occurs on a township line. As in current
10 RD 97, the Madison County portion of proposed RD 100 contains a
11 section of Godfrey. The borders within Godfrey, which follow
12 along roads or the natural boundary of a waterway that flows
13 into Warren Levis Lake, have been adjusted under proposed RD
14 100 to reflect population changes. In the Sangamon County
15 portion, proposed RD 100 gains a rural population and no
16 municipalities.

17 Proposed RD 100 is primarily an agricultural district, even
18 in the zone between the Mississippi River and Illinois Route
19 96. This highway provides a distinct boundary for an
20 agricultural zone that runs from the northwestern corner of
21 proposed RD 100 down the western border to the municipality of
22 Hamburg in Calhoun County. Another distinct agricultural zone
23 runs from the north-central top boundary of proposed RD 100 and
24 follows the eastern side of the Illinois River until it runs
25 into a north-south ridge of forest that generally follows
26 Illinois Highway 100. Most of the forest land in proposed RD

1 100 lies in the delta between the Mississippi and Illinois
2 Rivers. A majority of the eastern half of proposed RD 100 is
3 agricultural, especially along the eastern border of the
4 district that starts in the northeast corner of Morgan County.
5 The balance of agriculture and access to riverways creates a
6 strong community of interest that is dependent on farming and
7 water tourism on the Mississippi and Illinois Rivers. This
8 community of interest is preserved from current RD 97. Calhoun
9 County is also prone to heavy flooding because it lies within
10 the Mississippi and Illinois rivers. This community of interest
11 of river towns remains intact in proposed RD 100.

12 Many of the census blocks in proposed RD 100 fall within
13 the median income range of \$44,205 to \$70,000, making the
14 district fairly homogeneous and recognizing a common economic
15 interest. Southwestern Morgan County up to Jacksonville is in a
16 higher bracket, \$68,654 to \$100,000, and only two other areas
17 of this income bracket exist in proposed RD 100, one in the
18 area of Macoupin County around and north of Carlinville, and in
19 the part of Godfrey that is included in proposed RD 100. A few
20 areas of the lowest income bracket, \$2,499 to \$45,000, exist
21 around Jacksonville and near White Hall and Roodhouse in
22 northern Greene County. These areas are in current RD 97 and
23 proposed RD 100.

24 Proposed RD 100 is the renumbered version of current RD 97.
25 Proposed RD 100 maintains nearly all of current RD 97 and
26 preserves the decade-old relationship between the incumbent

1 and constituents of current RD 97. Proposed 100's partisan
2 composition is roughly the same as current RD 97.

3 Proposed RD 100 contains a 2.82% African American
4 voting-age population, 1.05% Hispanic voting-age population,
5 and 0.38% Asian voting-age population.

6 REPRESENTATIVE DISTRICT 101

7 According to the 2010 Census, current RD 101 has a
8 population of 101,824. Proposed RD 101 has a population of
9 108,734, the equal-population target, and is therefore
10 compliant with the "one person, one vote" principle. Proposed
11 RD 101 is different in shape from current RD 101 due, in part,
12 to population shifts and the need to increase the total
13 population of the district.

14 Proposed RD 101 is comprised of portions of current RDs 87,
15 101, 105, 106 and 110 and is created to fully represent the
16 many agricultural areas and communities of small and mid-sized
17 towns in Central Illinois. Proposed RD 101 is compact and
18 contains many mid-sized, rural towns between the major
19 communities of Bloomington-Normal, Champaign-Urbana, and
20 Decatur. These towns are similar ethnically, culturally, and
21 economically. Thus, proposed RD 101 preserves a strong
22 community of interest. The compactness of proposed RD 101 makes
23 it easier for residents to understand boundaries, for residents
24 to know who their elected officials are, and for elected
25 representatives to provide equal services and representation

1 throughout the entire district.

2 Proposed RD 101 keeps the counties of De Witt and Piatt
3 completely intact and uses their boundaries as a border for
4 much of the eastern and western portions of the district.
5 Similar to current RDs 87, 101, 105, 106 and 110, the portions
6 of McLean, Champaign and Macon Counties included in proposed RD
7 101 are almost entirely outside of the city limits of
8 Bloomington, Champaign, and Decatur while still containing
9 much of the highways that connect the three metro areas. These
10 portions were included in proposed RD 101 in order to preserve
11 the community of interest of people who commute to work in each
12 major area while still living in a smaller town.

13 When not following county boundaries, the borders of
14 proposed RD 101 follow township lines as much as possible while
15 still preserving specific communities of interest. 39 out of
16 the 47 total townships within proposed RD 101 are entirely
17 intact. Those townships that are divided are split for specific
18 reasons. Ludlow Township in Champaign County is divided along
19 3200 North Road in order to keep the city of Rantoul entirely
20 within a neighboring district. Champaign City Township extends
21 into Hensley Township for a very small subdivision that does
22 not yet have any houses built in it. This portion of Champaign
23 City Township is included in proposed RD 101 to keep the
24 borders consistent and retain as much of Hensley Township as
25 possible while excluding populated portions of the City of
26 Champaign and its township. The portions of Hensley Township

1 not included in proposed RD 101 contain populated portions of
2 the City of Champaign. Niantic Township is split in order to
3 allow the southern portion of the township to be included with
4 similar areas along the Springfield to Decatur corridor of
5 Interstate 72. These towns comprise a community of interest.
6 Mount Hope Township is split so that Olympia High School is in
7 the same representative district as Stanford, the closest town
8 to the school and one of the main sources of its student
9 population. There is a suburban community of interest on the
10 outskirts of Decatur and in the immediately surrounding areas
11 where there are higher income, less urban areas that have more
12 in common with surrounding towns than the lower income urban
13 center of Decatur. In order to preserve this community of
14 interest, Decatur, Long Creek, Hickory Point, and Mount Zion
15 Townships are split in a way that unites the higher income,
16 less urban areas into one community of interest and the core of
17 Decatur into another community of interest outside of proposed
18 RD 101. Even with these divisions, proposed RD 101 preserves
19 the townships of Austin, Barnett, Bellflower, Bement, Blue
20 Ridge, Brown, Cerro Gordo, Clintonia, Condit, Creek, DeWitt,
21 Downs, East Bend, Empire, Friends Creek, Funks Grove, Goose
22 Creek, Harp, Illini, Mahomet, Maroa, Monticello, Newcomb,
23 Nixon, Oakley, Randolph, Rutledge, Sangamon, Santa Anna,
24 Texas, Tunbridge, Unity, Wapella, Waynesville, West, Willow
25 Branch and Windsor.

26 Proposed RD 101 keeps 30 of the municipalities within it

1 whole but divides 7 for specific reasons. The municipality of
2 Atwood straddles the border of Piatt and Douglas Counties, and
3 only the Piatt County portion is include in proposed RD 101.
4 Similarly, Ivesdale straddles the border of Piatt and Champaign
5 Counties and only the Piatt County portion is included in
6 proposed RD 101 to preserve the integrity of the county
7 boundaries. There is a very small portion of the outskirts of
8 Champaign that is included in proposed RD 101 because it
9 extends into Hensley Township, which is almost entirely within
10 proposed RD 101. The village of Downs is partially in Downs
11 Township and partially in Old Town Township. Proposed RD 101
12 only includes the Downs Township portion in order to preserve
13 the township boundaries. Proposed RD 101 partially uses
14 Interstate 72 and US Highway 51 in determining the boundary
15 around Decatur, leaving a very small portion of Forsyth out of
16 proposed RD 101. The southern portion of Niantic is separated
17 into a different district because it has more in common with
18 Harrisburg and the west end of Decatur; whereas, the northern
19 portion has more in common with the more rural areas in
20 proposed RD 101. Portions of Decatur are included in proposed
21 RD 101, but these portions are on the outskirts of the city and
22 have higher income households that more readily identify with
23 the higher income community of interest that are outside
24 Decatur, Bloomington, and Champaign. Intact municipalities
25 include Argenta, Bellflower, Bement, Cerro Gordo, Cisco,
26 Clinton, De Land, De Witt, Farmer City, Fisher, Foosland,

1 Hammond, Kenney, Lake of the Woods, LaPlace, Le Roy, Long
2 Creek, Ludlow, Mahomet, Mansfield, Maroa, McLean, Monticello,
3 Mount Zion, Oreana, Wapella, Warrensburg, Waynesville, Weldon,
4 and White Heath.

5 One major factor that unites proposed RD 101 as a community
6 of interest is the triangle of major interstates and highways
7 that connects the entire district, including U.S. Highway 51,
8 Interstate 74 and Interstate 72. The towns along these roadways
9 have similar economic interests and rely on the personal and
10 commercial travelers on these highways for much of their
11 economic development and tax revenue. Residents of these towns
12 easily commute to jobs in any of the three major metro areas
13 outside of the district: Bloomington-Normal to the northwest,
14 Decatur to the southwest and Champaign-Urbana to the east.
15 These residents choose to live in smaller towns outside of the
16 major metro areas because of a shared desire for a small-town
17 lifestyle. The easy transportation routes allow the avid high
18 school fans of the area to attend both home and away games.
19 Many of the high schools in the area play each other frequently
20 for this reason as well, and many are within the same high
21 school sports conferences. As a community of interest, the
22 residents of this area need a representative that understands
23 the needs and concerns of small commuter communities. Often
24 when these communities are included with a major metropolitan
25 area, their needs can be overshadowed by those of the larger
26 cities. Keeping these communities within proposed RD 101, and

1 keeping the larger cities within another district, preserves
2 this unique community of interest.

3 Proposed RD 101 has a median income between \$40,000 and
4 \$80,000, making this a strong middle class community of
5 interest. Proposed RD 101 improves upon previous area districts
6 because it separates this community of interest from the
7 larger, more urban communities of interest that have different
8 income levels and different needs as a result.

9 Proposed RD 101 contains a mix of current RDs 87, 101, 103,
10 105, 106, and 110. The partisan advantage favors the
11 Republicans as it does under the current districts that are
12 included in proposed RD 101.

13 Proposed RD 101 contains a 1.68% African American
14 voting-age population, a 1.14% Hispanic voting-age population
15 and a 0.92% Asian voting-age population.

16 REPRESENTATIVE DISTRICT 102

17 According to the 2010 Census, current RD 102 has a
18 population of 118,987. Proposed RD 102 has a population of
19 108,734, the equal-population target, and is therefore
20 compliant with the "one person, one vote" principle. Proposed
21 RD 102 is different in shape from current RD 102 due, in part,
22 to population shifts and the need to reduce the total
23 population of the district.

24 Proposed RD 102 is an almost entirely new district due to
25 the need to reduce population, unite towns that share a common

1 interest, and accommodate surrounding districts in east
2 central Illinois. Proposed RD 102 includes portions of current
3 RDs 87, 98, 101, 102, 103, 104, 105, 109, and 110. Proposed RD
4 102 is overwhelmingly agricultural and includes a large number
5 of small towns in east central Illinois that share a common
6 identity and similar interests, preserving a strong community
7 of interest. At redistricting hearings across the state,
8 residents from rural areas and those with an interest in
9 preserving these areas, including local Farm Bureau
10 representatives, testified that rural communities identify
11 strongly with their counties and that county boundaries should
12 be followed if possible. Proposed RD 102 to a great extent
13 follows county boundaries to help keep the rural,
14 county-identified communities of interest intact. Keeping
15 counties intact within the district also helps ensure easy
16 coordination between the county-level and state-level elected
17 officials.

18 An effort was made to reduce the number of split counties
19 in proposed RD 102, and as a result, fewer counties are split
20 than in current RD 102, which splits six counties. Proposed RD
21 102 keeps the counties of Shelby, Moultrie, and Douglas
22 completely intact and uses their boundaries as a southern
23 border. Shelby County is currently divided among current RDs
24 98, 101, 102, and 109. Proposed RD 102 includes most of Edgar
25 County, which is now divided between current RDs 109 and 110.
26 The portions of Macon, Champaign, and Vermilion Counties that

1 are included in proposed RD 102 are distinctly more rural than
2 other parts of those counties. These portions are included in
3 proposed RD 102 because these communities have more in common
4 with the rural communities in the surrounding counties than the
5 more urban areas they share a county with. Separating these
6 smaller towns from the more urban areas strengthens them as a
7 rural community of interest and helps ensure that elected
8 officials focus on issues that are more pressing to rural
9 communities, like methamphetamine production, taxation of
10 farming equipment, and long commutes to schools. Macon,
11 Champaign, and Vermilion Counties are all split under current
12 RD 102 as well.

13 When not following county boundaries, the borders of
14 proposed RD 102 follow township borders as much as possible. In
15 total, 67 out of the 76 townships within proposed RD 102 are
16 entirely intact. Jamaica Township in Vermilion County is split
17 along 600 East Road so that the border of proposed RD 102 is
18 more in line with the boundaries of Sidell and Vance Townships.
19 Ogden Township in Champaign County is similarly split along
20 1700 North Road to line up proposed RD 102's border better with
21 the St. Joseph Township border. In Buck and Embarrass
22 Townships, the border of proposed RD 102 is logical and closely
23 follows 1200 North Road until reaching the border of Coles
24 County. South Wheatland Township is split in proposed RD 102 to
25 avoid including any of the city of Decatur in order to keep the
26 city intact. Mt. Zion Township is also split in proposed RD 102

1 to keep the municipalities of Mt. Zion and Long Creek together
2 with similar communities on the outskirts of Decatur rather
3 than with the more rural areas in the rest of the township.
4 Champaign, Champaign City, and Urbana Township are split in
5 order to keep the majority of Champaign-Urbana intact, as it is
6 in the current map.

7 Proposed RD 102 keeps all but six of the municipalities
8 within it whole. In proposed RD 102, Atwood, Moweaqua, Pana,
9 and Savoy are split because they straddle the township
10 boundaries that are used as the border of proposed RD 102.
11 Redmon is slightly split because it straddles 1200 North Road,
12 which makes up the northern border of proposed RD 102 in
13 Embarrass Township. The only part of the city of Champaign
14 within proposed RD 102 is to the west of Interstate 72, which
15 is a logical border for the area and still allows the majority
16 of Champaign to remain within the larger community of interest
17 including university students, professionals, and academics,
18 as well as other professionals, located in Champaign-Urbana.
19 Differences between urban Champaign-Urbana and southwest
20 Champaign and smaller communities around Champaign-Urbana were
21 highlighted at the April 16, 2011 House Redistricting Committee
22 hearing. Steve Beckett, a professor at the College of Law at
23 the University of Illinois, testified against having urban
24 Champaign-Urbana and rural Savoy located in the same district.
25 Mr. Beckett also noted the differing viewpoints that residents
26 in southwest Champaign and Savoy have compared to more urban

1 areas in Champaign-Urbana such as views about the importance of
2 urban transportation.

3 Proposed RD 102 is overall very rural, and most of the
4 included communities are small in population, with a few
5 medium-sized towns scattered throughout the district. As many
6 of these small communities have lost population in the past 10
7 years, proposed RD 102 needs to be geographically large in size
8 to achieve equal population. Small communities like these,
9 located within large areas of farmland or surrounded by
10 forested areas, are common in the east central area of
11 Illinois, forming a community of interest and common identity.
12 These communities are very similar to each other overall in
13 terms of race, income and culture. Many of these small towns
14 are close-knit communities that actively support their local
15 sports teams and strongly identify with small town living.
16 Proposed RD 102 improves upon current representative districts
17 because it separates small, rural communities from the major
18 metro area communities that are very different and have
19 different priorities. During the April 16, 2011 House
20 Redistricting Committee hearing in Champaign, several
21 witnesses stressed the importance of rural and agricultural
22 representation and the distinction between rural areas and
23 urban areas. Former State Representative William Black
24 testified that agricultural communities do not fit easily with
25 Champaign-Urbana and that there is no question there is a
26 different community of interest just outside of

1 Champaign-Urbana. Steve Moser, a Champaign County Board
2 member, echoed Mr. Black's concerns and urged the committee to
3 consider agriculture as a community of interest. Proposed RD
4 102 keeps rural and agricultural communities of interests
5 together.

6 The main economic drivers for proposed RD 102 are
7 agriculture, construction, and small level manufacturing. The
8 vast majority of proposed RD 102 has a median income between
9 \$40,000 and \$75,000, making this a strong middle class
10 community of interest. The portion of Macon County included in
11 proposed RD 102 has a higher median income of \$75,000 to
12 \$90,000, but this is still within the middle class range.

13 Proposed RD 102 includes portions of current RDs 87, 98,
14 101, 102, 103, 104, 105, 109, and 110. As with the current
15 districts included within it, proposed RD 102 has a partisan
16 advantage that favors Republicans.

17 Proposed RD 102 contains an African American voting-age
18 population of 0.96%, a Hispanic voting-age population of 1.68%,
19 and an Asian voting-age population of 1.35%.

20 REPRESENTATIVE DISTRICT 103

21 According to the 2010 Census, current RD 103 has a
22 population of 114,337. Proposed RD 103 has a population of
23 108,734, the equal-population target, and is therefore
24 compliant with the "one person, one vote" principle.

25 Of the population in proposed RD 103, 97.78% reside in

1 current RD 103. To reduce the population and preserve
2 communities of interest, proposed RD 103 removes the rural
3 sections of Urbana and Champaign townships and a small section
4 of more affluent precincts within Cunningham Township that are
5 included in current RD 103. Proposed RD 103 adds a small area
6 in the northwest part of the district to make the border of the
7 district I-57, which is a cleaner western border, and a small
8 section in the southern part extending to Galen Drive.

9 Proposed RD 103 is entirely within the cities of Champaign
10 and Urbana, though it does split off the more suburban outer
11 sections of both cities. It keep the cores of Champaign and
12 Urbana together with the University of Illinois campus, the
13 main housing areas, and the major traffic patterns around
14 Champaign, Urbana and the U of I campus. Proposed RD 103 also
15 preserves, intact and in one district, the community of
16 interest populations of African Americans to the north of the
17 city centers and Asians to the south of the city centers so
18 that they remain together and intact in one district.

19 Proposed RD 103 does not split more counties, cities or
20 townships than current RD 103.

21 Proposed RD 103 lies entirely within Champaign County and
22 is located within Champaign City Township in the west,
23 Cunningham Township (which is the township that includes most
24 of the City of Urbana) and small pockets of Urbana Township on
25 the northeast side of the district. None of the townships are
26 entirely within proposed RD 103, but most of Champaign City and

1 Cunningham Townships are included. The border of proposed RD
2 103 follows Champaign City Township's northwestern most
3 border, but cuts off the northeastern most border of the
4 township. The boundary of proposed RD 103 cuts off the
5 northernmost portion of Cunningham Township and the
6 southeastern most part of this township. Current RD 103
7 includes all of Cunningham Township. Both sections of
8 Cunningham Township that are removed from current RD 103 are
9 more affluent than the majority of Cunningham Township that
10 remains in proposed RD 103. Proposed RD 103 cuts out most of
11 Urbana Township from the current RD 103 so that only a small
12 portion of the township that lies between the northernmost
13 peaks of Cunningham Township and areas that lie entirely within
14 Cunningham's eastern portion remain. The section of Urbana
15 Township that is removed is more rural and the section that
16 remains in proposed RD 103 is more like the urban Cunningham
17 Township than the rest of Urbana Township. Current RD 103 also
18 includes the southern part of Somer Township, and proposed RD
19 103 does not include any of Somer Township in order to remove
20 rural areas from the district.

21 Proposed RD 103 includes Champaign County Board Districts 5
22 and 6 in their entirety and splits Champaign County Board
23 Districts 1, 3, 4, 7 and 8. Current RD 103 did not split County
24 Board Districts 4, 7 or 8 but includes sections of County Board
25 Districts 2 and 9, while also splitting Districts 1 and 3
26 instead of including them in their entirety. These changes are

1 made to remove rural areas in the north and east and more
2 affluent suburban areas in the south to make proposed RD 103
3 more homogeneous in income level and keep the agriculture
4 community of interest together as requested by Danville
5 Alderman and retired State Representative Bill Black, as well
6 as Champaign County Board Member Steven Moser.

7 Proposed RD 103 uses Interstate 57 as its westernmost
8 border and also includes sections of I-72, I-74, Route 45 and
9 Route 150 within proposed RD 103.

10 Proposed RD 103 contains the core of current RD 103 and
11 preserves the incumbent-constituent relationship that has
12 developed over eight years. Proposed RD 103 maintains roughly
13 the same partisan composition as current RD 103 with the
14 partisan advantage changing from favoring Republicans to
15 favoring Democrats.

16 Proposed RD 103 has an African American voting-age
17 population of 14.62%, an Asian voting-age population of 14.32%,
18 and a Hispanic voting-age population of 6.07%.

19 REPRESENTATIVE DISTRICT 104

20 According to the 2010 Census, current RD 104 has a
21 population of 105,087. Proposed RD 104 has a population of
22 108,734, the equal-population target, and is therefore
23 compliant with the "one person, one vote" principle. Proposed
24 RD 104 is different in shape from current RD 104 due, in part,
25 to population shifts and the need to increase the total

1 population of the district.

2 To add the needed population in proposed RD 104, the
3 district removes some rural, unpopulated areas and adds some
4 moderately populated suburban areas in the northern tips of
5 Champaign and Urbana, southwest section Champaign, southeast
6 Urbana, and Savoy.

7 Proposed RD 104 is located within Champaign and Vermilion
8 Counties, but does not encompass either of these counties in
9 their entirety. Proposed RD 104 removes the less populated
10 areas of the northeast corner of Vermilion County and the
11 southeast corner of Champaign County, in part to make the
12 district more compact. In Champaign County, proposed RD 104
13 follows part of the same boundary as current RD 104 along the
14 county's northern border and follows it south through the
15 county to proposed RD 103 boundary and then moves west, also
16 following the current RD 103 boundary. From the corner of
17 proposed RD 103 boundary, proposed RD 104 boundary follows I-57
18 south to southern Champaign. The southern boundary of proposed
19 RD 104 proceeds east generally along existing district and
20 township lines to the Vermilion County line, removing the
21 southwest portion of Vermilion County and the southern part of
22 Champaign County from current RD 104 to remove less populated
23 area from the district.

24 Proposed RD 104 contains the following townships in their
25 entirety: Catlin, Compromise, Danville, Elwood, Georgetown,
26 Harwood, Kerr, Love, McKendree, Oakwood, Rantoul, Somer, and

1 Stanton. Proposed RD 104 includes portions of the following
2 townships: Blount, Champaign, Champaign City, Cunningham,
3 Hensley, Jamaica, Ludlow, Newell, Ogden, Pilot, and Urbana.
4 Proposed RD 104 contains the entirety of the following
5 municipalities: Belgium, Catlin, Danville, Fithian,
6 Georgetown, Gifford, Indianola, Oakwood, Muncie, Penfield,
7 Olivet, Rantoul, Ridge Farm, Tilton and Westville. Proposed RD
8 104 also includes sections of Champaign, Savoy, and Urbana.
9 These divisions remove less populated areas and add more
10 populated suburban areas so that the target population is
11 reached. Moving these sections of current RD 103 to proposed RD
12 104 is done partly in response to the requests of City of
13 Danville Alderman and retired State Representative Bill Black,
14 as well as Champaign County Board Member Steven Moser. The
15 intent is to ensure that agricultural communities of interest
16 are kept together.

17 Proposed RD 104 includes the Danville Mass Transit system
18 which provides bus transportation throughout the city of
19 Danville, with 13 buses that travel 14 different routes, and
20 the Champaign Urbana Mass Transit District, which serves Savoy.
21 The addition of the southwestern section of the City of
22 Champaign and all of the City of Savoy in proposed RD 104, in
23 addition to being more affluent and suburban than the rest of
24 the Champaign and Urbana area, preserves a community of
25 interest that has a different view on public issues such as
26 mass transit, as explained by Steve Beckett, a University of

1 Illinois Law School Professor and former Champaign County Board
2 Member.

3 Most of proposed RD 104 has a median income of \$44,000 to
4 \$68,000. The Danville area has a median income of \$68,000 -
5 \$99,000 with McLane Supply Chain Solutions, Vermilion Valley
6 Produce, ThyssenKrupp Presta Danville, LLC, ThyssenKrupp
7 Crankshaft Company, Danville Metal Stamping, Inc., and
8 Danville Community College providing many jobs to the people of
9 Danville and Vermilion County. The University of Illinois and
10 research development or technology businesses related to the
11 university are major employers for the southern sections of
12 Champaign and Urbana in proposed RD 104 due to its proximity to
13 the university.

14 Proposed RD 104 maintains a substantial majority of the
15 core of current RD 104. The partisan composition slightly
16 decreases in favor of the Republicans in comparison to the
17 current composition under current RD 104.

18 Proposed RD 104 keeps together the African American
19 population located in the Danville area. Proposed RD 104 has a
20 12.27% African American voting-age population, a 3.58%
21 Hispanic voting-age population, and a 3.11% Asian voting-age
22 population.

23 REPRESENTATIVE DISTRICT 105

24 According to the 2010 census, current RD 105 has a total
25 population of 109,839. Proposed RD 105 has a population of

1 108,734 and is therefore compliant with the "one person, one
2 vote" principle.

3 To ensure the preservation of equal representation and to
4 create compact, contiguous representative districts that
5 reflect the interests of the populations, several districts are
6 rearranged to accurately reflect the 2010 census data. Proposed
7 RD 105 contains a substantial portion (65.89%) of current RD 88
8 and portions of current RDs 105 and 106.

9 Proposed RD 105 includes McLean and Livingston Counties. It
10 follows the Old Town Township lines into the southeastern end
11 of Bloomington, moving through the community along roadways
12 like Hershey Road, Oakland Avenue, and Route 9 before loosely
13 following the Bloomington-Normal city boundaries west until
14 turning north along the Normal Township line. The border that
15 exists in Bloomington-Normal is based on recognizing a
16 community of interest in Normal of upper middle income earners
17 who reside in the sprawling northeastern portions of
18 Bloomington and Normal. This community of interest is comprised
19 of individuals who work at State Farm Insurance, Country
20 Financial, local medical facilities, or the community's two
21 universities, Illinois State University and Illinois Wesleyan
22 University. The area to the south of proposed RD 105 in
23 neighboring proposed RD 88 has more blue-collar workers at the
24 local Mitsubishi and Cargill factories, older homes, and
25 generally less suburban sprawl. This disparity is seen in the
26 median income table. The area in proposed RD 88 contains more

1 working class areas than proposed RD 105.

2 After leaving Bloomington-Normal, proposed RD 105's
3 western border progresses along the McLean County line, before
4 turning east along the county line to form proposed RD 105's
5 northern border. Proposed RD 105 includes two full townships
6 and two half townships in southern Livingston County before
7 following the borders of several townships in McLean County,
8 ultimately making its way back to Bloomington-Normal. Fewer
9 townships are split than under current RD 106. Other than
10 Bloomington and Normal, proposed RD 105 splits the communities
11 of Downs and Forrest along township lines.

12 Shifting proposed RD 105 away from Pontiac and East Peoria
13 has given the district a more uniform economic situation and a
14 strong community of interest made up of residents who depend on
15 a strong economy and the hub of Bloomington-Normal. Pontiac
16 will now stay intact in proposed RD 106 instead of being split
17 as it is currently.

18 Significant population growth in the triangle of Tazewell,
19 McLean, and Woodford counties, centered around the high growth
20 in Bloomington-Normal, has provided an opportunity to shift the
21 focus of current RD 106 from a division between the East
22 Peoria/Peoria area and the Bloomington-Normal area, to be
23 solely anchored to Bloomington-Normal and the growing
24 territories east of the cities. This has given proposed RD 105
25 a more uniform rural and agricultural feel, and a more uniform
26 community of interest centered around the success of

1 Bloomington-Normal, and the upper income benefits that come
2 with living in and around the metropolitan area. Proposed RD
3 105 is compact and smaller, and still maintains a stretch of
4 Interstate 55, an important economic concern for the small
5 towns of Towanda, Lexington and Chenoa, which depend on tax
6 revenue from north-south truckers and travelers.

7 The partisan composition of proposed RD 105 is very similar
8 to the average of the portions of the districts that create
9 current RD 105.

10 Proposed RD 105 contains an African American voting-age
11 population of 5.84%, a 3.19% Hispanic voting-age population,
12 and an Asian voting-age population of 4.67%.

13 REPRESENTATIVE DISTRICT 106

14 According to the 2010 census, current RD 106 has a
15 population of 116,687. Proposed RD 106 has a population of
16 108,735, the equal-population target, and is therefore in
17 compliance with the "one person, one vote" principle.

18 To ensure the preservation of equal representation and to
19 create compact, contiguous representative districts that
20 reflects the interests of the populations, several districts
21 are rearranged to accurately reflect the 2010 census data.
22 Proposed RD 106 contains 57.51% of current RD 105 and portions
23 of current RDs 73, 75, 76, 79, 104, and 106.

24 Proposed RD 106 expands west from the Illinois-Indiana
25 border encompassing two whole counties and following county and

1 township lines as closely as possible in portions of three
2 additional counties. Proposed RD 106 removes portions of
3 current RD 105 near Champaign-Urbana where populations have
4 expanded greatly in the past 10 years and where local residents
5 have less in common with residents of rural Iroquois, Ford,
6 Livingston and Woodford counties.

7 Proposed RD 106 includes all of Iroquois County (which has
8 three representatives under the current map), all of Ford
9 County, the majority of Livingston County, nearly half of
10 Woodford County, and the northern quarter of Vermillion County.

11 In Vermilion County, proposed RD 106 adds all of
12 Middlefork, Ross and South Ross townships and portions of
13 Blount, Newell, and Pilot Townships. To the west, proposed RD
14 106 incorporates more of Livingston County by adding all of
15 Amity, Eppards Point, Long Point, Nebraska, Newton, Pike,
16 Pontiac, Rooks Creek, and Waldo Townships, and a portion of
17 Reading Township, while excluding Bell Prairie, Indian Grove
18 and portions of Fayette and Forrest Townships so that proposed
19 RD 105 can achieve equal population. The western portion of
20 proposed RD 106 encompasses part of Woodford County and follows
21 the county line to include all of the townships of Clayton,
22 Cruger, El Paso, Greene, Kansas, Linn, Minonk, Montgomery,
23 Olio, Palestine, and Panola and a split township of Roanoke.

24 The township splits occur along geographical boundaries in
25 proposed RD 106. Roanoke Township is split and follows the
26 township line east until it hits County Highway 13 or Main

1 Street and goes north to the municipality of Roanoke where it
2 hits Front Street. It then heads back west to the township
3 line. Reading Township is split to keep Streator intact in an
4 adjoining district. Forrest and Fayette Townships along the
5 southeastern border of Livingston County are split along
6 Highway 37, which runs north and south dividing the townships
7 in half. In Vermilion County, Pilot Township is split to follow
8 the Middle Fork River, while Blount and Newell Townships are
9 both split, putting all of the Vermilion County Airport in
10 proposed RD 106 and keeping the entire city limits of Danville
11 in a southern adjoining district.

12 Proposed RD 106 contains the entirety of the municipalities
13 of Alvin, Ashkum, Beaverville, Benson, Bismarck, Buckley,
14 Campus, Chatsworth, Cissna Park, Clifton, Congerville,
15 Cornell, Crescent City, Cullom, Danforth, Donovan, El Paso,
16 Elliott, Emington, Eureka, Flanagan, Gibson City, Gilman,
17 Goodfield, Henning, Hoopeston, Iroquois, Kappa, Kempton, Loda,
18 Long Point, Martinton, Melvin, Milford, Minonk, Odell, Onarga,
19 Panola, Papineau, Paxton, Piper City, Pontiac, Potomac,
20 Rankin, Roberts, Rossville, Saunemin, Secor, Sheldon, Sibley,
21 Thawville, Watseka, Wellington, and Woodland.

22 All of the municipalities split in proposed RD 106 occur
23 along geographic and local government divisions such as county
24 lines, like the municipalities of Cabery and Reddick, or
25 roadways, like the municipalities of Strawn and Roanoke.
26 Proposed RD 106 leaves intact the currently split community of

1 Pontiac.

2 In Livingston County, the state correctional center
3 provides many economic opportunities in this rural area through
4 jobs, both inside and outside the facility. The prison and
5 surrounding communities are kept intact.

6 Proposed RD 106 has a large agricultural community of
7 interest that is recognized by keeping as many of the rural
8 farming communities and townships as intact as possible.
9 Proposed RD 106 acknowledges that major interests and
10 similarities run east-west along the state whereas both north
11 and south of proposed RD 106 include larger urban regions with
12 different industries, population densities, and socioeconomic
13 statuses.

14 Proposed RD 106 is connected by a few major roadways, and
15 includes portions of I-55 that run north and south towards the
16 western part of the district and I-57, which passes close to
17 the eastern border. Proposed RD 106 is crossed by US Highway
18 24, which intersects with I-55 just south of the district
19 border and connects with I-57 and US Highway 45 in Gilman.

20 Proposed RD 106 is more socioeconomically homogeneous than
21 its predecessor, current RD 105. While many portions of the
22 current RD 105 are similar, the inclusion of Champaign County
23 in current RD 105 increases the average income, with median
24 incomes exceeding \$100,000. However, in proposed RD 106, the
25 median household income ranges from \$40,000 to \$80,000
26 throughout nearly the entire district. Only a small section of

1 proposed RD 106 exceeds this median income range in the western
2 portion of the district near Eureka, where the median income
3 ranges between \$80,000 and \$100,000.

4 The partisan composition of proposed RD 106 is very similar
5 to the average of the portions of the districts that create
6 current RD 106.

7 Proposed RD 106 has a 2.56% African-American voting-age
8 population, a 2.94% Hispanic voting-age population and a 0.46%
9 Asian-American voting-age population.

10 REPRESENTATIVE DISTRICT 107

11 According to the 2010 Census, current RD 107 has a
12 population of 102,096. Proposed RD 107 has a population of
13 108,734, the equal-population target, and is therefore
14 compliant with the "one person, one vote" principle. Proposed
15 RD 107 is different in shape from current RD 107 due, in part,
16 to population shifts and the need to increase the total
17 population of the district.

18 To improve the compactness of the districts within rural
19 Central and Eastern Illinois, and because population growth was
20 more pronounced west of current RD 107, proposed RD 107 moved
21 west. Proposed RD 107 includes 57.13% of current RD 102 as well
22 as portions of current RDs 107, 111, 112, 114, 115, and 116.
23 This change gives the district two major population centers -
24 Troy and Highland. This will give the district a focal point
25 and a stronger connection to the Metro East, as many

1 Illinoisans and Missourians are migrating east of Madison and
2 St. Clair Counties into areas encompassed by proposed RD 107.

3 The residents of the central and eastern parts of proposed
4 RD 107 become more dissimilar to people in the Shelbyville area
5 - which currently shares a district with Troy, and portions of
6 Mascoutah and O'Fallon - and more similar to their western
7 neighbors in the Metro East each year. It is simply no longer
8 practical to put the residents of Christian and Madison County
9 into a district that stretches east and north to Shelbyville.
10 Proposed RD 107 must gain population to comply with equal
11 representation requirements, and the logical place to find new
12 residents is westward, towards the Metro East population
13 centers in St. Clair and Madison Counties.

14 Proposed RD 107 contains portions of Clinton, Madison, St.
15 Clair and Washington Counties. The new district includes, in
16 their entirety, the townships: Breese, Brookside, Carlyle,
17 Germantown, Lake, Looking Glass, Santa Fe, Sugar Creek, and
18 Wade in Clinton County; Alhambra, Hamel, Helvetia, Jarvis,
19 Leef, Marine, Pin Oak, Saline, and St. Jacob in Madison County;
20 Covington, Hoyleton, Irvington, Johannsburg, Lively Grove,
21 Nashville, Oakdale, Okawville, Plum Hill and Venedy in
22 Washington County. Proposed RD 107 contains portions of the
23 Clinton County townships of Clement, Meridian, and St. Rose,
24 portions of the Madison County townships of Collinsville and
25 Fort Russell, and portions of the St. Clair County townships of
26 Engelmann, Lebanon, Mascoutah, O'Fallon and Pilot Knob.

1 Proposed RD 107 ensures that a majority of the
2 municipalities located in the proposed district remain intact,
3 including the following: Addieville, Albers, Alhambra,
4 Aviston, Bartelso, Beckemeyer, Breese, Carlyle, Damiansville,
5 Germantown, Grantfork, Hamel, Highland, Hoffman, Hoyleton,
6 Huey, Irvington, Marine, New Baden, New Minden, Oakdale,
7 Okawville, St. Jacob, Summerfield, Trenton, Troy, and Venedy.
8 The proposed district contains portions of the following
9 municipalities: Centralia, Edwardsville, Glen Carbon, Lebanon,
10 Maryville, Mascoutah, Nashville, O'Fallon, Pierron, Richview,
11 and Wamac. An attempt was made to keep counties intact
12 therefore Centralia and Wamac, which sit in multiple counties,
13 were split to keep proposed RD 107 from crossing the Clinton
14 County line. Pierron, which also sits in two counties, was
15 split to keep proposed RD 108 from crossing the Madison County
16 line.

17 Proposed RD 107 reflects the regional trend that people who
18 used to live in more densely populated suburbs close to St.
19 Louis are moving further east of the population centers of
20 Madison and St. Clair County. They generally live within
21 proposed RD 107 and work in the Metro East area, a social
22 characteristic that ties them to their neighbors. Proposed RD
23 107 is more comparable to current RD 102, and links the western
24 residents of current RD 107 to their more comparable neighbors
25 in the western part of current RD 102. In addition to
26 reflecting the expansion of the Metro East into Clinton and

1 Washington County, proposed RD 107 maintains a distinctly rural
2 and agricultural feel, which makes the district in its entirety
3 a good microcosm and reflection of the region as it stands now.

4 Proposed RD 107 contains the entirety of the unified school
5 districts of Wesclin Community Unit 3 and West Washington
6 County Community Unit 10. Proposed RD 107 contains portions of
7 the following unified school districts: Carlyle Community Unit
8 1, Collinsville Community Unit 10, Edwardsville Community Unit
9 7, Highland Community Unit 5, Lebanon Community Unit 9, Marissa
10 Community Unit 40, Mascoutah Community Unit 19, Sandoval
11 Community Unit 501 and Triad Community Unit 2. Proposed RD 107
12 contains the entirety of the following elementary school
13 districts: Albers 63, Aviston 21, Bartelso 57, Damiansville 62,
14 Germantown 60, Irvington County Community Unit 11, North Wamac
15 186, and Willow Grove 46. Proposed RD 107 contains portions of
16 the following elementary school districts: Breese 12,
17 Centralia 135, Freeburg Community Consolidated 70, Hoyleton
18 Consolidated 29, Nashville Consolidated Community 49, Oakdale
19 Community Consolidated 1, O'Fallon Community Consolidated 90,
20 St. Libory Consolidated 30 and St. Rose 14-15.

21 Proposed RD 107 brings together residents with a similar
22 economic interest. Proposed RD 107 falls generally in the
23 middle of the median income scale, with a section of upper
24 income residents in the Glen Carbon area of the district.
25 Current RD 107 contains significant areas with a low median
26 income which are not present in proposed RD 107, a factor that

1 gives the residents of proposed RD 107 a common economic
2 situation and a common economic interest. As the Metro East
3 continues its eastward expansion, the median income is likely
4 to rise in proposed RD 107.

5 The partisan composition of proposed RD 107 is very similar
6 to the average of the portions of the districts that create
7 current RD 107.

8 Proposed RD 107's percentages of minority residents are
9 small, and below state and national averages. The African
10 American voting-age population in proposed RD 107 is 3.70%.
11 Most of the district's African American population is
12 concentrated in the Western edge of proposed RD 107 and near
13 Lebanon, though there are scattered census blocks throughout
14 the district with measurable black population. The Hispanic
15 voting-age population in proposed RD 107 is 1.61%, and is
16 scattered throughout the district, with a notable census block
17 near Carlyle. The Asian voting-age population is 0.50% of the
18 district, but there are four scattered census blocks that have
19 a dense Asian population.

20 REPRESENTATIVE DISTRICT 108

21 According to the 2010 census, current RD 108 has a
22 population of 102,103. Proposed RD 108 has a population of
23 108,734 and is therefore compliant with the "one person, one
24 vote" principle. Proposed RD 108 is different from current RD
25 108 due in part to population shifts and the need to increase

1 the total population of the district.

2 Proposed RD 108 is comprised of portions of current RDs 98,
3 102, 108 and 109. Proposed RD 108 keeps the counties of Bond,
4 Fayette and Marion entirely intact, while the counties of
5 Effingham and Clinton are split. Effingham County is split to
6 ensure the community of Effingham is not divided to any great
7 degree. Clinton County is split to include more rural
8 townships, so areas of larger population remain in proposed RD
9 107 in the western and southern portions of Clinton County.
10 Carlyle Lake is split between the two proposed districts;
11 however, most of the body of water is in proposed RD 108.

12 Proposed RD 108 contains all townships in Bond, Fayette and
13 Marion counties. In addition, proposed RD 108 contains the
14 entirety of the Effingham County townships of Banner, Douglas,
15 Liberty, Moccasin, Mound, West, Summit, Jackson and Mason, and
16 the entirety of the Clinton County townships of Douglas, East
17 Fork, Irish Town and Wheatfield. Partial townships include
18 Teutopolis in Effingham County, and the Clinton County
19 townships of Clement, Meridian, and St. Rose.

20 Proposed RD 108 includes all of the following cities,
21 towns, and villages: Alma, Altamont, Beecher City, Bingham,
22 Brownstown, Central City, Edgewood, Farina, Greenville, Iuka,
23 Junction City, Kell, Keyesport, Kinmundy, Mason, Mulberry
24 Grove, Odin, Old Ripley, Patoka, Pocahontas, Ramsey, Salem,
25 Sandoval, Shumway, Smithboro, Sorento, St. Elmo, St. Peter,
26 Vandalia, Vernon, and Walnut Hill. Proposed RD 108 contains

1 portions of the following municipalities: Teutopolis,
2 Effingham, Watson, Panama, Donnellson, Pierron, Centralia and
3 Wamac. Panama, Pierron, Donnellson, Centralia and Wamac are
4 split along county borders. Effingham and Watson are divided
5 along township lines. The split in Teutopolis occurs to meet
6 the equal population and to allow the majority of Teutopolis to
7 remain in an adjacent district.

8 The towns in proposed RD 108 are connected to each other by
9 Interstates 57 and 70. Interstate 70 runs from the southwestern
10 corner of the district to the northeastern corner, linking the
11 communities of Pierron, Pocahontas, Greenville, Mulberry
12 Grove, Vandalia, Brownstown, St. Elmo, Altamont, and
13 Effingham. Effingham serves as a transportation hub, as
14 Interstates 57 and 70 meet there, facilitating strong access to
15 the interstate trucking industry. Interstate 57, from
16 Effingham, moves southwest and connects the communities of
17 Effingham, Mason, Edgewood, Farina, Kinmundy, Alma, and Salem.
18 US 51 also runs through the eastern part of the district and
19 connects Marion with transportation.

20 Proposed RD 108 makes the representative districts of rural
21 Central and Eastern Illinois more compact. The residents of
22 proposed RD 108 share a common culture that primarily comes
23 from farming, trucking, oil services, and correctional
24 employment. The western border of proposed RD 108 is a
25 delineation of where the Metro East identity ends and a new
26 rural community of interest begins. People from St. Louis and

1 the Metro East population centers who are moving east to escape
2 overcrowding find common characteristics in proposed RD 108.

3 In addition to a connection via transportation and
4 roadways, the Vandalia and Greenville Correctional Centers
5 join many families in proposed RD 108 in a common way of life.
6 Unlike many careers or industries, prison employees generally
7 are a close-knit community linked through a shared sacrifice of
8 safety for the public good, much like police officers and
9 firefighters. Even members of the community who are not
10 employed in the corrections industry recognize the importance
11 of the job, and the importance of the industry to the economy
12 of the region. Agriculture also provides a shared community of
13 interest that stretches from every corner of the district, and
14 is a way of life that goes back to the 19th Century for many
15 families in the region.

16 Most of proposed RD 108's census blocks fall within the
17 median income range of \$44,205 to \$68,654, making the district
18 fairly homogeneous and united by common economic interests.

19 The partisan advantage in proposed RD 108 favors
20 Republicans.

21 The African American voting-age population in proposed RD
22 108 is 3.46%, the Hispanic voting-age population in proposed RD
23 108 is 1.92%, and the Asian voting-age population is 0.98%.

24 REPRESENTATIVE DISTRICT 109

25 According to the 2010 Census, current RD 109 has a

1 population of 103,405. Proposed RD 109 has a population of
2 108,734, the equal-population target, and is therefore
3 compliant with the "one person, one vote" principle. Proposed
4 RD 109 is different in shape from current RD 109 due, in part,
5 to population shifts and the need to reduce the total
6 population of the district.

7 Proposed RD 109 includes 78.83% of current RD 108 and
8 smaller portions of current RDs 102, 109, and 118. In order to
9 accommodate for a population loss, proposed RD 109 expands to
10 the east and south to pick up more of the population along the
11 Wabash River. Those representing rural areas, including local
12 Farm Bureau representatives, testified at several House
13 Redistricting Committee meetings that rural communities
14 identify strongly with their counties and requested that
15 district lines follow county boundaries to the greatest extent
16 possible. Thus, proposed RD 109 is drawn, as best as possible,
17 to follow county boundaries more closely than current RD 108 to
18 keep the rural, county-identified communities intact. Keeping
19 counties intact within proposed RD 109 also helps to ensure
20 easy coordination between the county-level and state-level
21 elected officials.

22 Both current RD 108 and proposed RD 109 are very rural, and
23 most of the included communities are small in population, with
24 a few medium-sized towns scattered throughout the district.
25 Many of these small communities have lost residents in the past
26 10 years. Small communities like these, located along the

1 Wabash River, within large areas of farmland, and surrounded by
2 forested areas, are common in the southeastern area of
3 Illinois, forming a community of interest and common identity.

4 Proposed RD 109 recognizes the more southern Wabash River
5 communities as a community of interest, and they are included
6 in one district to help strengthen the interests of the river
7 town communities. The vast majority of the municipality of
8 Effingham was removed from proposed RD 109 and proposed RD 110
9 so the city would no longer be split among three representative
10 districts and could be preserved almost exclusively as its own
11 community of interest.

12 Proposed RD 109 contains the entirety of Jasper, Clay,
13 Richland, Wayne, Edwards, Wabash and White Counties. Current RD
14 108 divides four counties, whereas proposed RD 109 splits only
15 two counties: Lawrence and Effingham. In these partial counties
16 (Effingham and Lawrence), the proposed representative district
17 boundaries occur mostly along township lines. In Effingham
18 County, the border of proposed RD 109 closely follows township
19 borders, only deviating in Teutopolis Township to include the
20 majority of the city of Teutopolis. Proposed RD 109 splits
21 Lawrence Township in Lawrence County, ensuring that virtually
22 all the city of Lawrenceville remains intact as a community
23 within proposed RD 110. Rather than split Lawrence Township
24 entirely, proposed RD 109 expands towards the Wabash River to
25 gain population in a compact manner. Including more of the area
26 that runs along the Wabash River keeps together the river

1 towns, which have many similar interests. These towns face
2 unique challenges, such as flood risks and constant competition
3 with Indiana businesses just across the Wabash River. These
4 towns, collectively, become a community of interest and are
5 placed together in proposed RD 109.

6 Most of the municipalities within proposed RD 109 are
7 intact. However, four are divided for specific reasons. Both
8 the city of Watson and a very small portion of the city of
9 Effingham are split because the boundary of proposed RD 110
10 follows the northern and western borders of Watson Township.
11 The village of Montrose is split because it is located in both
12 Effingham and Cumberland counties, and the northernmost border
13 of proposed RD 109 follows the boundary between these two
14 counties, as does the northernmost boundary of current RD 108.
15 Teutopolis is a small, isolated community that considers itself
16 very distinct from Effingham. Keeping it with the smaller
17 municipalities located in proposed RD 109, and separate from
18 most of Effingham, helps preserve this community of interest.

19 The main economic driver for the area is agriculture, with
20 some small level manufacturing in the area. A major issue for
21 both current RD 108 and proposed RD 109 is a need for more
22 employers to move to the area. This lack of development and
23 need for jobs throughout the entire proposed RD 109 make this a
24 strong community of interest that is concerned about increasing
25 employment and attracting more businesses and residents, as
26 almost all of these areas have lost population over the past 10

1 years. Proposed RD 109 retains the relatively homogeneous
2 income levels of current RD 108. Except for a segment of
3 wealthier residents in the Effingham area, proposed RD 109 is
4 overwhelmingly made up of lower income and lower-middle income
5 residents, with income levels ranging from \$44,000 to \$68,000
6 across much of the rural area and income levels less than
7 \$44,000 near the population centers of some small towns. The
8 middle class community of interest is well preserved in
9 proposed RD 109 and is bolstered by adding additional river
10 towns that currently share a district with larger
11 municipalities.

12 Proposed RD 109 contains a majority of its population from
13 current RD 108, the incumbent's current district, and therefore
14 maintains the incumbent-constituent relationship formed over
15 the past 3 election cycles. The partisan composition of
16 proposed RD 109 is similar to the composition of the
17 incumbent's current district.

18 Proposed RD 109 includes a 2.05% African American
19 voting-age population, a 1.26% Hispanic voting-age population,
20 and a 0.45% Asian voting-age population.

21 REPRESENTATIVE DISTRICT 110

22 According to the 2010 Census, current RD 110 has a
23 population of 110,024. Proposed RD 110 has a population of
24 108,734, the equal-population target, and is therefore
25 compliant with the "one person, one vote" principle.

1 Proposed RD 110 is a hybrid of current RDs 109 and 110 - it
2 includes 50.42% of proposed RD 109 and 49.58% of current RD
3 110. Proposed RD 110 includes the entirety of Coles County and
4 its more populated communities of Mattoon and Charleston.
5 Proposed RD 110 contains all or parts of six counties, only two
6 of which are split: Coles (entire county, same as current RD
7 110), Clark (entire county, same as current RD 109), Crawford
8 (entire county, same as current RD 109), Cumberland (entire
9 county, same as current RD 109), Edgar (previously split and
10 remains so), and Lawrence (proposed to be split).

11 Proposed RD 110 includes all of Coles County to maintain
12 the population center. By including the entirety of Coles
13 County, proposed RD 110 keeps Mattoon and Charleston in the
14 same district. These two communities share a strong identity,
15 health care industry, and a higher education system. Keeping
16 this population center allows proposed RD 110 to recede out of
17 current RD 109's westernmost territory in Shelby County,
18 northernmost territory in Edgar County, and southernmost
19 territory in Wabash and Lawrence counties, making proposed RD
20 110 much more compact.

21 The portions of both Edgar and Lawrence counties that are
22 included in proposed RD 110 are almost completely in current RD
23 109 and are very similar to the rest of the areas included in
24 proposed RD 110. At redistricting hearings across the state,
25 members of the public representing rural areas, including local
26 Farm Bureau representatives, testified that rural communities

1 of interest identify strongly with their counties and that
2 county boundaries should be followed if possible. Proposed RD
3 110 to a great extent follows county boundaries to help keep
4 the rural, county-identified communities of interest intact.

5 Due to the close following of county boundaries, almost all
6 of the townships within proposed RD 110 are intact. The
7 exceptions are three partial townships, two in Edgar County and
8 one in Lawrence County. In Buck and Embarrass Townships of
9 Edgar County, the border of proposed RD 110 is logical and
10 closely follows 1200 North Road until reaching the border of
11 Coles County. The border of proposed RD 110 in the partial
12 township of Lawrence is also logical because it follows the
13 border of the city of Lawrenceville in order to keep virtually
14 all the residents of the city together as a community of
15 interest within one representative district.

16 Proposed RD 110 keeps whole all but one of its
17 municipalities. The municipalities in proposed RD 110 are
18 closer together geographically and have more in common with
19 each other than the municipalities included in current RD 109.
20 The village of Montrose is split between proposed RD 109 and
21 proposed RD 110 because the border between Cumberland and
22 Effingham Counties runs through it. The village is also split
23 in current RD 109.

24 Proposed RD 110 is overall very rural, and most of the
25 included communities are small in population, with a few
26 medium-sized towns scattered throughout the district. Small

1 communities within large areas of farmland are common in East
2 Central Illinois, forming a community of interest and common
3 identity.

4 The main economic drivers for the area are agriculture,
5 manufacturing, and production of petroleum and coal.
6 Interstate 70 runs through the center of proposed RD 110,
7 connecting many of the towns and providing economic stimulus
8 for the communities that run alongside it.

9 Proposed RD 110 retains a relatively homogeneous income
10 level, and thus a middle class community of interest is well
11 preserved in proposed RD 110. The district is overwhelmingly
12 middle class, with most median income levels ranging from
13 \$44,000 to \$68,000 throughout the entire district, with pockets
14 of lower income areas near Mattoon/Charleston, eastern
15 Cumberland County, eastern Crawford County, and near the
16 southern border near Lawrenceville. A small area exists in the
17 Charleston area where median incomes are higher due to the
18 large number of higher education professionals. The higher
19 income community of interest is kept intact by having the
20 entirety of Charleston included in one representative
21 district.

22 The higher education community of interest is strengthened
23 with the addition of a four-year public institution, Eastern
24 Illinois University, and another community college district.
25 EIU in Charleston and Lake Land College in Mattoon (and the
26 Lake Land community college district) join Lincoln Trail

1 College in Robinson, which is part of the Illinois Eastern
2 community college district, in proposed RD 110.

3 A majority of the population within proposed RD 110 resides
4 within current RD 109, the incumbent's current district.
5 Proposed RD 110 keeps the incumbent with the core of the
6 district and preserves the incumbent-constituent relationship
7 developed over the past 4 election cycles. The partisan
8 advantage is slightly lower than the incumbent's current
9 district.

10 Proposed RD 110 includes a 3.26% African American
11 voting-age population, a 1.52% Hispanic voting-age population,
12 and an Asian voting-age population of 0.80%.

13 REPRESENTATIVE DISTRICT 111

14 According to the 2010 Census, current RD 111 has a current
15 population of 103,196. Proposed RD 111 has a population of
16 108,734, the equal population target, and is therefore
17 compliant with the "one person, one vote" principle. Any
18 differences in shape between proposed RD 111 and current RD 111
19 are due in part to population shifts and the need to increase
20 the total population of the district.

21 Proposed RD 111 includes 86.5% of current RD 111. Minimally
22 adjusting the current borders, proposed RD 111 loses its
23 portions of Moro and Omphghent townships on the east and picks
24 up the entire township of Elsay on the west, more of Nameoki
25 Township, and a small portion of Granite City Township to the

1 south. These changes are necessary in order to make up the
2 difference in population while maintaining current RD 111 as
3 best as possible without disturbing the makeup of the
4 communities. Despite the changes to add population, proposed RD
5 111 is more compact than current RD 111.

6 While proposed RD 111 mostly preserves the shape of current
7 RD 111, there are some key differences. Proposed RD 111
8 includes all of Elsayh Township, which was split under current
9 RD 111. It gains in population on the southern border by
10 including more urban and residential areas that share common
11 ideals and interests with the larger city populations of
12 current RD 111. Proposed RD 111 also loses the more rural
13 townships of Moro and Omphgent.

14 Like current RD 111, proposed RD 111 contains the counties
15 of Madison and Jersey. Included in those counties are the
16 townships of Elsayh, Alton, Chouteau, Wood River, Godfrey,
17 Foster, Fort Russell, Granite City, Nameoki and Venice. The
18 township of Elsayh, which is split under current RD 111, is
19 unified under proposed RD 111. Proposed RD 111 maintains all of
20 the municipalities within these counties and townships so that
21 they may continue to be served under the same representative
22 district.

23 The communities included in proposed RD 111 share many
24 common interests. They are collectively part of the "Metro
25 East" area and exhibit more urban than rural characteristics.
26 Many of the communities in current and proposed RD 111 run

1 together into a large stretch of occupied land with
2 single-family homes and shared socioeconomic characteristics.
3 Specifically, one can travel through Alton, East Alton, Wood
4 River, Bethalto, South Roxana, Roxana, Hartford, Pontoon Beach
5 and Granite City without ever knowing which exact community
6 they are in. Proposed RD 111 adds Elsau, a town that is
7 steadily becoming more populated as people are moving further
8 out from the core of the Metro East. These communities are
9 linked together along the western border of the Mississippi
10 River and share a common interest in dealing with commerce and
11 potential flooding disasters. The importance of keeping these
12 communities together, as a community of interest, is taken into
13 account in proposed RD 111.

14 There are several key roads in proposed RD 111 that help
15 link the communities together and allow the residents to get
16 from one end of the district to the other. Route 100 runs along
17 the Mississippi and connects the northwest and southwest parts
18 of proposed RD 111. Route 111 also runs through the northern
19 part of proposed RD 111 into Alton where it connects to Route
20 140. Route 140 provides residents with access to St. Claire's
21 Hospital and Alton Memorial Hospital, as well as to Interstate
22 255 which provides full access to the north end of proposed RD
23 111 as well as the southern and eastern portions of proposed RD
24 111.

25 Proposed RD 111 is socioeconomically diverse, generally
26 because of the size of the district. The urban areas around

1 Granite City and Alton have a median income of \$2,499 to
2 \$50,000, while areas on the northwest side of the district in
3 Godfrey and Elsay Township and just to the northeast of Alton
4 all have a median income of \$45,000 to \$70,000. In contrast,
5 the areas to the east of proposed RD 111 are much more
6 affluent, while the areas south of proposed RD 111 typically
7 have a lower income. The socioeconomic conditions of the
8 proposed district and its surrounding areas play a role in the
9 development of proposed RD 111.

10 Proposed RD 111 contains a majority of the core from
11 current RD 111 and maintains the incumbent-constituent
12 relationship that has developed over the past 3 election
13 cycles. The partisan advantage in favor of the incumbent
14 increases slightly compared to current RD 111.

15 Proposed RD 111 is made up of mostly Caucasian residents,
16 with some small pockets of African Americans (7.60% voting
17 age-population), Hispanic residents (1.81% voting-age
18 population) and Asian residents (0.68% voting-age population).
19 The majority of the African American population resides in
20 Alton, and as a community of interest, they remain intact in
21 proposed RD 111.

22 REPRESENTATIVE DISTRICT 112

23 According to the 2010 Census, current RD 112 has a
24 population of 119,652. Proposed RD 112 has a population of
25 108,734, the equal population target, and is therefore

1 compliant with the "one person, one vote" principle. Any
2 differences in shape between proposed RD 112 and current RD 112
3 are due in part to population shifts and the need to reduce the
4 total population of the district.

5 Proposed RD 112 includes 86.53% of current RD 112. Like
6 current RD 112, proposed RD 112 is split between Madison and
7 St. Clair counties. To reduce population, a township on the
8 northeast corner of current RD 112 and portions of townships on
9 the western part of current RD 112 are removed. Proposed RD 112
10 recedes completely from Troy Township and portions of Pin Oak
11 and Jarvis townships. Other townships (Fort Russell,
12 Collinsville, Caseyville, Nameoki, and Granite City) are split
13 along major roadways that are easily recognizable to local
14 residents. Proposed RD 112 includes many of the municipalities
15 included in current RD 112, with the addition of a portion of
16 Fairmont City, which is added in part to achieve compactness.

17 Communities within proposed RD 112 share many similar
18 interests. Many residents use the Edwardsville Campus of
19 Southern Illinois University, which is located entirely within
20 the district. Many residents within proposed RD 112 share a
21 common interest in that they commute to work in St. Louis but
22 enjoy the suburban lifestyle of the district. The entire
23 district is linked together by I-55/70, I-255, I-64 and I-270,
24 which criss-cross through proposed and current RD 112, giving
25 residents easy access to all parts of the district.

26 Proposed RD 112 mainly includes middle class families with

1 a median income of \$50,000 to \$110,000. There is a lower middle
2 class area along the far western part of proposed RD 112 where
3 the median income is approximately \$35,000 to \$65,000 that is
4 largely contained in current RD 112.

5 Proposed RD 112 contains a vast majority of the core of
6 current RD 112. The partisan advantage favoring the incumbent
7 increases compared to current RD 112.

8 Proposed RD 112 is made up of primarily Caucasian
9 residents, with small pockets of African Americans (7.2%
10 voting-age population), Hispanic residents (3.03% voting-age
11 population), and Asian residents (1.75% voting-age population)
12 located throughout the district.

13 REPRESENTATIVE DISTRICT 113

14 According to the 2010 Census, current RD 113 has a
15 population of 104,465. Proposed RD 113 has a population of
16 108,734, the equal population target, and is therefore
17 compliant with the "one person, one vote" principle. Proposed
18 RD 113 is different in shape from current RD 113 due, in part,
19 to population shifts and the need to increase the total
20 population of the district.

21 Proposed RD 113 includes 74.2% of current RD 113. To add
22 population, the district boundaries are drawn to include the
23 cities of Venice and Brooklyn and to include populations from
24 the cities of Caseyville, Fairview Heights and Swansea. As with
25 current RD 113, proposed RD 113 is made up of portions of both

1 Madison and St. Clair counties, which have a common interest
2 area traditionally known as the Metro East. The Metro East is
3 the section of Southern Illinois that borders Missouri and
4 serves as the suburban areas of St. Louis. The area is
5 comprised of small and mid-sized cities with similar economic
6 and ethnic characteristics that create a regional identity.
7 Much of the identity of current RD 113 is rooted in
8 middle-class working families living in racially mixed urban
9 areas. Proposed RD 113 keeps this identity intact while also
10 uniting similar communities such as Venice, Brooklyn and
11 Washington Park.

12 As the largest city in the Metro East, the majority of
13 Belleville is included in proposed RD 113. The southern
14 boundary of proposed RD 113 follows the Belleville city limit
15 to keep the majority of the city within one district and to
16 reflect population changes. The Northern end of proposed RD 113
17 is anchored by southern Granite City, all of Venice and
18 Brooklyn, and sections of Madison and Washington Park. The new
19 additions in Washington Park and Venice allow for a community
20 of common interest as these areas bring urban areas together
21 into one district.

22 Proposed RD 113 expands the urban population by keeping
23 four major urban areas together. The southern section of
24 proposed RD 113 includes nearly all of Belleville, including
25 the most densely populated and urban areas. The center of the
26 district includes most of Fairview Heights. The Northern

1 section includes most of Fairmont City, as well as all of
2 Brooklyn, Venice, and a portion of Granite City.

3 Current RD 113 contains 8 split townships. Proposed RD 113
4 reduces that to 7 split townships by bringing all of Stites
5 Township into the district. In Belleville Township, the split
6 is done in such a way that it keeps the majority of urban
7 Belleville with similar racial and income characteristics
8 together within proposed RD 113. Canteen Township is divided in
9 a way that keeps the vast majority of the Township together in
10 one district. The borders of Canteen Township serve as natural
11 borders for proposed RD 113 at several points in the western
12 part of the district. The boundaries drawn around Canteen
13 Township in proposed RD 113 allow for the majority of the
14 Hispanic community of interest from current RD 113 to remain
15 intact.

16 Granite City, which is split under current RD 113, is split
17 in the northeast corner around a natural border of Horseshoe
18 Lake and moves further north and west around Norfolk and
19 Western rail lines to another natural border of the Mississippi
20 River. On the southern end, a portion of Granite City is kept
21 together with all of Venice and Brooklyn, which are cohesive
22 urban areas with similar land use patterns and similar economic
23 status.

24 St. Clair Township is split to ensure that a majority of
25 Belleville is kept in one district and to bring in more of
26 Swansea than what was under current RD 113. In both cases, the

1 split allows for a majority of the cities to be included in one
2 district.

3 Stookey Township is split in a way that also allows the
4 majority of Belleville, including the majority of urban land
5 use and similar racial demographic makeup in Belleville to
6 remain in the same district.

7 Venice Township is split to include all of Venice in
8 proposed RD 113 to ensure that Venice and Brooklyn remain
9 whole. Current RD 113 contained all split cities, whereas
10 proposed RD 113 keeps intact both Venice and Brooklyn.

11 Caseyville is split along the township line and includes
12 the entire Canteen Township portion of the city in proposed RD
13 113. All of Collinsville and Fairmont City south of Madison
14 County Avenue are contained within proposed RD 113. This keeps
15 the majority of Fairmont City in proposed RD 113 and the
16 majority of Collinsville in proposed RD 112.

17 Madison is divided in order to keep the majority of the
18 urban area of the city in the same district. The eastern border
19 of proposed RD 113 is drawn similar to the border in current RD
20 113. The small section to the west of Pontoon Beach of proposed
21 RD 113 is largely uninhabited rural forest land and wetlands
22 adjacent to Horseshoe Lake.

23 Proposed RD 113 maintains the current communities of
24 interest and adds areas that have similar socioeconomic
25 characteristics. Although the median income level is slightly
26 higher in Swansea and Fairview Heights, the median income in

1 Belleville, Washington Park, Venice, Brooklyn, Madison,
2 Fairmont City and Granite City are still all very similar.
3 Additionally, Southern Granite City, Venice, Brooklyn,
4 Madison, Fairview Heights, Swansea and Washington Park all
5 share a similar regional identity with the City of Belleville.

6 Proposed RD 113 is centered horizontally by the meeting of
7 two major highways, Interstate 255 and Interstate 64, which
8 meet in Canteen Township. Proposed RD 113 in Nameoki and
9 Canteen Townships includes Interstate 70/55. Roads serve as
10 major boundaries of the district in several points and justify
11 the separation of some municipalities. Green Mount Road is the
12 eastern boundary in Shiloh. Frank Scott Parkway is the division
13 between Shiloh and Swansea in the northeast. U.S. Highway 50
14 and Illinois Street divide Fairview Heights between two
15 districts. Collinsville Road serves as a natural boundary
16 between Collinsville and Fairview Heights, which results in
17 minor portions of each city to be split between two districts.

18 Several major railroads converge in the northwest part of
19 proposed RD 113, near the border of the Mississippi River.
20 Current RD 113 included only part of these railways and the
21 border did not reach the river. By including Venice, Brooklyn,
22 and a larger portion of Madison, more of the railways are
23 included and the river becomes a more natural boundary for the
24 district. Other waterways include part of Horseshoe Lake and
25 areas along the lake including southeast Granite City and
26 northeast Madison. This remains unchanged from current RD 113.

1 Proposed RD 113, as a whole, maintains a Metro East
2 District with a population of similar socioeconomic status. The
3 map adds to the community of African Americans by including the
4 entire cities of Venice and Brooklyn and parts of Washington
5 Park. The largest population center in Belleville is maintained
6 in one district and the borders are drawn to include as much
7 urban Belleville as possible. This makes the district a
8 like-minded, socially and economically unified district of
9 common interests who are well served in being represented in
10 the same district.

11 Proposed RD 113 contains a majority of the core from
12 current RD 113 and preserves the incumbent-constituent
13 relationship formed over the past 8 election cycles. The
14 partisan advantage in favor of the incumbent increases slightly
15 compared to current RD 113.

16 Proposed RD 113 contains a 24.92% African American
17 voting-age population, a 4.15% Hispanic voting-age population,
18 and a 1.58% Asian voting-age population.

19 REPRESENTATIVE DISTRICT 114

20 According to the 2010 Census, current RD 114 has a current
21 population of 104,780. Proposed RD 114 has a population of
22 108,734, the equal population target, and is therefore
23 compliant with the "one person, one vote" principle. Proposed
24 RD 114 is different in shape from current RD 114 due, in part,
25 to population shifts and the need to increase the total

1 population of the district.

2 Proposed RD 114 keeps 77.72% of current RD 114 intact.
3 Proposed RD 114 also maintains the core of current RD 114's
4 African American population, helping to preserve a downstate
5 African American region in Illinois. This is accomplished by
6 expanding the southern and northeastern boundaries and
7 including a portion of Belleville. Proposed RD 114 is
8 completely within St. Clair County.

9 Proposed RD 114 has large geographic areas of agricultural
10 land and forest preserve, with a large urban center in East St.
11 Louis. It is bordered on the west by the Mississippi River, and
12 is serviced by the Mississippi River Valley and the Kaskaskia
13 Watershed. Significant landmarks include Belleville Area
14 College, Scott Air Force Base, Mid-America Airport, St. Louis
15 Downtown Airport, and Frank Holten State Park, which are also
16 included in current RD 114. Proposed RD 114 is serviced by the
17 East St. Louis Metro Bus Service as well as the Metrolink train
18 system. Proposed RD 114 is also served by the Lewis and Clark
19 Library District and the Shawnee Library District, and is
20 located entirely within the Belleville Diocese of the Catholic
21 Church. Proposed RD 114 is entirely within DCEO Region 24, the
22 Southwestern Illinois Metro and Regional Planning Commission
23 territory, the territory of the Southwestern Illinois Central
24 Labor Council, DNR West-Central Region 4, IDOT District 8, the
25 territory of the Area Agency on Aging of Southwestern Illinois,
26 and Area V of the Regional Offices of Education. Proposed RD

1 114 is entirely within the St. Louis Media Market, receiving
2 television news from St. Louis networks, and print news mostly
3 from the St. Louis Post-Dispatch, the Belleville
4 News-Democrat, and a handful of smaller, regional newspapers.

5 Proposed RD 114 lies completely within St. Clair County,
6 while current RD 114 extends slightly into Madison County in
7 the municipalities of Madison and Venice. Proposed RD 114
8 contains all of East St. Louis, Freeburg, Shiloh Valley, and
9 Smithton Townships, and splits Canteen, Centreville, Lebanon,
10 Mascoutah, Millstadt, O'Fallon, Stookey, and St. Clair
11 Townships. Proposed RD 114 splits fewer townships than the
12 current RD 114 by taking in all of Freeburg and Smithton
13 Townships. Many of these splits are along similar borders as
14 current RD 114 (Centreville, Stookey, Millstadt, and
15 Mascoutah) and additional split townships occur to reach equal
16 population. Because proposed RD 114 and the surrounding region
17 are highly populated with a very developed network of roads on
18 which residents rely for efficient transportation, splitting
19 fewer townships will benefit residents, as townships maintain
20 many of these roads. Proposed RD 114 splits fewer
21 municipalities than current RD 114, keeping many of the
22 smaller, rural towns with fewer resources more intact.

23 Proposed RD 114 contains the entirety of Alorton,
24 Centreville, East St. Louis (minus an uninhabited census
25 block), Freeburg, and Scott Air Force Base. It splits
26 Belleville, Cahokia, Lebanon, Mascoutah, Millstadt, O'Fallon,

1 Sauget, Shiloh, Smithton and Washington Park. The split areas
2 of Belleville, Cahokia, Mascoutah, Millstadt, and Sauget are
3 nearly identical to current RD 114. These minor changes and
4 additional changes in areas such as Shiloh, Lebanon, Freeburg
5 and Washington Park are made in order to achieve equal
6 population. One major change to current RD 114 is the inclusion
7 of Lebanon in proposed RD 114. As population has gradually
8 drifted away from the urban areas of Belleville and East St.
9 Louis, many residents have relocated in the direction of
10 Shiloh, Mascoutah and Lebanon. Lebanon also has an African
11 American population, so it is logical for the community to be
12 included in proposed RD 114 as a community of interest.

13 The socioeconomic makeup of proposed RD 114 is mostly
14 uniform, with a large portion of the population falling into
15 the \$68,000 to \$99,000 median income bracket. East St. Louis
16 generally falls into the lowest median income bracket, \$2,499
17 to \$44,000, and some of the fringes of Belleville and O'Fallon
18 fall into the \$44,000 to \$68,000 bracket. This remains
19 essentially unchanged from current RD 114. Generally labeled as
20 the "Metro-East," this area of Illinois shares the identity of
21 a culturally and socioeconomically diverse region with common
22 economic challenges and a strong sense of succeeding or failing
23 together.

24 Current and proposed RD 114 serve as a transportation hub.
25 A developed railroad system consisting of the Illinois Central
26 Railroad, Missouri Pacific Railroad, and the Terminal Railroad

1 of St. Louis, exists because of the district's proximity to
2 inland shipping on the Mississippi River, and its proximity to
3 Missouri. Proposed RD 114 also contains two regional airports
4 that serve the St. Louis Metro Area. Interstates 55, 64, 70,
5 and 255 all run through both current and proposed RD 114, which
6 will keep proposed RD 114 in a position to take advantage of an
7 economic recovery and economically benefit from increases in
8 shipping, and interstate truck shipping. Preserving the
9 transportation assets of proposed RD 114, including its access
10 to the Metrolink public transit system that links the district
11 to St. Louis, will help make it a more attractive place for
12 commuters who may be looking to move from St. Louis to Illinois
13 and still maintain easy access to jobs in St. Louis.

14 Proposed RD 114 contains the majority of current RD 114's
15 population. The partisan advantage for the incumbent decreases
16 compared to current RD 114.

17 Proposed RD 114 contains a sizable portion of the region's
18 African-American voting-age population. The majority of
19 African Americans in proposed RD 114 live in the Northwest
20 sector, with pockets in Lebanon, Scott Air Force Base,
21 O'Fallon, and Belleville. Proposed RD 114 contains a 42.04%
22 African American voting-age population, a 1.77% Hispanic
23 voting-age population, and a 1.33% Asian voting-age
24 population.

1 According to the 2010 Census, current RD 115 has a current
2 population of 105,561. Proposed RD 115 has a population of
3 108,734, the equal population target, and is therefore
4 compliant with the "one person, one vote" principle. Proposed
5 RD 115 is different in shape from current RD 115 due, in part,
6 to population shifts and the need to increase the total
7 population of the district.

8 Proposed RD 115 contains 57.27% of current RD 115. Changes
9 to current RD 115 allow the preservation of communities within
10 proposed RD 115 and surrounding areas while gaining enough
11 people to reach equal population. Two key differences include
12 the inclusion of all of Jefferson County, which has the
13 populous town of Mt. Vernon, and dividing the city of
14 Carbondale into two representative districts.

15 Proposed RD 115's borders are largely based on county
16 lines. The northeast border is formed by Jefferson County's
17 boundaries, and the eastern portions of Perry and Jackson
18 Counties follow county lines until Carbondale where the
19 boundary is along old Highway 13 and US Highway 51/University
20 Avenue. Proposed RD 115 uses US Highway 51 as its border until
21 the southern border of Union County where proposed RD 115
22 rejoins current RD 115's boundary along the Union County line.
23 Proposed RD 115's western edge is the Mississippi River along
24 Jackson and Union Counties as in current RD 115. Proposed RD
25 115 follows the Illinois Central Railroad into the City of
26 DuQuoin and follows precinct lines before rejoining the rail

1 line heading into Pinckneyville. It then extends along County
2 Road 1 and ultimately follows US Highway 51 to the Washington
3 County line. The district extends west along the Washington
4 County border and follows township lines before joining with
5 Jefferson County.

6 When proposed RD 115 does not use county lines for
7 boundaries, it uses local government boundaries, roadways, and
8 railroads. The communities of Carbondale, Dongola, Du Quoin,
9 Makanda, Nashville and Richview are divided in proposed RD 115.
10 These splits are along roadways, rail lines and governmental
11 boundaries, with small fluctuations to meet equal population.

12 The region of Southern Illinois has a strong shared
13 identity that is largely driven by Southern Illinois University
14 Carbondale (SIUC) and what it brings to the area in terms of
15 population, jobs and tourism. While the University of Illinois
16 at Urbana-Champaign is a global draw (41% of students are from
17 out of state), SIUC operates as a much more regional university
18 (19% of students are from out of state). The representation
19 provided under proposed RD 115 and proposed RD 118 empower this
20 community of interest.

21 The boundary changes in Perry County from current RD 115 to
22 proposed RD 115 allow neighboring districts to gain or lose
23 population. Shifting proposed RD 115's border east allows the
24 more coal industry-centered area of western Perry County and
25 the community of Pinckneyville to remain with the coal
26 community of interest in proposed RD 116. Within Perry County,

1 the majority of boundaries are based upon precincts, railroads,
2 major roadways and township lines. Proposed RD 115 removes most
3 of Washington County to account for population shifts and the
4 need for neighboring districts to achieve the equal-population
5 target.

6 These changes do not significantly alter the demographics
7 of current RD 115. The median income for the majority of the
8 rural portions of proposed RD 115 is \$44,205 to \$98,750. Nearby
9 urban areas in proposed RD 115 are more economically diverse,
10 with some lower income areas with a median income ranging from
11 \$2,499 to \$44,205.

12 The boundaries of RD 115 contain a majority of the core
13 from current RD 115. It maintains the incumbent-constituent
14 relationship that has existed over the past 8 election cycles.
15 The partisan advantage is almost exactly the same as under
16 current RD 115.

17 The racial and minority distribution of proposed RD 115 is
18 similar to current RD 115. Proposed RD 115 includes a 6.69%
19 African American voting-age population, a 2.47% Hispanic
20 voting-age population and a 1.61% Asian voting-age population.

21 REPRESENTATIVE DISTRICT 116

22 According to the 2010 Census, current RD 116 has a current
23 population of 110,789. Proposed RD 116 has a population of
24 108,734, the equal population target, and is therefore
25 compliant with the "one person, one vote" principle. Proposed

1 RD 116 is slightly different in shape from current RD 116 due
2 in part to population shifts and the need to reduce the total
3 population of the district.

4 Proposed RD 116 contains 90.78% of current RD 116, and the
5 lines for proposed RD 116 follow many of current RD 116's
6 boundaries. Boundaries for proposed RD 116 begin near the
7 northwest corner of St. Clair County, following the Mississippi
8 River south until it touches the Jackson County line. This is
9 the same western boundary as current RD 116. Proposed RD 116's
10 border then heads northeast along the Randolph and Jackson
11 County lines to the southwestern corner of Perry County, the
12 same boundary as current RD 116. As in current RD 116, proposed
13 RD 116's boundary extends eastward along the southern boundary
14 of Perry County, but it continues further than current RD 116,
15 turning northward just south of Du Quoin along the Illinois
16 Central Railroad. Splitting DuQuoin in order to reach equal
17 population, proposed RD 116's border rejoins the rail line
18 heading to Pinckneyville, moves along County Road 1, and
19 ultimately follows US Highway 51 to the Washington County line.
20 It then extends west along the county line until it continues
21 along the border of current RD 116, turning north at the corner
22 of southeast St. Clair County and southwest corner of
23 Washington County. The border extends north until changing
24 direction westward at the Kaskaskia River. Just north of
25 Fayetteville, the boundary continues west past Smithton, then
26 heads north and northwest, and generally follows current RD

1 116's boundary until it reaches the starting point near the
2 northwest corner of St. Clair County.

3 Proposed RD 116 contains the same counties as current RD
4 116, including the entirety of Monroe and Randolph Counties and
5 portions of Perry and St. Clair Counties. The boundaries in
6 Perry County follow along several precinct lines and roadways
7 to keep much of the population of Pinckneyville in proposed RD
8 116. In addition, DuQuoin is split with proposed RD 115,
9 largely along the Illinois Central Railroad and some precinct
10 lines to reach equal population. In St. Clair County, the
11 communities of Fayetteville, Lenzburg, Marissa, New Athens,
12 Prairie Du Long, and Sugar Loaf are included in their entirety,
13 while portions of Centreville and Millstadt Townships are
14 included as under current RD 116. Millstadt's boundaries are
15 adjusted slightly to achieve equal population.

16 Proposed RD 116 contains the entirety of a majority of the
17 municipalities in the district, including the following
18 cities, towns, and villages: Baldwin, Chester, Columbia,
19 Coulterville, Cutler, Darmstadt, Dupo, East Carondelet, Ellis
20 Grove, Evansville, Fayetteville, Floraville, Fults, Hecker,
21 Kaskaskia, Lenzburg, Maeystown, Marissa, New Athens,
22 Paderborn, Percy, Prairie du Rocher, Red Bud, Rockwood, Ruma,
23 Sparta, St. Libory, Steeleville, Tilden, Valmeyer, Waterloo,
24 and Willisville.

25 Proposed RD 116 contains portions of the following
26 municipalities and Census Designated Places: Cahokia, Du

1 Quoin, Millstadt, Pinckneyville, Sauget and Smithton.
2 Pinckneyville is split on major roadways and precinct lines,
3 keeping the bulk of the population in proposed RD 116.
4 Smithton's split follows township lines. The split in DuQuoin
5 follows the Illinois Central Railroad and adjusts to reach
6 equal population. The splits that occur in Sauget and Cahokia
7 follow the border of current RD 116. Finally, proposed RD 116's
8 border in Millstadt follows Illinois Route 158 west to the
9 Sugar Loaf Township line, adjusting slightly from current RD
10 116 to achieve equal population.

11 Proposed RD 116 contains roughly the same municipalities
12 and Census Designated Places as current RD 116, although
13 proposed RD 116 no longer contains the municipalities of
14 Freeburg (which is now kept intact in RD 114), Mascoutah or
15 Belleville, as the northern boundary of the district was moved
16 further south in St. Clair County to achieve equal population.

17 By moving further out of St. Clair County, proposed RD 116
18 is a more rural district and recognizes an agricultural
19 community of interest. Many individuals testified at the House
20 Redistricting Committee's hearings around the state that the
21 agricultural community ought to be considered as a community of
22 interest. The population center of the district, Monroe County,
23 grew the most in the district, at a rate of 15% - 25%. This
24 growth is due to the expansion of the St. Louis Metro Area
25 southward into Monroe County. Proposed RD 116 keeps core of
26 current RD 116 intact, while recognizing that the district can

1 be made more rural and accomplish the need to reduce
2 population.

3 Proposed RD 116 and current RD 116 are very similar
4 demographically and in shape. These areas have a long history
5 of coal mining, an industry that goes back generations and
6 links families in the area together as a strong community of
7 interest. Proposed RD 116 keeps the coal mining heritage of
8 western Perry County, northeastern Randolph County, and
9 southern St. Clair County together as it generally follows the
10 territory of significant mining operations and important coal
11 deposits. A community of interest built around the Kaskaskia
12 and Mississippi Rivers remains intact. These waterways are
13 significant economic engines in the area as they allow for the
14 easier transport of coal and agricultural products.

15 Proposed RD 116 contains the vast majority of the core of
16 current RD 116 and preserves the incumbent-constituent
17 relationship created over the past 7 election cycles. The
18 partisan advantage for the incumbent increases slightly
19 compared to current RD 116.

20 Proposed RD 116 contains an African American voting-age
21 population of 9.58%, a Hispanic voting-age population of 2.01%,
22 and an Asian voting-age population of 0.4%.

23 REPRESENTATIVE DISTRICT 117

24 According to the 2010 Census, current RD 117 has a
25 population of 110,775. Proposed RD 117 has a population of

1 108,734, the equal population target, and is therefore
2 compliant with the "one person, one vote" principle.

3 The population in proposed RD 117 entirely resides within
4 current RD 117. To reduce population, proposed RD 117 loses
5 portions of Hamilton County, including two rural townships
6 (Crook and South Flannigan) and a portion of the City of
7 McLeansboro. Importantly, proposed RD 117 preserves the strong
8 partnership and regional identity of Franklin and Williamson
9 counties. Included in these counties are the towns of Cambria,
10 Carterville, Crainville, Energy, Herrin, Colp, Hurst Bush,
11 Johnson City, Whiteash, Spillertown, Marion, Pittsburgh, Crab
12 Orchard, Creal Springs, Freeman Spur, Royalton, Zeigler,
13 Mulkeytown, North City, Christopher, Buckner, Valier, Sesser,
14 Orient, West Frankfort, Hanaford, Thompsonville, Ewing,
15 Benton, Macedonia and portions of McLeansboro and Stonefort.

16 Like current RD 117, proposed RD 117 is completely with
17 within the John A. Logan and Rend Lake Community College
18 Districts and includes landmarks such as the Williamson County
19 Regional Airport, the McLeansboro Municipal Airport, Benton
20 Municipal Airport, McLeansboro Golf Club and the McLeansboro
21 Hospital. Proposed RD 117 includes all but one of the school
22 districts included in current RD 117. Given the need to reduce
23 the population of current RD 117, Galatia Community Unified
24 School District is not included in proposed RD 117.

25 The communities within current RD 117 have many similar
26 economic interests. The Franklin County Economic Development

1 Corporation (FREDCO) and the Regional Economic Development
2 Corporation (REDCO) in Williamson County provide the residents
3 of current RD 117, as well as those within proposed RD 117,
4 with resources to find manufacturing jobs throughout the area
5 and classes that teach the skills to create a successful work
6 environment. These communities worked together to bring about
7 STAR bonds, which assists with economic development
8 opportunities in the district. Outside of those economic
9 development organizations, proposed and current RD 117 are
10 comprised of several other employers which include Aisin
11 Manufacturing, Pepsi/Midamerica, Heartland Regional Medical
12 Center, VA medical Center, Blue Cross Blue Shield and the US
13 Dept. of Justice. Proposed RD 117 is also home to the Southern
14 Illinois Coal Belt Champion Community, which makes up the
15 central and southwestern part of Franklin County and the
16 northwestern part of Williamson County. Coal Mining has been a
17 major source of employment in the area for decades and under
18 the proposed map it will continue to serve the region.

19 Proposed RD 117 contains the entire core of current RD 117.
20 It preserves the incumbent-constituent relationship developed
21 over the past 4 election cycles. The partisan composition is
22 nearly identical to the composition under current RD 117.

23 Proposed RD 117 contains an African American voting-age
24 population of 2.38%, a Hispanic voting-age population of 1.33%,
25 and an Asian voting-age population of 0.71%.

1 REPRESENTATIVE DISTRICT 118

2 According to the 2010 Census, current RD 118 has a
3 population of 99,068. Proposed RD 118 has a population of
4 108,734, the equal population target, and is therefore
5 compliant with the "one person, one vote" principle. Proposed
6 RD 118 slightly differs in shape from current RD 118 due, in
7 part, to population shifts and the need to increase the total
8 population of the district.

9 Proposed RD 118 contains 80.51% of current RD 118. Proposed
10 RD 118 keeps many counties and townships intact and utilizes
11 many natural borders and boundaries, including the
12 Mississippi, Ohio, and Wabash Rivers running from the
13 southwestern corner to the upper northeastern corner and US
14 Highway 51 on most of the inner Western edge. Proposed RD 118
15 keeps communities of interest intact and maintains
16 commonalities that link residents across the region, including
17 rural, agricultural communities and those in river communities
18 along much of the outer boundary.

19 Proposed RD 118 contains the following counties: all of
20 Alexander, Gallatin, Hardin, Johnson, Massac, Pope, Pulaski
21 and Saline, as well as portions of Hamilton, Jackson and Union
22 counties. Portions of White County included in current RD 118
23 are not included in proposed RD 118. Proposed RD 118 contains
24 the following townships: all of the townships of Beaver Creek,
25 Crook, Crouch, Dahlgren, Mayberry, South Crouch, South
26 Flannigan, South Twigg and Twigg in Hamilton County; all of the

1 townships of Anna District 7, Dongola District 1, Lick Creek
2 and Stokes in Union County; portions of McLeansboro Township in
3 Hamilton County, Carbondale and Makanda in Jackson County, and
4 the Union County townships of Anna District 1, Anna District 3,
5 Anna District 5, Anna District 6, Balcom, Cobden District 1,
6 Cobden District 2, and Dongola District 2. Most of the township
7 splits occur on the Western boundary that runs from Carbondale
8 south past Dongola and were made to accommodate the natural and
9 obvious boundary of US Highway 51.

10 Proposed RD 118 contains the following municipalities: all
11 of Belknap, Belle Prairie, Brookport, Broughton, Buncombe,
12 Cairo, Carrier Mills, Cave-in-Rock, Creal Springs, Cypress,
13 Dahlgren, East Cape Girardeau, Eddyville, Eldorado,
14 Elizabethtown, Equality, Galatia, Golconda, Goreville,
15 Harrisburg, Joppa, Junction, Karnak, McClure, Metropolis,
16 Mound City, Mounds, Muddy, New Burnside, New Grand Chain, Old
17 Shawneetown, Olive Branch, Olmsted, Omaha, Pulaski, Raleigh,
18 Ridgeway, Rosiclare, Shawneetown, Simpson, Tamms, Thebes,
19 Ullin and Vienna; and portions of Anna, Carbondale, Dongola,
20 Makanda, Marion, McLeansboro, New Haven and Stonefort. Creal
21 Springs and Stonefort are split to keep proposed RD 118 from
22 crossing the county line from Saline into Williamson County,
23 and New Haven was split to keep proposed RD 118 from crossing
24 the county line from Gallatin into White County. Municipalities
25 that are split on the Western interior border of proposed RD
26 118 allow US Highway 51 to be a natural and logical district

1 boundary.

2 Proposed RD 118 contains, for the most part, two major
3 communities of interest: river towns and rural, agricultural
4 towns. Many of the outer borders of proposed RD 118 are natural
5 waterways, namely the Mississippi, Wabash, and Ohio Rivers.
6 Communities along these rivers share common ways of life and
7 common concerns, including waterway commerce, tourism, and
8 flooding concerns. The interior communities in proposed RD 118
9 are mostly small, farm based communities that often host a
10 grain elevator that draws farmers who do not live in
11 municipalities. Agriculture has been a way of life in this
12 region since the 19th Century and links most of the
13 municipalities in proposed RD 118 as a community of interest.

14 Waterways are a significant part of proposed RD 118. As the
15 Southernmost district in Illinois, it is bordered on three
16 sides by the Mississippi, Ohio, and Wabash Rivers. With many
17 river communities that lie in flood zones throughout the
18 district, including significant flood zones in Alexander,
19 Gallatin, Hardin, Massac, Pope, and Pulaski Counties,
20 residents are linked as a community of interest that is tied to
21 water commerce, tourism, and flood worries. Landmarks that link
22 the residents of current RD 118 with a shared interest in
23 tourism include Shawnee National Forest, Dixon Springs State
24 Park, Cave-in-Rock State Park, Giant City State Park, and a
25 riverboat casino in Metropolis.

26 Residents of proposed RD 118 share common concerns

1 regarding: job development and creation. The majority of
2 proposed RD 118 falls into two median income categories: \$2,499
3 - \$44,205, and \$44,205-\$68,654, both of which are fairly evenly
4 dispersed. The eastern part of Carbondale is the only part of
5 proposed RD 118 in a higher income bracket, \$68,654-\$98,750.
6 However, due to the need to gain population, and as Carbondale
7 remains a major hub and gateway for anyone living, working, or
8 visiting current RD 118, it makes sense to include it in
9 proposed RD 118.

10 The region of Southern Illinois has a strong shared
11 identity that is largely driven by SIUC and what it brings to
12 the area in terms of population, jobs and tourism. While the
13 University of Illinois at Urbana-Champaign is a global draw
14 (41% of students are from out of state), SIUC operates as a
15 much more regional university (19% of students are from out of
16 state). The representation provided under proposed RD 115 and
17 proposed RD 118 empower this community of interest.

18 Proposed RD 118 retains a significant majority of the
19 population of current RD 118 to preserve incumbent-constituent
20 relationships formed over the past 4 election cycles. The
21 partisan advantage increases slightly in favor of the incumbent
22 compared to current RD 118.

23 The African American voting-age population in proposed RD
24 118 is 11.36%, the Hispanic voting-age population is 1.95%, and
25 the Asian voting-age population is 1.04%. These communities of
26 interest are kept intact in proposed RD 118. Most of proposed

1 RD 118's African American population is concentrated in the
2 southwestern corner of proposed RD 118, on Alexander County's
3 eastern border with Pulaski County and throughout Pulaski
4 County. At both the House Redistricting Committee hearing in
5 East St. Louis and the Senate Redistricting Committee hearing
6 in Carbondale, Richard Grigsby, President of the
7 Alexander-Pulaski County NAACP, urged the General Assembly to
8 keep Alexander and Pulaski Counties within the same district.
9 Mr. Grigsby explained that the counties have similar economic,
10 social, and health problems and that separating the two would
11 cause disruption, political complications, and confusion.
12 Proposed RD 118 keeps Alexander and Pulaski Counties together
13 as they are under current RD 118. Proposed RD 118 also adds
14 another significant pocket of African Americans in the
15 Carbondale area of the district. Thus, proposed RD 118 keeps
16 nearly all of the region's African Americans in the same
17 district.; and be it further

18 RESOLVED, That this House Resolution adopts and
19 incorporates by reference the provisions of Senate Resolution
20 249 of the Ninety-Seventh General Assembly.