

STATE OF ILLINOIS



HOUSE JOURNAL

HOUSE OF REPRESENTATIVES

NINETY-SEVENTH GENERAL ASSEMBLY

66TH LEGISLATIVE DAY

REGULAR & PERFUNCTORY SESSION

FRIDAY, MAY 27, 2011

8:01 O'CLOCK A.M.

HOUSE OF REPRESENTATIVES
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66TH LEGISLATIVE DAY

Perfunctory Session

FRIDAY, MAY 27, 2011

At the hour of 7:43 o'clock a.m., the House convened perfunctory session.

HOUSE RESOLUTION

The following resolution was offered and placed in the Committee on Rules.

HOUSE RESOLUTION 385

Offered by Representative Currie:

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

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

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

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

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

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

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

- (i) each of the Districts contained in the 2011 General Assembly Redistricting Plan was drawn to be substantially equal in population, so that as nearly as practicable, the total population deviation between Districts in zero;
- (ii) each of the Districts contained in the 2011 General Assembly Redistricting Plan was drawn to be consistent with the United States Constitution;
- (iii) each of the Districts contained in the 2011 General Assembly Redistricting Plan was drawn to be consistent with the federal Voting Rights Act, where applicable;
- (iv) each of the Districts contained in the 2011 General Assembly Redistricting Plan was drawn to be compact and contiguous, as required by the Illinois Constitution;
- (v) each of the Districts contained in the 2011 General Assembly Redistricting Plan was drawn to be consistent with the Illinois Voting Rights Act of 2011, where applicable; and
- (vi) each of the Districts contained in the 2011 General Assembly Redistricting Plan was drawn taking into account the partisan composition of the District and of the Plan itself; and be it further

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

RESOLVED, That the House hereby adopts and incorporates by reference all information received by the House Redistricting Committee or the Senate Redistricting Committee that was submitted by the general public and stakeholders in person at the hearings; by e-mail; by U.S. mail; by facsimile; or in person at the public access stations provided by the House and Senate in Springfield, Illinois and in Chicago, Illinois; that the House further adopts and incorporates by reference transcripts of proceedings for all of the redistricting hearings conducted by either the House or Senate or both; and that all information received by the House or Senate or both, including but not limited to, the aforementioned information, was subsequently posted at one of the following websites:

www.ilga.gov/senate/committees/hearing.asp?CommitteeID=956,

www.ilsenateredistricting.com, and

www.ilhousedems.com/redistricting; and be it further

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

REPRESENTATIVE DISTRICT 1

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

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

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

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

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

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

Several means of transportation help make up the borders of proposed RD 1 and the communities of proposed RD 1 are tied together by the transportation industry. The most northern portion of proposed RD 1 is bordered by Interstate 55, which gives local residents access to the southwest suburbs, Will County and more importantly Downtown Chicago where many people commute for work. In addition to the expressway, the CTA Orange Line runs through proposed RD 1 and the Metra Heritage Line runs through the north end of proposed RD 1 providing easy access to the southwest suburbs and Downtown Chicago. The large north/south streets that run throughout the district, such as Pulaski, Kedzie, Western, and Damen, provide many residents with easy access to shopping areas, schools, colleges and jobs. There are also several freight lines that run through proposed RD 1 mainly on the outer borders. Several neighborhoods

included in proposed RD 1 are heavily influenced by the transportation industry. Brighton Park and Archer Heights both have transportation facilities and railroads in their neighborhoods, and proposed RD 1 unites these communities of interest. Both Archer Heights and Brighton Park have seen an influx of new residents, partially as a result of their proximity to Midway Airport.

Socioeconomically, proposed RD 1 is very diverse. The northwest and far west sides of proposed RD 1 have a base of residents with a median income of \$44,000 to \$99,000, whereas the south end of the district has residents with a median income of \$2,499 to \$44,000. As with the other demographics of proposed RD 1, this is consistent with current RD 1.

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

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

REPRESENTATIVE DISTRICT 2

According to the 2010 census, current RD 2 has a population of 91,849. Proposed RD 2 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 2 is different in shape from current RD 2 due, in part, to population shifts and the need to increase the total population of the district by 16,885.

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

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

Proposed RD 2 is located entirely within Chicago, as is current RD 2, and includes portions of the Chicago neighborhoods of Armour Square, Bridgeport, Brighton Park, Lower West Side, McKinley Park, Near South Side, and New City. Brighton Park is not in current RD 2.

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

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

In addition to the entrance of I-90/94 at the northeastern corner of proposed RD 2, I-55 cuts through the middle of proposed RD 2 as it does in current RD 2, making it easy for residents of the district to access transportation options. Several train routes serve proposed RD 2, as they do in current RD 2: The CTA Red line runs through the Armour Square neighborhood, the Pink and Blue lines run east-west through the northwest corner of proposed RD 2, the Orange line runs diagonally through proposed RD 2, and the Metra Heritage line runs through proposed RD 2 as well. In addition to the interstate highways and multiple train routes, proposed RD 2, as well as the current district, has the Sanitary and Ship Canal that cuts through

from east to west running parallel to I-55. Transportation in this district allows for a large industrial area that not only serves Chicago, but the nation.

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

REPRESENTATIVE DISTRICT 3

According to the 2010 census, current RD 3 has a population of 101,435. Proposed RD 3 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 3 is different in shape from current RD 3 due, in part, to population shifts and the need to increase the total population of the district by 7,299.

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

Proposed RD 3 is entirely in Cook County and the vast majority is in the city of Chicago, with the exception of a small portion of the western border in Elmwood Park. Like current RD 3, proposed RD 3 keeps the Belmont Cragin neighborhood as the largest and most central neighborhood in the district, while adding new neighborhoods that share many common interests. Both current and proposed RD 3 includes portions of the Hermosa, Logan Square, Dunning, Portage Park, and Montclare neighborhoods. Proposed RD 3 adds a small portion of the Austin neighborhood. The new sections of Dunning and Montclare neighborhoods in proposed RD 3 are consistent in ethnicity, median income, and share the same main artery streets. The section of north Austin included in proposed RD 3 is scarcely populated and includes industrial areas that are staffed by many Belmont Cragin and Montclare residents. In addition to population concerns, the section of Elmwood Park is included in proposed RD 3 to capture Hispanic growth in that pocket of the city.

The Chicago wards within proposed RD 3 share socioeconomic traits, including that they are primarily single family "bungalow" homes and have similar median incomes. The area is best described as a working class "bungalow belt" region. The residents of the neighborhoods are majority Hispanic, mixed with white ethnic residents who are often of Polish and German decent. Many of the Hispanic residents are second and third generation Americans and move into the area from areas with higher crime in order to purchase homes and raise families in a safer environment. In both cases, the newer and older residents, there are strong family and common interest and community values that shape the area. The residents are from mixed backgrounds but have similar immigrant roots and have a shared interest in building and maintaining communities with good schools, adequate policing and financial opportunities. Both the Hispanic and white residents are mostly working class, blue-collar with predominantly lower-middle to middle median incomes between \$2,500 and about \$68,000. A segment of upper-middle income residents live near the Brickyard Mall in western Belmont Cragin.

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

REPRESENTATIVE DISTRICT 4

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

Of the population in proposed RD 4, 76.94% reside in current RD 4. As under current RD 4, proposed RD 4 is entirely within Cook County and the City of Chicago. Under both maps, the residents are served by the Chicago Public Schools, City Colleges of Chicago, Chicago Public Library System, Chicago Park System, Chicago Police Department and the Chicago Fire Department. Under both districts, the residents are within Cook County Board Districts 1, 8, and 12. Current RD 4 contains portions of the Chicago's 1st, 26th, 27th, 30th, 32nd, 35th, and 37th Wards. Proposed RD 4 maintains these wards and adds a portion of the 31st Ward on the western edge of the district. This is due to the need to add population to proposed RD 4.

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

The median income of proposed RD 4 slightly decreases in comparison to current RD 4. This is due to the loss of eastern portions of current RD 4, which had a higher median income ranging from \$68,000 to \$148,000, and the addition of parts to the west and north, which have lower median incomes ranging from \$2,499 to \$44,000.

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

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

REPRESENTATIVE DISTRICT 5

According to the 2010 Census, current RD 5 has a population of 102,436. Proposed RD 5 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle.

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

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

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

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

removed and is now included in proposed RD 2 with all of Greater Chinatown.

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

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

REPRESENTATIVE DISTRICT 6

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

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

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

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

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

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

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

REPRESENTATIVE DISTRICT 7

According to the 2010 Census, current RD 7 has a current population of 97,427. Proposed RD 7 has a population of 108,734, the equal population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 7 is different in shape from current RD 7 due, in part, to population shifts and the need to increase the total population of the district by over 11,000 people.

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

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

All of River Forest is within proposed RD 7, and the northeast border of proposed RD 7 follows the

northeast corner of River Forest. Many residents of River Forest commute to jobs in the city by taking the Metra Union Pacific-West line, which has a stop in the community. Within River Forest are the Cook County Forest Preserves of Thatcher Woods and Thatcher Woods Glen. Unlike current RD 7, proposed RD 7 keeps the entirety of River Forest within one district instead of splitting it into two representative districts.

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

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

Proposed RD 7's central area is comprised of the largely African American, lower income communities of Bellwood, Maywood and Broadview. These communities have a shared a common median income and share concerns on issues of transportation, economic opportunities, gang violence and neighborhood safety.

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

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

REPRESENTATIVE DISTRICT 8

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

Of the population in proposed RD 8, 62.65% reside in current RD 8. Proposed RD 8 preserves the core of current RD 8, while expanding west into the suburbs to gain population and preserve communities of interest. Several boundary lines in proposed RD 8 are the same as the current RD 8, and the new district lines follow roadways and other natural corridors. The eastern border of proposed RD 8 moves slightly west to accommodate a neighboring district to the east that needed to gain population. To accommodate this westward shift, proposed RD 8 gains African American population north of West Quincy Street in Chicago's 28th and 29th Wards, and north of Division Street and east of Central Avenue in the 37th Ward.

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

The Austin neighborhood in Chicago and portions of Berwyn in proposed RD 8 have a higher rate of vacant property (11% and 25% vacant housing rate) than the rest of the district, which has less than 10% vacant housing. Combining Austin and Berwyn in the proposed RD 8 strengthens a community of interest around the need to remedy the housing crisis impacting these areas.

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

While racial demographics differ, Oak Park and La Grange form a community of interest as commuter suburbs. While most of the suburban portion of proposed RD 8 has a median income between \$44,205 and \$98,750, parts of La Grange, LaGrange Park and Oak Park have a higher median income range between \$98,750 and \$147,955. These communities do, however, share similar values, seeking safer neighborhoods

and better schools for their families while enjoying easy access to transportation to Chicago. Oak Park is connected to Chicago by the CTA Blue Line and Green Line in addition to its proximity to Interstate 290 and North Avenue. La Grange is connected to Chicago by the Burlington Northern Santa Fe Metra Line with two stops in La Grange, in addition to its proximity to Interstate 294, Interstate 290 via Highway 12/20, and Ogden Avenue. Combining these two similar suburban areas strengthens this community of interest in proposed RD 8.

Proposed RD 8 retains a significant core of its current district and preserves what incumbent-constituent relationships may have developed since 2007. The expansion to the west and southwest to compensate for one of the largest population losses of any district adds population that is largely Caucasian and Hispanic, leading to a slight drop in overall African-American voting-age population in proposed RD 8. That same expansion picks up largely individuals who have voted predominantly Republican and, thereby, reduces the incumbent's partisan advantage by a fair amount, though the advantage remains strong.

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

REPRESENTATIVE DISTRICT 9

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

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

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

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

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

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

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

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

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

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

REPRESENTATIVE DISTRICT 10

According to the 2010 Census, current RD 10 has a population of 95,447. Proposed RD 10 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle. The minor differences in shape between proposed RD 10 and current RD 10 are due, in part, to population shifts and the need to increase the total population of the district.

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

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

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

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

Proposed RD 10 contains an African American voting-age population of 50.83%, an Asian voting-age population of 2.53%, and a Hispanic voting-age population of 12.40%.

REPRESENTATIVE DISTRICT 11

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

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

Included within the boundaries of proposed RD 11 are many shopping and dining options that allow residents to experience urban living without the necessity of being tied to a car. The residents are generally Caucasian and affluent. Many work and travel to downtown Chicago using public transportation, and when not working, enjoy the amenities of their neighborhoods.

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

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

REPRESENTATIVE DISTRICT 12

According to the 2010 Census, current RD 12 has a population of 99,579. Proposed RD 12 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one

vote" principle. Proposed RD 12 is different in shape from current RD 12 due, in part, to population shifts and the need to increase the total population of the district by 9,155.

Of the population in proposed RD 12, 83.44% reside in current RD 12. Like current RD 12, proposed RD 12 is located entirely within Chicago and includes almost entirely Chicago Wards 43, 44 and 46, and portions of Wards 27, 42, and 48. To gain population, current RD 12 picks up more of Wards 44 and 46, and gains small sections of Ward 48 and Ward 27. Proposed RD 12 is almost entirely within the Cook County Board of Commissioners District 10, with a small portion of County District 2 that is more similar in median income to District 10 than the rest of District 2. This is similar to current RD 12.

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

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

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

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

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

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

REPRESENTATIVE DISTRICT 13

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

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

In order to recognize the importance of neighborhoods within Chicago, proposed RD 13 attempts to keep intact many neighborhoods and communities of interest. Proposed RD 13 includes portions of eight Chicago Neighborhoods. Proposed RD 13 contains more of the Lincoln Square neighborhood than current RD 13. Like current RD 13, proposed RD 13 contains most of the Uptown Neighborhood. As the median income of the Uptown Neighborhood south of Montrose Avenue increases to a higher level than most of

proposed RD 13, the portions of Uptown south of Montrose are removed to maintain a similar income level throughout proposed RD 13. Proposed RD 13 maintains the western portion of the Edgewater neighborhood and extends to include one block east between Bryn Mawr Avenue and Foster Avenue and north to Devon Ave to encompass all of the Edgewater Neighborhood west of Clark Street. While this is part of the larger Edgewater Neighborhood, residents have organized the West Edgewater Area Residents (WEAR) Organization as the commercial corridor of Clark Street and the Andersonville Neighborhood divide the neighborhood into smaller, more distinct communities of interest.

The southern border of proposed RD 13 is very similar to current RD 13, including the same portion of the North Center Neighborhood. Proposed RD 13 also includes a larger portion of the West Ridge Neighborhood and part of the North Park Neighborhood to increase the representation of these communities of interest. The portion of North Park and West Ridge included in proposed RD 13 include significant Asian American populations, including local ethnic businesses, retail establishments, and the Asian Human Services facility located in the northwestern corner of the proposed district. Proposed RD 13 adds small portions of the Albany Park and Lakeview Neighborhoods.

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

As stated by Lowell Jaffe and Anthony Martinez of the Civil Rights Agenda during the April 25, 2011 House Redistricting Hearing, current and proposed RD 13 includes a significant number of persons who identify themselves as lesbian, gay, bisexual, or transgender. Proposed RD 13 maintains this community of interest.

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

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

REPRESENTATIVE DISTRICT 14

According to the 2010 Census, current RD 14 has a population of 93,160. Proposed RD 14 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 14 is different in shape from current RD 14 due, in part, to population shifts and the need to increase the total population of the district by 15,574.

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

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

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

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

Despite the addition of new land into the district, proposed RD 14 largely maintains the same ethnic diversity and vibrant cultural offerings that make current RD 14 unique. Proposed RD 14 includes the neighborhoods of West Ridge, Edgewater, and almost all of Rogers Park (West Ridge and Edgewater are in current RD 14, but Rogers Park is not). The result is that the lakefront neighborhoods of Edgewater and Rogers Park, which share many common characteristics, are now located in a single representative district. A very small portion of proposed RD 14 also includes a small portion of the Uptown neighborhood that is similar to the other communities located within proposed RD 14. As in current RD 14, proposed RD 14 includes the campus of Loyola University-Chicago and surrounding neighborhoods are kept together as part of proposed RD 14, as they are in current RD 14.

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

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

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

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

REPRESENTATIVE DISTRICT 15

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

Of the population in proposed RD 15, 73.06% reside in current RD 15. The northwest border of current RD 15 shifts west to gain population. Proposed RD 15 gains population from Maine Township to the northwest. Proposed RD 15 removes small portions of Chicago, Niles, and Lincolnwood in order to account for neighboring districts that need to gain population and to keep communities of interest together. A small portion of current RD 15 in Northfield Township, the northern most point of current RD 15, is not included in proposed RD 15. This is done in part to consolidate proposed RD 15 within Chicago and the Cook County Townships of Niles and Maine.

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

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

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

REPRESENTATIVE DISTRICT 16

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

Of the population in proposed RD 16, 90.43% reside in current RD 16. The core of proposed RD 16 is generally the same as current RD 16; however, its boundaries extend northeast, northwest, and southwest to reach the target population and protect communities of interest. Like current RD 16, proposed RD 16 includes Lincolnwood, Morton Grove, Skokie, and a portion of the 50th Ward in Chicago.

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

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

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

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

REPRESENTATIVE DISTRICT 17

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

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

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

Proposed RD 17 shares many of the resources available under current RD 17. For example, proposed RD 17 is still composed of the following school districts: Avoca, Evanston Community Consolidated SD 65, Glenview Community Consolidated SD 34, Golf Elementary School SD 67, Morton Grove SD 70, Northbrook SD 28, Northbrook/Glenview SD 30, Skokie SD 68, 69 & 73-5, West Northfield SD 31 and

Wilmette SD 39. Proposed RD 17's additional population east of McCormick Road attend the same school (Evanston Community Consolidated SB 56) as those in the northeastern part of the district.

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

Proposed RD 17 offers several transportation options that allow residents to get from one end of the district to the other. McCormick Boulevard links the southeastern part of the district to the northeastern part. Dempster Street runs east and west along the southern border. Along this roadway you will find many grocery stores, restaurants and other shopping centers, but the importance of this road is how it links commuters to the CTA's Yellow Line and the Edens Expressway (I-94). Milwaukee Avenue/I-294 provides the west side of the district with the same kind of access as the east side. I-294 connects the district with the north and northwest suburbs. Milwaukee Avenue runs northwest to southeast and gives the district the ability to have an easily accessible road that connects to O'Hare International Airport as well connecting the district to many of the popular neighborhoods on the north side of Chicago.

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

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

REPRESENTATIVE DISTRICT 18

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

Of the population in proposed RD 18, 76.46% reside in current RD 18. Proposed RD 18 is now an entirely suburban district. The Chicago portion of current RD 18 is removed to allow proposed RD 14 to gain population and preserve the Rogers Park Neighborhood. Proposed RD 18 extends north along the lakeshore and west into the northern suburbs. The borders of proposed RD 18 through Evanston and Wilmette are similar to current RD 18.

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

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

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

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

Proposed RD 18 has diverse communities of interest reflected in the income ranges of different portions of the district. While much of proposed RD 18 has an upper-middle class and upper class median incomes

in excess of \$100,000, the southeastern portion of the district west of the CTA Purple Line route is a middle class community of interest with median incomes ranging between \$50,000 and \$100,000. The lakefront is an upper class community of interest, with median incomes exceeding \$150,000. The area further west of the major Interstate and lakefront is an upper-middle class community of interest with median incomes ranging from \$100,000 to \$150,000.

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

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

REPRESENTATIVE DISTRICT 19

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

Of the population in proposed RD 19, 61.27% reside in current RD 19. The northern and eastern borders of the district stayed relatively the same; however, due to population change, proposed RD 19 shifted to the south and the west to include more of the 36th Ward and Harwood Heights. The areas added share many commonalities with current RD 19. The wards, townships and neighborhoods of proposed RD 19 all remain the same as under current RD 19. By keeping those areas the same, residents of proposed RD 19 will be able to maintain the same quality city services, schools, parishes and community activities that have been available to them.

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

Chicago's 45th Ward makes up a majority of proposed RD 19 (it is separated along essentially the same line as under current RD 19) and dominates the northern and eastern parts of proposed RD 19 with the neighborhoods of Jefferson Park and Portage Park. Jefferson Park is one of Chicago's most diverse neighborhoods because of its rich history of Irish, Polish and Hispanic immigrants that have settled in the area and raised families. Those ethnic groups also make up a significant portion of the local businesses in the area. The neighborhood has maintained its features because, unlike other Chicago neighborhoods, it has not experienced the same level of urban sprawl. There are new condos that make up portions of the neighborhood, but for the most part it consists of many single family homes and families that have lived in the area for generations. The rest of the ward includes Portage Park, which is also located within then 38th Ward. The neighborhood is known for its quality schools, parishes and thriving business community along Milwaukee Avenue. These two neighborhoods make up a significant portion of the Hispanic population in proposed RD 19, mostly populated in the southern part of Jefferson Park and the northeastern part of Portage Park, is kept intact as a community of interest.

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

The 36th Ward, located in the western part of proposed RD 19, includes portions of Dunning. This portion of the Dunning neighborhood is made up of many single family homes and is spaced out because of its large cemeteries and forest preserve areas. This open space creates a quiet atmosphere in the city which brings in a lot of city workers that must meet residency requirements.

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

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

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

Minority populations primarily residing within specific areas of proposed RD 19 are preserved as a community of interest. In the Dunning community, a majority of the African American population resides along Oak Park Avenue on the east, Irving Park Road on the south, Harlem on the west, and Forest Preserve Avenue on the north. Hispanics within proposed RD 19 mainly reside in the southeast part of proposed RD 19 in the Dunning and Portage Park neighborhoods.

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

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

REPRESENTATIVE DISTRICT 20

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

Proposed RD 20 includes portions of current RDs 15, 20, 57, 65, and 77. Nearly half of the residents in proposed RD 20 live in current RD 20. The proposed district maintains a large portion of Chicago and Norridge and the northeastern boundary of proposed RD 20 is essentially the same as current RD 20. To gain the appropriate population, proposed RD 20 acquires territory to the west, a change that reflects the growing suburban nature of residents. This westward expansion is broken down into two areas for ease of description: northwestern and southwestern. These two expansion areas take in portions of the suburban communities of Park Ridge, Rosemont and Schiller Park and share common characteristics with the portion of Chicago contained in proposed RD 20.

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

The southwestern expansion area: The westernmost boundary is created by O'Hare International Airport, just outside the district, while the Des Plaines River helps to create a natural boundary in this expansion area. The southern border of southwestern expansion area follows Belmont Avenue then moves north along the eastern side of the O'Hare International Airport and Mannheim Road. Proposed RD 20 moves an eastern direction along Touhy Avenue, then southeast to catch the Des Plaines River and the Kennedy Expressway. This expansion takes in the entire community of Schiller Park, a large portion of Rosemont, and portions of Franklin Park and Des Plaines. These borders allow the neighborhoods surrounding Maine South High School to remain intact and within other districts located between the two westward expansion areas, while recognizing that the residents of the southwestern expansion area share commonalities with others living in proposed RD 20. Additionally, the southwestern expansion of proposed RD 20 includes Chevalier Woods and Robinson Woods North, both under the jurisdiction of the Cook County Forest Preserves. They are two of the more northern forest preserves in a chain of several Cook County Forest Preserves. This southwestern expansion keeps a string of five small forest preserves and the neighborhoods that surround them together in one district. The other three forest preserves that are in current RD 20 are Robinson Woods, Schiller Woods North, Che-Che-Pin-Qua Woods. They remain intact in proposed RD 20.

Proposed RD 20 includes the entire community of Schiller Park, larger portions of Norridge and Chicago, and sections of Des Plaines, Niles, Park Ridge, Rosemont, Harwood Heights and Franklin Park. Most of proposed RD 20 is in Cook County Board District 17, but there are sections of County Board District 12 (similar to the current district), County Board District 15 and County Board District 16. Proposed RD 20 contains portions of Chicago, Leyden, Niles, Maine and Norwood Park Townships, with expansion into more of Niles, Norwood Park, Leyden Township, and Maine townships. Those additions are made to reach equal population.

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

Proposed RD 20 contains a portion of the Chicago Public School District 299, Des Plaines CCSD 62, East Maine SD 63, Norridge SD 80, Park Ridge CCSD 64, Niles ESD 71, Pennoyer SD 79, Rosemont ESD 78 and Schiller Park SD 81. The CPS schools located in the proposed and current RD 20 are considered some of the best in the city and are a draw for many families to the area. This is evidenced by high test scores and stable property values. Similar to the suburbs located in proposed RD 20, the section of the district that is served by CPS is an area with middle class families and an established housing stock. The two expansion areas also include additional green space and parks, something that is valued by local residents who choose to live in a less dense population area as compared to those a few miles east.

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

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

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

REPRESENTATIVE DISTRICT 21

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

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

Proposed RD 21 includes portions of the Chicago neighborhoods of Archer Heights, Brighton Park, Garfield Ridge, Lower West Side, McKinley Park, and South Lawndale. The Lower West Side and McKinley Park communities included in proposed RD 21 are minimal in terms of population and land size and reflect the border's path along a railroad and Western Avenue. The eastern border of proposed RD 21 crosses over the Chicago Sanitary and Ship Canal to include residents in the Brighton Park neighborhood, including those with a lower median income, who are similar to many other residents in proposed RD 21. On the western end of proposed RD 21, the district incorporates a portion of the minority population, which was a factor in splitting Cicero.

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

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

Proposed RD 21 has an African American voting-age population of 12.29%, a Hispanic voting-age

population of 60.14%, and an Asian voting-age population of 1.88%.

REPRESENTATIVE DISTRICT 22

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

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

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

Proposed RD 22 contains several Chicago neighborhoods, including most of West Elsdon, and portions of Gage Park and Archer Heights in the northeast; half of Garfield Ridge in the northwest; all of Clearing; all of West Lawn; a small portion of Ashburn in the southeast; and a portion of Chicago Lawn on the east. Small portions of the suburban towns of Bedford Park and Burbank located in current RD 22 remain in proposed RD 22, while Bridgeview, Burr Ridge, Countryside, Justice, Hodgkins, Indian Head Park, and Willow Springs are removed from proposed RD 22. Removing these towns allows the district to be more compact. A small portion of the eastern half of the Bedford Park neighborhood is an industrial area with rail yards and it is separated from the more populated western half of the neighborhood by the major north-south arterial road Harlem Avenue. The eastern portion of Bedford Park is included in proposed RD 22 while the more populous, less industrial western half is in the adjacent proposed RD 23. Whereas current RD 22 split portions of five Cook County Board Districts, proposed RD 22 splits only two Districts.

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

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

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

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

REPRESENTATIVE DISTRICT 23

According to the 2010 Census, current RD 23 has a population of 104,427. Proposed RD 23 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 23 is different in shape from current RD 23 due, in part, to population shifts and the need to increase the total population of the district by 4,307.

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

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

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

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

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

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

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

REPRESENTATIVE DISTRICT 24

According to the 2010 Census, current RD 24 has a population of 104,433. Proposed RD 24 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 24 is different in shape from current RD 24 due, in part, to population shifts and the need to increase the total population of the district by 4,301.

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

The boundaries and minority composition of proposed RD 24 were the subject of much debate. In an initial configuration of representative districts on the south side of Chicago, contained in House Amendment # 1 to House Bill 3760, there were complaints from minority voting rights organizations and others about the dispersion of Hispanic voting-age population among certain representative districts. Specifically, the complaints were directed at the allocation of this population among proposed RDs 1 (78.29%), 21 (75.20%), 22 (51.96%), and 24 (75.92%). A subsequent proposal drafted by House and Senate Democratic staff, never filed as legislation, attempted to even out the allocation and resulted in Hispanic voting-age population as follows: 68.26% for proposed RD 1; 60.14% for proposed RD 21; 60.21% for proposed RD 22; and 87.45% for proposed RD 24. The proposal and attempt to settle differences were complicated by the fact that representative districts are "nested" in legislative (Senate) districts, and thus any change in representative boundaries could affect the composition of Senate districts. They were further complicated by the desire not to encroach on the population of adjacent proposed RD 6, because of its population needs and composition.

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

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

REPRESENTATIVE DISTRICT 25

According to the 2010 Census, current RD 25 has a population of 91,147. Proposed RD 25 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 25 is different in shape from current RD 25 due, in part, to population shifts and the need to increase the total population of the district by 17,587.

Proposed RD 25, like current RD 25, is a highly urban district with great cultural, economic, religious

and ethnic diversity located along the shores of Lake Michigan on Chicago's South Side. Proposed RD 25 is similar to current RD 25, preserving ties of current communities of interest while expanding to the north and south in order to make up for a substantial loss of population over the last 10 years. Of its population, 67.41% reside in current RD 25.

As with current RD 25, proposed RD 25 includes Chicago Wards 4, 5, 7, 8, 10 and 20. Larger portions of Wards 8 and 10 are added to acquire the necessary population. Proposed RD 25 expands on the current RD 25's territory in Kenwood on the northern edge of the district, keeps its Hyde Park boundary line unchanged following Ellis Avenue, keeps mostly to the same boundary lines as it moves through Woodlawn, moves further to the east in South Shore in a stair step fashion, retains much of South Chicago, before swinging west to take in a third of Calumet Heights, expanding its western and southern boundaries in the northeastern corner of South Deering, before moving south to take in nearly all of the East Side, and then taking a zig zag pattern to exclude largely industrial areas in the northwestern corner of Hegewisch while capturing park and residential areas in its northeastern corner, turning north to follow the border of Illinois and Indiana before terminating in Lake Michigan.

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

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

Proposed RD 25 preserves an African American community in the center, a Hispanic community in the south, and an Asian community in the northern part. Proposed RD 25 has an African American voting-age population of 50.42%, a Hispanic voting-age population of 21.79%, and an Asian voting-age population of 5.00%.

REPRESENTATIVE DISTRICT 26

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

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

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

To keep proposed RD 26 close to its current form, it maintains the same 43rd Ward northern boundary, with Lake Michigan serving as the eastern boundary for the northern portion of the district. To reduce population, proposed RD 26 moves its most western boundary closer starting just north of Division Street on the near north side until the northern half of the 4th Ward. It resumes a western border close, or identical, to current RD 26 as it moves through the rest of the 4th Ward. Proposed RD 26 keeps the same western boundary in the first half of the 20th Ward as the current RD 26 and then moves east in the southwestern 5th Ward to reduce population. It then stairsteps to the southeast through the northern 8th and western 7th Ward. At its southern border in the 7th Ward, proposed RD 26 stays close against the eastern side of the Chicago Skyway, going no further than 91st Street and Metra's South Chicago line tracks in its southeastern corner.

Included in proposed RD 26 are the neighborhoods of: Near North Side, Loop, Near South Side, Douglas, Oakland, Grand Boulevard, Kenwood, Hyde Park, Washington Park, Woodlawn, South Shore, South Chicago and Calumet Heights. These neighborhoods are all connected by their proximity to downtown Chicago and access to the numerous transportation lines that exist within proposed RD 26. Throughout proposed RD 26, the Metra Electric and South Shore commuter rail lines give residents access

to southern parts of the city and the suburbs. These provide easy access to the Chicago Loop's services, merchants, restaurants, and recreational activities.

Proposed RD 26 contains a number of Chicago's most famous institutions and attractions that give the district its unique character, including the University of Chicago, Grant Park, Navy Pier, McCormick Place, Soldier Field, John G. Shedd Aquarium, Field Museum, Alder Planetarium, and DuSable Museum of African American History. All of these landmarks provide great employment opportunities for residents, and the public transit options, including buses, make it easy to get from one end of the district to the other. For an urban district, proposed RD 26 includes significant amounts of open space, including Grant Park, the lakefront's Burnham Park, Washington Park, and the western portion of the Midway Plaisance.

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

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

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

REPRESENTATIVE DISTRICT 27

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

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

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

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

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

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

In addition to the socioeconomic division proposed RD 27 follows through Blue Island, the suburban community is racially divided along proposed RD 27's boundary. To the east and south of proposed RD 27, Blue Island is more racially segregated between Whites, African Americans and Hispanics. The portion of Blue Island within proposed RD 27 contains a middle-class population that is more racially diverse. This population is more similar to the racially diverse populations of Alsip, another Cook County suburban community. Taking in more of Alsip not only increases the population for proposed RD 27, but also increases the racially diverse suburban community of interest in proposed RD 27 as these minority populations are more similar to each other than to the minority areas of Chicago.

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

dipping by over four percent.

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

REPRESENTATIVE DISTRICT 28

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

Of the population in proposed RD 28, 66.66% reside in current RD 28. Overall, the shape of proposed RD 28 is very similar to current RD 28 and preserves linkages for current communities of interest, as well as keeps currently joined municipalities together. Proposed RD 28 has African American core populations in Wards 9 and 34 in Chicago, as well as in Calumet Park, Blue Island and Robbins.

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

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

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

Proposed RD 28 is served by the following school districts: Chicago Public Schools 299, Calumet Public School District 132, General George Patton School District 133, Cook County School District 130, Posen-Robbins Elementary School District 143-5, West Harvey-Dixmoor Public School District 147, Midlothian School District 143, Forest Ridge School District 142, Community Consolidated School District 146, Arbor Park School District 145, Orland School District 135, and Kirby School District 140.

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

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

Proposed RD 28's area east of I-294 is populated by a majority of African Americans with some Hispanic residents in the Blue Island area. Both the Chicago neighborhoods in the southwest side of the city and the suburban areas in this portion of proposed RD 28 share common concerns of urban communities and have similar needs in terms of access to social services. The eastern half of proposed RD 28 is also bound economically by the fact that the residents are largely blue collar and live in industrial communities bordered on the south by Calumet Sag Channel which is used for barge traffic for industry. Hispanics in the Blue Island community are majority Catholic and live near St. Donatus Parish.

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

The expansion of the proposed RD 28 maintains the core of the current district and the general demographic makeup of current RD 28. Proposed RD 28 preserves the incumbent-constituency relationships that have formed over the past 4 election cycles. The boundaries maintain the partisan composition of the current district. Proposed RD 28 drops its African-American voting-age population by over eight percent compared to the district as originally drawn in 2001.

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

REPRESENTATIVE DISTRICT 29

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

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

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

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

Proposed RD 29 adds portions of the communities of Chicago Heights, Sauk Village, Steger, Crete, University Park and Monee. Over the years, there has been a shift in population from Chicago into the south suburbs. Now that shift in population is moving from the near south suburbs to the southern part of Cook County and into the collar counties. Thus, proposed RD 29 extends into Will County to respond to population shifts and to capture additional population to reach equal population. The new communities added to proposed RD 29 are similar demographically to communities in current RD 29, and they share similar housing stock.

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

Many of the thoroughfares in proposed RD 29 connect the south end of the district with the north end and the city of Chicago. Many of the residents in proposed RD 29 use these roadways to commute north to work, shop, and attend church. Highways like Illinois Route 394, the border of the district, connect proposed RD 29 directly to the south side of Chicago as well as Downtown Chicago. Dixie Highway, which is centrally located in proposed RD 29, links the southern part of the district to the northern part and gives residents access to many local businesses, universities, colleges, and the neighboring south suburbs. The other main north-south highway is I-57. This highway gives residents on the west side of proposed RD 29 a highway that connects them to the other south suburbs as well as an alternative route into the city of Chicago. All of these north-south roads are connected in the central part of the district by Interstate 80 which gives residents access to the western suburbs and Indiana.

Other points of interest that link proposed RD 29 together are that the majority of the residents in these communities have more in common with the south suburbs of Chicago than the rural sections of Will County. These areas are not farmland. They are more urban and have more of a suburban feel than a rural one. In fact, many of the high schools in these communities compete against the south suburban schools

more so than they do against any of the areas to the south of them in Will County.

Socioeconomically, proposed RD 29 is fairly homogeneous. While portions in the northern part of the district are at a lower median income level, the majority of proposed RD 29 is made up of middle working class families having median income of \$44,000 to \$99,000. As with the majority of the other demographics, this trait is similar to what it is under current RD 29.

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

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

REPRESENTATIVE DISTRICT 30

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

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

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

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

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

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

Proposed RD 30 contains an African American voting-age population of 51.86%, a Hispanic voting-age population of 13.13%, and an Asian voting-age population of 1.22%.

REPRESENTATIVE DISTRICT 31

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

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

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

Proposed RD 31 maintains the core of its district and preserves an incumbent-constituent relationship that has existed since 1985; the incumbent is one of the House's longest-serving members. The African-American population drops by seven percent, primarily due to the expanded western and northwestern boundaries, which pick up an overwhelmingly Caucasian and, to a far lesser extent, Hispanic

population. The partisan advantage for the incumbent diminishes slightly under proposed RD 31 compared to current RD 31, also due to the west and northwest expansion.

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

REPRESENTATIVE DISTRICT 32

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

Of the population in proposed RD 32, 53.26% reside in current RD 32. Proposed RD 32 has slight variations in its borders within the City of Chicago and expands west of Pulaski Avenue into suburban Cook County, in part to gain population, without adversely affecting the communities of interest within the district. Chicago's border in proposed RD 32 is very similar in shape to current RD 32. In both current and proposed RD 32, Kennedy-King College anchors its eastern end. In its western half, the territory added to proposed RD 32 is similar in shape and boundary lines to current RD 32. Proposed RD 32 extends into the suburban Cook County communities of Burbank, Bridgeview, Justice, Hickory Hills and Oak Lawn to gain population. At proposed RD 32's western terminus in Justice, the district includes a group of African American residents, otherwise isolated in that region but sharing a community of interest with African American residents in the eastern half of the district. Proposed RD 32 has a Hispanic community of interest west of Central Park Avenue that extends from the city into the district's suburban communities.

Proposed RD 32 recedes entirely from Chicago's 16th Ward and from small portions of Chicago Wards 13, 15, and 18. The portion of Ward 18 removed is in the Chicago Lawn and West Lawn neighborhoods, which consists primarily of Hispanic residents. This was done, in part, to add population and increase the Hispanic residents within the adjoining district. Marquette Park, a non-residential park, which is in current RD 32, is not included in proposed RD 32. The removal provides a natural boundary for proposed RD 32. Proposed RD 32 also recedes entirely out of the 16th Ward; like current RD 32, proposed RD 32 continues to contain portions of Chicago Wards 6, 13, 15, 17, 18, 20 and 21 and the neighborhoods of Ashburn, Chicago Lawn, Englewood, Greater Grand Crossing, West Englewood and Woodlawn.

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

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

REPRESENTATIVE DISTRICT 33

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

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

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

County line in the southeastern corner of the district.

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

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

Proposed RD 33 also keeps the Ford automobile factory in the district, a key employer for residents in both the Chicago and south suburban portions of proposed RD 33. A number of manufacturing facilities exist in the area around the Ford factory, and many employees of these facilities have chosen to live in the surrounding communities. These manufacturing facilities and their workers are vital parts of proposed RD 33 and form a community of interest.

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

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

Proposed RD 33's ability to retain the core of its district, and to preserve the incumbent-constituent relationship enjoyed over the last decade, is hampered by the southward expansion of the district's boundaries necessary to compensate for a substantial population loss. But the need to move south is almost unavoidable: much of its eastern border is immovable, most of the surrounding districts also suffer from population loss, and in any event, the population has migrated primarily southward. Current RD 33's African-American voting-age population, which has hovered around 66% since the 2001 map was drawn, drops to just below 62% with the boundary changes. The partisan advantage for the incumbent suffers a moderate drop as well.

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

REPRESENTATIVE DISTRICT 34

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

Of the population in proposed RD 34, 49.36% reside in current RD 34. It gains the population needed to meet the equal population number by extending further south, adding portions of Chicago's south suburbs and portions of eastern Will and Kankakee counties. In the Cook County portion of proposed RD 34, the borders closely resemble the borders of current RD 34 or follow major thoroughfares. Outside Cook County, proposed RD 34's borders follow township lines or natural boundaries, as best as possible, deviating at points for purposes of equal population.

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

Robert Starks, from the Harold Washington Institute for Research and Policy Studies, testified at the House Redistricting Hearing on April 20, 2011 at Chicago State University that too much of the African

American population has left the city for the south and western suburbs. He stated that these relocated residents should be incorporated into existing African American districts or placed into coalition districts or influence districts. He wants to ensure African Americans have representation at all levels of the state legislature. Proposed RD 34 follows the migration of African Americans out of the south side of Chicago by adding pockets of African Americans in Crete Township in Will County and Ganeer Township in Kankakee County.

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

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

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

In Will County, proposed RD 34 attempts to keep as many townships as possible intact. It splits Crete Township, following along Route 1/Dixie Highway (a heavily traveled road in the south suburbs), State Street, Burville Road, and the Bishop Ford Expressway/Interstate 394. This split is done for purposes of equal population, and it keeps the municipality of Crete almost solely within a neighboring representative district. Washington Township is split along West Eagle Lake Road and Route 1/Dixie Highway to add population from a portion of Beecher, then along West Beecher Road, splitting York Township, leaving the majority of Peotone, and the portion that may make up the proposed South Suburban Airport, in the Kankakee County-based proposed RD 79. In Kankakee County, proposed RD 34 almost exclusively travels along township lines to include Manteno, Sumner, and Yellowhead townships. Where the southern boundary of proposed RD 34 follows mostly along the Kankakee River, it splits Ganeer Township to include a concentration of African Americans residents. Proposed RD 34 includes almost all of Momence and continues its southern border along the Kankakee River. The municipalities in proposed RD 34 are kept mostly intact, except for Peotone and virtually all of Bourbonnais, which are split along township lines and geographic boundaries.

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

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

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

The incumbent has served this district for 16 years, and the northern portion of proposed RD 34 is preserved, allowing for the maintenance of the incumbent-constituent relationship at least to that extent. The ability to retain more of current RD 34's core is frustrated by the need to add almost 13,000 in population to ensure equal population, as well as the fact that searching for population from adjacent districts to the east, west, and north would entail removing population from districts that likewise have

suffered population losses of over 10,000 each. (The lone exception is a miniscule shared border with proposed RD 5, which suffered a population loss of over 6,000.) The logical expansion is southward, especially given that this movement follows the population migration. This expansion leads to the addition of mostly Caucasian and Hispanic voters. As a result, proposed RD 34's African-American voting-age population, which under current RD 34 started in 2001 at over 68% and had climbed to almost 75% under the 2010 census, dropped almost seventeen percent under proposed RD 34. The partisan advantage for the incumbent drops significantly but remains strong.

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

REPRESENTATIVE DISTRICT 35

According to the 2010 Census, current RD 35 has a population of 105,864. Proposed RD 35 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 35 is different in shape from current RD 35 due, in part, to population shifts and the need to increase the total population of the district.

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

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

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

Proposed RD 35 includes portions of Chicago Wards 19 and 20, including the neighborhoods of Auburn-Gresham, Washington Heights, Beverly, Morgan Park, and Mount Greenwood to increase population, while preserving communities of interest in neighboring districts. As with current RD 35, proposed RD 35 contains the majority of the community of Beverly and Mount Greenwood. Beverly and Mount Greenwood represent a racially mixed community of interest with a high percentage of home owners who work for Chicago governmental agencies, including residents serving as police officers, fire fighters, and paramedics. These homeowners reside in Beverly because of the quality of homes, lower crime rates and better schools than many other Chicago neighborhoods. These residents have similar transportation patterns, and use the Dan Ryan Expressway or the Metra Rock Island commuter train route to access downtown Chicago.

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

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

Religion is another binding factor between the Chicago portion of proposed RD 35 to the east and the suburban portion to the west. Beverly and Mount Greenwood are home to a number of Catholic parishes. Many of these Catholic residents, especially older or retired residents, move south and west when they are no longer bound by Chicago residency requirements, or to take advantage of the additional space, larger

homes and backyards, and quieter quality of life in the suburbs. Many of these residents who have migrated from Beverly and Mount Greenwood into Palos and Orland Townships also populate several Catholic churches throughout the suburbs.

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

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

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

REPRESENTATIVE DISTRICT 36

According to the 2010 census, current RD 36 has a population of 103,284. Proposed RD 36 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 36 is different in shape from current RD 36 due, in part, to population shifts, the need to increase the total population of the district by 5,450, and efforts to preserve communities of interest.

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

Like current RD 36, proposed RD 36 is entirely within Cook County and centers around Evergreen Park and Oak Lawn. Proposed RD 36 adds portions of Oak Lawn, Chicago Ridge and Palos Hills (all in current RD 36) and expands to include sections of Worth and Palos Heights. Additional portions of the Chicago neighborhoods of Beverly and Mount Greenwood are also included in RD 36. The western border of proposed RD 36 expands to the Cook County border, in part to accommodate for population loss in the east. A significant section of the western portion is within a forest preserve located in Lyons Township. Proposed RD 36 expanded into much of the township to reach pockets of population surrounding the forest preserve, both north (Willow Springs) and south (Palos Park). Much of the suburban area added to proposed RD 36 is socioeconomically and demographically similar to other portions of current and proposed RD 36. The median income ranges from \$44,000 to \$99,000, which is similar to current RD 36.

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

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

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

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

REPRESENTATIVE DISTRICT 37

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

Proposed RD 37 is located in Cook and Will counties and contains portions of current RD's 37 and 81. Proposed RD 37 lies mainly within the suburbs of Will County, with a small portion of Cook County.

Proposed RD 37 contains portions New Lenox, Frankfort, Homer, and Orland Townships. Portions of the following communities are located within proposed RD 37: Mokena, Tinley Park, Frankfort Square, New Lenox, Frankfort, Orland Park, Homer Glen, Lockport, and Joliet. Proposed RD 37 unites communities that are demographically and culturally similar to towns that are part of current and proposed RD 37, including Homer Glen, Joliet, Lockport, Orland Park, and New Lenox. On its western edge, the proposed RD 37 observes the same boundary line that existed between the current RD 37 and adjacent current RD 85 and current RD 86. This ensures that sections can be preserved in those proposed neighboring districts, as well.

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

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

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

REPRESENTATIVE DISTRICT 38

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

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

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

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

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

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

REPRESENTATIVE DISTRICT 39

According to the 2010 Census, current RD 39 has a population of 95,126. Proposed RD 39 has a

population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 39 is different in shape from current RD 39 due, in part, to population shifts and the need to increase the total population of the district by 13,608.

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

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

Portions of the following Chicago wards are located in proposed RD 39: 45, 1, 26, 30, 31, 35, and 38. The majority of split wards found in current RD 39 are also found in proposed RD 39: wards 1, 26, 30, 31, and 35. As with current RD 39, proposed RD 39 includes split Cook County Board districts 8 and 12.

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

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

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

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

REPRESENTATIVE DISTRICT 40

According to the 2010 census, current RD 40 has a population of 92,752. Proposed RD 40 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 40 is different in shape from current RD 40 due, in part, to population shifts and the need to increase the total population of the district by 15,982.

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

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

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

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

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

The middle section of proposed RD 40 contains the Irving Park Neighborhood. The majority of the Irving Park Neighborhood is within proposed RD 40, including small portions of the Old Irving Park Neighborhood west of Pulaski. This neighborhood was originally settled by European immigrants in the early 1900s, but is now predominantly Hispanic. The European history and development along Irving Park Road and Montrose Avenue, combined with the growing Hispanic community in this neighborhood, ensure this community of interest is maintained within proposed RD 40 in the same manner as current RD 40.

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

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

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

Proposed RD 40 has an African American voting-age population of 3.80%, a Hispanic voting-age population of 48.96%, and an Asian voting-age population of 9.04%.

REPRESENTATIVE DISTRICT 41

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

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

Proposed RD 41 includes almost the same Will County portion of the municipality of Naperville, with boundaries essentially the same. Proposed RD 41 adds portions of two additional townships (Lisle Township in DuPage County and DuPage Township in Will County), but does so as part of proposed RD 41's expansion into the municipality of Naperville. Therefore, proposed RD 41 includes portions of five townships instead of three under current RD 96.

The communities in proposed RD 41 are socioeconomically similar. Most of proposed RD 41 has a median income bracket of between \$99,000 and \$148,000. Slightly lower income areas exist around the

northern end of Warrenville in the northern edge of the district and in a section of Naperville.

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

The DuPage River flows through the middle of proposed RD 41 and the main population center of Naperville, linking the district from top to bottom. The city of Naperville provides a River Trail for pedestrians and cyclists year-round. Along with the Springbrook Prairie Forest Preserve, the river helps provide Naperville and proposed RD 41 with recreational opportunities and an awareness of environmental concerns, such as pollution, flooding, and water usage.

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

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

REPRESENTATIVE DISTRICT 42

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

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

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

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

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

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

REPRESENTATIVE DISTRICT 43

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

Of the population in proposed RD 43, 95.87% reside in current RD 43. The northern border (McHenry-Kane County line) and the eastern border on the north half (Cook-Kane County line) of current RD 43 remain the same in proposed RD 43. The southern half of the eastern border of proposed RD 43 is very similar to current RD 43 with three small census tract additions. The southern border of proposed RD 43 also remains the same as current RD 43. The biggest changes in proposed RD 43 occur on the western border. In the southern part of proposed RD 43, the district is extended west to include more of the City of Elgin so that the center of the population of the city is preserved and to add a growing Hispanic neighborhood, thereby keeping the community of interest more intact. The most significant change from

current RD 43 is the removal of three precincts along the Fox River in the northern part of the district, one in downtown Carpentersville and two in East Dundee to reach the target population.

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

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

Proposed RD 43 is drawn to preserve the downtown area of Elgin and contains Elgin City Hall, The Centre of Elgin, the Gail Borden Library, the historical districts of Elgin, and Elgin Community College. Most of proposed RD 43 has a median income in the \$44,000 to \$70,000 with some areas in East Dundee and on the edges of Elgin in the \$70,000 to \$90,000 range.

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

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

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

REPRESENTATIVE DISTRICT 44

According to the 2010 Census, current RD 44 has a population of 113,164. Proposed RD 44 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 44 is different in shape from current RD 44 due, in part, to population shifts and the need to decrease the total population of the district by 4,430.

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

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

Under proposed RD 44, the northern border of current RD 44 remains unchanged, heading west to Barrington Road. At this point, the northern boundary of proposed RD 44 heads south then west again down Shoe Factory Road which runs through an unpopulated forest preserve. At Beverly Road, the border heads north again to Interstate 90 and continues west as with current RD 44. The only change, in terms of population, along the northern border from current RD 44 and proposed RD 44 is immediately east of Beverly Road where a pocket of population is removed from current RD 44 due to the need to achieve equal population.

The western border of proposed RD 44 is mainly unchanged under proposed RD 44 with the exception of a handful of adjustments to achieve equal population. The southern border of current RD 44 is also

unchanged except for two minor adjustments. The first adjustment made under proposed RD 44 incorporates the only pocket north of Lake Street not in current RD 44. Adding this area not only straightens out the border but adds pockets of Hispanic population to the Hispanic population that lives in the nearby Village of Streamwood. The other adjustment along the southern border adds a small population to help proposed RD 44 achieve equal population.

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

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

REPRESENTATIVE DISTRICT 45

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

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

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

Proposed RD 45 contains all or the majority of a number of municipalities. Itasca is entirely within proposed RD 45. The majority of Wood Dale, Bloomingdale and Bartlett are within the district, as are portions of Addison, Roselle, Hanover Park, West Chicago, Wayne, Elk Grove Village, and Carol Stream. The only segment of proposed RD 45 in Cook County is a portion of the municipality of Bartlett, which crosses county lines into DuPage County. This area is bordered on the north by the arterial road of W. Lake Street and west by Illinois Route 59.

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

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

Stratford Square Mall is in the center of proposed RD 45. Stratford Square Mall is currently within the southernmost portion of current RD 56, a district that is comprised of the majority of Schaumburg, which has Woodfield Mall and surrounding shopping centers that bring revenue into the district. Residents in proposed RD 45 have a strong financial interest in the Mall as the commercial center of proposed RD 45. Stratford Square Mall and surrounding developments bring people into proposed RD 45 and this benefits the residents of the district.

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

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

REPRESENTATIVE DISTRICT 46

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

Proposed RD 46 moves to the west, largely due to population needs of districts to the north, south, and east of current RD 46. Proposed RD 46 includes portions of RDs 41, 42, 45, 46, and 55. The border extends south to include more of York Township and west to incorporate larger portions of Milton and Bloomingdale Townships. The south and westward expansions of proposed RD 46, as best as possible,

follow the boundaries of Villa Park and Glendale Heights while also maintaining strong business districts, the DuPage County Forest Preserve, and access to Interstate 355. The southwestern border of the district protrudes south to preserve the majority of Villa Park and to add a similar portion of Oakbrook Terrace. The southern border of the district follows the Churchill Prairie Nature Preserve's boundaries before heading west along Geneva Road. The southern border allows proposed RD 46 to keep the entirety of the Village of Glendale Heights in one representative district, as opposed to current RD 46 which divides the densely-populated Glendale Heights between two districts. Proposed RD 46 continues west to encompass a large portion of the Village of Carol Stream.

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

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

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

REPRESENTATIVE DISTRICT 47

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

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

In comparison with current RD 47, proposed RD 47 expands to the north and south, and contracts from the east and west, reorienting to a north-south direction rather than an east-west layout. Proposed RD 47 contains substantial portions of three current representative districts (47, 41, 46) and smaller portions of two current representative districts (82 and 42). Proposed RD 47 is located almost entirely within DuPage County, with the exception of a small sliver of Lyons Township that is socioeconomically similar to the other portions of proposed RD 47. Generally, proposed RD 47 is more ethnically and economically cohesive and centered around upper-middle class quality of life concerns.

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

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

Proposed RD 47 generally has an upper median income, with a small number of census blocks having a median income of \$45,000-75,000. These blocks are located in the Westmont/Willowbrook/Clarendon Hills area, as well as a small portion of an unincorporated area north of Butterfield Road between Lombard and Oakbrook Terrace. The remainder of proposed RD 47 falls into the range of \$75,000 - \$260,000 median income.

Proposed RD 47 contains the corporate headquarters of Sunshine Biscuits, Keebler (owned by Kellogg Company), McMaster-Carr, McDonald's Corporation, Ace Hardware, Blistex, Dominick's, Federal Signal Corporation, Paper Mate, Crowe Horwath, Inland Real Estate Corporation and one of the largest shopping centers, Oakbrook Center. With most of proposed RD 47 made up of solidly upper-middle class residents, the residents share a common economic situation and similar concerns about issues including income and

property taxes, quality of public schools, saving for their children's college and their retirement, and the health of the economy. Additionally, these communities take an interest in seeing policies enacted that will improve the state's business climate and economic competitiveness.

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

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

REPRESENTATIVE DISTRICT 48

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

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

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

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

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

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

Proposed RD 48 maintains a majority of the core of current RD 42. The representative in current RD 42 becomes the incumbent in proposed RD 48, and proposed RD 48 preserves the incumbent-constituent relationship developed over the past 4 election cycles. The partisan advantage is very similar to the current composition of current RD 42.

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

REPRESENTATIVE DISTRICT 49

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

To ensure the preservation of equal representation and to create compact, contiguous representative districts that reflects the interests of the populations, several districts are rearranged to accurately reflect the 2010 census data. Proposed RD 49 includes portions of current RDs 49, 50, 55, 95, and 96. Proposed RD 49 shifts to the south and to the east to reflect the significant population growth in the far western suburbs of Chicago, including the areas in current RD 49 and the districts surrounding it. Because of this dramatic increase in population, the overall size of proposed RD 49 is extensively reduced, with its Kane County territory shrinking and shifting to southeast. Proposed RD 49 also expands into DuPage County in order to absorb excess population from existing districts. These population shifts result in a proposed RD 49 that is

an improvement over current RD 49 because it is more compact. Proposed RD 49 also allows for the DuPage County Airport to be put into one representative district instead of being split in two, as it is currently.

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

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

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

The African American voting-age population is 2.98%, the Hispanic voting-age population is 15.48%, and the Asian voting-age population is 7.63% in proposed RD 49.

REPRESENTATIVE DISTRICT 50

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

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

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

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

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

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

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

REPRESENTATIVE DISTRICT 51

According to the 2010 Census, current RD 51 has a population of 117,696. Proposed RD 51 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle.

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

and socioeconomically similar.

Proposed RD 51 adds sections of Waukegan, Green Oaks, Mettawa, Vernon Hills, Libertyville and Long Grove on the east side of proposed RD 51, much of Barrington, North Barrington, and Tower Lakes, and portions of Lake Barrington. Proposed RD 51 now includes all of Libertyville, instead of splitting the village in two districts. Adding more of Green Oaks allows the residential area of the municipality to be in one district. Proposed RD 51 is bordered by Interstate 94, keeping Lamb's Farm and a small commercial area in Green Oaks on the east side of Interstate 94 in a neighboring district. Proposed RD 51's addition of more of Long Grove follows the municipality border, keeping the municipality intact whereas it is split in current RD 51.

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

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

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

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

REPRESENTATIVE DISTRICT 52

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

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

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

To reduce the population of the district, proposed RD 52 loses territory from the north and northwestern portions of current RD 52. Proposed RD 52 shifts south to create a more compact district due to significant population shifts to the north and west of current RD 52. To ensure compactness and maintain communities of interest, proposed RD 52 extends south to take in more of Cook County and to incorporate larger portions of McHenry and Kane counties. A westbound divergence of the boundary in Barrington Township is made to keep Baker Lake and its surrounding population intact in a neighboring district. Proposed RD 52 extends south into Cook County with the southern expansion of proposed RD 52 following the borders of Barrington Township, as best as possible, to keep it almost intact. Current RD 52 splits Barrington Township into two parts, separating Barrington Hills from South Barrington.

Along the southwestern border of proposed RD 52, district boundaries move south into Kane County and Dundee Township to capture densely populated areas with socioeconomic characteristics similar to most of proposed RD 52. The western border of proposed RD 52 maintains a cohesive block of similar median incomes found in Carpentersville, Algonquin, Lake in the Hills, and Crystal Lake. The split areas in Algonquin and Crystal Lake are used to maintain a core socioeconomic community in proposed RD 52. The socioeconomic border in Algonquin separates the high median income of western Algonquin from the average \$75,000 to \$100,000 found in the eastern portion of Algonquin. Similarly, to maintain a compact and similar socioeconomic core, Crystal Lake is separated into two distinct areas. The western portion is similar to the rest of proposed RD 52 with a median income of \$75,000 to \$100,000, with the eastern portion outside of proposed RD 52 having a median income of \$45,000 to \$75,000.

The northernmost portion of proposed RD 52 moves east by following Neville Road and County

Highway 44 and then south following well-trafficked US-12 before entering the community surrounding the Bangs Lake. A westward pitch in proposed RD 52 in Wauconda Township allows the Bangs Lake community to remain full and intact. In Cuba Township, proposed RD 52's boundaries shift, losing all of Tower Lakes, most of North Barrington and Barrington, and a portion of Lake Barrington to proposed RD 51. These losses are made up by adding all of Oakwood Hills and Port Barrington, most of Island Lake, and a portion of Prairie Grove.

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

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

REPRESENTATIVE DISTRICT 53

According to the 2010 Census, current RD 53 has a population of 101,209. Proposed RD 53 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 53 is different in shape from current RD 53 due, in part, to population shifts and the need to increase the total population of the district.

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

Proposed RD 53 contains major portions of current RDs 53 and 66, and portions of current RDs 57 and 65. Proposed RD 53 is entirely within Cook County. Proposed RD 53 contains portions of Elk Grove, Maine, and Wheeling Townships and removes current RD 53's portions of Palatine and Vernon Townships. Proposed RD 53 contains almost all of Arlington Heights, with small populations of residents north of Hintz Road, west of Ridge Avenue and south of Golf Road in adjacent districts. Proposed RD 53 also contains the majority of Mount Prospect, with small portions south of Dempster Street, east of the North Central Metra Line, and between Euclid Avenue and Rand Road remaining in adjacent districts. Proposed RD 53 includes more of Arlington Heights and Mount Prospect than any current House district. A majority of Prospect Heights is also retained in proposed RD 53. Proposed RD 53 removes Buffalo Grove, allowing the community to remain more intact in other districts that are centered in Lake County. Proposed RD 53's new borders allows the district to take in more of Arlington Heights, Mount Prospect and Prospect Heights, while allowing surrounding districts to achieve equal population.

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

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

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

Almost half of the population of proposed RD 53 comes from current RD 66. Proposed RD 53 maintains a partisan composition that reflects the relative average of the current districts within the new boundaries.

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

REPRESENTATIVE DISTRICT 54

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

Of the population in proposed RD 54, 76.11% reside in current RD 54. Proposed RD 54 is entirely within Cook County. Current and proposed RD 54 are anchored by Arlington Park Race Track in the

southeast, Northwest Highway that cuts through the district, Illinois Route 53 that leads to major Interstate Highways, the UP-NW Metra Route, and suburban neighborhoods with higher-end commercial areas.

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

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

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

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

Current RD 54 has an Asian population scattered throughout the district. Proposed RD 54 contains the following three Asian worship centers throughout to better serve the Asian community of interest: Sikh Religious Society; New Life Community Church; and Chicago Northwest Suburbs Chinese Christian Church.

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

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

REPRESENTATIVE DISTRICT 55

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

The population of proposed RD 55 includes 59.59% of current RD 65. Proposed RD 55 also contains portions of current RDs 20, 57, and 66. Like current RD 65, proposed RD 55 is entirely within Cook County. Current RD 65 contains portions of the municipalities of Chicago, Des Plaines, Rosemont, Niles, Norridge, Mount Prospect, and Elk Grove Village, and most of Park Ridge. Portions of Chicago, Park Ridge, Des Plaines, Mount Prospect, and Elk Grove Village remain in proposed RD 55. Rosemont, Niles and Norridge, along the eastern portion of current RD 65 are not in proposed RD 55 due to shifting proposed RD 55 north and west. The western portion of proposed RD 55 adds portions of Arlington Heights and Rolling Meadows along with large segments of Elk Grove Village. These areas have similar median incomes to those areas both in current RD 65 and the newly added areas of proposed RD 55 in Mt. Prospect and Des Plaines. Park Ridge, which is largely in current RD 65, is only partially in proposed RD 55. This split occurs along Busse Highway/Northwest Highway. Park Ridge in proposed RD 55 is split along the line of the Metra train tracks and Busse Highway, running northwest to the southeast. Immediately north of Busse Highway and the train tracks is Northwest Highway, and all three together create a distinct division between the residential areas of Park Ridge. Park Ridge south of this division is in proposed RD 55. These changes are due in part to a need to achieve equal population.

Proposed RD 55 links areas with median incomes between \$44,000 to \$99,000 in current RD 65 with similar areas to the north in current RD 57 and to the west in current RD 66. Areas farther north in both current RD 57 and current RD 66 that are not included in proposed RD 55 have median incomes as high as \$148,000. Median income areas under \$99,000 that are added to proposed RD 55 from current RD 57 are predominately in Des Plaines. These areas are joined to similar areas in Des Plaines that are within current RD 65 and proposed RD 55. Elk Grove Village east of Interstate 290 also has a median income that is also below \$99,000. Portions of current RD 66 that are included in proposed RD 55 are more similar socioeconomically to areas east of Interstate 290 than other nearby areas. The areas that would be

considered less similar socioeconomically to proposed RD 55 - west of I-290 in current RD 56 and to the south in DuPage County in current RD 46 - are not included in proposed RD 55.

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

A majority of the population within proposed RD 55 resides within current RD 65, the incumbent's current district. Proposed RD 55 keeps the incumbent with the core of the district, thus preserving incumbent-constituent relationships developed over the past 18 years. However, the partisan composition of the incumbent party is slightly lower than the composition in the incumbent's current district.

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

REPRESENTATIVE DISTRICT 56

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

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

The core of proposed RD 56 is Schaumburg and Schaumburg Township, similar to current RD 56. In proposed RD 56, the eastern border of current RD 56 is extended eastward to the border between Schaumburg and Elk Grove Townships so that those portions of eastern Schaumburg and Schaumburg Township that are in current RD 66 are joined with the majority of Schaumburg and Schaumburg Township. The eastern border along Schaumburg and Elk Grove Township closely follows Interstate 290. The border of proposed RD 56 is expanded to continue following Interstate 290, which brings in parts of Elk Grove Township. The southern boundary extends west along the Cook County-DuPage County border, as it does in current RD 56, to include portions of Roselle. Proposed RD 56 deviates from current RD 56 by heading west along Lake Street and the southern border of Roselle. Proposed RD 56 removes Bloomingdale altogether so that it may be included in another proposed district, but continues to include portions of Roselle and Hanover Park in Bloomingdale Township.

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

Proposed RD 56 extends the border west into Wayne Township to encompass additional parts of Hanover Park and to add Asian population to the existing Asian community of interest. At the Elgin House Redistricting hearing on April 18, 2011, Roger Bianco, a private citizen and a member of the Schaumburg Township Democrats, indicated that there has been a significant demographic shift in the township resulting in an increase in the Asian population. He indicated he would like to see communities of interest, like the Asians, taken into consideration during the redistricting process. Proposed RD 66 not only keeps much of the Asian community in Schaumburg Township together but also adds to it in Schaumburg Township and DuPage County.

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

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

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

REPRESENTATIVE DISTRICT 57

According to the 2010 Census, current RD 57 has a population of 104,842. Proposed RD 57 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 57 is different in shape from current RD 57 due, in part, to population shifts and the need to increase the total population of the district by 3,892.

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

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

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

The median income of proposed RD 57 remains fairly consistent. Northbrook, the northern portion of Buffalo Grove, and part of Palatine all have slightly higher median incomes of \$99,000 to \$148,000 a year with the majority of the remainder of the district between \$44,000 and \$99,000 a year. This level of parity in median income creates a district of similar socioeconomic characteristics that help bind the interests of the residents. The only area where the median income drops below \$44,000 is the section of northeast Palatine Township on the far western edge of the district. However, that section is more similar to the urban areas of proposed RD 57 than the more rural areas of the areas of Palatine to the west of proposed RD 57 making this western portion a more natural fit in proposed RD 57 than in any neighboring districts.

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

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

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

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

REPRESENTATIVE DISTRICT 58

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

Proposed RD 58 maintains the general outline of current RD 58 and 76.31% of the population resides in current RD 58. Compared to current RD 58, proposed RD 58 reduces the portion of the district within Cook County and increases the portion within Lake County. The majority of current RD 58 lies within Lake County, with a small portion in Cook County along the southern border. Further, proposed RD 58 adds a

portion of current RD 59's western border. All but a small portion of the City of Lake Forest is included within proposed RD 58. Proposed RD 58 contains all of Bannockburn, Highland Park, and Lake Bluff and portions of Deerfield, Glencoe, Knollwood, Lake Bluff, Lake Forest, Lincolnshire, Northbrook, North Chicago and Riverwoods. Lincolnshire and North Chicago are included in proposed RD 58. These changes are made to achieve equal population, to make the district more of a Lake County district, and to ensure the district is more compact.

Current RD 58 contains, in its entirety, Lake County Board Districts 17 and 23. It also contains portions of Lake County Board Districts 11 and 16 and portions of Cook County Board Districts 13 and 14. Proposed RD 58 adds portions of Lake County Board Districts 11, 12, and 16, while reducing areas within the two Cook County Board Districts. These changes add population in Lake County and portions of Lake Forest that are in current RD 59.

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

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

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

REPRESENTATIVE DISTRICT 59

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

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

The boundary of proposed RD 59 follows the existing district lines in most areas. Where the district recedes from villages or adds population, proposed RD 59 follows natural geographic boundaries, roads and local government divisions. The western border and much of the southern border of proposed RD 59 in Cook County are the same as current RD 59, then follow township lines to remove Northfield Township. In northeastern Vernon Township, the district excludes Lake Forest and portions of unincorporated Lake Forest and Lincolnshire, both more similar to Lake Forest with larger properties that are farther away from each other. Here the district follows Illinois Route 22 West, then heads north along Riverwoods Road and east along Everett Road to Interstate 94. Proposed RD 59 still contains a small, non-residential portion of Lake Forest surrounding the tollway oasis and Chicago Bears practice facilities, which are major landmarks in the area. Proposed RD 59 then again follows township boundaries north.

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

Proposed RD 59 uses local roads and railroads as boundaries to remove portions of Mettawa. The removed areas are mostly open spaces and more similar to other areas to the north along the Des Plaines River and near the Old School Forest Preserve in portions of Libertyville, Green Oaks and other unincorporated areas not included in proposed RD 59. In Vernon Hills, proposed RD 59 follows roadways as boundaries to remove population and keep residents of Vernon Hills living in new developments that were not inhabited during the 2000 Census process in the same district with similar communities and

developments along the Milwaukee Avenue corridor to the north in Libertyville. West of these developments, proposed RD 59 follows the EJ & E Railroad tracks and continues straight through White Deer Run Golf Course then follows Gregg's Parkway to Butterfield Road.

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

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

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

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

There are several senior retirement communities within proposed RD 59, including a senior residential community in the portion of Northbrook kept in proposed RD 59. These senior residential facilities create a community of interest. In addition to this community, apartment-style independent living facilities through proposed RD 59 include Sedgebrook in Lincolnshire, The Park at Vernon Hills and Hawthorne Lakes in Vernon Hills. Senior citizens residing in these communities are strengthened as a community of interest.

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

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

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

REPRESENTATIVE DISTRICT 60

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

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

Proposed RD 60 is contained entirely within Lake County and includes all of Waukegan Township, whereas current RD 60 only contains a portion of Waukegan Township. Proposed RD 60 splits two townships, Shields Township on the southern portion of the district, which is also split in current RD 60, and Warren Township in the northwest portion of the district. In Shields Township, the proposed border

follows the current border through the City of Waukegan along Highway 137/Buckley Road until it heads north and east along railroad tracks and streets for a short distance before reaching the shores of Lake Michigan.

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

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

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

Proposed RD 60 has several areas of Waukegan and North Chicago with high crime rates and the efforts of local residents who are working to protect their neighborhoods form a community of interest. Another community of interest exists through the district as many residents rely on public transit and commute to Chicago via the Union Pacific-North Line.

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

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

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

REPRESENTATIVE DISTRICT 61

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

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

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

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

In addition to the needed balance of population, the shift of the district into the Lindenhurst area was necessary to bring the local Hispanic populations together in the same representative district. In a redistricting hearing that was held in nearby Waukegan, several Hispanic organizations spoke about the need for a more unified representative district that took into account the growing number of Hispanics in the northern Lake County Region. Proposed RD 61 accomplishes this by moving into the Lindenhurst area and portions of Gurnee to include them in the same district with the Hispanic families that make up the Old

Mill Creek, Beach Park and Zion communities.

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

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

Proposed RD 61 retains the core of current RD 61 and subsequently has a substantially similar partisan composition compared to current RD 61.

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

REPRESENTATIVE DISTRICT 62

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

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

The central portion of proposed RD 62 includes a community of interest made up of homeowners who live along the district's many lakes, wetlands, and forest preserves. These individuals live in similar housing and live where they do because it provides local access to quality schools, natural areas, and retail shopping, all within a commute to major employers in Chicago. The additional population added in Long Lake on proposed RD 62's western edge also fits into this community of interest.

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

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

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

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

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

REPRESENTATIVE DISTRICT 63

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

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

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

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

The key differences between proposed RD 63 and current RD 63 are due to population reduction along the central eastern edge in Dorr Township. Proposed RD 63 removes population from McHenry Township to keep the city of McHenry more intact in a bordering district. The proposed district loses all of Burton Township and most of the city of Spring Grove. The section of Spring Grove that is within proposed RD 63 is lightly populated and the split occurs so that the majority of the population of Spring Grove remains together, outside of the district. The core of Woodstock is kept intact in the proposed RD 63 to maintain equal population.

McHenry County remains split, as it is in the current RD 63. Proposed RD 63 includes the following townships in their entirety: Alden, Chemung, Coral, Dunham, Greenwood, Hartland, Hebron, Marengo, Riley and Seneca. Proposed RD 63 splits the townships of: Dorr, McHenry, and Richmond. Dorr Township is split in such a way as to keep more of the city of Woodstock together in proposed RD 63. Most of Woodstock is in proposed RD 63, with precinct Dorr 11 in proposed RD 64 to keep that precinct intact. The city of Woodstock is also split along its eastern border to keep several cul de sacs together in one district. The part of Crystal Lake included in RD 63 is precinct Dorr 10, and the majority of the rest of the city is in proposed RD 64. McHenry Township is split to keep the community of Pistakee Highlands together in RD 63 and to keep the city of Lakemoor together outside of the district. Richmond Township is split to keep more of the village of Richmond together in the proposed RD 63 and keep more of the city of Spring Grove together outside of proposed RD 63. The cities of Marengo, Union, Chemung, Harvard, Hebron, McCullom Lake, Richmond, Ringwood, Pistakee Highlands and Greenwood are entirely within the proposed RD 63. The parts of Bull Valley located in Greenwood Township are in proposed RD 63 and the parts of Bull Valley located in McHenry Township are in proposed RD 64. Bull Valley is split in the same manner under current RD 63. The southeastern part of the city of Wonder Lake is not in RD 63 and is instead in RD 64 to keep the precinct of McHenry 10 intact in one district.

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

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

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

REPRESENTATIVE DISTRICT 64

According to the 2010 Census, current RD 64 has a population of 132,417. Proposed RD 64 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 64, located in McHenry and Lake counties, consists of portions of current

RDs 52, 61, 62, 63, and 64.

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

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

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

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

U.S. Highway 12, Illinois Route 31, and Illinois Route 59 provide residents with access to Wisconsin, the suburbs and the city of Chicago. As residents contend with suburban sprawl, proposed RD 64's residents who utilize or live on these roadways will contend with urban planning and traffic issues, creating a community of interest.

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

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

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

REPRESENTATIVE DISTRICT 65

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

To ensure the preservation of equal representation and to create compact, contiguous representative districts that reflect the interests of the populations, several districts are rearranged to accurately reflect the 2010 census data. Proposed RD 65 includes much of the population of current RD 49 (88.62%) and small portions of current RDs 43, 50, 55, and 64. Proposed RD 65 is different in shape from current RD 49 due in part to population shifts and the need to decrease the total population of the district by 45,346.

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

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

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

Proposed RD 65 is a mixture of middle to upper-middle income wage earners, with a portion of Huntley having a slightly lower median income. Outside proposed RD 65's border near Elgin, the income level

drops significantly, a good reason for these areas to remain in an adjoining district.

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

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

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

REPRESENTATIVE DISTRICT 66

Proposed RD 66 contains 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle. Several districts shifted due to population issues, and thus proposed RD 66 contains portions of 3 current representative districts. Proposed RD 66 is located in McHenry and Kane counties. Most of its population include current RD 64 (67.52%) current RD 49 (30.18%), and a small portion of current RD 43.

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

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

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

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

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

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

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

REPRESENTATIVE DISTRICT 67

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

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

The northern border of current RD 67 is moved north to include most of the city of Rockford, while small populations from other less populated cities and precincts to the south and west that are largely agricultural with low populations are removed. Current RD 67 splits three cities (Rockford, Cherry Valley,

and New Milford), whereas proposed RD 67 contains only Rockford and several unincorporated areas. Proposed RD 67 removes Cherry Valley and New Milford which are less urban and more affluent. City government centers, residential services, major roads and transportation hubs will all remain in one district.

Proposed RD 67 contains a major section of the region's transportation corridor. US 20 runs along the western border and cuts through the south central area of the district. This is a bypass roadway, used to connect to Interstate 39/US 51 and I-90. The interchange from US 20 to Interstate 39/US 51 is included in the district. Alpine Road, Route 251, and Route 2 are also used to connect major commercial and residential areas in Rockford. The interchange of Route 20 and Route 2 is also in RD 67, with Route 2 being the most direct route into downtown Rockford and extends to government centers, the old railroad station, sports facilities, and to the Rockford Airport. Interstate 39/US 51 is along the furthest east border and contains an interchange between US 20 and Highway 39, which is the gateway to southern areas of the state, and also connects to I-90, which runs north into Wisconsin. US Business 20 is also known as State Street, and it is the major gateway through Rockford running east to west. It connects the residential areas on the west side of the river to the government centers in the center of the district and the commercial areas on the east side of the district. Route 2, or Main Street, is considered a gateway to the city running north to south through the district. It connects southern industrial areas to northern residential areas. State Route 251 runs through the center of the district and connects Rockford to municipalities in the north.

Proposed RD 67 is entirely within the Rock Watershed. Rock River runs vertically through the center of proposed RD 67 and then connects to the top eastern border of the district. Keith Creek runs horizontally through the center of proposed RD 67 from the Rock River to the east edge of the district.

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

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

Proposed RD 67 preserves 18 of the 20 neighborhood groups within Rockford: Ellis Heights Weed and Seed, Northwest Community Center, Cunningham St. Block Club, Riverview Neighborhood Association, Concord Commons, Orchid 3rd College and Union, South Sixth Street Neighborhood Organization, 7th Ward Now, Jassy Neighborhood Watch, Forest Avenue Neighborhood Group, River District Association, Churchill Grove Neighborhood Association, Signal Hill Neighborhood Association, North End Square Neighborhood Association, Rolling Green Neighborhood Association, Hilltop Neighborhood Watch, Oaks Neighborhood Association, and Midtown District. Two neighborhood groups are split: Sinnissippi Park and Edgewater Neighborhood Association. In an article published in the February 13, 2011 Rockford Register Star entitled "Chuck Sweeney: Neighborhood Groups a Valuable Tool for Residents," Sweeney states:

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

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

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

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

current RD 67.

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

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

REPRESENTATIVE DISTRICT 68

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

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

Proposed RD 68 is now entirely within Winnebago County, reduces the more rural areas of the north and northwest, and keeps more of the Rockford metro area together. Proposed RD 68 is mostly incorporated, and drawn to take in the more suburban and rural areas of Rockford, which include small towns to the north of Rockford. To accomplish this, two primarily agricultural townships on the north are removed and a section of metropolitan Rockford is added. Proposed RD 68 keeps communities that lie between the Rock River and I-90 together and reduces the number of townships in the district. Proposed RD 68 follows township lines along the north and west boundaries of the district.

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

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

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

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

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

REPRESENTATIVE DISTRICT 69

According to the 2010 Census, current RD 69 has a population of 123,633. Proposed RD 69 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one

vote" principle.

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

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

Most of proposed RD 69 is in the \$44,000 to \$99,000 median annual income range, with some variations in the south central part of the district and near South Beloit. The median annual income is fairly consistent throughout proposed RD 69.

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

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

REPRESENTATIVE DISTRICT 70

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

Residents of proposed RD 70 include 65.29% of current RD 70 and portions of current RDs 49, 50, and 69. In order to adjust for a population gain in current RD 70, proposed RD 70 is smaller in overall size and shifts east to accommodate neighboring districts to the west that need population. Proposed RD 70 lies within the counties of Boone, DeKalb, and Kane. The borders for proposed RD 70 generally follow major roadways or county and township boundaries. Proposed RD 70 follows the western DeKalb County border from Malta Township to the Boone/DeKalb County boundary. The northern border of proposed RD 70 follows Flora Township line before following township lines to take in Bonus and Spring Townships in Boone County.

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

The border for the southern end of proposed RD 70 follows the outside boundaries of Kaneville, Big Rock, Squaw Grove and Pierce Townships. These townships are all completely intact with the exception of Squaw Grove, which does not include the King Nursery tree farm and some of the outskirts of the village of Franks. Proposed RD 70's border then follows major roadways through DeKalb, including Illinois Routes 23 and 38. The border then follows Illinois Route 38 west to the DeKalb County border. This provides for Northern Illinois University's campus to be wholly within proposed RD 70.

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

Current RD 70 is split between four different watersheds, while proposed RD 70 is only within two watersheds, Kishwaukee and Fox. Rivers and other waterways are an important characteristic of proposed RD 70. Proposed RD 70 expands north to take in significantly more of the South Branch Kishwaukee River and expands east into central Kane County to include Ferson Creek and into the southwestern corner of

Kane County to take in large parts of Welch, Big Rock and Little Rock creeks. The areas with higher concentrations of population are all near waterways in proposed RD 70. Current RD 70 contains fewer waterways and more open farmland. The small-to-medium sized towns along the rivers and creeks in proposed RD 70 make up a community of interest because of the major issues these towns share over water pollution and resource management. Proposed RD 70 keeps this community of interest intact and allows it to elect representatives that will focus on these issues and concerns.

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

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

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

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

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

REPRESENTATIVE DISTRICT 71

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

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

As with current RD 71, proposed RD 71 splits four counties: Carroll, Henry, Rock Island and Whiteside. The splits occur along boundaries to keep townships or precincts intact. The Carroll County border is along the Washington Township and Savanna Township lines to the east, as well as York Township to the east and south. The Henry County border is based upon the Colona Township boundary and Hanna Township Precinct 1. The Rock Island County border is based upon the Rural Township boundary to the west, the Rock River, and several major roadways, namely Interstate 74 and the Avenue of the Cities. The boundaries in Rock Island County include natural borders such as the Rock River, easily recognizable roadways, ethnic and socioeconomic trends, and municipal/government districts, such as city lines. The Whiteside County border is based on township borders. The northern three townships of Whiteside County are not contained in proposed RD 71 in order to achieve proportional representation.

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

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

Proposed RD 71 contains portions of the following townships: Blackhawk, South Moline, Hampton,

Hanna, and York. The largely rural southeastern portion of Blackhawk Township is in proposed RD 71, while the more populated portion of the township is in proposed RD 72, boundaries that reflect the borders of the cities of Milan and Rock Island. The north border of the Blackhawk Township portion is the Rock River. The proposed RD 72 portion of Coal Valley Township contains four uninhabited census blocks to keep the Rock River as a natural border between proposed RD 71 and proposed RD 72.

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

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

The southern and western portions of York Township, following from north to south along the logical boundary of Fairhaven Road, from west to east along the logical boundary of Scenic Bluff Road, and then southwest to the Carroll/Whiteside county line along the natural border of the Otter Creek River, are included to take in the community of Thomson, keeping the community intact and within proposed RD 71, as the city is in current RD 71.

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

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

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

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

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

The following school districts are in proposed RD 71: Riverdale CUSD 100, Riverbend CUSD 2, Sterling CUSD 5, Prophetstown-Lydon-Tampico CUSD 3, West Carroll CUSD 314, Morrison CUSD 6, Geneseo CUSD 228, Orion CUSD 223, Moline Unit School District 40, Rock Island School District 41, Sherrard CUSD 200. The following elementary school districts are in proposed RD 71: Hampton School District 29, Colona School District 190, Carbon Cliff-Barstow School District 36, Rock Falls Elementary School District 13, East Coloma School District 12, Riverdale School District 14, Montgomery CCSD, East Moline School District 7 and Silvis School District 34. By having several school districts in proposed RD 71, the district and communities are connected to one another. This sense of community identity is desirable in proposed RD 71 because it is comprised of smaller, more rural areas.

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

By taking in the additional portions of Whiteside County, proposed RD 71 unites the lower-middle income residents of Sterling and Rock Falls with similar wage earners in Savanna and Silvis. The combination of areas of lower-middle income residents on the east side and north side of proposed RD 71

allows proposed RD 71 to reflect similar income patterns as current RD 71.

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

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

REPRESENTATIVE DISTRICT 72

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

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

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

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

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

Four townships are split under proposed RD 72: Blackhawk, Coal Valley, South Moline, and Hampton. The western portion of Blackhawk Township is in proposed RD 72 and a small portion of the eastern portion is in proposed RD 71. This division occurs along 10th Avenue E/Knoxville Road, a well-travelled thoroughfare, along the Rock River and the municipal boundaries of the community of Milan. This split puts the more rural areas of Blackhawk Township in proposed RD 71 and keeps the municipality of Milan in proposed RD 72, as it is in current RD 72. Proposed RD 72 in Coal Valley Township, which is split by a river, contains four uninhabited census blocks to keep the Rock River as a natural border between proposed RD 72 and proposed RD 71. Proposed RD 72 contains the area of Moline Township north of the Avenue of the Cities, a major local thoroughfare and logical divider, and west of I-74, using major roadways as a division within the township. South Moline Township north of the Avenue of the Cities is in proposed RD 72; South Moline Township south of the Avenue of the Cities is in proposed RD 71. Proposed RD 72 contains the southwestern portion of Hampton Township in order to keep more of the city of East Moline in one district. Parts of the city of Silvis west of Samuelson Drive and north of 5th Avenue account for the other portion of Hampton Township in proposed RD 72 to achieve equal population.

Moline's split occurs at I-74, which serves as the eastern border within the community and the Avenue of the Cities as the southern border. Proposed RD 72's southern border in East Moline is formed by the Avenue of the Cities and the eastern border is created by 158th Street. North of the Avenue of the Cities is the major urban area of Moline and East Moline. Since Moline and East Moline are more urban and Hispanic, they are included in proposed RD 72 with other urban and Hispanic areas.

Parts of Silvis west of Samuelson Drive and north of 5th Avenue are contained within proposed RD 72. This division exists to keep the Hispanic population as a community of interest in the same district with other Hispanics, mainly in East Moline and Moline. By moving RD 72's boundaries east within the Quad

Cities, the proposed district keeps together a community of interest of low income residents that exist in the mainly urban areas of Rock Island, East Moline, Moline and Silvis, which is split along a major roadway and census blocks to achieve equal population. This community of interest, which includes dense populations of African Americans and Hispanic residents, shares a socioeconomic status and housing stock. They also have commonalities related to recreational activities, shopping and travel activities and in the fact that they inhabit an urban area of the Mississippi River.

An example of the different connections between Quad Cities residents can be seen in Silvis. The western portion of the community has a larger Hispanic population than the eastern portion. For this reason, proposed RD 72 was drawn to include the western precincts of Silvis in proposed RD 72, where many other Hispanics will be represented. While the community of Silvis is split, the dividing line is drawn to keep the western portion of the town that has a greater Hispanic population within proposed RD 72, providing a stronger community of interest. Proposed RD 72 also preserves the Hispanic community of interest that exists in Rock Island, Moline and East Moline.

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

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

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

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

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

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

Proposed RD 72 includes an African American voting-age population of 9.63%, a Hispanic voting-age population of 10.65%, and an Asian voting-age population of 1.48%.

REPRESENTATIVE DISTRICT 73

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

Of the population in proposed RD 73, 86.35% live in current RD 73. Proposed RD 73 includes portions of Bureau, LaSalle, Woodford and Peoria counties and all of Stark and Marshall counties. Many of current and proposed RD 73's borders are based on county and township boundaries. Proposed RD 73's western border begins on the Peoria-Knox County border in Elmwood Township and heads north, ultimately following the Stark-Knox County border. The border then extends east in southern Bureau County along the Mineral Township line. The district turns north on Illinois Route 40, intersecting the small community of Buda along the highway. The border then moves east along U.S. Highway 6/34, veering slightly to keep the entirety of the community of Wyanet in proposed RD 73. As the border moves east, it veers south of

Princeton to keep the town entirely within neighboring proposed RD 74. The border then turns south along the Princeton Township line until reaching the Putnam-Bureau County line. Proposed RD 73 moves east along the Putnam-Marshall County line, then turns north, east and south along township lines in LaSalle County. Heading south along the LaSalle County line, the border turns west along the Woodford County line before moving south along the Cazenovia and Metamora townships lines. Proposed RD 73 then heads east into the community of Roanoke to add population before heading back to the Illinois River along the Woodford County line.

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

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

Proposed RD 73 adds all of Stark County. The small adjustment in Bureau County is to achieve equal population while keeping the large community of Princeton whole in a neighboring district. The additional townships in LaSalle County are added to achieve equal population and are largely rural, like much of the district. Proposed RD 73 recedes out of the community of Minonk, which is split in current RD 73. Finally, in Woodford County, the district recedes out of the community of Eureka completely, which is spilt in current RD 73.

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

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

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

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

Proposed RD 73 maintains a substantial majority of the core of current RD 73 and preserves the incumbent-constituent relationship that has existed over decades of the same representation. The partisan composition is roughly the same to the current composition under current RD 73.

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

REPRESENTATIVE DISTRICT 74

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

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

Proposed RD 74 contains all of Mercer County, most of Henry, Knox, and Bureau Counties, and the southwestern quadrant of Lee County. Mercer County, which is currently split between two representative districts, is kept together in proposed RD 74, and Henry County, currently split between three representative districts, is kept mostly intact in proposed RD 46. As close as practicably possible, proposed RD 74 follows township borders and major causeways to maintain commonalities, create reasonably homogeneous socioeconomic characteristics, and maintain agricultural communities of interest found in current RD 74.

The southern border of proposed RD 74 follows township lines to Chestnut Township, where it diverts north to Knox Township. A township split occurs between Knox and Galesburg townships following Highway 74, maintaining the northern half of the city of Galesburg in proposed RD 74 by proceeding down

primary thoroughfare of Main Street in Galesburg to the western end of Galesburg Township. Galesburg is split along socioeconomic lines, with the north side middle-income earners (\$44,000 to \$68,000) and the south side lower-income earners (\$2,499 to \$44,000).

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

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

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

Proposed RD 74 maintains the majority of the core of current RD 74 and preserves the incumbent-constituent relationship that has existed for 18 years. The partisan composition is similar to the current composition under current RD 74.

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

REPRESENTATIVE DISTRICT 75

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

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

The boundaries of proposed RD 75 mostly conform to township boundaries. The Kendall County portion of proposed RD 75 follows township boundaries, except in Kendall Township where most of the municipality of Yorkville is kept intact in a neighboring representative district. The northern border of proposed RD 75 follows the Little Rock Township line east and south until Plano, where it follows Highway 34 and Needham Road, Hale Road, and Schaefer Road.

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

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

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

Proposed RD 75 moves out of more rural areas and becomes a representative district that will become

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

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

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

REPRESENTATIVE DISTRICT 76

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

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

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

The township splits occur along geographic boundaries. Mendota Township is split along Highway 34, with the southern portion in proposed RD 76. Manlius Township is split along E. 27th Road until the road hits Highway 6, at which point the border turns westward, with the western portion of Manlius Township in proposed RD 76. This allows proposed RD 76 to contain the developed parts of the city of Marseilles. Otter Creek Township is split, keeping the municipality of Streator within proposed RD 76, as in current RD 76. Reading Township is split, keeping Streator intact with the northern half of the township in proposed RD 76. The portion where the southern border of proposed RD 76 deviates from a straight east/west line is in order to ensure equal population.

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

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

Proposed RD 76 is a major water district, as is current RD 76. It includes the Illinois, Fox, and Vermillion Rivers, the Illinois and Michigan (I & M) Canal, and Senachwine Lake. These waterways create natural boundaries and commonalities among communities in proposed RD 76. Communities in proposed

RD 76 rely upon these waterways for tourism dollars and commerce. The Illinois River runs east/west through the center of proposed RD 76, just south of I-80, from Marseilles to Putnam County as it flows towards the Mississippi River. It serves as a natural boundary of the proposed RD 76 at Marseilles in Manlius Township, which is why proposed RD 76 was drawn as it was. The Fox River serves as a district and township border in Serena Township. In addition to a number of water recreation opportunities, the region includes other points of recreation on which to rely for tourism dollars. The tourist attractions of Starved Rock State Park, Matthiessen State Park, and the national historic site of Washington Park in Ottawa are included in proposed RD 76.

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

Proposed RD 76 maintains similar housing patterns as current RD 76, with greater levels of vacant housing in western Putnam County and southern Bureau County and in the municipalities of Ottawa, Streator, and LaSalle.

Proposed RD 76 maintains the vast majority of the core of current RD 76 and preserves the incumbent-constituent relationship that has existed over two decades. The partisan composition is similar to the current composition while increasing slightly under current RD 76.

The African American voting-age population in proposed RD 76 is 1.06%, the Hispanic voting-age population is 7.26%, and the Asian voting-age population is 0.82%.

REPRESENTATIVE DISTRICT 77

According to the 2010 Census, current RD 77 has a population of 100,987. Proposed RD 77 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 77 is different in shape from current RD 77 due, in part, to population shifts and the need to increase the total population of the district.

Proposed RD 77 contains portions of current RDs 7, 46, 65, 66, 77, and 78. Proposed RD 77 continues to keep O'Hare Airport, which occupies a considerable geographic footprint and impacts the daily lives of local residents in the district and many of the surrounding areas contained in current RD 77. Proposed RD 77 shifts west as districts to the east needed to pick up population; it also shifts south so that the majority of the municipalities of Melrose Park and Northlake, and all of Stone Park, are each within one district. Many of those communities that are in current RD 77 are also maintained within one district, whether that is proposed RD 77 or a proposed neighboring district. Proposed RD 77 also increases the Hispanic voting-age population to 50.64% from current RD 77 Hispanic voting-age population of 30.24%.

The communities within proposed RD 77 are tied economically to O'Hare Airport and the extensive network of freight train lines and roadways that run through the area, such as Interstate Highways 90, 290 and 294. Businesses that have developed around O'Hare rely on these different methods of transportation to move their goods, creating a commercial community of interest that is preserved by proposed RD 77.

The border of proposed RD 77 moved west to the eastern border of O'Hare Airport due in part to the need for proposed districts to the east to increase population. The Village of Schiller Park, which is in current RD 77, is not in proposed RD 77; instead it is entirely within proposed RD 20. Similarly, the majority of the Village of Rosemont is removed, allowing it to be nearly all within proposed RD 20. A small part of Rosemont, at the northeast corner of O'Hare that is in current RD 65, is added instead to proposed RD 77 because it is tied closely to O'Hare and has a sizable Hispanic population.

South of the River Road border is the eastern section of current RD 77. Due to the need of proposed districts coming from the east to gain population, the eastern most portion of current RD 77 could not be included in proposed RD 77. Instead, Elmwood Park and River Forest are almost completely within the borders of proposed RD 78. Effort was taken to maintain the residential areas of each of these communities wholly within one representative district, as they are in current RD 77.

The southern border of proposed RD 77 deviates from current RD 77 and encompasses a pocket of Hispanic residents in Maywood as well as the vast majority of Melrose Park. Under proposed RD 77, the entire residential area of Melrose Park is within the district, with only a small section excluded. The Village of Stone Park is entirely within proposed RD 77. Both Melrose Park and Stone Park have sizeable Hispanic populations that form a community of interest with those in the area of Maywood incorporated into proposed RD 77.

Currently, the City of Northlake is divided between three representative districts, including current RD 77. All of the residential areas of Northlake are included in proposed RD 77. The pressure from districts to the east to add residents to achieve equal population required the Village of Franklin Park to be divided

between proposed RDs 77, 78 and, to a lesser extent, 20.

Proposed RD 77 allows Elmhurst to be almost entirely within proposed RD 47. Proposed RD 77 contains a majority of the Village of Addison, which has a significant concentration of Hispanic residents. Proposed RD 7 includes the entirety of Bensenville and a section of Wood Dale that include the intersection of Route 83 and Irving Park Road and a Hispanic concentration.

From a socioeconomic perspective, the district is fairly homogeneous, with the median annual income in most of the district between \$44,000 and \$68,000. Smaller pockets in the north of the district have an income range of \$68,000 to \$98,000 and those in the southeast report median incomes less than \$44,000. Proposed RD 77 preserves a "working class" community of interest.

At the House redistricting hearing held in Springfield on April 25, 2011, Yesenia Sanchez of PASO: West Suburban Action Project, testified that the western suburbs need a House district to represent the substantial Hispanic community of interest found across Addison, Franklin Park, Maywood, Melrose Park, Northlake, and Stone Park, that is interested in addressing issues of language barriers, immigration, and access to government services. Similarly, at the same hearing Martin Torres of the Latino Policy Forum explained that Franklin Park could be the nucleus around which a west suburban majority Hispanic district could be built. Such a district would also connect Latinos living in municipalities within proposed RD 77 with those living in unincorporated areas who find themselves less represented by local government.

The partisan advantage in proposed RD 77 favors Democrats.

Proposed RD 77 contains a 3.68% African American voting-age population, 50.62% Hispanic voting-age population, and 3.80% Asian voting-age population.

REPRESENTATIVE DISTRICT 78

According to the 2010 Census, current RD 78 has a population of 100,580. Proposed RD 78 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 78 is different in shape from current RD 78 due, in part, to population shifts and the need to increase the total population of the district.

Of population in the proposed RD 78, 54.87% reside in current RD 78. Proposed RD 78 shifts northwest to add population, while maintaining the cores of multiple cities that are similar.

Like current RD 78, proposed RD 78 contains the western portion of the Austin neighborhood in Chicago and the majority of Oak Park in suburban Cook County, with a border in this area still following the Milwaukee railroad on the north, and borders of North Central Avenue to the east, and Harlem Avenue to the west. West of Harlem Avenue, proposed RD 78 shifts north and northwest to encompass the majority of three suburban communities, gain population, and preserve communities of interest within a single district. Current RD 78 contains portions of six different municipalities west of Harlem Avenue. In contrast, proposed RD 78 includes the majority of only three municipalities to the west of Harlem Avenue, splitting fewer towns than current RD 78.

Proposed RD 78 contains the majority of four suburban municipalities, including Elmwood Park, Franklin Park, Oak Park, and River Grove in Cook County, and portions of City of Chicago Wards 29, 36, and 37. Current RD 78 includes portions of those wards and the 28th Ward, which is removed for population purposes and to preserve a community of interest. Proposed RD 78 contains a small commercial portion of Melrose Park, but there are no residents in this area. Like current RD 78, proposed RD 78 contains portions of Leyden and Oak Park townships; however, unlike current RD 78, proposed RD 78 contains no portion of River Forest Township and only the commercial portion of Melrose Park in Proviso Township. Thus, proposed RD 78 splits fewer townships than current RD 78.

The suburban communities of Elmwood Park, Franklin Park, and River Grove are contiguous and more similar demographically to each other than to the western suburbs in current RD 78. Proposed RD 78 has almost all of Elmwood Park and River Grove, but divides Franklin Park along socioeconomic lines. A significant portion of the wealthiest parts of Franklin Park, with a median income between \$65,000 and \$75,000, is kept in proposed RD 78, as this area is more economically similar to parts of Oak Park and north Austin in Chicago. Portions of Franklin Park not in proposed RD 78 have higher populations of Hispanic residents than areas in proposed RD 78, keeping proposed RD 78 more similar throughout and keeping larger Hispanic populations together in adjacent districts. Under proposed RD 78, Oak Park is split with proposed RD 8. In the current map, Oak Park is split among three representative districts.

In its southeastern corner, proposed RD 78 recedes from Chicago, removing portions of the Austin neighborhood that have lower median incomes than most of the rest of the district. Proposed RD 78 removes portions of Chicago with median incomes below \$40,000, keeping a majority of the Austin neighborhood with a median income of \$40,000 to \$65,000. The western part of proposed RD 78 has a similar median income, with small portions exceeding \$65,000. Oak Park and parts of Elmwood Park are

wealthier communities with a median income exceeding \$75,000 in many areas.

Proposed RD 78 has several major regional transportation corridors. North-south roadways within proposed RD 78 include 1st Avenue, Austin Avenue, Harlem Avenue/Route 43, and Oak Park Avenue. East-west roadways include Belmont Avenue, Chicago Avenue, Grand Avenue, Fullerton Avenue, Lake Street and North Avenue/Route 64. Metra commuter rail serves proposed RD 78 on the following lines: Milwaukee District West Line, stopping at Galewood, Mars, Mont Clare, Elmwood Park, River Grove and Franklin Park; North Central Line, stopping at River Grove; and the Union Pacific West Line, stopping at Oak Park. Additionally, the CTA Green Line operates through the southern portion of proposed RD 78, with stops between Austin Avenue and the end of the line at Harlem Avenue. These transportation routes are major landmarks in proposed RD 78 and major commuter routes.

Half of the population within proposed RD 78 resides within current RD 78. The partisan composition of the incumbent party slightly decreases compared to the composition under current RD 78.

Proposed RD 78 contains an African American voting-age population of 29.02%, a Hispanic voting-age population of 13.20%, and an Asian voting-age population of 3.29%.

REPRESENTATIVE DISTRICT 79

According to the 2010 Census, current RD 79 has a population of 115,123. Proposed RD 79 has a population of 108,734, the equal population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 79 is different in shape from current RD 79 due in part to population shifts and the need to reduce the total population of the district.

Current RD 79 encompasses a diverse range of communities, from the communities of Monee and University Park in the north to Bradley and Kankakee further south, as well as the agricultural areas of Iroquois County. Proposed RD 79 includes 62.56% of current RD 79. Proposed RD 79 loses much of the areas tied to Chicago and its suburbs, and instead centers around and takes in nearly all of the adjoined municipalities of Kankakee, Bradley, and Bourbonnais, as well as many nearby small towns that are tied to those three municipalities economically, commercially, and through retail and health services.

Proposed RD 79 is also mostly within Kankakee County. The majority of the boundaries of proposed RD 79 follow township lines, but where townships have been divided, the boundary lines follow local roads or a natural waterway. It contains 14 of the 17 townships in Kankakee County (12 in their entirety). Current RD 79 contains only 10 full townships and 2 partial townships within Kankakee County. Proposed RD 79 also contains sections of two Will County townships in and around Peotone on the border of Will and Kankakee counties; in contrast to current RD 79, which has full or partial sections of seven Will County townships and four full Iroquois County townships. With these changes, proposed RD 79 is more rural and centered on Kankakee County in terms of population, jobs, and services than the current RD 79.

Much of the northern portion of current RD 79 is lost to the overall push southward of proposed representative districts on Chicago's south side and the south suburbs and their need to gain residents to achieve equal population. The northern areas of proposed RD 79 that were lost to this southward expansion from Chicago and south suburbs are more tied economically and socially to the suburban communities to the north than they are to the city of Kankakee.

The three municipalities of Kankakee, Bradley, and Bourbonnais, are intertwined with each other in most aspects, but are divided between current RD 79 and current RD 75. These three cities share common borders and essentially run together, which is a rarity in downstate Illinois. Except for a few streets in northern Bourbonnais, proposed RD 79 keeps these municipalities within one representative district, as the three municipalities clustered together are the economic and social engine for much of Kankakee County.

The Grundy County municipalities of South Wilmington, Gardner, Coal City and Braceville that are within proposed RD 79 are similar socioeconomically to the smaller Kankakee County communities of Essex, Herscher, Bonfield, Chebanse, and St. Anne in proposed RD 79. All the areas within proposed RD 79, with the exception of the African American communities, are predominately Caucasian with a median income of \$44,000 to \$99,000.

The African American population of proposed RD 79 is clustered in eastern Kankakee and Hopkins Park, which is to the east of Kankakee in Pembroke Township. Hopkins Park and other African American areas of Kankakee are tied together culturally, spiritually, and socioeconomically. The median income is no more than \$44,000 in these areas; therefore, the communities are also linked by their predominant median income which falls below that of surrounding areas within the district.

A majority of the population in proposed RD 79 is from current RD 79. This preserves the incumbent-constituent relationship that has existed over 4 election cycles. The partisan composition slightly decreases as compared to the current composition under current RD 79.

Proposed RD 79 contains an African American voting-age population of 14.30%, a Hispanic voting-age

population of 6.94%, and an Asian voting-age population of 0.99%.

REPRESENTATIVE DISTRICT 80

According to the 2010 census, current RD 80 has a population of 105,281. Proposed RD 80 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 80 is different in shape from current RD 80 due in part to population shifts and the need to increase the total population of the district.

Proposed RD 80 includes portions of Cook and Will counties and the communities of Glenwood, Chicago Heights, and South Chicago Heights. Proposed RD 80 includes 39.58% of current RD 80 and gains necessary population to the south and west. This is possible, and necessary, because of the considerable population growth in Will County that requires the reduction in size of several current representative districts.

In the Cook County portion of proposed RD 80, both Rich and Bloom townships are divided. The portion of Rich Township included in proposed RD 80 is still heavily African American and is very similar to the portion of Bloom Township included in proposed RD 80. The cities in the Rich Township portion of proposed RD 80 include most of Flossmoor, nearly all of Park Forest, and a significant portion of Olympia Fields. The portion of Bloom Township included in proposed RD 80 not only contains a large African American population, it also contains the areas with the most concentrated Hispanic population within proposed RD 80. This portion of Bloom Township is also included in current RD 80. Proposed RD 80 includes most of Chicago Heights and South Chicago Heights.

In the Will County portion of proposed RD 80, proposed RD 80 contains the entirety of Manhattan and Green Garden Townships, following the Manhattan Township boundary for part of the western border. Nearly all of Florence Township is included in proposed RD 80, with only the portion south of Kahler Road excluded from the district. The southern border following Kahler Road rejoins the Florence Township boundary at South Martin Long Road, and extends to the Rockville Township line. Proposed RD 80's southern border then follows local roads through Wilton and Peotone townships until the intersection of Peotone and Monee townships in Will County for purposes of equal population. The border of proposed RD 80 then heads north along Harlem Avenue, which serves as the eastern boundary of Peotone and Green Garden Townships. Monee and Crete townships are also partially within proposed RD 80. Monee Township is divided by West Monee Manhattan Road to keep the Monee Reservoir intact outside of the district. The border then follows South Governor's Highway northeast through the city of University Park to preserve some of the more industrial portions of the township in proposed RD 80. The district border then moves further east so that the entirety of Governor State University can be included in proposed RD 80, as well as a large portion of the residential areas of University Park. Proposed RD 80 then heads north and west around the outside of Laurel Park in Crete Township until it reaches Kings Grove Forest Preserve in Cook County. The other partial townships within Will County are New Lenox and Frankfort Townships. Proposed RD 80 reaches into New Lenox Township. The border then follows Laraway Road until moving north to Route 74 for the entire length of Frankfort Township.

The majority of proposed RD 80 is middle class with a median income of \$44,000 to \$99,000, similar to current RD 80. Proposed RD 80 does gain some higher income areas in both Will and Cook Counties, while losing some lower income areas in Cook County. Thus, the overall median income is higher than in current RD 80.

Many of the residents of proposed RD 80 commute to their jobs either in Chicago, other south suburban communities, or the Joliet area. Transportation is a major issue as the area is currently underserved in mass transit, especially buses. Residents have few options, outside of driving, if they need to get to work in Chicago. The northeastern portion of proposed RD 80 is served by the Metra Electric Line, which does not run 24 hours a day.

Proposed RD 80 and current RD 80 have an almost identical partisan composition.

Proposed RD 80 reflects a shift in the African American population measured in the 2010 Census. Many African Americans have moved out of Chicago and further into the southern and western suburbs. The new portions of Will County included in proposed RD 80 have increased both their African American and Hispanic populations. Proposed RD 80 contains a unique community of interest of African American and Hispanic families who have generally chosen to leave the city for better housing and educational opportunities in the suburbs. In addition to keeping a minority community of interest together, the area is increasing in population quickly. These towns and cities form a community of interest of fast-growth communities that are dealing with urban planning, transportation, and government services issues related to a rapid expansion in population.

Proposed RD 80 contains an African American voting-age population of 34.72%, a Hispanic voting-age

population of 12.04%, and an Asian voting-age population of 1.14%.

REPRESENTATIVE DISTRICT 81

Proposed RD 81 contains a population of 108,735, the equal-population target, and is therefore compliant with the "one person, one vote" principle. Several districts shifted due to population issues, and thus proposed RD 81 contains portions of 4 current representative districts. Proposed RD 81 contains large portions of current RDs 47 and 48, as well as small portions of RDs 42 and 82.

Proposed RD 81 is in Will and DuPage counties and contains a substantial portion of Downers Grove as well as portions of Lisle, Milton, and Downers Grove townships in DuPage County and DuPage Township in Will County. Proposed RD 81 includes the municipalities of Bolingbrook, Downers Grove, Darien, Lisle, Naperville, Westmont, and Woodridge. These additions are necessary to attain the equal population target.

Proposed RD 81 is a district of heavy residential development but works to cater to a recreational community of interest with the Greene Valley Forest Preserve, Four Lakes Village (for snowboarding and skiing), and the Lisle Park District Golf Course.

The entire proposed RD 81 has similar socioeconomic characteristics and has a median income of \$99,000 to \$148,000. These upper middle income households comprise the majority of the areas on both side of Interstate 355, which runs through the center of proposed RD 81.

The partisan composition is roughly similar to the current composition of the portions of the districts that create proposed RD 81.

A section of the southern boundary is extended to include an Asian neighborhood with similar economic and cultural interests. Proposed RD 81 contains an African American voting-age population of 4.18%, an Asian voting-age population of 9.75%, and a Hispanic voting-age population of 5.69%.

REPRESENTATIVE DISTRICT 82

According to the 2010 Census, current RD 82 has a population of 108,906. Proposed RD 82 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle.

Of the population in proposed RD 82, 73.83% reside in current RD 82. Proposed RD 82 essentially retains the current shape, and has many similar boundaries. Proposed RD 82 contains portions of Will, DuPage and Cook counties and contains all or portions of the Homer, Lemont, Downers Grove, and Lyons townships. Proposed RD 82 also contains all or portions of the following cities and towns: Burr Ridge, Countryside, Darien, Homer Glen, Indian Head Park, La Grange, Lemont, Lockport, Palos Park, Western Springs, Willowbrook, Willow Springs, and Woodridge.

With the Des Plaines River running through the heart of proposed RD 82 along Willow Springs and through Lemont, residents also share concerns about flooding problems, wetland preservation to mitigate flooding, and a general desire for open space preservation.

As with current RD 82, the center of proposed RD 82 is Argonne National Laboratory. Argonne is a major employer and economic engine for proposed RD 82, with many of the employees living in adjacent communities in proposed RD 82. Proposed RD 82 also has many parks, open spaces, golf courses, and forest preserves.

Proposed RD 82 has an upper median income, ranging between \$75,000 and \$260,000. Only two areas have a median income between \$45,000 and \$75,000, which are located in portions of the Darien/Willowbrook area, and also the sparsely inhabited, unincorporated territory below I-55 between Burr Ridge and Woodridge. With most of proposed RD 82 made up of solidly middle-income class and upper middle-class income residents, the residents create a community of interest of a shared common economic situation and concerns over issues like income and property taxes, quality of public schools, saving for their children's college and their retirement, and hold similar perspectives on policies affecting the health of the economy.

Proposed RD 82 maintains a substantial majority of the core of current RD 82 and preserves the incumbent-constituent relationship that has existed for 6 election cycles. The partisan composition is roughly the same to the current composition under current RD 82.

Proposed RD 82 has an African American voting-age population of 2.50%, a Hispanic voting-age population of 4.59%, and an Asian voting-age population of 5.78%.

REPRESENTATIVE DISTRICT 83

According to the 2010 Census, current RD 83 has a population of 135,617. Proposed RD 83 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 83 is different in shape from current RD 83 due, in part, to population shifts and the need to reduce the total population of the district by 26,883.

Of the population in proposed RD 83, 96.31% reside in current RD 83. Similar to current RD 83, proposed RD 83 is in one county, Kane County, and includes portions of Aurora, North Aurora and Montgomery.

To achieve the necessary reduction in population, the southern boundary of current RD 83 is moved north. The western border of proposed RD 83 stays relatively the same, except that it is extended north, following a township boundary, in order to make proposed RD 83 more identifiable. The northern border is extended west, which now runs the entire length of the Aurora Township boundary. Proposed RD 83 attempts to follow the eastern border of current RD 83, but the south and southeastern portions of current RD 83 have been removed in order to reduce the population to comply with equal population. The southern border of proposed RD 83 begins to follow the railroad tracks from the eastern border of proposed RD 83, moves south on Ohio Street, goes around Phillips Park, goes west on Parker Avenue on the east side of the Fox River, and then goes across the river on Ashland Avenue to the western border. The southern border line is drawn so the historic neighborhoods around downtown Aurora and East Aurora High School, both located on the east side of the river, remain intact and in one district. The section of North Aurora that is located within Aurora Township is included in proposed RD 83, which is different from current RD 83, so that the border of the representative district can share the entire northern border of Aurora Township. A section of the municipality of Montgomery is included so the proposed RD 83's southern boundary line can be drawn straight down a portion of Galena Boulevard.

The majority of Aurora is split between two representative districts, as requested by Aurora Mayor Tom Weisner, Kane County Board Member Jesse Vasquez, and Aurora Township Board Member Bill Catchings at the House Redistricting Committee hearing in Aurora on April 18, 2011. At the same hearing, North Aurora Village Trustee Mark Guethle requested that the map be drawn so that most of Aurora is included in one Legislative District - this is accomplished.

Proposed RD 83 strives to keep the downtown Aurora community of interest together and contains the following landmarks and services: Aurora City Hall, Aurora Police Headquarters, Kane County Health Department, Fox Valley Community Correctional Center, Illinois Math and Science Academy and an outlet mall. Proposed RD 83 keeps together the following neighborhood groups: Near South East Neighbors, Pigeon Hill Neighbors, North East Neighbors, West Park Neighbors, Northwest Territory, Randall West Association, and Arrow Wood McCarty's Mill Neighbors.

Areas of proposed RD 83 are tied together by income. For example, the downtown area of Aurora, surrounding the government centers and river, has an income level of \$30,000 to \$50,000 and the outer edge of proposed RD 83 has an income level of \$50,000 to \$90,000. This is generally similar to current RD 83.

Proposed RD 83 maintains almost the entire current RD 83 and preserves the incumbent-constituent relationship developed over the past 4 election cycles. The partisan composition of proposed RD 83 is almost identical to that of current RD 83.

Proposed RD 83 has a Hispanic voting-age population of 51.34%, an African American voting-age population of 10.13%, and an Asian voting-age population of 1.64%.

REPRESENTATIVE DISTRICT 84

According to the 2010 Census, current RD 84 has a population of 202,008. Proposed RD 84 has a population of 108,735, the equal-population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 84 is different in shape from current RD 84 due, in part, to rapid growth of this and surrounding districts and the need to reduce the total population of the district by 93,273.

Proposed RD 84 includes portions of current RDs 83, 84, and 96. Proposed RD 84 is centered in Aurora and contains portions of four adjacent cities. Numerous persons testifying during hearings of the House Redistricting Committee hearing stated their opposition to splitting Aurora in several districts. One person specifically mentioned that the city, at one time, had five members of the House Representatives. These requests were considered and taken into account. Under the new proposed map, much of Aurora is contained in one centralized legislative district and two representative districts. In addition to Aurora, proposed RD 84 includes portions of Naperville, Oswego, Montgomery and Boulder Hill. Those who testified at the redistricting hearing stated that residents of surrounding areas more strongly identify with the city of Aurora, rather than with local counties or townships. As a result, proposed RD 84 attempts to keep the Aurora metro area intact rather than follow county and township borders. Proposed RD 84 contains the southwestern corner of DuPage County and Naperville Township, the southwestern corner of Kane County and Aurora Township, the northwestern corner of Will County and Wheatland Township, and the northeastern corner of Kendall County and Oswego Township.

During the House Redistricting Committee hearing in Aurora, residents and representatives of minority

groups discouraged using the natural geographic borders, like the Fox River. In the opinion of the witnesses, these borders do not reflect population patterns and, if followed, may divide existing communities of interest. Instead, the borders of proposed RD 84 mostly follow major area roads and railroads. On the south, the district runs along Wolf's Crossing Road and continues along 103rd Street. The northern border follows the BNSF railway tracks, which also serves as a Metra line, though there are no stops in proposed RD 84. The border extends north along Aurora Road, which includes an area with a substantial Asian population that was kept together. The western border starts at Ohio Street, expands west to include the Phillips Park Golf Course and the entirety of the South Park Neighborhood, while excluding Mastadon Lake and the Park Terrace Apartments and then proceeds south down Douglas Road. The eastern border mainly follows Route 59, a major thoroughfare for the area, and goes further east along W. Jefferson and Ogden Avenue (mainly to keep the shopping district in that area together in one district), and again expands east along 95th Street and the Wheatland Township border to Skyline Drive (in order to take in Arlene Welch Elementary School). A section of Montgomery is included in proposed RD 84 to allow proposed RD 84 to expand slightly to the south of Aurora while remaining compact and contiguous. The northern portion of Naperville included in proposed RD 84 combines the West Ridge Court, Heritage Square, Yorkshire, Naperville Plaza and Fox River Commons Shopping Centers with the Westfield Shoppingtown Complex in Aurora in order to ensure that the commercial area remains in one district. The portions of Boulder Hill and Oswego included in proposed RD 84 include areas with a high concentration of minority residents, particularly Asians. The southern portion of Naperville includes a cluster of Asians who will benefit from being placed with the Asian population in Aurora.

The 5 cities within proposed RD 84 share many common characteristics and together form a community of interest. Proposed RD 84 is much more urban than rural, with some agricultural areas in the less populated southern portion of the district. Although the city of Aurora contains some of the densest urban areas, portions of Aurora also have medium density and low density areas, which are similar to the surrounding communities included in proposed RD 84. The lower density areas of Aurora in proposed RD 84 form a community of interest of residents who strongly identify with the city of Aurora but have different concerns and priorities than Aurora residents in the denser, more urban center of the city. The median income for proposed RD 84 ranges from \$30,000 to \$150,000 a year. The mix of incomes within proposed RD 84 correlates with the mix of incomes within the city of Aurora. The lowest income areas are around the center of the city and the northwestern part of proposed RD 84. There is also a community of interest of higher income households including southeast Aurora and the portions of Oswego and Naperville included in proposed RD 84.

The Aurora metro area has many active and involved neighborhoods that serve as communities of interest and are represented by neighborhood associations. Under proposed RD 84, many of these associations remain intact, including Inner Circle Neighborhood Group, Taking Back our Community Neighborhood Group, Georgetown Relief Efforts Neighborhood Organization and the Neighborhood Association of Southeast Aurora. Keeping these organizations together in one district preserves the strong sense of community and attracts many residents to the area.

The city of Aurora contains five school districts, three of which are contained in proposed RD 84, with the other two contained in proposed RD 83. The school districts in proposed RD 84 are Aurora East Unit School District 131, Oswego Community Unit School District 308 and Indian Prairie Community School District 204. Proposed RD 84 is entirely within the Regional Office of Education Region 1 and is split evenly between the DuPage Library District and the Prairie Area Library District.

The partisan composition slightly increases as compared to the average of the compositions of the portions of districts that create proposed RD 84.

Proposed RD 84 includes a 10.35% African American voting-age population, a 21.81% Hispanic voting-age population, and a 12.48% Asian voting-age population. Proposed RD 84 keeps intact areas occupied by several minority groups.

REPRESENTATIVE DISTRICT 85

According to the 2010 Census, current RD 85 has a population of 139,496. Proposed RD 85 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 85 is different in shape from current RD 85 due, in part, to population shifts and the need to decrease the total population of the district by 30,762.

Proposed RD 85 is almost entirely within the borders of current RD 85. Current RD 85 is entirely within Will County, and contains almost all of Lockport Township, the majority of DuPage Township and a small fragment of Plainfield Township. Proposed RD 85 maintains nearly all of the eastern portions of current RD 85. In an effort to achieve equal population, the western border of the proposed RD 85 is moved east

from its current location along the western border of Lockport and DuPage townships. In order to reach equal population, proposed RD 85 loses its small fragment of Plainfield Township, portions of Crest Hill, Romeoville west of Weber Road in Lockport Township, and the western portions of Romeoville and the Village of Bolingbrook in DuPage Township. Proposed RD 85 is more compact due to these changes.

Proposed RD 85 continues to be centered around the older developments in Lockport, Romeoville and Bolingbrook. Tremendous growth in the district in the last decade, mainly west of Weber Road in Romeoville and Bolingbrook, requires the district to remove people to achieve equal population. The areas in the west that are lost were built up as individual subdivisions and do not have the ties to the history and residents who have called Romeoville and Bolingbrook home for decades. These areas are similar in housing stock and racial makeup to many of the subdivisions that now comprise proposed RD 98 to the west of proposed RD 85.

The only additions to proposed RD 85 not within current RD 85 are in the northern portions of the district. The northern border in DuPage Township adds portions of Bolingbrook to straighten out the border running along Royce Road. Proposed RD 85 then takes in a small portion of the village of Woodridge in Lisle Township in DuPage County. This area, not within current RD 85, is home to both a small Hispanic and African American community that is more similar in makeup to that portion of Bolingbrook to the south than the other nearby communities in Lisle Township. This portion of Woodridge also shares a similar median income, \$44,205 to \$68,654, with that of nearby Bolingbrook within both the current and proposed RD 85, strengthening this moderate income minority population in proposed RD 85.

While proposed RD 85 is geographically close to Joliet, it is tied to Chicago and its downtown. Metra's Heritage Corridor train line offers commuter rail service from the district to downtown Chicago. For those traveling by car, Interstate 55 through Bolingbrook and Interstate 80 to the south of the district allow quick and easy access to Chicago and the region's interstate system. Proposed RD 85 also includes the major commercial interchange of Illinois Route 53 and Interstate 55.

Proposed RD 85 remains home to Lewis University and the Romeoville Campus of Joliet Junior College. Current and proposed RD 85 is also home to Stateville Prison, historic downtown Lockport - settled in the 1830s as one of the first towns plotted after the creation of the Illinois and Michigan Canal - and the Promenade Bolingbrook, an outdoor mall. All are places within the area that residents identify with as anchors of their communities.

Proposed RD 85 maintains a substantial majority of the core of current RD 85. The partisan composition remains very similar but slightly increases favoring Democrats as compared to the current composition under current RD 85.

The African American voting-age population is 16.21%, the Hispanic voting-age population is 19.87% and the Asian voting-age population is 6.50%.

REPRESENTATIVE DISTRICT 86

According to the 2010 Census, current RD 86 has a current population of 113,396. Proposed RD 86 has a population of 108,735, the equal population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 86 is different in shape from current RD 86 due, in part, to population shifts and the need to reduce the total population of the district.

Due to the need to decrease population, proposed RD 86 becomes more compact and uses more traditional boundaries while maintaining the central population base of Joliet as in current RD 86. Similar to current RD 86, proposed RD 86 remains entirely within Will County, includes the majority of the city of Joliet and the entirety of Rockdale and Preston Heights. Proposed RD 86 also contains all of Elwood and portions of Ingalls Park, Crest Hill, and Channahon. Unlike current RD 86, proposed RD 86 contains no portions of New Lenox or Manhattan, and removes the section of Shorewood that lies west of Interstate 55, and a section of Joliet and Crest Hill in Joliet Township.

Proposed RD 86 contains all of Jackson Township, the vast majority of Joliet Township, the vast majority of Channahon Township and a portion of Troy and Lockport Townships.

The eastern border of proposed RD 86 runs exactly along the Joliet and Jackson Township lines. The southern border is drawn along the Jackson and Channahon township lines. The western border runs along the Channahon Township line and then moves north along I & M Canal, and north up I-55. The border follows the interstate until it moves east along W. Black Road, adding population from Crest Hill and generally following Joliet Township's northern border. These borders follow township lines or major roadways, railways or waterways and avoid, to a great extent, dividing precincts. This follows the recommendation of Larry Walsh, Will County Executive, provided at the House Redistricting Hearing held in Joliet on April 21, 2011.

Will County is one of the fastest growing counties in the nation, resulting in a community of interest

comprised of municipalities and citizens who are faced with serious urban planning and transportation issues related to massive population growth. As population continues to move into Will County and into proposed RD 86, it is essential that these communities share a representative that understands the challenges that are presented.

The geographic and population center of proposed RD 86 remains the city of Joliet. The areas outside of Joliet's urban center have grown into Chicago exurb communities with many people moving in from the north. Affordable housing, good public schools and job opportunities are major driving factors that bring people to Will County from more urban areas. Maintaining Joliet as the center of the district follows the recommendation of Thomas Thanas, Joliet City Manager. He suggested that Joliet continue to have a representative based in Joliet at the House Redistricting Hearing on April 21, 2011.

Proposed RD 86 contains all of the village of Elwood, whereas this town is divided under current RD 86. In the last decade, Elwood has grown significantly with the development of the Abraham Lincoln National Cemetery and the CenterPoint Intermodal facility. Proposed RD 86 recognizes this growing town as a community of interest and keeps it intact while its boundaries follow township lines.

Channahon is another fast-growing community and proposed RD 86 includes the western portion of Channahon that has grown along the Des Plaines River. Proposed RD 86 expands to include substantially more of Channahon along I & M Canal and the Will County border. Two casinos on the Des Plaines River provide a strong tie between Joliet and Channahon. Harrah's Casino is in downtown Joliet while the Hollywood Casino is located closer to Channahon. River boat casinos provide a significant economic engine and residents in both communities find employment either within the casinos themselves or in service industries built around the casinos.

Proposed RD 86 also expands slightly into Lockport Township to gain population in Crest Hill. This section of Crest Hill has similar economic qualities and housing values to Joliet's and is more comparable to Joliet's middle-class neighborhoods than the rest of the city.

Proposed RD 86 maintains a major hub of road, rail and waterway transportation that has developed in the Joliet region. Interstate 80, which runs east to west along the northern portion of the district, provides quick access to Chicago to the east and neighboring communities in Will and Grundy to the west. Interstate 55 runs north to south along the western portion of proposed RD 86 and is one of the major commuter and freight arteries in the state. Several U.S. routes provide fluid access throughout proposed RD 86 and ensure there are no isolated communities within the district. US Route 6 runs diagonally across the district connecting Channahon to Joliet. Illinois Route 53 runs down the middle of the district and connects Elwood to Joliet. US Route 30 runs east through Joliet and connects to Ingalls Park. The commuters and businesses that rely on these major roadways for commerce and transportation form a community of interest.

The Des Plaines River is a major industrial waterway used for a large amount of grain and cargo shipping and supports industries such as the Exxon Mobile refinery in Channahon. The industries and individuals invested in the river for recreation or commerce form another community of interest in proposed RD 86.

Proposed RD 86 keeps the majority of urban Joliet together and thus, keeps the core of the African-American and Hispanic populations together. These residents have a similar socioeconomic status, largely live in low to moderately priced housing, and share concerns over public safety, employment opportunities, and quality educational opportunities.

Proposed RD 86 maintains a substantial majority of the core of current RD 86 and preserves the incumbent-constituent relationship that has existed for two decades of the same representation. The partisan composition is very similar to the current composition under current RD 86.

The African American voting-age population in proposed RD 86 is 18.47%, the Hispanic voting-age population is 25.83%, and the Asian voting-age population is 1.04%.

REPRESENTATIVE DISTRICT 87

According to the 2010 census, current RD 87 has a population of 106,764. In its proposed form, RD 87 has a population of 108,734, the equal-population target, and is therefore perfectly compliant with the "one person, one vote" principle.

As part of an effort to make the districts of Central and Eastern Illinois more compact, proposed RD 87 shifts west and includes portions of current RDs 87 and 100. Proposed RD 87 includes all of Logan and Menard counties and portions of Sangamon and Tazewell counties.

Proposed RD 87 contains all of Menard County and follows the north, west, and southern borders of the county. The boundary on the southern border of Menard continues due east into Sangamon County to Sherman, where it follows the current border of RD 99 and RD 100. The border then cuts back west and south and then takes in the northern, blue-collar areas of Springfield past Highway 55. The border then

continues due east and south, splitting the municipality and township of Rochester for purposes of equal population. The boundary then continues to pick up the northern border of Christian County to the end of the Sangamon/Christian border. It then follows the eastern Sangamon County border north to the Logan County line and turns east and then north to encompass the entirety of Logan County. The border then follows the eastern Tazewell County line until it reaches the northern corner of Little Mackinaw Township, where it turns due west, and then moves northeast and back northwest, taking a portion of Mackinaw Township then most of Tremont Township. It then stays westward, taking in all of Elm Grove Township and the southwestern corner of Groveland Township before heading south down the western borders of Sand Prairie and Malone Townships. The boundary then heads eastward along the southern boundary of Malone Township, and finally turns south at the northwest corner of Prairie Creek Township, where it follows township boundaries to the northeast corner of Menard County.

A vast majority of proposed RD 87's territory is in the median income brackets of \$44,205 to \$68,654 and \$68,654 to \$98,750, making the district overwhelmingly middle class. The consistent median income bracket throughout proposed RD 87 creates a district that is a community of interest based around a shared economic outlook. Many people in proposed RD 87 live in small rural towns but work in larger cities like Springfield, Peoria, Bloomington, and Decatur. Much of proposed RD 87 is made up of the rural areas between all these cities. Agriculture is also an important part of proposed RD 87, and is utilized in nearly every part of the district.

In addition to sharing an economic outlook, many towns in proposed RD 87 share a common economic engine, the interstate highway. Interstate 55 runs from Springfield in the southwestern part of the district to Bloomington, and provides tax revenue from gas and service stations, as well as interstate truck traffic, to the towns of Sherman, Williamsville, Elkhart, Lincoln, Broadwell, and Atlanta. At Lincoln, Interstate 55 divides, and motorists can take I-155 north to Peoria, passing through Hartsburg and Tremont. In addition to Interstates 55 and 155, Interstate 72/US Highway 36 runs perpendicular to the southern border of proposed RD 87, connecting Springfield to Decatur.

Proposed RD 87 is more compact and more economically homogeneous than the districts that currently exist within its footprint. It contains many small rural towns that share common identities, such as identities with their small-town high school and athletic teams. Families in proposed RD 87 are solidly middle-class, due to agriculture and good-paying jobs working for government bodies and manufacturers in larger municipalities like Springfield, Peoria, Bloomington, and Decatur.

The partisan composition is similar to the average of the compositions of the portions of districts that create proposed RD 87.

Proposed RD 87 contains an African American voting-age population of 4.68%, a Hispanic voting-age population of 1.61%, and an Asian voting-age population of 0.59%.

REPRESENTATIVE DISTRICT 88

According to the 2010 Census, current RD 88 has a population of 118,626. Proposed RD 88 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 88 is different in shape from current RD 88 due, in part, to population shifts and the need to reduce the total population of the district.

As part of an effort to make the districts of Central and Eastern Illinois more compact, proposed RD 88 is made up of portions of current RDs 87, 88, 91 and 106. Proposed RD 88 includes the counties of McLean, Tazewell, and Woodford, which include communities from East Peoria to Bloomington, forming a district of largely middle income individuals who share many common characteristics.

Proposed RD 88 contains, in their entirety, the townships of Allin, Dale, Danvers, Deer Creek, Dry Grove, Morton, Bloomington, Funks Grove, and Mount Hope, as well portions of the townships of Bloomington, Fondulac, Groveland, Mackinaw, Tremont, and Washington. Mackinaw and Tremont Townships are split along agricultural fields, the Mackinaw River, roadways on the outskirts of the town of Mackinaw, and a small waterway to reconnect proposed RD 88 boundary with the township border. The western boundary of proposed RD 88 follows the pattern of current RD 106 along the Tazewell County line, and moving east in areas to achieve population. In the community of Goodfield, a split occurs along the Montgomery-Deer Creek Township line.

In central McLean County, proposed RD 88 includes the western area of Normal, containing important commercial landmarks including the Mitsubishi assembly plant and other industries. Proposed RD 88's border moves through Bloomington along roadways to the south and east and then rejoins the township boundary, taking in OSF St. Joseph Medical Center, Eastland Mall, and the headquarters of State Farm Insurance.

Within proposed RD 88, several major roadways connect most of the communities within the district,

including Interstate 74, Interstate 55, Interstate 155, State Route 9/Market Street, Highway 24, State Route 8/Washington Road, Highway 150, and State Route 117. These roadways connect several mid-sized suburban or rural communities that surround larger urban areas in the Peoria area and Bloomington-Normal area.

These small communities share common values and are grouped together as a community of interest in proposed RD 88. These are historically rural towns that have benefitted from the highways traveling nearby and the larger cities that drive the Central Illinois economy. Much of the land area is rural, agricultural land; however, many residents living in these areas no longer farm and instead commute to the larger cities where industries are based, such as three universities, two community colleges, the headquarters of two larger insurance companies, and several large manufacturers. These communities have experienced an increase in development over the past ten years. Most residents living between the Peoria and Bloomington-Normal area are a community of interest.

In the Peoria area, major employers include three hospitals, Illinois Central College, Bradley University, Par-a-Dice Casino, Caterpillar and Komatsu. In the Bloomington-Normal area, employers include two hospitals, Illinois State University, State Farm Insurance, COUNTRY Financial, Illinois Wesleyan University, Heartland Community College, Mitsubishi, and Firestone. These large employers help increase the median income of proposed RD 88 compared to the surrounding rural areas. The majority of proposed RD 88 is generally middle class.

The partisan composition is similar to the average of the compositions of the portions of districts that create proposed RD 88.

Proposed RD 88 has a 4.99% African American voting-age population, a 2.97% Hispanic voting-age population and a 2.49% Asian American voting-age population.

REPRESENTATIVE DISTRICT 89

According to the 2010 Census, current RD 89 has a population of 106,266. Proposed RD 89 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 89 is different in shape from current RD 89 due, in part, to population shifts and the need to increase the total population of the district.

Of the population in proposed RD 89, 90.73% reside in current RD 89. It includes all or part of the same five counties in current RD 89 (Jo Daviess, Stephenson, Carroll, Ogle and Winnebago), and adds a portion of Whiteside County to increase population. Several townships within these counties (Carroll, Ogle and Whiteside) were added to increase population. Proposed RD 89 is bounded by the Illinois-Wisconsin border on the north and the Mississippi River on the west. The eastern border includes Laona, Harrison, Burritt and Winnebago townships, and the southern border includes Clyde, Genesee and Jordan townships.

Proposed RD 89 has some slight variations from current RD 89 to gain population. The eastern border of proposed RD 89 in Winnebago Township extends slightly eastward into unincorporated Rockford Township. This extension assists with gaining population while following a logical boundary of Highway 20. As a result, the district respects the Rockford boundary and does not lead to fragmenting the city of Rockford which is kept intact in proposed RD 67. In Ogle County, proposed RD 89 gains Rockvale and Eagle Point Townships but loses Byron Township. This change allows for population growth and permits the municipality of Byron to remain intact in proposed RD 90, rather than split between two representative districts as it is currently. Additionally, proposed RD 89 keeps Mount Morris Township intact, whereas current RD 89 splits the township.

Townships on the west side of Carroll County (Fairhaven, Freedom, Mount Carroll, Woodland, and Salem) and several Whiteside County townships (Clyde, Genesee, and Jordan) are included in proposed RD 89 to gain population. York Township in Carroll County is split with proposed RD 71 for purposes of equal population and to preserve a community in its current representative district. Specifically, the eastern and northern portions of York Township, following from north to south along the logical boundary of Fairhaven Road, from west to east along the logical boundary of Scenic Bluff Road, and then southwest to the Carroll/Whiteside county line along the natural border of the Otter Creek River, are included in proposed RD 89 to keep the municipality of Thomson intact in proposed RD 71 (as it is in current RD 71).

Both current and proposed RD 89 are primarily agricultural. The northern portion of the district along the Wisconsin border consists of vast rolling landscapes that are not found in the rest of "flatland" Illinois. Proposed RD 89 has many tourist attractions including local vineyards, the Main Street atmosphere and historical site of President U.S. Grant's home in Galena, scenic highways, and the site of a Lincoln-Douglas debate in 1858 in Freeport. These areas are all retained in proposed RD 89.

There are very few busy routes in the district but Route 20, which runs east/west through Winnebago, Stephenson and Jo Daviess counties, is attractive to tourists and motorcyclists because of its scenic views.

Route 20 also helps connect the southern and southwestern parts of proposed RD 89 with the rest of the district via Route 26, which runs north/south from Freeport, the district's most populous city.

Socioeconomically, the district is fairly homogeneous. While a pocket of lower-income households is in the city of Freeport, the rest of proposed RD 89 has median household incomes ranging from \$44,000 to \$99,000. This is consistent with current RD 89.

Proposed RD 89 maintains a vast majority of the core of current RD 89 and preserves the incumbent-constituent relationship that has existed for 4 election cycles. The partisan composition is very similar to the current composition under current RD 89.

Proposed RD 89 consists of mostly Caucasian residents, but there is a small segment of African-American residents in the Freeport area in Stephenson County. The African American voting-age population is 3.77%, the Hispanic voting-age population is 1.98%, and the Asian voting-age population is 0.55%.

REPRESENTATIVE DISTRICT 90

According to the 2010 Census, current RD 90 has a population of 103,604. Proposed RD 90 has a population of 108,735, the equal-population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 90 is different in shape from current RD 90 due, in part, to population shifts and the need to increase the total population of the district.

Proposed RD 90 keeps the core of current RD 90 intact but shifts the district eastward. Proposed RD 90 contains portions of DeKalb, LaSalle, Lee, and Ogle counties. Current RD 90 contains all or portions of Ogle, Whiteside, and Henry Counties, as well as the entirety of Lee County. The loss of population over the last 10 years in Lee, Whiteside, and Henry Counties, plus the loss of population in counties to the south of proposed RD 90, necessitated the shift of current RD 90 to the east and slightly north to Ogle, LaSalle, and DeKalb counties - counties that actually gained population over the last 10 years.

In DeKalb County, proposed RD 90 contains the entirety of the townships of Afton, Clinton, Milan, Paw Paw, Sandwich, Shabbona, Somonauk, and Victor, while splitting only Squaw Grove Township, DeKalb, and Malta Townships. The townships of DeKalb and Malta are split along Illinois Routes 23 and 38. In LaSalle County, proposed RD 90 contains the entirety of Adams, Earl, Freedom, and Meriden, while splitting Mendota Township along Highway 34 and Northville Township using the boundary of Lake Holiday. In Lee County, proposed RD 90 includes the entirety of Alto, Ashton, Bradford, Brooklyn, Dixon, Franklin Grove, Nachusa, Nelson, Palmyra, Reynolds, South Dixon, Viola, Willow Creek, and Wyoming townships and splits Amboy, Lee Center, and Sublette townships along Highway 52. In Ogle, proposed RD 90 contains the complete townships of Buffalo, Byron, Dement, Flagg, Grand Detour, Lafayette, Lynnville, Marion, Monroe, Oregon-Nashua, Pine Creek, Pine Rock, Scott, Taylor, White Rock, and Woosung, while only splitting Rockvale Township to include the entire community of Oregon.

Proposed RD 90 contains the following cities, towns, and villages: Amboy, Ashton, Byron, Compton, Creston, Davis Junction, DeKalb, Dixon, Earlville, Franklin Grove, Grand Detour, Hillcrest, Lake Holiday, Lee, Leland, Lost Nation, Malta, Meriden, Monroe Center, Nelson, Oregon, Paw Paw, Polo, Rochelle, Sandwich, Shabbona, Somonauk, Steward, Stillman Valley, Waterman, and West Brooklyn.

Because proposed RD 90 is mostly agricultural land, it is linked together mainly through a grid of east-west and north-south county roads, with a general circular ring of highways connecting Dixon, Oregon, Rockford, DeKalb, and Mendota that generally follows the shape of proposed RD 90. Proposed RD 90 is divided almost in half in both directions by Highway 39/51 that runs north-south from Bloomington to Rockford and by Interstate 88, which connects proposed RD 90 to the Chicago suburbs. I-88 also connects proposed RD 90's residents to the Quad Cities in the west. Proposed RD 90 has a major waterway, the Rock River, which is a major tributary of the Mississippi River running from Rockford along the northwestern border of proposed RD 90 (though not forming the boundary), connecting Oregon, Dixon, and Sterling.

Proposed RD 90 links communities of similar socioeconomic status, as most of proposed RD 90's census blocks fall within two median income brackets: \$44,000 to \$68,000 and \$68,000 to \$99,000. Shifting the district eastward makes the median income of proposed RD 90 more homogeneous because a significant low-income area is lost in Sterling and Rock Falls. This connects residents who share the concerns and needs that middle-class families share.

By losing a heavily forested section of south-central and southwestern Lee County and adding predominately agricultural land in DeKalb, northern LaSalle, and eastern Ogle Counties, proposed RD 90 is able to maintain a more consistent agricultural identity, which empowers it as a community of interest.

The boundaries of proposed RD 90 generally run in straight lines along township boundaries, with 90-degree changes of direction in most locations. The only places where the boundaries lose their

straightness is in the city of DeKalb and in the northeastern corner of LaSalle County, where the line generally follows a lake.

The partisan composition slightly decreases as compared to the average of the composition of current RD 90.

Proposed RD 90 contains an African American voting-age population of 2.71%, a Hispanic voting-age population of 6.39%, and an Asian voting-age population of 0.77%.

REPRESENTATIVE DISTRICT 91

According to the 2010 Census, current RD 91 has a population of 105,176. Proposed RD 91 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 91 is slightly different in shape from current RD 91 due, in part, to population shifts and the need to increase the total population of the district.

Of the population in proposed RD 91, 87.06% reside in current RD 91. Proposed RD 91 is comprised of portions of Fulton, Peoria, and Tazewell Counties. It is a mixture of medium-sized towns and rural communities in Central Illinois, with the largest population center along Illinois Route 29 from East Peoria to Pekin, encompassing the additional towns of Marquette Heights, Creve Coeur, and North Pekin. The Tazewell County communities in proposed RD 91 are linked by Illinois Route 29, which residents use to commute to work, go shopping, or attend church. Proposed RD 91, like current RD 91, preserves this corridor in one district. Fulton County is more rural than Tazewell, but they have a lot in common, including similar ethnicities, cultural attitudes, political leanings, socioeconomic status and other characteristics. The Peoria County portion of proposed RD 91 contains several rural towns similar to those found in Fulton and Tazewell Counties. Despite the fact that these communities are in Peoria County and in close proximity to the City of Peoria, they are more similar to the communities in proposed RD 91 in terms of values, socioeconomic status, and a desire to reside in a quieter, less busy community.

Proposed RD 91 contains many municipalities in their entirety; however, several were split for specific reasons. Bartonville is split to separate the more urban-focused portion of the town into a community of interest with Peoria in proposed RD 92, while Morton and Pekin are split to preserve the Pekin and Morton Township Boundaries. The boundaries of proposed RD 91 in East Peoria were designed to keep the Illinois Route 21 corridor intact while adding needed population. Pekin, Marquette Heights, and Creve Coeur line the corridor between East Peoria and Pekin. Slightly more rural in nature, they maintain many of the same characteristics of East Peoria and Pekin such as ethnicity, profession, income, and cultural attitudes. Proposed RD 91 adds Hanna City and Norwood, which bring in populations that are very much like the other communities in proposed RD 91.

Under Currie II, the Village of Bartonville and Limestone Township are split between three legislative districts, whereas this proposal places Bartonville and Limestone Township entirely within proposed RDs 91 and 92. The eastern portion of the township, which includes the vast majority of Bartonville and is more associated with the City of Peoria, is in proposed RD 92, while the rural outlying western portion is in proposed RD 91. Proposed RD 91's Bartonville precincts are less populated and contain residents who identify themselves as rural.

The borders along Fulton and Tazewell counties are identical to current RD 91. To achieve equal population, proposed RD 91 adds additional townships in rural Peoria County and adjusts borders in East Peoria. Proposed RD 91 extends north into Peoria County to include all of Trivoli and Logan Townships and the eastern half of Limestone Township. It expands east to include a new portion of East Peoria in Fondulac Township and a small part of Morton in order to gain needed population. It loses West Peoria Township and a small southern portion of East Peoria in Groveland Township.

Many residents rely on township and county governments for services. Because of this reliance on township government, proposed RD 91 keeps intact the townships of Banner, Buckheart, Canton, Cincinnati, Fairview, Farmington, Hollis, Joshua, Lewistown, Liverpool, Logan, Orion, Pekin, Putnam, Spring Lake, Timber, and Trivoli. Proposed RD 91 splits the more rural townships of Groveland, Fondulac, Limestone, and Washington, which rely more upon municipal services than township services.

The communities of proposed RD 91 have many similar economic and social interests. As a whole, union membership is high within the communities in proposed RD 91, particularly with the United Auto Workers who work at Caterpillar. Many large scale employers have left the region over the past two decades, including International Harvester (Canton), coal mine operations (Fulton County), Corn Products (Pekin), Keystone Steel and Wire (Bartonville), and there have been layoffs at Caterpillar. East Peoria is home to a large Caterpillar (CAT) facility and the company plays a large role in the region's success. With the addition of Cook Medical in Canton, Canton is now drawing workers from around proposed RD 91, not just from Canton. Communities in Fulton County are small, rural communities that are almost exclusively

white, more conservative in nature, pro-gun, and in many cases involved in the agricultural community. The citizens quite often have to travel out of their own community to buy groceries and other necessities. Many of these communities lack a base of commerce, high schools, medical facilities and libraries, thus increasing their connection to the other communities in proposed RD 91. Additionally, East Peoria is becoming a shopping destination for people on the east side of the river who do not want to travel to Peoria.

The major roadways, Interstates 74 and 474, Illinois Routes 9, 29 and 78, and U.S. Route 24, link people and commerce throughout proposed RD 91 and take motorists through a number of communities. For example, people who live or work in Canton or Pekin have some experience through their travel with the community of Banner on Route 9. It is these kinds of connections that make it easier to relate with one another.

The hospitals in Canton and Pekin also play an important role in connecting the communities within proposed RD 91. While people may go to Peoria for more specialized care, a lot of their interactions with medical professionals will be at the Graham or Pekin hospitals.

Proposed RD 91 maintains a substantial majority of the core of current RD 91. The partisan composition is very similar to the current composition under current RD 91.

Proposed RD 91 contains a 2.85% African American voting-age population, a 2.14% Hispanic voting-age population and a 0.55% Asian voting-age population.

REPRESENTATIVE DISTRICT 92

According to the 2010 Census, current RD 92 has a population of 97,673. Proposed RD 92 has a population of 108,735 people, the equal-population target, and is therefore compliant with the "one person, one vote" principle.

Of the population in proposed RD 92, 84.68% reside in current RD 92. The shape of proposed RD 92 is very similar to current RD 92, with some changes due in part to the need to gain population, and keep communities of interest together. Proposed RD 92 is located entirely within Peoria County and includes Peoria, West Peoria, Bartonville, Peoria Heights, and Bellevue.

Proposed RD 92 takes in more of the City of Peoria than current RD 92, yet its borders maintain shared socioeconomic characteristics and communities of interest. Proposed RD 92 encompasses more of Peoria so that there is one representative for the unique but linked portions of the city. The southwestern border of current RD 92 moves north to encompass virtually all of Bartonville, an adjustment made to achieve equal population and to keep Bartonville largely intact. Bartonville is currently served by three representative districts. The district's northern and northwestern boundaries are based on socioeconomic status and school districts. The areas outside of proposed RD 92 are wealthier and have less in common with the inner parts of proposed RD 92.

Several areas included in current RD 92 are removed from proposed RD 92. The more rural and affluent areas of Kickapoo Township are included in proposed RD 73. Norwood is included in proposed RD 91, a change that puts that rural community together with other similarly rural communities in Peoria County.

The communities within proposed RD 92 are more urban than other neighboring communities and are linked to each other in significant ways. Peoria is the primary community in this portion of Central Illinois in terms of population and its economy. Downtown Peoria is the primary economic engine in proposed RD 92 and many residents within proposed RD 92 work in this area. Residents of Peoria have much in common because of where they work and because of the transportation system that so closely binds them. Bartonville residents are connected to Peoria's South End in that only a small strip of land and Interstate 474 separates them and economic development activities as well as the transportation network bring them together. Peoria Heights and West Peoria are drastically impacted by the housing trends and economic activities that take place in Peoria. Peoria Heights is a mixture of upper-middle class and middle class families who likely work in Peoria. A person can travel from Peoria into Peoria Heights without even knowing it. Peoria Heights also has a high-end business district that draws customers from around the district. Bellevue is a small community located north of Peoria International Airport and west of West Peoria that connects with other parts of proposed RD 92, namely Bartonville. As the City of Peoria grows, Bellevue is likely to become more populated and generate more economic activity.

Proposed RD 92 includes a large number of students who attend Bradley University and Illinois Central Community College-North(ICC). Proposed RD 92 is also bound together by a medical community consisting of three major hospitals: Methodist, OSF St. Francis and Proctor. These facilities and their many affiliated services employ thousands, provide care to hundreds of thousands, and are all located in proposed RD 92. The communities are connected by many services, both at the county and local level, including a network of highways and a transit system that are available throughout the district.

Proposed RD 92 maintains a substantial majority of the core of current RD 92. The partisan composition

is very similar to the current composition under current RD 92.

Proposed RD 92 ensures that the large minority population is effectively represented and blue-collar residents are not grouped to any large degree with white-collar executives. Proposed RD 92 has an African American voting-age population of 24.20%, a Hispanic voting-age population of 4.13%, and an Asian voting-age population of 2.00%.

REPRESENTATIVE DISTRICT 93

Proposed RD 93 contains a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle. Several districts shifted due to population issues, and thus proposed RD 93 contains portions of 3 current representative districts (74, 93, and 94).

Proposed RD 93 contains all of McDonough, Schuyler, Brown, Cass and Mason counties, and portions of Warren, Knox and Fulton counties. Proposed RD 93 contains all the townships in McDonough, Schuyler, Brown, Cass and Mason counties. It contains the split township of Point Pleasant and the intact townships of Swan, Greenbush, Berwick, Floyd, Coldbrook, and Kelly in Warren County. It includes the split township of Galesburg and the intact townships of Cedar, and Indian Point in Knox County, and the Fulton County townships of Union, Lee, Harris, Farmers, Vermont, Astoria, Woodland, Pleasant, Bernadotte, Cass, Deerfield, Ellisville, Young Hickory, Isabel, Kerton, and Waterford.

The boundary of proposed RD 93 generally follows county lines and rivers, and where counties are divided, the split generally happens along township borders. The split in Fulton County occurs completely along township boundaries. In Warren County, the split in Point Pleasant Township occurs along country roadways. In Knox County, the split in Galesburg occurs along Route 150.

The major municipalities in proposed RD 93 are Macomb, southern Galesburg, Havana and Beardstown. Proposed RD 93 contains all cities, towns, and villages in McDonough, Schuyler, Brown, Cass and Mason counties. It also contains many smaller towns. The only major split municipality is Galesburg, which is split generally along Route 164 and North Street near the northern county board line of Knox District 3, adding only a small portion of Knox District 2. This split leaves the Knox College campus in proposed RD 93, making the representative district home to two institutions of higher learning. The higher education institutions in proposed RD 93 - Western Illinois University in Macomb and Knox College - create a community of interest consisting of students and academic professionals within proposed RD 93.

Most of proposed RD 93's territory is middle class with a median income ranging from \$44,000 to \$68,000.

Proposed RD 93 contains four rivers and major tributaries, including the Illinois River, Spoon River, La Moine River, and Sangamon River. Towns along the Illinois River rely on shipping, and share environmental concerns from decades of river pollution and Asian carp. They also share historic cultures that have been cultivated over more than 100 years of river commerce. The other major community of interest is the community of small towns that are dispersed across the district. Residents here have carved farm fields out of any available space in the vast forested land, or work in the larger cities of Macomb, Galesburg, Peoria, Springfield, Quincy and Rock Island. However, even those who work in these larger towns live in more rural communities in proposed RD 93. Major employers in proposed RD 93 include Western Illinois University, Knox College, and DOT Foods in Mt. Sterling.

The partisan composition is very similar, while slightly increasing favoring Democrats, to the average of the compositions of the portions of districts that create proposed RD 93.

Proposed RD 93 contains an African American voting-age population of 6.54%, a Hispanic voting-age population of 4.38%, and an Asian voting-age population of 0.98%.

REPRESENTATIVE DISTRICT 94

According to the 2010 Census, current RD 94 has a population of 100,005. Proposed RD 94 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 94 is different in shape from current RD 94 due, in part, to population shifts and the need to increase the total population of the district by 8,729.

Of the population in proposed RD 94, 37.5% reside in current RD 94 and 62.5% reside in current RD 93. Current RD 94 has a total of six counties, whereas proposed 94 includes all areas of three counties (Adams, Hancock and Henderson) and the most populous portion of Warren County.

Proposed RD 94 recedes from several inland counties and stretches further south along the Mississippi River and is now oriented more north to south, rather than east to west. By stretching further south along the Mississippi River from Henderson County to Adams County, proposed RD 94 combines communities of interest along the river and Illinois' border with Missouri and Iowa. Proposed RD 94 follows the Mississippi River and county lines, and divides Warren County along the western borders of Spring Grove, Monmouth, Lenox and Roseville Townships. The border travels west along the southern border of

Roseville Township and divides Point Pleasant Township in half, keeping the community of Roseville wholly in proposed RD 94, before rejoining the county line.

Proposed RD 94 is connected along the Mississippi River, a major tourist, commercial and transportation corridor. The Mississippi River also poses certain flooding threats, which creates a common concern among the community. Additionally, the river serves as the state's western border and the communities near bridge towns like Gulf Port, Hamilton-Warsaw, Niota and Quincy share common concerns of losing local revenue, businesses, workers, shoppers and residents to Iowa or Missouri. This creates a community of interest along the Mississippi River.

Proposed RD 94 has primarily rural residents who hold socially conservative viewpoints, residing in small towns scattered throughout the district. Larger population centers in Quincy and Monmouth anchor the ends of proposed RD 94 and small, mostly rural and county roads link the district. Quincy is the largest city in proposed RD 94 and was listed as eighth in the top fifteen small cities to raise a family in the United States by Forbes magazine in 2010 for its commute times, high school graduation rate, median household income, home ownership rate and cost of living. It is also the home of Niemann Foods, which operates 90 supermarkets across Illinois, Missouri and Iowa. The median income throughout proposed RD 94 is between \$44,000 and \$68,000, with small areas of deviation within Quincy, Monmouth and northeastern Hancock County.

The rural nature of proposed RD 94 creates an agricultural community of interest. For many of the rural residents, the need for adequate and safe country roads is important, especially since proposed RD 94 lacks an interstate highway, with the exception of a small interstate extension in Quincy. Those living in smaller, rural communities typically travel to Quincy, Macomb, Galesburg, or Nauvoo along township and county roads, making the district's adherence to full township representation important.

The partisan composition is very similar and slightly increases favoring Republicans when compared to the average of the compositions of the portions of districts that create proposed RD 94.

Proposed RD 94 has a 2.35% African American voting-age population, a 1.77% Hispanic voting-age population and a 0.61% Asian voting-age population.

REPRESENTATIVE DISTRICT 95

Due to the shifting of districts, current RD 98 is essentially renumbered as proposed RD 95. According to the 2010 Census, current RD 98 has a population of 103,277. Proposed RD 95 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle. Any difference in shape between proposed RD 95 and current RD 98 is due in part to population shifts and the need to increase the total population of the district.

Of the population in proposed RD 95, 89.40% reside in current RD 98. It gains the population needed to meet the equal population number by taking on additional rural portions of Macoupin, Christian, and Madison counties, all three of which are in current RD 98. Proposed RD 95 is extremely similar to current RD 98 in shape and geography. Virtually all of the boundaries in proposed RD 95 occur along township and county lines. The one exception is the northern boundary of proposed RD 95. This boundary was drawn through townships in order to achieve equal population, but it runs along logical boundaries such as Route 48 where possible.

Proposed RD 95 splits the following four counties, which are also split under current RD 98: Christian, Macoupin, Madison and Montgomery. Proposed RD 95 removes the portions of Fayette and Shelby Counties that are included in current RD 98, which shifts the southwest section of current RD 98 slightly to the west and south to gain additional territory in Macoupin and Madison Counties. This movement improves current RD 98 by reducing the number of split counties in proposed RD 95 from six to four. Part of the Macoupin County portion that proposed RD 95 gains is south of Carlinville. Proposed RD 95 adds the rural portions of Carlinville and thus keeps the entire city in proposed RD 95.

Nearly all of the 53 townships in proposed RD 95 are kept intact, with the exception of four townships in northern Christian County. These townships are split in order to achieve equal population.

Proposed RD 95 includes all or portions of the municipalities of Worden, Livingston, Williamson, New Douglas, Holiday Shores, Shipman, Bunker Hill, Royal Lakes, Dorchester, Wilsonville, Staunton, Mount Olive, White City, Sawyerville, Benld, Mount Clare, Lake Ka-Ho, Eagerville, Gillespie, East Gillespie, Carlinville, Standard City, Girard, Nilwood, Virden, Medora, Brighton, Staunton, Langleyville, Stonington, Taylorville, Assumption, Moweaqua, Pana, Farmersville, Waggoner, Raymond, Harvel, Litchfield, Walshville, Butler, Schram City, Hillsboro, Taylor Springs, Wenonah, Nokomis, Coalton, Witt, Irving, Coffeen, Fillmore, Panama, Donnellson, Ohlman, Morrisonville, Palmer, and Owaneco. The municipalities that are split are done so because their municipal limits cross township or cross county boundaries or, in the case of proposed RD 95's northern boundary, for purposes of achieving equal population.

Proposed RD 95 maintains the primarily agricultural community of interest that exists in current RD 98. Farming and agri-business are the primary professions for much of current RD 98 and proposed RD 95. Proposed RD 95 also maintains the area's strong community identity and connection to the coal industry. Many towns in current RD 98 and proposed RD 95 were incorporated by families working the coal mines in Montgomery, Macoupin and Christian Counties. Dozens of coal mines once operated in the region, and a few remain active today. The Dominion Power Station in Kincaid in current RD 98 is a coal-fired electric power plant that employs many who live in current and proposed RD 95. A strong labor contingent has been built around the coal mines and remains today. Besides agriculture and farming, the communities in proposed RD 95 share a common bond of their coal heritage. The agricultural and coal communities of interest are vital to this region and are maintained in proposed RD 95.

Just as in current RD 98, proposed RD 95 is represented by two community college districts: Lincoln Land Community College and Lewis and Clark Community College. Proposed RD 95 includes roughly the same number of school districts as current RD 98. In losing portions of Christian, Fayette and Shelby Counties, it also loses all or portions of four school districts. It adds Edwardsville Community Unit 7 and a very small portion of Alton Community Unit 11, as these school district boundaries cross township lines in Madison County. The school districts proposed RD 95 removed from the southeast portion of current RD 98 have fewer ties to the schools in the core of proposed RD 95. Most of the remaining schools, located in Montgomery and Macoupin Counties, have longstanding rivalries and have been in the same athletic conferences for years.

Proposed RD 95 is comprised mostly of population in current RD 98. The partisan composition of proposed RD 95 is very similar to current RD 98.

The only significant segments of African American population in proposed RD 95 are in Taylorville and Royal Lakes. These communities of interest are kept intact within proposed RD 95. Proposed RD 95 has a 1.89% African American voting-age population, a 1.08% Hispanic voting-age population, and a 0.41% Asian voting-age population.

REPRESENTATIVE DISTRICT 96

According to the 2010 Census, current RD 96 has a population of 123,458. Proposed RD 96 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 96 is different in shape from current RD 96 due, in part, to population shifts and the need to reduce the total population of the district.

Proposed RD 96 connects the urban communities of Springfield and Decatur, which share socioeconomic characteristics. Proposed RD 96 is comprised of portions of current RD 99 within the city of Springfield, current RD 100 in the area south of Springfield, current RD 98 in Christian County, current RD 87 in northern Christian County and western Macon County, and current RD 101 in the city of Decatur.

Proposed RD 96 is formed by joining two communities of interest, specifically the two urban areas of Springfield and Decatur with a concentration of lower-income populations and the surrounding rural areas between them. Proposed RD 96's borders adhere to township boundaries, follow major roadways such as Illinois Route 48, or run along natural boundaries, such as the Sangamon River.

The boundaries of proposed RD 96 are defined by two factors. First, in the northeast and northwest corners, proposed RD 96 ties together the ethnically and socioeconomically similar communities of Decatur and the east side of Springfield. The second factor that defines proposed RD 96's boundaries is local governmental boundaries, primarily townships and counties. In many rural areas, township and county governments are responsible for maintenance, public safety, and other services; therefore, unified townships serve the rural residents between the two population centers well. To maintain a continuous district from east to west, many township lines and the Christian County border are utilized as the majority of the northern line of proposed RD 96.

Proposed RD 96 includes parts of Christian, Macon, and Sangamon Counties. It encompasses all of the following townships: Blue Mound, Buckhart, Cotton Hill, Harristown, Mosquito, Mount Auburn, and Pleasant View. It contains parts of Capital, Cooper, Decatur, Hickory Point, Long Creek, May, Niantic, Oakley, Rochester, Springfield, South Fork, Stonington, Taylorville, and Woodside Townships.

Municipalities in proposed RD 96 include all of Blue Mound, Boody, Edinburg, Harristown, Jeisyville, Kincaid, and Mount Auburn. Partial municipalities include Decatur, Niantic, Springfield, Stonington, and Taylorville. Springfield and Decatur are split, keeping neighborhoods together that are socioeconomically similar. Springfield is also split in such a way as to keep intact the Mid-Illinois Medical District in Springfield, only the second of its kind in Illinois. The two major hospitals are within the medical district and proposed RD 96, as are numerous banks and churches. Along with the two hospitals in Decatur, proposed RD 96 contains a strong medical community of interest. Niantic is split to keep the southern

portion of the town in proposed RD 96 because it is more similar to Harristown and western Decatur in terms of housing stock and socioeconomic status. In Christian County, Taylorville is split in part along a logical boundary, Route 104, and then along county roads until another logical boundary, Route 48, to allow the majority of Taylorville to remain in the adjacent district. Rochester Township and Rochester are split in part for population purposes to help ensure the medical district can be intact.

The majority of the territory in proposed RD 96 includes socioeconomically similar residents, with much of the city of Springfield and city of Decatur in proposed RD 96 having median household incomes of less than \$45,000. Rather than creating two representative districts with a significant portion of lower-income residents, proposed RD 96, by joining much of Decatur with the east side of Springfield, creates a representative district in which the needs and concerns of lower-income residents can be better addressed by one representative.

The southern border of proposed RD 96 goes east to west along the Pleasant View Township border and then follows Illinois Route 48 diagonally south. Further west, the southern border splits Taylorville Township to allow the vast majority of the non-rural parts of the city of Taylorville to remain in proposed RD 95, as they are in current RD 98, and cuts across southern South Fork Township where it meets the western border of proposed RD 96. In part because the boundaries of proposed RD 96 are predominantly along county and township boundaries, much of the southern boundary of proposed RD 96 is drawn in order to meet equal population.

The boundaries in Decatur are to a large extent based upon major roadways and Decatur's municipal borders. Proposed RD 96 does not contain the more affluent areas of Decatur on the east and south sides of Lake Decatur. The boundaries within Springfield are largely based on socioeconomic status. The Springfield area of proposed RD 96 is located east of MacArthur Boulevard, a recognizable east-west boundary to Springfield residents. Proposed RD 96 also features a community of interest in the downtown areas of Springfield and Decatur as both communities work to revitalize and maintain core economic engines in these areas of town. In addition, proposed RD 96 keeps the villages of Jerome and Southern View and the city of Leland Grove in an adjacent district that contains the rest of the city of Springfield. Jerome, Southern View, and Leland Grove share more in common with the west, north, and south sides of Springfield in that they have a much lower percentage of minorities and a higher median income than the east side of Springfield. Proposed RD 96's boundary in Springfield also roughly follows the line that divides Springfield Wards 2, 3, and 5 from Wards 6, 7, and 8.

The western border of proposed RD 96 runs along the borders of South Fork and Cotton Hill townships and then moves into the city of Springfield and takes in the low-income areas of the city.

Springfield and Decatur are joined by Interstate 72 in proposed RD 96. I-72 provides a significant link between the communities of Springfield and Decatur. Many Decatur residents who work in state government live in Decatur and travel to work via I-72. Several trades and other businesses use the highway to conduct business back and forth between the two communities. I-72 is included in proposed RD 96 district as much as possible, while still using existing local government boundaries as the northern border of proposed RD 96. Interstate 55 and I-72 meet in Springfield and residents from both communities often use I-55 as the main connection between their Central Illinois cities and Chicago to the north or St. Louis to the south.

The significant bodies of water in proposed RD 96 represent another community of interest. Proposed RD 96 includes most of Lake Springfield, Sangchris Lake, and Lake Decatur. As recreational and residential areas, these lakes and the people who enjoy them form a community of interest.

With the seat of state government in Springfield, many state workers commute from Decatur to Springfield, and some Springfield residents work at the hospitals and manufacturing facilities in Decatur, creating a shared interest on those fronts. Additionally, a state prison is located in Decatur with many employees living in proposed RD 96. That, in addition to the fact that both Springfield and Decatur are also the government seats of Sangamon and Macon Counties, respectively, creates a vocal and active community of interest of government employees that are more effectively represented by one representative.

Linking the residents of Decatur and eastern Springfield into one district is beneficial to those residents for a number of reasons. Both communities are central Illinois, urban population centers with a high percentage of African Americans. Under the current map, both of these communities are isolated and surrounded by rural farm communities with few minorities and have little in common with their neighbors. Under proposed RD 96, these two urban population centers are enjoined and are able to form a more influential community of interest. When considering economics, both areas have lower median incomes, requiring a different level of social services than their surrounding rural communities. Socially, the

communities are linked by a major highway, and many residents who live in Decatur work within state government in Springfield. In both Springfield and Decatur, many African American residents of one community have links to the other either through family, churches, or their employment.

Proposed RD 96 contains a mixture of current RDs 87, 98, 99, 100, and 101 and has a lower partisan advantage than current RD 96, as well as current RD 101, which makes up a majority of proposed RD 96.

Proposed RD 96 contains an African American voting-age population of 24.87%, a Hispanic voting-age population of 1.73%, and an Asian voting-age population of 1.01% primarily located in the two urban centers of Springfield and Decatur. Proposed RD 96 unites the only two significant African Americans communities of interest in the region.

REPRESENTATIVE DISTRICT 97

According to the 2010 Census, current RD 84 has a population of 202,008. Proposed RD 97 has a population of 108,735, the equal-population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 97 is different in shape from current RD 84 due, in part, to population shifts and the need to decrease the total population of the district by 93,274.

To ensure the preservation of equal representation and to create compact, contiguous representative districts that reflects the interests of the populations, several districts are rearranged to accurately reflect the 2010 census data. Of the population in proposed RD 97, 94.5% reside in current RD 84. The changes in proposed RD 97 make the district more compact than current RD 84 and strengthen important communities of interest.

Current RD 84 is located in the counties of Kendall, Will and DuPage, whereas proposed RD 97 is located only in Kendall and Will counties. The majority of proposed RD 97 is in Will County, and Plainfield remains both the geographical and population center of the district. Proposed RD 97 contains portions of Oswego Township in Kendall County, and parts of Wheatland, Plainfield, and Troy townships in Will County.

In this part of the state, it is almost impossible to avoid splitting municipalities, as they spread out with tentacles of development, annexing new subdivisions as quickly as they can be built for the rapidly growing population. Proposed RD 97 contains all or portions of Oswego, Boulder Hill, Aurora, Plainfield, Naperville, Bolingbrook, Channahon, Montgomery, Joliet, and Shorewood. It has most of the municipality of Plainfield, with part of the eastern border of proposed RD 97 drawn to be perpendicular to the Plainfield county line. This border keeps the entire eastern border of Plainfield municipality in proposed RD 97, but excludes the western part of the city, which has new development subdivisions. Proposed RD 97 has most of the most heavily populated subdivisions of Oswego on both sides of the Fox River and keeps Caterpillar Manufacturing in the same district. Almost all of Shorewood is within proposed RD 97, with two small corners that overlap the border of I-55 removed to maintain the border of the interstate highway.

Proposed RD 97 is a solidly upper middle-class district, with the median annual income ranging from \$68,654 to \$147,955 and only Boulder Hill being below the district average. Since most residential areas in proposed RD 97 are fairly new, many of the families are also new to the area and have not yet built generational ties to the region. This makes income level a common characteristic shared by residents who also sought out suburban, single-family homes built on larger lots than is common in suburban areas closer to Chicago. As the population continues its expansion west, transportation concerns, including road upkeep and access to mass transit options, and preserving the quality of life that attracted residents in the first place are concerns that unify the district.

At the House Redistricting Committee Hearing in Joliet on April 21, 2011, Sherri Hale, the President of the Black Bar Association of Will County, testified that transplanted residents share many of the same concerns about schools, transportation, and connections to the community. She stated that it makes sense for these communities of generally new residents to be kept together in Will, Kendall and Kane Counties as opposed to being grouped with others downstate. Proposed RD 97 responds to this request by joining these communities of new housing with like neighborhoods.

Most of the core of current RD 84 is contained in proposed RD 97, which preserves the incumbent-constituent relationship that has existed for almost two decades. Further, proposed RD 97 maintains a similar partisan composition to the partisan composition under current RD 84.

Proposed RD 97 has an African American voting-age population of 5.16%, a Hispanic voting-age population of 11.26%, and an Asian voting-age population of 5.06%.

REPRESENTATIVE DISTRICT 98

Proposed RD 98 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle. To ensure the preservation of equal representation and to create compact, contiguous representative districts that reflect the interest of the populations, several districts are

rearranged to accurately reflect the 2010 census data. Proposed RD 98 is a composite district made up of portions of current RDs 84, 85, and 86.

To create a compact district and strengthen communities of interest, proposed RD 98 includes portions of six townships, all in Will County, along Interstate 55. Except for a new southwestern extension, proposed RD 98 is a condensed, reverse-image version of current RD 84 shifted east and using natural geography and roadways as borders. Proposed RD 98 is mostly suburban and residential in character, with some light industrial areas, a number of parks, and open spaces, including the Rock Run County, O'Hara Woods, DuPage River, and Lily Cache nature preserves, and the Naperbrook, Bolingbrook, and Mistwood golf courses.

The northern border of proposed RD 98 is the east branch of the DuPage River between Weber Road and Plainfield-Naperville Road/County Road 14. The eastern border, which crosses I-55, generally follows main roads as it moves south, including a long continuous stretch of Weber Road. The southern border follows much of Black Road through Joliet before following main roads in northwestern Joliet encompassing subdivisions sharing similar characteristics to the homes that have developed over the last twenty years in this fast growing area southwest of Chicago. At the House Redistricting Committee hearing held in Joliet on April 21, 2011, Sherri Hale, President of the Black Bar Association of Will County, testified that transplanted residents share many of the same concerns about schools, transportation and connections to the community. She stated that it makes sense for these communities of generally new residents to be kept together in Will County as opposed to being grouped with others downstate. Proposed RD 98 accommodates this request by joining these communities of new housing with like neighborhoods rather than the rural areas to the south or west.

The western border largely follows I-55 and Essington Road until connecting again with the east branch of the DuPage River at the north end of the district. Bolingbrook's Clow International Airport is kept fully within the district's northwestern corner.

Proposed RD 98 includes portions of DuPage, Joliet, Lockport, Plainfield, Troy, and Wheatland townships. Additionally, proposed RD 98 includes portions of the following five municipalities: Bolingbrook, Crest Hill, Crystal Lawns, Joliet, and Romeoville.

All of Crystal Lawns is in proposed RD 98. The other suburbs are split. Although these suburbs are split, the boundary generally respects the borders of Plainfield to ensure that Plainfield can remain primarily within an adjoining district. Proposed RD 98 includes newer developments in the northern outskirts of the city of Joliet that are more similar to the other suburban communities in proposed RD 98 than the older portions of the city. Portions of Romeoville and Crest Hill east of proposed RD 98 are mostly industrial, undeveloped or other open-spaces along the Weber Road corridor. This causes the populations of western Romeoville and Crest Hill to be disconnected from the populations in the eastern portion of those municipalities. Therefore, the industrial corridor serves as a sensible border to split these suburbs between proposed representative districts.

Proposed RD 98 includes the intersection of Interstate 55 and Weber Road. This area has developed into a major trucking distribution center with several logistical facilities operating along the frontage roads and industrial complexes. These facilities provide blue and white collar jobs for many in the region and create a community of interest.

Proposed RD 98 also contains three gated retirement communities located along Weber Road. These neighborhoods are comprised of individuals from similar age groups, financial positions and perspectives. Proposed RD 98 preserves these neighborhoods as a community of interest.

Most residents in proposed RD 98 are middle class with a median annual income between \$44,205 and \$98,750. The portion of Bolingbrook in proposed RD 98 is a higher income area, though not excessively so, than the rest of the district and other parts of Bolingbrook east of the district. This area has a median income between \$98,750 and \$147,955.

Proposed RD 98 contains portions of current RDs 84, 85, and 86. The partisan composition of proposed RD 98 favors Democrats and is similar to that of current districts that proposed RD 98 contains.

Proposed RD 98 has an 11.77% African American voting-age population, a 17.47% Hispanic voting-age population, and a 7.22% Asian voting-age population.

REPRESENTATIVE DISTRICT 99

According to the 2010 Census, current RD 99 has a population of 101,016. Proposed RD 99 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 99 is different in shape from current RD 99 due, in part, to population shifts and the need to increase the total population of the district.

Current RD 99 and current RD 100 are partially combined to help each district reach the target equal

population. By expanding west and south, and still remaining entirely within Sangamon County, proposed RD 99 unites residents on the west and south sides of Springfield with those of similar incomes. Proposed RD 99 also includes residents who have moved west and south as Springfield and surrounding suburban growth expands in that direction.

The northern district boundary follows the county line, as does the eastern half of the southern boundary. The southernmost eastern boundary also follows the county line, then extends north around the southwest leg of Lake Springfield. The city of Springfield is divided from the southeast to the northwest roughly along a line that makes proposed RD 99 socioeconomically similar by removing lower-income families on the east side of Springfield and uniting them with lower-income families in Macon County in another proposed district, and strengthening this community of interest. The line also roughly follows the line that divides Springfield Wards 2, 3 and 5 from Wards 6, 7 and 8.

Springfield contains autonomous municipalities such as Leland Grove, Jerome and Southern View that are entirely surrounded by Springfield. The boundary line in proposed RD 99 splitting Springfield keeps these three "island" communities together in proposed RD 99. These three autonomous communities form one larger community of interest. For example, when Illinois passed a precursor law to the statewide smoking ban that allowed municipalities to decide to ban indoor smoking, these island communities enjoyed a shared economic benefit as public establishments surrounding them were forced by Springfield politicians to go Smoke-Free while these communities were able to allow smoking. As the debate intensified as to whether the whole of Sangamon County, or the entire state, should be declared a Clean Indoor Air zone, these island municipalities were able to join together for a common interest to oppose this move, which they believed would have a direct negative effect on their local economies.

Proposed RD 99 contains the entirety of the following townships: Auburn, Ball, Cartwright, Chatham, Curran, Divernon, Gardner, Island Grove, Loami, New Berlin, and Pawnee. The few townships that are split include Capital, Fancy Creek, Maxwell and Woodside. A very small portion of Talkington Township is in proposed RD 99 and is split for purposes of equal population. With the exception of two split municipalities, the municipalities included in proposed RD 99 are entirely within proposed RD 99. The only municipality that is split is Springfield.

Residents and property developers in Springfield traditionally expand westward. Such westward expansion is natural because more forested land and the Sangamon River lie in the east, creating more work and upfront expenses for developers. Westward expansion into formerly flat farmland is likely to continue over the next decade, as several large development projects are in the works, or have been recently completed in this region of Sangamon County. Population is also expanding south of Springfield. From 2000 to 2010, for example, the population of Chatham grew approximately 33%. This growth is partly attributable to state employees who want to live closer to Springfield to cut down on commute times, or Springfield state workers looking for more land and better schools.

Proposed RD 99 contains a large community of interest in Sangamon County south and west of the city of Springfield with a shared need to commute or occasionally travel to Springfield as urban development and suburban areas grow outside of Springfield, but who do not want to live in the city. Proposed RD 99 keeps this large community of interest intact and includes several major transportation corridors between the perimeters of the district and Springfield. Major east-west corridors include Interstate 72/Highway 36, Route 97/123, and IL Highway 104. Major north-south corridors include Interstate 55, Route 4, and a small stretch of Route 29.

Proposed RD 99 includes most of the higher-income areas of Sangamon County in one district, joining a community of interest around shared economic concerns. Much of the area removed from proposed RD 99 on the east side of Springfield falls into the lowest income bracket of \$2,499 to \$45,000, and also contains more vacant housing, ranging from areas of 6% to 50% vacancies. Proposed RD 99 is more homogeneous as it relates to housing vacancies, ranging from 0 to 10% (with a small pocket with 11% to 25% vacancy), suggesting a more stable economic situation for proposed RD 99.

Proposed RD 99 reflects the population changes by expanding its boundaries west and south as Sangamon County residents do the same. As these boundaries expand, proposed RD 99 removes lower-income residents on the eastern border who face economic challenges of foreclosures and vacant properties depressing property values and discouraging growth and development.

Within proposed RD 99, a state employee community of interest is better preserved than in current RD 99, which combines state workers in a district with lower-income workers in east Springfield. As state employees move south and west into new developments and suburbs of Springfield, proposed RD 99 includes more state employees.

Proposed RD 99 also preserves an agricultural community of interest within Sangamon County. The

Sangamon County agricultural community is unique from neighboring agricultural communities as rural Sangamon County faces expansion from Springfield urban development and sprawl. With proposed RD 99, the rural portions of Sangamon County facing the threat of development are preserved as a community of interest.

Proposed RD 99 includes portions of current RDs 99 and 100 and maintains the core of current RD 100. The partisan composition of proposed RD 99 is similar to the partisan compositions of both current RDs 99 and 100.

Proposed RD 99 contains an African American voting-age population of 5.95%, a Hispanic voting-age population of 1.5%, and an Asian voting-age population of 2.47%.

REPRESENTATIVE DISTRICT 100

Due to the shifting of other districts, current RD 97 is renumbered as proposed RD 100. According to the 2010 census, current RD 97 has a population of 103,784. Proposed RD 100 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle.

Any differences in shape between proposed RD 100 and current RD 97 are due in part to population shifts and the need to increase the total population of the district. Of the population in proposed RD 100, 89.89% reside in current RD 97. Proposed RD 100 looks very similar to current RD 97 but adds population by including Scott County, portions of rural Sangamon County, and the parts of Pike County not in current RD 97. By adding these areas, the shape of the district gains a consistent northern boundary along the southern boundaries of Cass, Brown, and Adams Counties. Because proposed RD 100 is very similar to current RD 97, longstanding ties formed through being in one representative district are maintained.

Proposed RD 100 is comprised of nine counties. Five counties (Calhoun, Greene, Morgan, Pike and Scott) are wholly contained within proposed RD 100 and four (Jersey, Macoupin, Madison, and Sangamon) are divided. Proposed RD 100 contains more counties that are completely intact than current RD 97.

As the borders of proposed RD 100 contain many full counties, very few townships are split. Proposed RD 100 contains all townships in Calhoun, Greene, Morgan, Pike and Scott Counties. The only township in Jersey County not at least partially in proposed RD 100 is Elsay Township, which is moved into proposed RD 111 to keep the township intact. In Macoupin County, all of the townships of Barr, Bird, Chesterfield, North Palmyra, North Otter, Polk, Scottville, South Palmyra, South Otter and Western Mound are within proposed RD 100, while four townships in the county are lost in proposed RD 100. This four-township loss permits the entire city of Carlinville to be in proposed RD 98, instead of having its southern rural portions split between current RD 97 and current RD 98. In Madison County, portions of Godfrey and Foster townships are within proposed RD 100, and in Sangamon County, portions of the townships of Maxwell and Talkington are included. Portions of Maxwell and Talkington Townships in rural southwestern Sangamon County are added for purposes of equal population without disturbing townships or municipalities in neighboring proposed legislative districts.

Proposed RD 100 contains the entirety of a majority of the municipalities in the district. In Morgan County, the entirety of the municipalities of Meredosia, Concord, Chapin, Lynnville, Jacksonville, South Jacksonville, Woodson, Murrayville, Franklin, and Waverly are in current RD 97 and proposed RD 100. In Scott County, the entirety of the municipalities of Naples, Bluffs, Exeter, Winchester, Glasgow, Alsey, and Manchester are in proposed RD 100. In Pike County, the entirety of the municipalities of Valley City, Griggsville, Florence, Pearl, Milton, Detroit, Time, Pittsfield, Pleasant Hill, Nebo, Baylis, New Salem, Hull, Kinderhook, Barry, New Canton, and El Dara are in proposed RD 100. Under current RD 97, Pike County is split, but the county is kept intact under proposed RD 100.

In Calhoun County, the entirety of the municipalities of Kampsville, Hamburg, Hardin, Batchtown, and Brussels are in current RD 97 and proposed RD 100. In Greene County, the entirety of the municipalities of Wilmington, Roodhouse, Hillview, White Hall, Eldred, Carrollton, Kane, Rockbridge and Greenfield are in current RD 97 and proposed RD 100.

In Jersey County, the entirety of the municipalities of Fieldon, Grafton, Otterville, Jerseyville, and Fidelity, and a portion of Brighton, are in proposed RD 100. This is the same as under current RD 97. In Macoupin County, all of Chesterfield, Hettick, Modesto, Palmyra and Scottville are in proposed RD 100, as well as portions of Brighton and Medora. Brighton's split occurs along the Jersey-Macoupin County line, and the Medora split occurs on a township line. As in current RD 97, the Madison County portion of proposed RD 100 contains a section of Godfrey. The borders within Godfrey, which follow along roads or the natural boundary of a waterway that flows into Warren Levis Lake, have been adjusted under proposed RD 100 to reflect population changes. In the Sangamon County portion, proposed RD 100 gains a rural population and no municipalities.

Proposed RD 100 is primarily an agricultural district, even in the zone between the Mississippi River and

Illinois Route 96. This highway provides a distinct boundary for an agricultural zone that runs from the northwestern corner of proposed RD 100 down the western border to the municipality of Hamburg in Calhoun County. Another distinct agricultural zone runs from the north-central top boundary of proposed RD 100 and follows the eastern side of the Illinois River until it runs into a north-south ridge of forest that generally follows Illinois Highway 100. Most of the forest land in proposed RD 100 lies in the delta between the Mississippi and Illinois Rivers. A majority of the eastern half of proposed RD 100 is agricultural, especially along the eastern border of the district that starts in the northeast corner of Morgan County. The balance of agriculture and access to riverways creates a strong community of interest that is dependent on farming and water tourism on the Mississippi and Illinois Rivers. This community of interest is preserved from current RD 97. Calhoun County is also prone to heavy flooding because it lies within the Mississippi and Illinois rivers. This community of interest of river towns remains intact in proposed RD 100.

Many of the census blocks in proposed RD 100 fall within the median income range of \$44,205 to \$70,000, making the district fairly homogeneous and recognizing a common economic interest. Southwestern Morgan County up to Jacksonville is in a higher bracket, \$68,654 to \$100,000, and only two other areas of this income bracket exist in proposed RD 100, one in the area of Macoupin County around and north of Carlinville, and in the part of Godfrey that is included in proposed RD 100. A few areas of the lowest income bracket, \$2,499 to \$45,000, exist around Jacksonville and near White Hall and Roodhouse in northern Greene County. These areas are in current RD 97 and proposed RD 100.

Proposed RD 100 is the renumbered version of current RD 97. Proposed RD 100 maintains nearly all of current RD 97 and preserves the decade-old relationship between the incumbent and constituents of current RD 97. Proposed RD 100's partisan composition is roughly the same as current RD 97.

Proposed RD 100 contains a 2.82% African American voting-age population, 1.05% Hispanic voting-age population, and 0.38% Asian voting-age population.

REPRESENTATIVE DISTRICT 101

According to the 2010 Census, current RD 101 has a population of 101,824. Proposed RD 101 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 101 is different in shape from current RD 101 due, in part, to population shifts and the need to increase the total population of the district.

Proposed RD 101 is comprised of portions of current RDs 87, 101, 105, 106 and 110 and is created to fully represent the many agricultural areas and communities of small and mid-sized towns in Central Illinois. Proposed RD 101 is compact and contains many mid-sized, rural towns between the major communities of Bloomington-Normal, Champaign-Urbana, and Decatur. These towns are similar ethnically, culturally, and economically. Thus, proposed RD 101 preserves a strong community of interest. The compactness of proposed RD 101 makes it easier for residents to understand boundaries, for residents to know who their elected officials are, and for elected representatives to provide equal services and representation throughout the entire district.

Proposed RD 101 keeps the counties of De Witt and Piatt completely intact and uses their boundaries as a border for much of the eastern and western portions of the district. Similar to current RDs 87, 101, 105, 106 and 110, the portions of McLean, Champaign and Macon Counties included in proposed RD 101 are almost entirely outside of the city limits of Bloomington, Champaign, and Decatur while still containing much of the highways that connect the three metro areas. These portions were included in proposed RD 101 in order to preserve the community of interest of people who commute to work in each major area while still living in a smaller town.

When not following county boundaries, the borders of proposed RD 101 follow township lines as much as possible while still preserving specific communities of interest. 39 out of the 47 total townships within proposed RD 101 are entirely intact. Those townships that are divided are split for specific reasons. Ludlow Township in Champaign County is divided along 3200 North Road in order to keep the city of Rantoul entirely within a neighboring district. Champaign City Township extends into Hensley Township for a very small subdivision that does not yet have any houses built in it. This portion of Champaign City Township is included in proposed RD 101 to keep the borders consistent and retain as much of Hensley Township as possible while excluding populated portions of the City of Champaign and its township. The portions of Hensley Township not included in proposed RD 101 contain populated portions of the City of Champaign. Niantic Township is split in order to allow the southern portion of the township to be included with similar areas along the Springfield to Decatur corridor of Interstate 72. These towns comprise a community of interest. Mount Hope Township is split so that Olympia High School is in the same representative district as Stanford, the closest town to the school and one of the main sources of its student population. There is a

suburban community of interest on the outskirts of Decatur and in the immediately surrounding areas where there are higher income, less urban areas that have more in common with surrounding towns than the lower income urban center of Decatur. In order to preserve this community of interest, Decatur, Long Creek, Hickory Point, and Mount Zion Townships are split in a way that unites the higher income, less urban areas into one community of interest and the core of Decatur into another community of interest outside of proposed RD 101. Even with these divisions, proposed RD 101 preserves the townships of Austin, Barnett, Bellflower, Bement, Blue Ridge, Brown, Cerro Gordo, Clintonia, Condit, Creek, DeWitt, Downs, East Bend, Empire, Friends Creek, Funks Grove, Goose Creek, Harp, Illini, Mahomet, Maroa, Monticello, Newcomb, Nixon, Oakley, Randolph, Rutledge, Sangamon, Santa Anna, Texas, Tunbridge, Unity, Wapella, Waynesville, West, Willow Branch and Windsor.

Proposed RD 101 keeps 30 of the municipalities within it whole but divides 7 for specific reasons. The municipality of Atwood straddles the border of Piatt and Douglas Counties, and only the Piatt County portion is included in proposed RD 101. Similarly, Ivesdale straddles the border of Piatt and Champaign Counties and only the Piatt County portion is included in proposed RD 101 to preserve the integrity of the county boundaries. There is a very small portion of the outskirts of Champaign that is included in proposed RD 101 because it extends into Hensley Township, which is almost entirely within proposed RD 101. The village of Downs is partially in Downs Township and partially in Old Town Township. Proposed RD 101 only includes the Downs Township portion in order to preserve the township boundaries. Proposed RD 101 partially uses Interstate 72 and US Highway 51 in determining the boundary around Decatur, leaving a very small portion of Forsyth out of proposed RD 101. The southern portion of Niantic is separated into a different district because it has more in common with Harrisburg and the west end of Decatur; whereas, the northern portion has more in common with the more rural areas in proposed RD 101. Portions of Decatur are included in proposed RD 101, but these portions are on the outskirts of the city and have higher income households that more readily identify with the higher income community of interest that are outside Decatur, Bloomington, and Champaign. Intact municipalities include Argenta, Bellflower, Bement, Cerro Gordo, Cisco, Clinton, De Land, De Witt, Farmer City, Fisher, Foosland, Hammond, Kenney, Lake of the Woods, LaPlace, Le Roy, Long Creek, Ludlow, Mahomet, Mansfield, Maroa, McLean, Monticello, Mount Zion, Oreana, Wapella, Warrensburg, Waynesville, Weldon, and White Heath.

One major factor that unites proposed RD 101 as a community of interest is the triangle of major interstates and highways that connects the entire district, including U.S. Highway 51, Interstate 74 and Interstate 72. The towns along these roadways have similar economic interests and rely on the personal and commercial travelers on these highways for much of their economic development and tax revenue. Residents of these towns easily commute to jobs in any of the three major metro areas outside of the district: Bloomington-Normal to the northwest, Decatur to the southwest and Champaign-Urbana to the east. These residents choose to live in smaller towns outside of the major metro areas because of a shared desire for a small-town lifestyle. The easy transportation routes allow the avid high school fans of the area to attend both home and away games. Many of the high schools in the area play each other frequently for this reason as well, and many are within the same high school sports conferences. As a community of interest, the residents of this area need a representative that understands the needs and concerns of small commuter communities. Often when these communities are included with a major metropolitan area, their needs can be overshadowed by those of the larger cities. Keeping these communities within proposed RD 101, and keeping the larger cities within another district, preserves this unique community of interest.

Proposed RD 101 has a median income between \$40,000 and \$80,000, making this a strong middle class community of interest. Proposed RD 101 improves upon previous area districts because it separates this community of interest from the larger, more urban communities of interest that have different income levels and different needs as a result.

Proposed RD 101 contains a mix of current RDs 87, 101, 103, 105, 106, and 110. The partisan advantage favors the Republicans as it does under the current districts that are included in proposed RD 101.

Proposed RD 101 contains a 1.68% African American voting-age population, a 1.14% Hispanic voting-age population and a 0.92% Asian voting-age population.

REPRESENTATIVE DISTRICT 102

According to the 2010 Census, current RD 102 has a population of 118,987. Proposed RD 102 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 102 is different in shape from current RD 102 due, in part, to population shifts and the need to reduce the total population of the district.

Proposed RD 102 is an almost entirely new district due to the need to reduce population, unite towns that share a common interest, and accommodate surrounding districts in east central Illinois. Proposed RD 102

includes portions of current RDs 87, 98, 101, 102, 103, 104, 105, 109, and 110. Proposed RD 102 is overwhelmingly agricultural and includes a large number of small towns in east central Illinois that share a common identity and similar interests, preserving a strong community of interest. At redistricting hearings across the state, residents from rural areas and those with an interest in preserving these areas, including local Farm Bureau representatives, testified that rural communities identify strongly with their counties and that county boundaries should be followed if possible. Proposed RD 102 to a great extent follows county boundaries to help keep the rural, county-identified communities of interest intact. Keeping counties intact within the district also helps ensure easy coordination between the county-level and state-level elected officials.

An effort was made to reduce the number of split counties in proposed RD 102, and as a result, fewer counties are split than in current RD 102, which splits six counties. Proposed RD 102 keeps the counties of Shelby, Moultrie, and Douglas completely intact and uses their boundaries as a southern border. Shelby County is currently divided among current RDs 98, 101, 102, and 109. Proposed RD 102 includes most of Edgar County, which is now divided between current RDs 109 and 110. The portions of Macon, Champaign, and Vermilion Counties that are included in proposed RD 102 are distinctly more rural than other parts of those counties. These portions are included in proposed RD 102 because these communities have more in common with the rural communities in the surrounding counties than the more urban areas they share a county with. Separating these smaller towns from the more urban areas strengthens them as a rural community of interest and helps ensure that elected officials focus on issues that are more pressing to rural communities, like methamphetamine production, taxation of farming equipment, and long commutes to schools. Macon, Champaign, and Vermilion Counties are all split under current RD 102 as well.

When not following county boundaries, the borders of proposed RD 102 follow township borders as much as possible. In total, 67 out of the 76 townships within proposed RD 102 are entirely intact. Jamaica Township in Vermilion County is split along 600 East Road so that the border of proposed RD 102 is more in line with the boundaries of Sidell and Vance Townships. Ogden Township in Champaign County is similarly split along 1700 North Road to line up proposed RD 102's border better with the St. Joseph Township border. In Buck and Embarrass Townships, the border of proposed RD 102 is logical and closely follows 1200 North Road until reaching the border of Coles County. South Wheatland Township is split in proposed RD 102 to avoid including any of the city of Decatur in order to keep the city intact. Mt. Zion Township is also split in proposed RD 102 to keep the municipalities of Mt. Zion and Long Creek together with similar communities on the outskirts of Decatur rather than with the more rural areas in the rest of the township. Champaign, Champaign City, and Urbana Township are split in order to keep the majority of Champaign-Urbana intact, as it is in the current map.

Proposed RD 102 keeps all but six of the municipalities within it whole. In proposed RD 102, Atwood, Moweaqua, Pana, and Savoy are split because they straddle the township boundaries that are used as the border of proposed RD 102. Redmon is slightly split because it straddles 1200 North Road, which makes up the northern border of proposed RD 102 in Embarrass Township. The only part of the city of Champaign within proposed RD 102 is to the west of Interstate 72, which is a logical border for the area and still allows the majority of Champaign to remain within the larger community of interest including university students, professionals, and academics, as well as other professionals, located in Champaign-Urbana. Differences between urban Champaign-Urbana and southwest Champaign and smaller communities around Champaign-Urbana were highlighted at the April 16, 2011 House Redistricting Committee hearing. Steve Beckett, a professor at the College of Law at the University of Illinois, testified against having urban Champaign-Urbana and rural Savoy located in the same district. Mr. Beckett also noted the differing viewpoints that residents in southwest Champaign and Savoy have compared to more urban areas in Champaign-Urbana such as views about the importance of urban transportation.

Proposed RD 102 is overall very rural, and most of the included communities are small in population, with a few medium-sized towns scattered throughout the district. As many of these small communities have lost population in the past 10 years, proposed RD 102 needs to be geographically large in size to achieve equal population. Small communities like these, located within large areas of farmland or surrounded by forested areas, are common in the east central area of Illinois, forming a community of interest and common identity. These communities are very similar to each other overall in terms of race, income and culture. Many of these small towns are close-knit communities that actively support their local sports teams and strongly identify with small town living. Proposed RD 102 improves upon current representative districts because it separates small, rural communities from the major metro area communities that are very different and have different priorities. During the April 16, 2011 House Redistricting Committee hearing in Champaign, several witnesses stressed the importance of rural and agricultural representation and the

distinction between rural areas and urban areas. Former State Representative William Black testified that agricultural communities do not fit easily with Champaign-Urbana and that there is no question there is a different community of interest just outside of Champaign-Urbana. Steve Moser, a Champaign County Board member, echoed Mr. Black's concerns and urged the committee to consider agriculture as a community of interest. Proposed RD 102 keeps rural and agricultural communities of interests together.

The main economic drivers for proposed RD 102 are agriculture, construction, and small level manufacturing. The vast majority of proposed RD 102 has a median income between \$40,000 and \$75,000, making this a strong middle class community of interest. The portion of Macon County included in proposed RD 102 has a higher median income of \$75,000 to \$90,000, but this is still within the middle class range.

Proposed RD 102 includes portions of current RDs 87, 98, 101, 102, 103, 104, 105, 109, and 110. As with the current districts included within it, proposed RD 102 has a partisan advantage that favors Republicans.

Proposed RD 102 contains an African American voting-age population of 0.96%, a Hispanic voting-age population of 1.68%, and an Asian voting-age population of 1.35%.

REPRESENTATIVE DISTRICT 103

According to the 2010 Census, current RD 103 has a population of 114,337. Proposed RD 103 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle.

Of the population in proposed RD 103, 97.78% reside in current RD 103. To reduce the population and preserve communities of interest, proposed RD 103 removes the rural sections of Urbana and Champaign townships and a small section of more affluent precincts within Cunningham Township that are included in current RD 103. Proposed RD 103 adds a small area in the northwest part of the district to make the border of the district I-57, which is a cleaner western border, and a small section in the southern part extending to Galen Drive.

Proposed RD 103 is entirely within the cities of Champaign and Urbana, though it does split off the more suburban outer sections of both cities. It keep the cores of Champaign and Urbana together with the University of Illinois campus, the main housing areas, and the major traffic patterns around Champaign, Urbana and the U of I campus. Proposed RD 103 also preserves, intact and in one district, the community of interest populations of African Americans to the north of the city centers and Asians to the south of the city centers so that they remain together and intact in one district.

Proposed RD 103 does not split more counties, cities or townships than current RD 103.

Proposed RD 103 lies entirely within Champaign County and is located within Champaign City Township in the west, Cunningham Township (which is the township that includes most of the City of Urbana) and small pockets of Urbana Township on the northeast side of the district. None of the townships are entirely within proposed RD 103, but most of Champaign City and Cunningham Townships are included. The border of proposed RD 103 follows Champaign City Township's northwestern most border, but cuts off the northeastern most border of the township. The boundary of proposed RD 103 cuts off the northernmost portion of Cunningham Township and the southeastern most part of this township. Current RD 103 includes all of Cunningham Township. Both sections of Cunningham Township that are removed from current RD 103 are more affluent than the majority of Cunningham Township that remains in proposed RD 103. Proposed RD 103 cuts out most of Urbana Township from the current RD 103 so that only a small portion of the township that lies between the northernmost peaks of Cunningham Township and areas that lie entirely within Cunningham's eastern portion remain. The section of Urbana Township that is removed is more rural and the section that remains in proposed RD 103 is more like the urban Cunningham Township than the rest of Urbana Township. Current RD 103 also includes the southern part of Somer Township, and proposed RD 103 does not include any of Somer Township in order to remove rural areas from the district.

Proposed RD 103 includes Champaign County Board Districts 5 and 6 in their entirety and splits Champaign County Board Districts 1, 3, 4, 7 and 8. Current RD 103 did not split County Board Districts 4, 7 or 8 but includes sections of County Board Districts 2 and 9, while also splitting Districts 1 and 3 instead of including them in their entirety. These changes are made to remove rural areas in the north and east and more affluent suburban areas in the south to make proposed RD 103 more homogeneous in income level and keep the agriculture community of interest together as requested by Danville Alderman and retired State Representative Bill Black, as well as Champaign County Board Member Steven Moser.

Proposed RD 103 uses Interstate 57 as its westernmost border and also includes sections of I-72, I-74, Route 45 and Route 150 within proposed RD 103.

Proposed RD 103 contains the core of current RD 103 and preserves the incumbent-constituent relationship that has developed over eight years. Proposed RD 103 maintains roughly the same partisan composition as current RD 103 with the partisan advantage changing from favoring Republicans to favoring Democrats.

Proposed RD 103 has an African American voting-age population of 14.62%, an Asian voting-age population of 14.32%, and a Hispanic voting-age population of 6.07%.

REPRESENTATIVE DISTRICT 104

According to the 2010 Census, current RD 104 has a population of 105,087. Proposed RD 104 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 104 is different in shape from current RD 104 due, in part, to population shifts and the need to increase the total population of the district.

To add the needed population in proposed RD 104, the district removes some rural, unpopulated areas and adds some moderately populated suburban areas in the northern tips of Champaign and Urbana, southwest section Champaign, southeast Urbana, and Savoy.

Proposed RD 104 is located within Champaign and Vermilion Counties, but does not encompass either of these counties in their entirety. Proposed RD 104 removes the less populated areas of the northeast corner of Vermilion County and the southeast corner of Champaign County, in part to make the district more compact. In Champaign County, proposed RD 104 follows part of the same boundary as current RD 104 along the county's northern border and follows it south through the county to proposed RD 103 boundary and then moves west, also following the current RD 103 boundary. From the corner of proposed RD 103 boundary, proposed RD 104 boundary follows I-57 south to southern Champaign. The southern boundary of proposed RD 104 proceeds east generally along existing district and township lines to the Vermilion County line, removing the southwest portion of Vermilion County and the southern part of Champaign County from current RD 104 to remove less populated area from the district.

Proposed RD 104 contains the following townships in their entirety: Catlin, Compromise, Danville, Elwood, Georgetown, Harwood, Kerr, Love, McKendree, Oakwood, Rantoul, Somer, and Stanton. Proposed RD 104 includes portions of the following townships: Blount, Champaign, Champaign City, Cunningham, Hensley, Jamaica, Ludlow, Newell, Ogden, Pilot, and Urbana. Proposed RD 104 contains the entirety of the following municipalities: Belgium, Catlin, Danville, Fithian, Georgetown, Gifford, Indianola, Oakwood, Muncie, Penfield, Olivet, Rantoul, Ridge Farm, Tilton and Westville. Proposed RD 104 also includes sections of Champaign, Savoy, and Urbana. These divisions remove less populated areas and add more populated suburban areas so that the target population is reached. Moving these sections of current RD 103 to proposed RD 104 is done partly in response to the requests of City of Danville Alderman and retired State Representative Bill Black, as well as Champaign County Board Member Steven Moser. The intent is to ensure that agricultural communities of interest are kept together.

Proposed RD 104 includes the Danville Mass Transit system which provides bus transportation throughout the city of Danville, with 13 buses that travel 14 different routes, and the Champaign Urbana Mass Transit District, which serves Savoy. The addition of the southwestern section of the City of Champaign and all of the City of Savoy in proposed RD 104, in addition to being more affluent and suburban than the rest of the Champaign and Urbana area, preserves a community of interest that has a different view on public issues such as mass transit, as explained by Steve Beckett, a University of Illinois Law School Professor and former Champaign County Board Member.

Most of proposed RD 104 has a median income of \$44,000 to \$68,000. The Danville area has a median income of \$68,000 - \$99,000 with McLane Supply Chain Solutions, Vermilion Valley Produce, ThyssenKrupp Presta Danville, LLC, ThyssenKrupp Crankshaft Company, Danville Metal Stamping, Inc., and Danville Community College providing many jobs to the people of Danville and Vermilion County. The University of Illinois and research development or technology businesses related to the university are major employers for the southern sections of Champaign and Urbana in proposed RD 104 due to its proximity to the university.

Proposed RD 104 maintains a substantial majority of the core of current RD 104. The partisan composition slightly decreases in favor of the Republicans in comparison to the current composition under current RD 104.

Proposed RD 104 keeps together the African American population located in the Danville area. Proposed RD 104 has a 12.27% African American voting-age population, a 3.58% Hispanic voting-age population, and a 3.11% Asian voting-age population.

REPRESENTATIVE DISTRICT 105

According to the 2010 census, current RD 105 has a total population of 109,839. Proposed RD 105 has a

population of 108,734 and is therefore compliant with the "one person, one vote" principle.

To ensure the preservation of equal representation and to create compact, contiguous representative districts that reflect the interests of the populations, several districts are rearranged to accurately reflect the 2010 census data. Proposed RD 105 contains a substantial portion (65.89%) of current RD 88 and portions of current RDs 105 and 106.

Proposed RD 105 includes McLean and Livingston Counties. It follows the Old Town Township lines into the southeastern end of Bloomington, moving through the community along roadways like Hershey Road, Oakland Avenue, and Route 9 before loosely following the Bloomington-Normal city boundaries west until turning north along the Normal Township line. The border that exists in Bloomington-Normal is based on recognizing a community of interest in Normal of upper middle income earners who reside in the sprawling northeastern portions of Bloomington and Normal. This community of interest is comprised of individuals who work at State Farm Insurance, Country Financial, local medical facilities, or the community's two universities, Illinois State University and Illinois Wesleyan University. The area to the south of proposed RD 105 in neighboring proposed RD 88 has more blue-collar workers at the local Mitsubishi and Cargill factories, older homes, and generally less suburban sprawl. This disparity is seen in the median income table. The area in proposed RD 88 contains more working class areas than proposed RD 105.

After leaving Bloomington-Normal, proposed RD 105's western border progresses along the McLean County line, before turning east along the county line to form proposed RD 105's northern border. Proposed RD 105 includes two full townships and two half townships in southern Livingston County before following the borders of several townships in McLean County, ultimately making its way back to Bloomington-Normal. Fewer townships are split than under current RD 106. Other than Bloomington and Normal, proposed RD 105 splits the communities of Downs and Forrest along township lines.

Shifting proposed RD 105 away from Pontiac and East Peoria has given the district a more uniform economic situation and a strong community of interest made up of residents who depend on a strong economy and the hub of Bloomington-Normal. Pontiac will now stay intact in proposed RD 106 instead of being split as it is currently.

Significant population growth in the triangle of Tazewell, McLean, and Woodford counties, centered around the high growth in Bloomington-Normal, has provided an opportunity to shift the focus of current RD 106 from a division between the East Peoria/Peoria area and the Bloomington-Normal area, to be solely anchored to Bloomington-Normal and the growing territories east of the cities. This has given proposed RD 105 a more uniform rural and agricultural feel, and a more uniform community of interest centered around the success of Bloomington-Normal, and the upper income benefits that come with living in and around the metropolitan area. Proposed RD 105 is compact and smaller, and still maintains a stretch of Interstate 55, an important economic concern for the small towns of Towanda, Lexington and Chenoa, which depend on tax revenue from north-south truckers and travelers.

The partisan composition of proposed RD 105 is very similar to the average of the portions of the districts that create current RD 105.

Proposed RD 105 contains an African American voting-age population of 5.84%, a 3.19% Hispanic voting-age population, and an Asian voting-age population of 4.67%.

REPRESENTATIVE DISTRICT 106

According to the 2010 census, current RD 106 has a population of 116,687. Proposed RD 106 has a population of 108,735, the equal-population target, and is therefore in compliance with the "one person, one vote" principle.

To ensure the preservation of equal representation and to create compact, contiguous representative districts that reflects the interests of the populations, several districts are rearranged to accurately reflect the 2010 census data. Proposed RD 106 contains 57.51% of current RD 105 and portions of current RDs 73, 75, 76, 79, 104, and 106.

Proposed RD 106 expands west from the Illinois-Indiana border encompassing two whole counties and following county and township lines as closely as possible in portions of three additional counties. Proposed RD 106 removes portions of current RD 105 near Champaign-Urbana where populations have expanded greatly in the past 10 years and where local residents have less in common with residents of rural Iroquois, Ford, Livingston and Woodford counties.

Proposed RD 106 includes all of Iroquois County (which has three representatives under the current map), all of Ford County, the majority of Livingston County, nearly half of Woodford County, and the northern quarter of Vermillion County.

In Vermilion County, proposed RD 106 adds all of Middlefork, Ross and South Ross townships and

portions of Blount, Newell, and Pilot Townships. To the west, proposed RD 106 incorporates more of Livingston County by adding all of Amity, Eppards Point, Long Point, Nebraska, Newton, Pike, Pontiac, Rooks Creek, and Waldo Townships, and a portion of Reading Township, while excluding Bell Prairie, Indian Grove and portions of Fayette and Forrest Townships so that proposed RD 105 can achieve equal population. The western portion of proposed RD 106 encompasses part of Woodford County and follows the county line to include all of the townships of Clayton, Cruger, El Paso, Greene, Kansas, Linn, Minonk, Montgomery, Olio, Palestine, and Panola and a split township of Roanoke.

The township splits occur along geographical boundaries in proposed RD 106. Roanoke Township is split and follows the township line east until it hits County Highway 13 or Main Street and goes north to the municipality of Roanoke where it hits Front Street. It then heads back west to the township line. Reading Township is split to keep Streator intact in an adjoining district. Forrest and Fayette Townships along the southeastern border of Livingston County are split along Highway 37, which runs north and south dividing the townships in half. In Vermilion County, Pilot Township is split to follow the Middle Fork River, while Blount and Newell Townships are both split, putting all of the Vermilion County Airport in proposed RD 106 and keeping the entire city limits of Danville in a southern adjoining district.

Proposed RD 106 contains the entirety of the municipalities of Alvin, Ashkum, Beaverville, Benson, Bismarck, Buckley, Campus, Chatsworth, Cissna Park, Clifton, Congerville, Cornell, Crescent City, Cullom, Danforth, Donovan, El Paso, Elliott, Emington, Eureka, Flanagan, Gibson City, Gilman, Goodfield, Henning, Hoopston, Iroquois, Kappa, Kempton, Loda, Long Point, Martinton, Melvin, Milford, Minonk, Odell, Onarga, Panola, Papineau, Paxton, Piper City, Pontiac, Potomac, Rankin, Roberts, Rossville, Saunemin, Secor, Sheldon, Sibley, Thawville, Watseka, Wellington, and Woodland.

All of the municipalities split in proposed RD 106 occur along geographic and local government divisions such as county lines, like the municipalities of Cabery and Reddick, or roadways, like the municipalities of Strawn and Roanoke. Proposed RD 106 leaves intact the currently split community of Pontiac.

In Livingston County, the state correctional center provides many economic opportunities in this rural area through jobs, both inside and outside the facility. The prison and surrounding communities are kept intact.

Proposed RD 106 has a large agricultural community of interest that is recognized by keeping as many of the rural farming communities and townships as intact as possible. Proposed RD 106 acknowledges that major interests and similarities run east-west along the state whereas both north and south of proposed RD 106 include larger urban regions with different industries, population densities, and socioeconomic statuses.

Proposed RD 106 is connected by a few major roadways, and includes portions of I-55 that run north and south towards the western part of the district and I-57, which passes close to the eastern border. Proposed RD 106 is crossed by US Highway 24, which intersects with I-55 just south of the district border and connects with I-57 and US Highway 45 in Gilman.

Proposed RD 106 is more socioeconomically homogeneous than its predecessor, current RD 105. While many portions of the current RD 105 are similar, the inclusion of Champaign County in current RD 105 increases the average income, with median incomes exceeding \$100,000. However, in proposed RD 106, the median household income ranges from \$40,000 to \$80,000 throughout nearly the entire district. Only a small section of proposed RD 106 exceeds this median income range in the western portion of the district near Eureka, where the median income ranges between \$80,000 and \$100,000.

The partisan composition of proposed RD 106 is very similar to the average of the portions of the districts that create current RD 106.

Proposed RD 106 has a 2.56% African-American voting-age population, a 2.94% Hispanic voting-age population and a 0.46% Asian-American voting-age population.

REPRESENTATIVE DISTRICT 107

According to the 2010 Census, current RD 107 has a population of 102,096. Proposed RD 107 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 107 is different in shape from current RD 107 due, in part, to population shifts and the need to increase the total population of the district.

To improve the compactness of the districts within rural Central and Eastern Illinois, and because population growth was more pronounced west of current RD 107, proposed RD 107 moved west. Proposed RD 107 includes 57.13% of current RD 102 as well as portions of current RDs 107, 111, 112, 114, 115, and 116. This change gives the district two major population centers - Troy and Highland. This will give the district a focal point and a stronger connection to the Metro East, as many Illinoisans and Missourians are migrating east of Madison and St. Clair Counties into areas encompassed by proposed RD 107.

The residents of the central and eastern parts of proposed RD 107 become more dissimilar to people in the Shelbyville area - which currently shares a district with Troy, and portions of Mascoutah and O'Fallon - and more similar to their western neighbors in the Metro East each year. It is simply no longer practical to put the residents of Christian and Madison County into a district that stretches east and north to Shelbyville. Proposed RD 107 must gain population to comply with equal representation requirements, and the logical place to find new residents is westward, towards the Metro East population centers in St. Clair and Madison Counties.

Proposed RD 107 contains portions of Clinton, Madison, St. Clair and Washington Counties. The new district includes, in their entirety, the townships: Breese, Brookside, Carlyle, Germantown, Lake, Looking Glass, Santa Fe, Sugar Creek, and Wade in Clinton County; Alhambra, Hamel, Helvetia, Jarvis, Leef, Marine, Pin Oak, Saline, and St. Jacob in Madison County; Covington, Hoyleton, Irvington, Johannesburg, Lively Grove, Nashville, Oakdale, Okawville, Plum Hill and Venedy in Washington County. Proposed RD 107 contains portions of the Clinton County townships of Clement, Meridian, and St. Rose, portions of the Madison County townships of Collinsville and Fort Russell, and portions of the St. Clair County townships of Engelmann, Lebanon, Mascoutah, O'Fallon and Pilot Knob.

Proposed RD 107 ensures that a majority of the municipalities located in the proposed district remain intact, including the following: Addieville, Albers, Alhambra, Aviston, Bartelso, Beckemeyer, Breese, Carlyle, Damiansville, Germantown, Grantfork, Hamel, Highland, Hoffman, Hoyleton, Huey, Irvington, Marine, New Baden, New Minden, Oakdale, Okawville, St. Jacob, Summerfield, Trenton, Troy, and Venedy. The proposed district contains portions of the following municipalities: Centralia, Edwardsville, Glen Carbon, Lebanon, Maryville, Mascoutah, Nashville, O'Fallon, Pierron, Richview, and Wamac. An attempt was made to keep counties intact therefore Centralia and Wamac, which sit in multiple counties, were split to keep proposed RD 107 from crossing the Clinton County line. Pierron, which also sits in two counties, was split to keep proposed RD 108 from crossing the Madison County line.

Proposed RD 107 reflects the regional trend that people who used to live in more densely populated suburbs close to St. Louis are moving further east of the population centers of Madison and St. Clair County. They generally live within proposed RD 107 and work in the Metro East area, a social characteristic that ties them to their neighbors. Proposed RD 107 is more comparable to current RD 102, and links the western residents of current RD 107 to their more comparable neighbors in the western part of current RD 102. In addition to reflecting the expansion of the Metro East into Clinton and Washington County, proposed RD 107 maintains a distinctly rural and agricultural feel, which makes the district in its entirety a good microcosm and reflection of the region as it stands now.

Proposed RD 107 contains the entirety of the unified school districts of Wesclin Community Unit 3 and West Washington County Community Unit 10. Proposed RD 107 contains portions of the following unified school districts: Carlyle Community Unit 1, Collinsville Community Unit 10, Edwardsville Community Unit 7, Highland Community Unit 5, Lebanon Community Unit 9, Marissa Community Unit 40, Mascoutah Community Unit 19, Sandoval Community Unit 501 and Triad Community Unit 2. Proposed RD 107 contains the entirety of the following elementary school districts: Albers 63, Aviston 21, Bartelso 57, Damiansville 62, Germantown 60, Irvington County Community Unit 11, North Wamac 186, and Willow Grove 46. Proposed RD 107 contains portions of the following elementary school districts: Breese 12, Centralia 135, Freeburg Community Consolidated 70, Hoyleton Consolidated 29, Nashville Consolidated Community 49, Oakdale Community Consolidated 1, O'Fallon Community Consolidated 90, St. Libory Consolidated 30 and St. Rose 14-15.

Proposed RD 107 brings together residents with a similar economic interest. Proposed RD 107 falls generally in the middle of the median income scale, with a section of upper income residents in the Glen Carbon area of the district. Current RD 107 contains significant areas with a low median income which are not present in proposed RD 107, a factor that gives the residents of proposed RD 107 a common economic situation and a common economic interest. As the Metro East continues its eastward expansion, the median income is likely to rise in proposed RD 107.

The partisan composition of proposed RD 107 is very similar to the average of the portions of the districts that create current RD 107.

Proposed RD 107's percentages of minority residents are small, and below state and national averages. The African American voting-age population in proposed RD 107 is 3.70%. Most of the district's African American population is concentrated in the Western edge of proposed RD 107 and near Lebanon, though there are scattered census blocks throughout the district with measurable black population. The Hispanic voting-age population in proposed RD 107 is 1.61%, and is scattered throughout the district, with a notable census block near Carlyle. The Asian voting-age population is 0.50% of the district, but there are four

scattered census blocks that have a dense Asian population.

REPRESENTATIVE DISTRICT 108

According to the 2010 census, current RD 108 has a population of 102,103. Proposed RD 108 has a population of 108,734 and is therefore compliant with the "one person, one vote" principle. Proposed RD 108 is different from current RD 108 due in part to population shifts and the need to increase the total population of the district.

Proposed RD 108 is comprised of portions of current RDs 98, 102, 108 and 109. Proposed RD 108 keeps the counties of Bond, Fayette and Marion entirely intact, while the counties of Effingham and Clinton are split. Effingham County is split to ensure the community of Effingham is not divided to any great degree. Clinton County is split to include more rural townships, so areas of larger population remain in proposed RD 107 in the western and southern portions of Clinton County. Carlyle Lake is split between the two proposed districts; however, most of the body of water is in proposed RD 108.

Proposed RD 108 contains all townships in Bond, Fayette and Marion counties. In addition, proposed RD 108 contains the entirety of the Effingham County townships of Banner, Douglas, Liberty, Moccasin, Mound, West, Summit, Jackson and Mason, and the entirety of the Clinton County townships of Douglas, East Fork, Irish Town and Wheatfield. Partial townships include Teutopolis in Effingham County, and the Clinton County townships of Clement, Meridian, and St. Rose.

Proposed RD 108 includes all of the following cities, towns, and villages: Alma, Altamont, Beecher City, Bingham, Brownstown, Central City, Edgewood, Farina, Greenville, Iuka, Junction City, Kell, Keyesport, Kinmundy, Mason, Mulberry Grove, Odin, Old Ripley, Patoka, Pocahontas, Ramsey, Salem, Sandoval, Shumway, Smithboro, Sorento, St. Elmo, St. Peter, Vandalia, Vernon, and Walnut Hill. Proposed RD 108 contains portions of the following municipalities: Teutopolis, Effingham, Watson, Panama, Donnellson, Pierron, Centralia and Wamac. Panama, Pierron, Donnellson, Centralia and Wamac are split along county borders. Effingham and Watson are divided along township lines. The split in Teutopolis occurs to meet the equal population and to allow the majority of Teutopolis to remain in an adjacent district.

The towns in proposed RD 108 are connected to each other by Interstates 57 and 70. Interstate 70 runs from the southwestern corner of the district to the northeastern corner, linking the communities of Pierron, Pocahontas, Greenville, Mulberry Grove, Vandalia, Brownstown, St. Elmo, Altamont, and Effingham. Effingham serves as a transportation hub, as Interstates 57 and 70 meet there, facilitating strong access to the interstate trucking industry. Interstate 57, from Effingham, moves southwest and connects the communities of Effingham, Mason, Edgewood, Farina, Kinmundy, Alma, and Salem. US 51 also runs through the eastern part of the district and connects Marion with transportation.

Proposed RD 108 makes the representative districts of rural Central and Eastern Illinois more compact. The residents of proposed RD 108 share a common culture that primarily comes from farming, trucking, oil services, and correctional employment. The western border of proposed RD 108 is a delineation of where the Metro East identity ends and a new rural community of interest begins. People from St. Louis and the Metro East population centers who are moving east to escape overcrowding find common characteristics in proposed RD 108.

In addition to a connection via transportation and roadways, the Vandalia and Greenville Correctional Centers join many families in proposed RD 108 in a common way of life. Unlike many careers or industries, prison employees generally are a close-knit community linked through a shared sacrifice of safety for the public good, much like police officers and firefighters. Even members of the community who are not employed in the corrections industry recognize the importance of the job, and the importance of the industry to the economy of the region. Agriculture also provides a shared community of interest that stretches from every corner of the district, and is a way of life that goes back to the 19th Century for many families in the region.

Most of proposed RD 108's census blocks fall within the median income range of \$44,205 to \$68,654, making the district fairly homogeneous and united by common economic interests.

The partisan advantage in proposed RD 108 favors Republicans.

The African American voting-age population in proposed RD 108 is 3.46%, the Hispanic voting-age population in proposed RD 108 is 1.92%, and the Asian voting-age population is 0.98%.

REPRESENTATIVE DISTRICT 109

According to the 2010 Census, current RD 109 has a population of 103,405. Proposed RD 109 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 109 is different in shape from current RD 109 due, in part, to population shifts and the need to reduce the total population of the district.

Proposed RD 109 includes 78.83% of current RD 108 and smaller portions of current RDs 102, 109, and 118. In order to accommodate for a population loss, proposed RD 109 expands to the east and south to pick up more of the population along the Wabash River. Those representing rural areas, including local Farm Bureau representatives, testified at several House Redistricting Committee meetings that rural communities identify strongly with their counties and requested that district lines follow county boundaries to the greatest extent possible. Thus, proposed RD 109 is drawn, as best as possible, to follow county boundaries more closely than current RD 108 to keep the rural, county-identified communities intact. Keeping counties intact within proposed RD 109 also helps to ensure easy coordination between the county-level and state-level elected officials.

Both current RD 108 and proposed RD 109 are very rural, and most of the included communities are small in population, with a few medium-sized towns scattered throughout the district. Many of these small communities have lost residents in the past 10 years. Small communities like these, located along the Wabash River, within large areas of farmland, and surrounded by forested areas, are common in the southeastern area of Illinois, forming a community of interest and common identity.

Proposed RD 109 recognizes the more southern Wabash River communities as a community of interest, and they are included in one district to help strengthen the interests of the river town communities. The vast majority of the municipality of Effingham was removed from proposed RD 109 and proposed RD 110 so the city would no longer be split among three representative districts and could be preserved almost exclusively as its own community of interest.

Proposed RD 109 contains the entirety of Jasper, Clay, Richland, Wayne, Edwards, Wabash and White Counties. Current RD 108 divides four counties, whereas proposed RD 109 splits only two counties: Lawrence and Effingham. In these partial counties (Effingham and Lawrence), the proposed representative district boundaries occur mostly along township lines. In Effingham County, the border of proposed RD 109 closely follows township borders, only deviating in Teutopolis Township to include the majority of the city of Teutopolis. Proposed RD 109 splits Lawrence Township in Lawrence County, ensuring that virtually all the city of Lawrenceville remains intact as a community within proposed RD 110. Rather than split Lawrence Township entirely, proposed RD 109 expands towards the Wabash River to gain population in a compact manner. Including more of the area that runs along the Wabash River keeps together the river towns, which have many similar interests. These towns face unique challenges, such as flood risks and constant competition with Indiana businesses just across the Wabash River. These towns, collectively, become a community of interest and are placed together in proposed RD 109.

Most of the municipalities within proposed RD 109 are intact. However, four are divided for specific reasons. Both the city of Watson and a very small portion of the city of Effingham are split because the boundary of proposed RD 110 follows the northern and western borders of Watson Township. The village of Montrose is split because it is located in both Effingham and Cumberland counties, and the northernmost border of proposed RD 109 follows the boundary between these two counties, as does the northernmost boundary of current RD 108. Teutopolis is a small, isolated community that considers itself very distinct from Effingham. Keeping it with the smaller municipalities located in proposed RD 109, and separate from most of Effingham, helps preserve this community of interest.

The main economic driver for the area is agriculture, with some small level manufacturing in the area. A major issue for both current RD 108 and proposed RD 109 is a need for more employers to move to the area. This lack of development and need for jobs throughout the entire proposed RD 109 make this a strong community of interest that is concerned about increasing employment and attracting more businesses and residents, as almost all of these areas have lost population over the past 10 years. Proposed RD 109 retains the relatively homogeneous income levels of current RD 108. Except for a segment of wealthier residents in the Effingham area, proposed RD 109 is overwhelmingly made up of lower income and lower-middle income residents, with income levels ranging from \$44,000 to \$68,000 across much of the rural area and income levels less than \$44,000 near the population centers of some small towns. The middle class community of interest is well preserved in proposed RD 109 and is bolstered by adding additional river towns that currently share a district with larger municipalities.

Proposed RD 109 contains a majority of its population from current RD 108, the incumbent's current district, and therefore maintains the incumbent-constituent relationship formed over the past 3 election cycles. The partisan composition of proposed RD 109 is similar to the composition of the incumbent's current district.

Proposed RD 109 includes a 2.05% African American voting-age population, a 1.26% Hispanic voting-age population, and a 0.45% Asian voting-age population.

REPRESENTATIVE DISTRICT 110

According to the 2010 Census, current RD 110 has a population of 110,024. Proposed RD 110 has a population of 108,734, the equal-population target, and is therefore compliant with the "one person, one vote" principle.

Proposed RD 110 is a hybrid of current RDs 109 and 110 - it includes 50.42% of proposed RD 109 and 49.58% of current RD 110. Proposed RD 110 includes the entirety of Coles County and its more populated communities of Mattoon and Charleston. Proposed RD 110 contains all or parts of six counties, only two of which are split: Coles (entire county, same as current RD 110), Clark (entire county, same as current RD 109), Crawford (entire county, same as current RD 109), Cumberland (entire county, same as current RD 109), Edgar (previously split and remains so), and Lawrence (proposed to be split).

Proposed RD 110 includes all of Coles County to maintain the population center. By including the entirety of Coles County, proposed RD 110 keeps Mattoon and Charleston in the same district. These two communities share a strong identity, health care industry, and a higher education system. Keeping this population center allows proposed RD 110 to recede out of current RD 109's westernmost territory in Shelby County, northernmost territory in Edgar County, and southernmost territory in Wabash and Lawrence counties, making proposed RD 110 much more compact.

The portions of both Edgar and Lawrence counties that are included in proposed RD 110 are almost completely in current RD 109 and are very similar to the rest of the areas included in proposed RD 110. At redistricting hearings across the state, members of the public representing rural areas, including local Farm Bureau representatives, testified that rural communities of interest identify strongly with their counties and that county boundaries should be followed if possible. Proposed RD 110 to a great extent follows county boundaries to help keep the rural, county-identified communities of interest intact.

Due to the close following of county boundaries, almost all of the townships within proposed RD 110 are intact. The exceptions are three partial townships, two in Edgar County and one in Lawrence County. In Buck and Embarrass Townships of Edgar County, the border of proposed RD 110 is logical and closely follows 1200 North Road until reaching the border of Coles County. The border of proposed RD 110 in the partial township of Lawrence is also logical because it follows the border of the city of Lawrenceville in order to keep virtually all the residents of the city together as a community of interest within one representative district.

Proposed RD 110 keeps whole all but one of its municipalities. The municipalities in proposed RD 110 are closer together geographically and have more in common with each other than the municipalities included in current RD 109. The village of Montrose is split between proposed RD 109 and proposed RD 110 because the border between Cumberland and Effingham Counties runs through it. The village is also split in current RD 109.

Proposed RD 110 is overall very rural, and most of the included communities are small in population, with a few medium-sized towns scattered throughout the district. Small communities within large areas of farmland are common in East Central Illinois, forming a community of interest and common identity.

The main economic drivers for the area are agriculture, manufacturing, and production of petroleum and coal. Interstate 70 runs through the center of proposed RD 110, connecting many of the towns and providing economic stimulus for the communities that run alongside it.

Proposed RD 110 retains a relatively homogeneous income level, and thus a middle class community of interest is well preserved in proposed RD 110. The district is overwhelmingly middle class, with most median income levels ranging from \$44,000 to \$68,000 throughout the entire district, with pockets of lower income areas near Mattoon/Charleston, eastern Cumberland County, eastern Crawford County, and near the southern border near Lawrenceville. A small area exists in the Charleston area where median incomes are higher due to the large number of higher education professionals. The higher income community of interest is kept intact by having the entirety of Charleston included in one representative district.

The higher education community of interest is strengthened with the addition of a four-year public institution, Eastern Illinois University, and another community college district. EIU in Charleston and Lake Land College in Mattoon (and the Lake Land community college district) join Lincoln Trail College in Robinson, which is part of the Illinois Eastern community college district, in proposed RD 110.

A majority of the population within proposed RD 110 resides within current RD 109, the incumbent's current district. Proposed RD 110 keeps the incumbent with the core of the district and preserves the incumbent-constituent relationship developed over the past 4 election cycles. The partisan advantage is slightly lower than the incumbent's current district.

Proposed RD 110 includes a 3.26% African American voting-age population, a 1.52% Hispanic voting-age population, and an Asian voting-age population of 0.80%.

REPRESENTATIVE DISTRICT 111

According to the 2010 Census, current RD 111 has a current population of 103,196. Proposed RD 111 has a population of 108,734, the equal population target, and is therefore compliant with the "one person, one vote" principle. Any differences in shape between proposed RD 111 and current RD 111 are due in part to population shifts and the need to increase the total population of the district.

Proposed RD 111 includes 86.5% of current RD 111. Minimally adjusting the current borders, proposed RD 111 loses its portions of Moro and Omphgent townships on the east and picks up the entire township of Elsay on the west, more of Nameoki Township, and a small portion of Granite City Township to the south. These changes are necessary in order to make up the difference in population while maintaining current RD 111 as best as possible without disturbing the makeup of the communities. Despite the changes to add population, proposed RD 111 is more compact than current RD 111.

While proposed RD 111 mostly preserves the shape of current RD 111, there are some key differences. Proposed RD 111 includes all of Elsay Township, which was split under current RD 111. It gains in population on the southern border by including more urban and residential areas that share common ideals and interests with the larger city populations of current RD 111. Proposed RD 111 also loses the more rural townships of Moro and Omphgent.

Like current RD 111, proposed RD 111 contains the counties of Madison and Jersey. Included in those counties are the townships of Elsay, Alton, Chouteau, Wood River, Godfrey, Foster, Fort Russell, Granite City, Nameoki and Venice. The township of Elsay, which is split under current RD 111, is unified under proposed RD 111. Proposed RD 111 maintains all of the municipalities within these counties and townships so that they may continue to be served under the same representative district.

The communities included in proposed RD 111 share many common interests. They are collectively part of the "Metro East" area and exhibit more urban than rural characteristics. Many of the communities in current and proposed RD 111 run together into a large stretch of occupied land with single-family homes and shared socioeconomic characteristics. Specifically, one can travel through Alton, East Alton, Wood River, Bethalto, South Roxana, Roxana, Hartford, Pontoon Beach and Granite City without ever knowing which exact community they are in. Proposed RD 111 adds Elsay, a town that is steadily becoming more populated as people are moving further out from the core of the Metro East. These communities are linked together along the western border of the Mississippi River and share a common interest in dealing with commerce and potential flooding disasters. The importance of keeping these communities together, as a community of interest, is taken into account in proposed RD 111.

There are several key roads in proposed RD 111 that help link the communities together and allow the residents to get from one end of the district to the other. Route 100 runs along the Mississippi and connects the northwest and southwest parts of proposed RD 111. Route 111 also runs through the northern part of proposed RD 111 into Alton where it connects to Route 140. Route 140 provides residents with access to St. Claire's Hospital and Alton Memorial Hospital, as well as to Interstate 255 which provides full access to the north end of proposed RD 111 as well as the southern and eastern portions of proposed RD 111.

Proposed RD 111 is socioeconomically diverse, generally because of the size of the district. The urban areas around Granite City and Alton have a median income of \$2,499 to \$50,000, while areas on the northwest side of the district in Godfrey and Elsay Township and just to the northeast of Alton all have a median income of \$45,000 to \$70,000. In contrast, the areas to the east of proposed RD 111 are much more affluent, while the areas south of proposed RD 111 typically have a lower income. The socioeconomic conditions of the proposed district and its surrounding areas play a role in the development of proposed RD 111.

Proposed RD 111 contains a majority of the core from current RD 111 and maintains the incumbent-constituent relationship that has developed over the past 3 election cycles. The partisan advantage in favor of the incumbent increases slightly compared to current RD 111.

Proposed RD 111 is made up of mostly Caucasian residents, with some small pockets of African Americans (7.60% voting age-population), Hispanic residents (1.81% voting-age population) and Asian residents (0.68% voting-age population). The majority of the African American population resides in Alton, and as a community of interest, they remain intact in proposed RD 111.

REPRESENTATIVE DISTRICT 112

According to the 2010 Census, current RD 112 has a population of 119,652. Proposed RD 112 has a population of 108,734, the equal population target, and is therefore compliant with the "one person, one vote" principle. Any differences in shape between proposed RD 112 and current RD 112 are due in part to population shifts and the need to reduce the total population of the district.

Proposed RD 112 includes 86.53% of current RD 112. Like current RD 112, proposed RD 112 is split between Madison and St. Clair counties. To reduce population, a township on the northeast corner of

current RD 112 and portions of townships on the western part of current RD 112 are removed. Proposed RD 112 recedes completely from Troy Township and portions of Pin Oak and Jarvis townships. Other townships (Fort Russell, Collinsville, Caseyville, Nameoki, and Granite City) are split along major roadways that are easily recognizable to local residents. Proposed RD 112 includes many of the municipalities included in current RD 112, with the addition of a portion of Fairmont City, which is added in part to achieve compactness.

Communities within proposed RD 112 share many similar interests. Many residents use the Edwardsville Campus of Southern Illinois University, which is located entirely within the district. Many residents within proposed RD 112 share a common interest in that they commute to work in St. Louis but enjoy the suburban lifestyle of the district. The entire district is linked together by I-55/70, I-255, I-64 and I-270, which criss-cross through proposed and current RD 112, giving residents easy access to all parts of the district.

Proposed RD 112 mainly includes middle class families with a median income of \$50,000 to \$110,000. There is a lower middle class area along the far western part of proposed RD 112 where the median income is approximately \$35,000 to \$65,000 that is largely contained in current RD 112.

Proposed RD 112 contains a vast majority of the core of current RD 112. The partisan advantage favoring the incumbent increases compared to current RD 112.

Proposed RD 112 is made up of primarily Caucasian residents, with small pockets of African Americans (7.2% voting-age population), Hispanic residents (3.03% voting-age population), and Asian residents (1.75% voting-age population) located throughout the district.

REPRESENTATIVE DISTRICT 113

According to the 2010 Census, current RD 113 has a population of 104,465. Proposed RD 113 has a population of 108,734, the equal population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 113 is different in shape from current RD 113 due, in part, to population shifts and the need to increase the total population of the district.

Proposed RD 113 includes 74.2% of current RD 113. To add population, the district boundaries are drawn to include the cities of Venice and Brooklyn and to include populations from the cities of Caseyville, Fairview Heights and Swansea. As with current RD 113, proposed RD 113 is made up of portions of both Madison and St. Clair counties, which have a common interest area traditionally known as the Metro East. The Metro East is the section of Southern Illinois that borders Missouri and serves as the suburban areas of St. Louis. The area is comprised of small and mid-sized cities with similar economic and ethnic characteristics that create a regional identity. Much of the identity of current RD 113 is rooted in middle-class working families living in racially mixed urban areas. Proposed RD 113 keeps this identity intact while also uniting similar communities such as Venice, Brooklyn and Washington Park.

As the largest city in the Metro East, the majority of Belleville is included in proposed RD 113. The southern boundary of proposed RD 113 follows the Belleville city limit to keep the majority of the city within one district and to reflect population changes. The Northern end of proposed RD 113 is anchored by southern Granite City, all of Venice and Brooklyn, and sections of Madison and Washington Park. The new additions in Washington Park and Venice allow for a community of common interest as these areas bring urban areas together into one district.

Proposed RD 113 expands the urban population by keeping four major urban areas together. The southern section of proposed RD 113 includes nearly all of Belleville, including the most densely populated and urban areas. The center of the district includes most of Fairview Heights. The Northern section includes most of Fairmont City, as well as all of Brooklyn, Venice, and a portion of Granite City.

Current RD 113 contains 8 split townships. Proposed RD 113 reduces that to 7 split townships by bringing all of Stites Township into the district. In Belleville Township, the split is done in such a way that it keeps the majority of urban Belleville with similar racial and income characteristics together within proposed RD 113. Canteen Township is divided in a way that keeps the vast majority of the Township together in one district. The borders of Canteen Township serve as natural borders for proposed RD 113 at several points in the western part of the district. The boundaries drawn around Canteen Township in proposed RD 113 allow for the majority of the Hispanic community of interest from current RD 113 to remain intact.

Granite City, which is split under current RD 113, is split in the northeast corner around a natural border of Horseshoe Lake and moves further north and west around Norfolk and Western rail lines to another natural border of the Mississippi River. On the southern end, a portion of Granite City is kept together with all of Venice and Brooklyn, which are cohesive urban areas with similar land use patterns and similar economic status.

St. Clair Township is split to ensure that a majority of Belleville is kept in one district and to bring in more of Swansea than what was under current RD 113. In both cases, the split allows for a majority of the cities to be included in one district.

Stookey Township is split in a way that also allows the majority of Belleville, including the majority of urban land use and similar racial demographic makeup in Belleville to remain in the same district.

Venice Township is split to include all of Venice in proposed RD 113 to ensure that Venice and Brooklyn remain whole. Current RD 113 contained all split cities, whereas proposed RD 113 keeps intact both Venice and Brooklyn.

Caseyville is split along the township line and includes the entire Canteen Township portion of the city in proposed RD 113. All of Collinsville and Fairmont City south of Madison County Avenue are contained within proposed RD 113. This keeps the majority of Fairmont City in proposed RD 113 and the majority of Collinsville in proposed RD 112.

Madison is divided in order to keep the majority of the urban area of the city in the same district. The eastern border of proposed RD 113 is drawn similar to the border in current RD 113. The small section to the west of Pontoon Beach of proposed RD 113 is largely uninhabited rural forest land and wetlands adjacent to Horseshoe Lake.

Proposed RD 113 maintains the current communities of interest and adds areas that have similar socioeconomic characteristics. Although the median income level is slightly higher in Swansea and Fairview Heights, the median income in Belleville, Washington Park, Venice, Brooklyn, Madison, Fairmont City and Granite City are still all very similar. Additionally, Southern Granite City, Venice, Brooklyn, Madison, Fairview Heights, Swansea and Washington Park all share a similar regional identity with the City of Belleville.

Proposed RD 113 is centered horizontally by the meeting of two major highways, Interstate 255 and Interstate 64, which meet in Canteen Township. Proposed RD 113 in Nameoki and Canteen Townships includes Interstate 70/55. Roads serve as major boundaries of the district in several points and justify the separation of some municipalities. Green Mount Road is the eastern boundary in Shiloh. Frank Scott Parkway is the division between Shiloh and Swansea in the northeast. U.S. Highway 50 and Illinois Street divide Fairview Heights between two districts. Collinsville Road serves as a natural boundary between Collinsville and Fairview Heights, which results in minor portions of each city to be split between two districts.

Several major railroads converge in the northwest part of proposed RD 113, near the border of the Mississippi River. Current RD 113 included only part of these railways and the border did not reach the river. By including Venice, Brooklyn, and a larger portion of Madison, more of the railways are included and the river becomes a more natural boundary for the district. Other waterways include part of Horseshoe Lake and areas along the lake including southeast Granite City and northeast Madison. This remains unchanged from current RD 113.

Proposed RD 113, as a whole, maintains a Metro East District with a population of similar socioeconomic status. The map adds to the community of African Americans by including the entire cities of Venice and Brooklyn and parts of Washington Park. The largest population center in Belleville is maintained in one district and the borders are drawn to include as much urban Belleville as possible. This makes the district a like-minded, socially and economically unified district of common interests who are well served in being represented in the same district.

Proposed RD 113 contains a majority of the core from current RD 113 and preserves the incumbent-constituent relationship formed over the past 8 election cycles. The partisan advantage in favor of the incumbent increases slightly compared to current RD 113.

Proposed RD 113 contains a 24.92% African American voting-age population, a 4.15% Hispanic voting-age population, and a 1.58% Asian voting-age population.

REPRESENTATIVE DISTRICT 114

According to the 2010 Census, current RD 114 has a current population of 104,780. Proposed RD 114 has a population of 108,734, the equal population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 114 is different in shape from current RD 114 due, in part, to population shifts and the need to increase the total population of the district.

Proposed RD 114 keeps 77.72% of current RD 114 intact. Proposed RD 114 also maintains the core of current RD 114's African American population, helping to preserve a downstate African American region in Illinois. This is accomplished by expanding the southern and northeastern boundaries and including a portion of Belleville. Proposed RD 114 is completely within St. Clair County.

Proposed RD 114 has large geographic areas of agricultural land and forest preserve, with a large urban

center in East St. Louis. It is bordered on the west by the Mississippi River, and is serviced by the Mississippi River Valley and the Kaskaskia Watershed. Significant landmarks include Belleville Area College, Scott Air Force Base, Mid-America Airport, St. Louis Downtown Airport, and Frank Holten State Park, which are also included in current RD 114. Proposed RD 114 is serviced by the East St. Louis Metro Bus Service as well as the Metrolink train system. Proposed RD 114 is also served by the Lewis and Clark Library District and the Shawnee Library District, and is located entirely within the Belleville Diocese of the Catholic Church. Proposed RD 114 is entirely within DCEO Region 24, the Southwestern Illinois Metro and Regional Planning Commission territory, the territory of the Southwestern Illinois Central Labor Council, DNR West-Central Region 4, IDOT District 8, the territory of the Area Agency on Aging of Southwestern Illinois, and Area V of the Regional Offices of Education. Proposed RD 114 is entirely within the St. Louis Media Market, receiving television news from St. Louis networks, and print news mostly from the St. Louis Post-Dispatch, the Belleville News-Democrat, and a handful of smaller, regional newspapers.

Proposed RD 114 lies completely within St. Clair County, while current RD 114 extends slightly into Madison County in the municipalities of Madison and Venice. Proposed RD 114 contains all of East St. Louis, Freeburg, Shiloh Valley, and Smithton Townships, and splits Canteen, Centreville, Lebanon, Mascoutah, Millstadt, O'Fallon, Stookey, and St. Clair Townships. Proposed RD 114 splits fewer townships than the current RD 114 by taking in all of Freeburg and Smithton Townships. Many of these splits are along similar borders as current RD 114 (Centreville, Stookey, Millstadt, and Mascoutah) and additional split townships occur to reach equal population. Because proposed RD 114 and the surrounding region are highly populated with a very developed network of roads on which residents rely for efficient transportation, splitting fewer townships will benefit residents, as townships maintain many of these roads. Proposed RD 114 splits fewer municipalities than current RD 114, keeping many of the smaller, rural towns with fewer resources more intact.

Proposed RD 114 contains the entirety of Alorton, Centreville, East St. Louis (minus an uninhabited census block), Freeburg, and Scott Air Force Base. It splits Belleville, Cahokia, Lebanon, Mascoutah, Millstadt, O'Fallon, Sauget, Shiloh, Smithton and Washington Park. The split areas of Belleville, Cahokia, Mascoutah, Millstadt, and Sauget are nearly identical to current RD 114. These minor changes and additional changes in areas such as Shiloh, Lebanon, Freeburg and Washington Park are made in order to achieve equal population. One major change to current RD 114 is the inclusion of Lebanon in proposed RD 114. As population has gradually drifted away from the urban areas of Belleville and East St. Louis, many residents have relocated in the direction of Shiloh, Mascoutah and Lebanon. Lebanon also has an African American population, so it is logical for the community to be included in proposed RD 114 as a community of interest.

The socioeconomic makeup of proposed RD 114 is mostly uniform, with a large portion of the population falling into the \$68,000 to \$99,000 median income bracket. East St. Louis generally falls into the lowest median income bracket, \$2,499 to \$44,000, and some of the fringes of Belleville and O'Fallon fall into the \$44,000 to \$68,000 bracket. This remains essentially unchanged from current RD 114. Generally labeled as the "Metro-East," this area of Illinois shares the identity of a culturally and socioeconomically diverse region with common economic challenges and a strong sense of succeeding or failing together.

Current and proposed RD 114 serve as a transportation hub. A developed railroad system consisting of the Illinois Central Railroad, Missouri Pacific Railroad, and the Terminal Railroad of St. Louis, exists because of the district's proximity to inland shipping on the Mississippi River, and its proximity to Missouri. Proposed RD 114 also contains two regional airports that serve the St. Louis Metro Area. Interstates 55, 64, 70, and 255 all run through both current and proposed RD 114, which will keep proposed RD 114 in a position to take advantage of an economic recovery and economically benefit from increases in shipping, and interstate truck shipping. Preserving the transportation assets of proposed RD 114, including its access to the Metrolink public transit system that links the district to St. Louis, will help make it a more attractive place for commuters who may be looking to move from St. Louis to Illinois and still maintain easy access to jobs in St. Louis.

Proposed RD 114 contains the majority of current RD 114's population. The partisan advantage for the incumbent decreases compared to current RD 114.

Proposed RD 114 contains a sizable portion of the region's African-American voting-age population. The majority of African Americans in proposed RD 114 live in the Northwest sector, with pockets in Lebanon, Scott Air Force Base, O'Fallon, and Belleville. Proposed RD 114 contains a 42.04% African American voting-age population, a 1.77% Hispanic voting-age population, and a 1.33% Asian voting-age population.

REPRESENTATIVE DISTRICT 115

According to the 2010 Census, current RD 115 has a current population of 105,561. Proposed RD 115 has a population of 108,734, the equal population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 115 is different in shape from current RD 115 due, in part, to population shifts and the need to increase the total population of the district.

Proposed RD 115 contains 57.27% of current RD 115. Changes to current RD 115 allow the preservation of communities within proposed RD 115 and surrounding areas while gaining enough people to reach equal population. Two key differences include the inclusion of all of Jefferson County, which has the populous town of Mt. Vernon, and dividing the city of Carbondale into two representative districts.

Proposed RD 115's borders are largely based on county lines. The northeast border is formed by Jefferson County's boundaries, and the eastern portions of Perry and Jackson Counties follow county lines until Carbondale where the boundary is along old Highway 13 and US Highway 51/University Avenue. Proposed RD 115 uses US Highway 51 as its border until the southern border of Union County where proposed RD 115 rejoins current RD 115's boundary along the Union County line. Proposed RD 115's western edge is the Mississippi River along Jackson and Union Counties as in current RD 115. Proposed RD 115 follows the Illinois Central Railroad into the City of DuQuoin and follows precinct lines before rejoining the rail line heading into Pinckneyville. It then extends along County Road 1 and ultimately follows US Highway 51 to the Washington County line. The district extends west along the Washington County border and follows township lines before joining with Jefferson County.

When proposed RD 115 does not use county lines for boundaries, it uses local government boundaries, roadways, and railroads. The communities of Carbondale, Dongola, Du Quoin, Makanda, Nashville and Richview are divided in proposed RD 115. These splits are along roadways, rail lines and governmental boundaries, with small fluctuations to meet equal population.

The region of Southern Illinois has a strong shared identity that is largely driven by Southern Illinois University Carbondale (SIUC) and what it brings to the area in terms of population, jobs and tourism. While the University of Illinois at Urbana-Champaign is a global draw (41% of students are from out of state), SIUC operates as a much more regional university (19% of students are from out of state). The representation provided under proposed RD 115 and proposed RD 118 empower this community of interest.

The boundary changes in Perry County from current RD 115 to proposed RD 115 allow neighboring districts to gain or lose population. Shifting proposed RD 115's border east allows the more coal industry-centered area of western Perry County and the community of Pinckneyville to remain with the coal community of interest in proposed RD 116. Within Perry County, the majority of boundaries are based upon precincts, railroads, major roadways and township lines. Proposed RD 115 removes most of Washington County to account for population shifts and the need for neighboring districts to achieve the equal-population target.

These changes do not significantly alter the demographics of current RD 115. The median income for the majority of the rural portions of proposed RD 115 is \$44,205 to \$98,750. Nearby urban areas in proposed RD 115 are more economically diverse, with some lower income areas with a median income ranging from \$2,499 to \$44,205.

The boundaries of RD 115 contain a majority of the core from current RD 115. It maintains the incumbent-constituent relationship that has existed over the past 8 election cycles. The partisan advantage is almost exactly the same as under current RD 115.

The racial and minority distribution of proposed RD 115 is similar to current RD 115. Proposed RD 115 includes a 6.69% African American voting-age population, a 2.47% Hispanic voting-age population and a 1.61% Asian voting-age population.

REPRESENTATIVE DISTRICT 116

According to the 2010 Census, current RD 116 has a current population of 110,789. Proposed RD 116 has a population of 108,734, the equal population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 116 is slightly different in shape from current RD 116 due in part to population shifts and the need to reduce the total population of the district.

Proposed RD 116 contains 90.78% of current RD 116, and the lines for proposed RD 116 follow many of current RD 116's boundaries. Boundaries for proposed RD 116 begin near the northwest corner of St. Clair County, following the Mississippi River south until it touches the Jackson County line. This is the same western boundary as current RD 116. Proposed RD 116's border then heads northeast along the Randolph and Jackson County lines to the southwestern corner of Perry County, the same boundary as current RD 116. As in current RD 116, proposed RD 116's boundary extends eastward along the southern

boundary of Perry County, but it continues further than current RD 116, turning northward just south of Du Quoin along the Illinois Central Railroad. Splitting DuQuoin in order to reach equal population, proposed RD 116's border rejoins the rail line heading to Pinckneyville, moves along County Road 1, and ultimately follows US Highway 51 to the Washington County line. It then extends west along the county line until it continues along the border of current RD 116, turning north at the corner of southeast St. Clair County and southwest corner of Washington County. The border extends north until changing direction westward at the Kaskaskia River. Just north of Fayetteville, the boundary continues west past Smithton, then heads north and northwest, and generally follows current RD 116's boundary until it reaches the starting point near the northwest corner of St. Clair County.

Proposed RD 116 contains the same counties as current RD 116, including the entirety of Monroe and Randolph Counties and portions of Perry and St. Clair Counties. The boundaries in Perry County follow along several precinct lines and roadways to keep much of the population of Pinckneyville in proposed RD 116. In addition, DuQuoin is split with proposed RD 115, largely along the Illinois Central Railroad and some precinct lines to reach equal population. In St. Clair County, the communities of Fayetteville, Lenzburg, Marissa, New Athens, Prairie Du Long, and Sugar Loaf are included in their entirety, while portions of Centreville and Millstadt Townships are included as under current RD 116. Millstadt's boundaries are adjusted slightly to achieve equal population.

Proposed RD 116 contains the entirety of a majority of the municipalities in the district, including the following cities, towns, and villages: Baldwin, Chester, Columbia, Coulterville, Cutler, Darmstadt, Dupo, East Carondelet, Ellis Grove, Evansville, Fayetteville, Floraville, Fults, Hecker, Kaskaskia, Lenzburg, Maeystown, Marissa, New Athens, Paderborn, Percy, Prairie du Rocher, Red Bud, Rockwood, Ruma, Sparta, St. Libory, Steeleville, Tilden, Valmeyer, Waterloo, and Willisville.

Proposed RD 116 contains portions of the following municipalities and Census Designated Places: Cahokia, Du Quoin, Millstadt, Pinckneyville, Sauget and Smithton. Pinckneyville is split on major roadways and precinct lines, keeping the bulk of the population in proposed RD 116. Smithton's split follows township lines. The split in DuQuoin follows the Illinois Central Railroad and adjusts to reach equal population. The splits that occur in Sauget and Cahokia follow the border of current RD 116. Finally, proposed RD 116's border in Millstadt follows Illinois Route 158 west to the Sugar Loaf Township line, adjusting slightly from current RD 116 to achieve equal population.

Proposed RD 116 contains roughly the same municipalities and Census Designated Places as current RD 116, although proposed RD 116 no longer contains the municipalities of Freeburg (which is now kept intact in RD 114), Mascoutah or Belleville, as the northern boundary of the district was moved further south in St. Clair County to achieve equal population.

By moving further out of St. Clair County, proposed RD 116 is a more rural district and recognizes an agricultural community of interest. Many individuals testified at the House Redistricting Committee's hearings around the state that the agricultural community ought to be considered as a community of interest. The population center of the district, Monroe County, grew the most in the district, at a rate of 15% - 25%. This growth is due to the expansion of the St. Louis Metro Area southward into Monroe County. Proposed RD 116 keeps core of current RD 116 intact, while recognizing that the district can be made more rural and accomplish the need to reduce population.

Proposed RD 116 and current RD 116 are very similar demographically and in shape. These areas have a long history of coal mining, an industry that goes back generations and links families in the area together as a strong community of interest. Proposed RD 116 keeps the coal mining heritage of western Perry County, northeastern Randolph County, and southern St. Clair County together as it generally follows the territory of significant mining operations and important coal deposits. A community of interest built around the Kaskaskia and Mississippi Rivers remains intact. These waterways are significant economic engines in the area as they allow for the easier transport of coal and agricultural products.

Proposed RD 116 contains the vast majority of the core of current RD 116 and preserves the incumbent-constituent relationship created over the past 7 election cycles. The partisan advantage for the incumbent increases slightly compared to current RD 116.

Proposed RD 116 contains an African American voting-age population of 9.58%, a Hispanic voting-age population of 2.01%, and an Asian voting-age population of 0.4%.

REPRESENTATIVE DISTRICT 117

According to the 2010 Census, current RD 117 has a population of 110,775. Proposed RD 117 has a population of 108,734, the equal population target, and is therefore compliant with the "one person, one vote" principle.

The population in proposed RD 117 entirely resides within current RD 117. To reduce population,

proposed RD 117 loses portions of Hamilton County, including two rural townships (Crook and South Flannigan) and a portion of the City of McLeansboro. Importantly, proposed RD 117 preserves the strong partnership and regional identity of Franklin and Williamson counties. Included in these counties are the towns of Cambria, Carterville, Crainville, Energy, Herrin, Colp, Hurst Bush, Johnson City, Whiteash, Spillertown, Marion, Pittsburgh, Crab Orchard, Creal Springs, Freeman Spur, Royalton, Zeigler, Mulkeytown, North City, Christopher, Buckner, Valier, Sesser, Orient, West Frankfort, Hanaford, Thompsonville, Ewing, Benton, Macedonia and portions of McLeansboro and Stonefort.

Like current RD 117, proposed RD 117 is completely within the John A. Logan and Rend Lake Community College Districts and includes landmarks such as the Williamson County Regional Airport, the McLeansboro Municipal Airport, Benton Municipal Airport, McLeansboro Golf Club and the McLeansboro Hospital. Proposed RD 117 includes all but one of the school districts included in current RD 117. Given the need to reduce the population of current RD 117, Galatia Community Unified School District is not included in proposed RD 117.

The communities within current RD 117 have many similar economic interests. The Franklin County Economic Development Corporation (FREDCO) and the Regional Economic Development Corporation (REDCO) in Williamson County provide the residents of current RD 117, as well as those within proposed RD 117, with resources to find manufacturing jobs throughout the area and classes that teach the skills to create a successful work environment. These communities worked together to bring about STAR bonds, which assists with economic development opportunities in the district. Outside of those economic development organizations, proposed and current RD 117 are comprised of several other employers which include Aisin Manufacturing, Pepsi/Midamerica, Heartland Regional Medical Center, VA medical Center, Blue Cross Blue Shield and the US Dept. of Justice. Proposed RD 117 is also home to the Southern Illinois Coal Belt Champion Community, which makes up the central and southwestern part of Franklin County and the northwestern part of Williamson County. Coal Mining has been a major source of employment in the area for decades and under the proposed map it will continue to serve the region.

Proposed RD 117 contains the entire core of current RD 117. It preserves the incumbent-constituent relationship developed over the past 4 election cycles. The partisan composition is nearly identical to the composition under current RD 117.

Proposed RD 117 contains an African American voting-age population of 2.38%, a Hispanic voting-age population of 1.33%, and an Asian voting-age population of 0.71%.

REPRESENTATIVE DISTRICT 118

According to the 2010 Census, current RD 118 has a population of 99,068. Proposed RD 118 has a population of 108,734, the equal population target, and is therefore compliant with the "one person, one vote" principle. Proposed RD 118 slightly differs in shape from current RD 118 due, in part, to population shifts and the need to increase the total population of the district.

Proposed RD 118 contains 80.51% of current RD 118. Proposed RD 118 keeps many counties and townships intact and utilizes many natural borders and boundaries, including the Mississippi, Ohio, and Wabash Rivers running from the southwestern corner to the upper northeastern corner and US Highway 51 on most of the inner Western edge. Proposed RD 118 keeps communities of interest intact and maintains commonalities that link residents across the region, including rural, agricultural communities and those in river communities along much of the outer boundary.

Proposed RD 118 contains the following counties: all of Alexander, Gallatin, Hardin, Johnson, Massac, Pope, Pulaski and Saline, as well as portions of Hamilton, Jackson and Union counties. Portions of White County included in current RD 118 are not included in proposed RD 118. Proposed RD 118 contains the following townships: all of the townships of Beaver Creek, Crook, Crouch, Dahlgren, Mayberry, South Crouch, South Flannigan, South Twigg and Twigg in Hamilton County; all of the townships of Anna District 7, Dongola District 1, Lick Creek and Stokes in Union County; portions of McLeansboro Township in Hamilton County, Carbondale and Makanda in Jackson County, and the Union County townships of Anna District 1, Anna District 3, Anna District 5, Anna District 6, Balcom, Cobden District 1, Cobden District 2, and Dongola District 2. Most of the township splits occur on the Western boundary that runs from Carbondale south past Dongola and were made to accommodate the natural and obvious boundary of US Highway 51.

Proposed RD 118 contains the following municipalities: all of Belknap, Belle Prairie, Brookport, Broughton, Buncombe, Cairo, Carrier Mills, Cave-in-Rock, Creal Springs, Cypress, Dahlgren, East Cape Girardeau, Eddyville, Eldorado, Elizabethtown, Equality, Galatia, Golconda, Goreville, Harrisburg, Joppa, Junction, Karnak, McClure, Metropolis, Mound City, Mounds, Muddy, New Burnside, New Grand Chain, Old Shawneetown, Olive Branch, Olmsted, Omaha, Pulaski, Raleigh, Ridgeway, Rosiclare, Shawneetown,

Simpson, Tamms, Thebes, Ullin and Vienna; and portions of Anna, Carbondale, Dongola, Makanda, Marion, McLeansboro, New Haven and Stonefort. Creal Springs and Stonefort are split to keep proposed RD 118 from crossing the county line from Saline into Williamson County, and New Haven was split to keep proposed RD 118 from crossing the county line from Gallatin into White County. Municipalities that are split on the Western interior border of proposed RD 118 allow US Highway 51 to be a natural and logical district boundary.

Proposed RD 118 contains, for the most part, two major communities of interest: river towns and rural, agricultural towns. Many of the outer borders of proposed RD 118 are natural waterways, namely the Mississippi, Wabash, and Ohio Rivers. Communities along these rivers share common ways of life and common concerns, including waterway commerce, tourism, and flooding concerns. The interior communities in proposed RD 118 are mostly small, farm based communities that often host a grain elevator that draws farmers who do not live in municipalities. Agriculture has been a way of life in this region since the 19th Century and links most of the municipalities in proposed RD 118 as a community of interest.

Waterways are a significant part of proposed RD 118. As the Southernmost district in Illinois, it is bordered on three sides by the Mississippi, Ohio, and Wabash Rivers. With many river communities that lie in flood zones throughout the district, including significant flood zones in Alexander, Gallatin, Hardin, Massac, Pope, and Pulaski Counties, residents are linked as a community of interest that is tied to water commerce, tourism, and flood worries. Landmarks that link the residents of current RD 118 with a shared interest in tourism include Shawnee National Forest, Dixon Springs State Park, Cave-in-Rock State Park, Giant City State Park, and a riverboat casino in Metropolis.

Residents of proposed RD 118 share common concerns regarding: job development and creation. The majority of proposed RD 118 falls into two median income categories: \$2,499 - \$44,205, and \$44,205-\$68,654, both of which are fairly evenly dispersed. The eastern part of Carbondale is the only part of proposed RD 118 in a higher income bracket, \$68,654-\$98,750. However, due to the need to gain population, and as Carbondale remains a major hub and gateway for anyone living, working, or visiting current RD 118, it makes sense to include it in proposed RD 118.

The region of Southern Illinois has a strong shared identity that is largely driven by SIUC and what it brings to the area in terms of population, jobs and tourism. While the University of Illinois at Urbana-Champaign is a global draw (41% of students are from out of state), SIUC operates as a much more regional university (19% of students are from out of state). The representation provided under proposed RD 115 and proposed RD 118 empower this community of interest.

Proposed RD 118 retains a significant majority of the population of current RD 118 to preserve incumbent-constituent relationships formed over the past 4 election cycles. The partisan advantage increases slightly in favor of the incumbent compared to current RD 118.

The African American voting-age population in proposed RD 118 is 11.36%, the Hispanic voting-age population is 1.95%, and the Asian voting-age population is 1.04%. These communities of interest are kept intact in proposed RD 118. Most of proposed RD 118's African American population is concentrated in the southwestern corner of proposed RD 118, on Alexander County's eastern border with Pulaski County and throughout Pulaski County. At both the House Redistricting Committee hearing in East St. Louis and the Senate Redistricting Committee hearing in Carbondale, Richard Grigsby, President of the Alexander-Pulaski County NAACP, urged the General Assembly to keep Alexander and Pulaski Counties within the same district. Mr. Grigsby explained that the counties have similar economic, social, and health problems and that separating the two would cause disruption, political complications, and confusion. Proposed RD 118 keeps Alexander and Pulaski Counties together as they are under current RD 118. Proposed RD 118 also adds another significant pocket of African Americans in the Carbondale area of the district. Thus, proposed RD 118 keeps nearly all of the region's African Americans in the same district; and be it further

RESOLVED, That this House Resolution adopts and incorporates by reference the provisions of Senate Resolution 249 of the Ninety-Seventh General Assembly.

At the hour of 7:43 o'clock a.m., the House Perfunctory Session adjourned.

The House met pursuant to adjournment.
Speaker of the House Madigan in the chair.

Prayer by Pastor Shaun Lewis, who is the Illinois State Director of Capitol Commission.
Representative Chapa LaVia led the House in the Pledge of Allegiance.
By direction of the Speaker, a roll call was taken to ascertain the attendance of Members, as follows:
115 present. (ROLL CALL 1)

By unanimous consent, Representatives Barickman and Stephens were excused from attendance.

REQUEST TO BE SHOWN ON QUORUM

Having been absent when the Quorum Roll Call for Attendance was taken, this is to advise you that I, Representative Soto, should be recorded as present at the hour of 10:08 o'clock a.m.

Having been absent when the Quorum Roll Call for Attendance was taken, this is to advise you that I, Representative Stephens, should be recorded as present at the hour of 11:45 o'clock a.m.

LETTERS OF TRANSMITTAL

May 27, 2011

Mark Mahoney
Clerk of the House
HOUSE OF REPRESENTATIVES
420 Capitol Building
Springfield, IL 62706

Dear Mr. Clerk:

The following change to a 97th General Assembly House Committee is effective immediately.

Public Utilities

Representative Frank Mautino is appointed (replacing Susana Mendoza).

With kindest personal regards, I remain

Sincerely yours,

s/Michael J. Madigan
Speaker of the House

May 27, 2011

Mark Mahoney
Chief Clerk of the House
420 State House
Springfield, IL 62706

Dear Clerk Mahoney:

Please be advised that I am extending the Final Action deadline to May 31, 2011 for the following House and Senate Bills:

House Bills: 14, 30, 145, 148, 225, 288, 387, 481, 861, 906, 1032, 1033, 1109, 1309, 1323, 1422, 1478, 1546, 1606, 1697, 1738, 1913, 1943, 2067, 2568, 2912, 3055, 3107, 3199, 3469, 3759, 3760, 3761, 3762, 3763, 3764, 3765, 3766, 3767, 3768.

Senate Bills: 12, 16, 19, 35, 38, 40, 42, 50, 63, 72, 73, 83, 92, 107, 109, 123, 145, 150, 161, 165, 167, 266, 269, 270, 335, 395, 397, 512, 539, 540, 620, 630, 664, 669, 673, 675, 744, 745, 769, 770, 953, 954, 1034, 1040, 1041, 1042, 1122, 1127, 1149, 1150, 1178, 1179, 1221, 1226, 1227, 1228, 1230, 1235, 1245, 1259, 1279, 1280, 1286, 1291, 1292, 1294, 1295, 1297, 1306, 1310, 1311, 1313, 1316, 1323, 1335, 1337, 1338, 1341, 1355, 1377, 1394, 1427, 1435, 1436, 1449, 1531, 1533, 1538, 1543, 1544, 1555, 1556, 1557, 1560, 1562, 1566, 1567, 1577, 1586, 1587, 1608, 1609, 1610, 1613, 1615, 1617, 1631, 1633, 1640, 1648, 1651, 1652, 1653, 1656, 1672, 1673, 1680, 1681, 1682, 1684, 1691, 1692, 1694, 1697, 1700, 1701, 1702, 1709, 1724, 1727, 1728, 1746, 1750, 1762, 1765, 1773, 1782, 1795, 1799, 1802, 1808, 1827, 1830, 1831, 1835, 1836, 1849, 1852, 1853, 1865, 1869, 1883, 1900, 1914, 1918, 1927, 1943, 1962, 1967, 1968, 1971, 1992, 2002, 2009, 2010, 2012, 2015, 2025, 2033, 2056, 2062, 2073, 2081, 2084, 2133, 2138, 2139, 2141, 2147, 2148, 2168, 2169, 2172, 2185, 2188, 2194, 2206, 2225, 2232, 2255, 2279, 2288, 2293, 2301.

If you have questions, please contact my Chief of Staff, Tim Mapes, at 782-6360.
With kindest personal regards, I remain.

Sincerely yours,

s/Michael J. Madigan
Speaker of the House

TEMPORARY COMMITTEE ASSIGNMENTS

Representative Osmond replaced Representative Leitch in the Committee on Rules (A) on May 27, 2011.

REPORTS FROM THE COMMITTEE ON RULES

Representative Currie, Chairperson, from the Committee on Rules to which the following were referred, action taken on May 27, 2011, reported the same back with the following recommendations:

LEGISLATIVE MEASURES APPROVED FOR FLOOR CONSIDERATION:

That the resolution be reported “recommends be adopted” and be placed on the House Calendar:
HOUSE RESOLUTION 385.

The committee roll call vote on the foregoing Legislative Measure is as follows:
3, Yeas; 1, Nay; 0, Answering Present.

Y Currie(D), Chairperson
Y Lang(D)
Y Mautino(D)

N Schmitz(R), Republican Spokesperson
A Leitch(R)

Representative Currie, Chairperson, from the Committee on Rules to which the following were referred, action taken on May 27, 2011, (A) reported the same back with the following recommendations:

LEGISLATIVE MEASURES APPROVED FOR FLOOR CONSIDERATION:

That the Floor Amendment be reported “recommends be adopted”:
Amendment No. 4 to HOUSE BILL 1738.
Amendment No. 7 to SENATE BILL 395.

Amendment No. 4 to SENATE BILL 1773.
Amendment No. 4 to SENATE BILL 1943.

LEGISLATIVE MEASURES ASSIGNED TO COMMITTEE:

Aging: HOUSE AMENDMENT No. 2 to SENATE BILL 1968.

Executive: SENATE BILL 675; HOUSE AMENDMENT No. 1 to SENATE BILL 109, HOUSE AMENDMENT No. 2 to SENATE BILL 270, HOUSE AMENDMENTS numbered 2, 3, 4 and 5 to SENATE BILL 744, HOUSE AMENDMENT No. 2 to SENATE BILL 1531, HOUSE AMENDMENT No. 2 to SENATE BILL 1835, HOUSE AMENDMENT No. 1 to SENATE BILL 2133, HOUSE AMENDMENT No. 3 to SENATE BILL 2147, HOUSE AMENDMENT No. 1 to SENATE BILL 2188 and HOUSE AMENDMENT No. 1 to SENATE BILL 2293.

Health Care Licenses: SENATE BILL 2255.

Human Services: HOUSE AMENDMENT No. 1 to SENATE BILL 123.

Judiciary II - Criminal Law: HOUSE AMENDMENT No. 1 to SENATE BILL 1228.

Labor: HOUSE AMENDMENT No. 1 to SENATE BILL 1122.

Public Utilities: HOUSE AMENDMENT No. 1 to SENATE BILL 1652.

Revenue & Finance: HOUSE AMENDMENT No. 1 to SENATE BILL 397 and HOUSE AMENDMENT No. 1 to SENATE BILL 2073.

LEGISLATIVE MEASURES REASSIGNED TO COMMITTEE:

SENATE BILL 270 was recalled from the Committee on Revenue & Finance and reassigned to the Committee on Executive.

The committee roll call vote on the foregoing Legislative Measures is as follows:
3, Yeas; 0, Nays; 0, Answering Present.

Y Currie(D), Chairperson
A Lang(D)
Y Mautino(D)

A Schmitz(R), Republican Spokesperson
Y Osmond(R) (replacing Leitch)

**MOTIONS
SUBMITTED**

Representative Eddy submitted the following written motion, which was placed on the order of Motions in Writing:

MOTION

Pursuant to Rule 18(g), I move to discharge the Committee on Rules from further consideration of House Amendment No. 1 to SENATE BILL 1177 and advance to the appropriate order of business.

Representative Bradley submitted the following written motion, which was referred to the Committee on Rules:

MOTION

I move to concur with Senate Amendment No. 1 to HOUSE BILL 3635.

Representative Pihos submitted the following written motion, which was referred to the Committee on Rules:

MOTION

I move to concur with Senate Amendment No. 2 to HOUSE BILL 1079.

Representative Hammond submitted the following written motion, which was referred to the Committee on Rules:

MOTION

I move to concur with Senate Amendment No. 1 to HOUSE BILL 2095.

Representative McAsey submitted the following written motion, which was referred to the Committee on Rules:

MOTION

I move to concur with Senate Amendments numbered 1 and 2 to HOUSE BILL 1689.

Representative Morrison submitted the following written motion, which was referred to the Committee on Rules:

MOTION

I move to concur with Senate Amendment No. 2 to HOUSE BILL 3384.

Representative Currie submitted the following written motion, which was placed on the Calendar on the order of Motions in Writing:

MOTION

Pursuant to Rule 25, I move to suspend the posting requirements of Rule 21 in relation to HOUSE RESOLUTION 412.

Representative Currie submitted the following written motion, which was placed on the Calendar on the order of Motions in Writing:

MOTION

Pursuant to Rule 25, I move to suspend the posting requirements of Rule 21 in relation to SENATE BILL 123.

Representative Currie submitted the following written motion, which was placed on the Calendar on the order of Motions in Writing:

MOTION

Pursuant to Rule 25, I move to suspend the posting requirements of Rule 21 in relation to SENATE BILL 270.

Representative Currie submitted the following written motion, which was placed on the Calendar on the order of Motions in Writing:

MOTION

Pursuant to Rule 25, I move to suspend the posting requirements of Rule 21 in relation to SENATE BILL 675.

Representative Currie submitted the following written motion, which was placed on the Calendar on the order of Motions in Writing:

MOTION

Pursuant to Rule 25, I move to suspend the posting requirements of Rule 21 in relation to SENATE BILL 2133.

Representative Currie submitted the following written motion, which was placed on the Calendar on the order of Motions in Writing:

MOTION

Pursuant to Rule 25, I move to suspend the posting requirements of Rule 21 in relation to SENATE BILL 2255.

Representative Currie submitted the following written motion, which was referred to the Committee on Rules:

MOTION

I move to concur with Senate Amendment No. 2 to HOUSE BILL 3371.

Representative Dugan submitted the following written motion, which was referred to the Committee on Rules:

MOTION

I move to concur with Senate Amendments numbered 1 and 2 to HOUSE BILL 1095.

Representative Williams submitted the following written motion, which was referred to the Committee on Rules:

MOTION

I move to concur with Senate Amendment No. 1 to HOUSE BILL 3390.

Representative Monique Davis submitted the following written motion, which was referred to the Committee on Rules:

MOTION

I move to concur with Senate Amendments numbered 1 and 2 to HOUSE BILL 1197.

JUDICIAL NOTE SUPPLIED

A Judicial Note has been supplied for SENATE BILL 512, as amended and 744, as amended.

STATE DEBT IMPACT NOTES SUPPLIED

State Debt Impact Notes have been supplied for SENATE BILLS 512, as amended and 744, as amended.

LAND CONVEYANCE APPRAISAL NOTES SUPPLIED

Land Conveyance Appraisal Notes have been supplied for SENATE BILLS 40, as amended and 744, as amended.

CORRECTIONAL NOTES SUPPLIED

Correctional Notes have been supplied for SENATE BILLS 40, as amended and 744, as amended.

PENSION NOTES SUPPLIED

Pension Notes have been supplied for SENATE BILLS 512, as amended and 744, as amended.

FISCAL NOTES SUPPLIED

Fiscal Notes have been supplied for SENATE BILLS 40, as amended and 744, as amended.

REQUEST FOR FISCAL NOTE

Representative Flowers requested that a Fiscal Note be supplied for SENATE BILL 40, as amended.

Representative Eddy requested that a Fiscal Note be supplied for SENATE BILL 145, as amended.

Representative Nekritz requested that a Fiscal Note be supplied for HOUSE BILL 1738, as amended.

REQUEST FOR STATE MANDATES FISCAL NOTE

Representative Flowers requested that a State Mandates Fiscal Note be supplied for SENATE BILL 40, as amended.

Representative Eddy requested that a State Mandates Fiscal Note be supplied for SENATE BILL 145, as amended.

REQUEST FOR BALANCED BUDGET NOTE

Representative Eddy requested that a Balanced Budget Note be supplied for SENATE BILL 145, as amended.

REQUEST FOR CORRECTIONAL NOTE

Representative Flowers requested that a Correctional Note be supplied for SENATE BILL 40, as amended.

REQUEST FOR HOUSING AFFORDABILITY IMPACT NOTE

Representative Flowers requested that a Housing Affordability Impact Note be supplied for SENATE BILL 40, as amended.

Representative Nekritz requested that a Housing Affordability Impact Note be supplied for HOUSE BILL 1738, as amended.

REQUEST FOR JUDICIAL NOTE

Representative Flowers requested that a Judicial Note be supplied for SENATE BILL 40, as amended.

REQUEST FOR LAND CONVEYANCE APPRAISAL NOTE

Representative Flowers requested that a Land Conveyance Appraisal Note be supplied for SENATE BILL 40, as amended.

REQUEST FOR PENSION NOTE

Representative Flowers requested that a Pension Note be supplied for SENATE BILL 40, as amended.

REQUEST FOR STATE DEBT IMPACT NOTE

Representative Flowers requested that a State Debt Impact Note be supplied for SENATE BILL 40, as amended.

MESSAGES FROM THE SENATE

A message from the Senate by
Ms. Rock, Secretary:

Mr. Speaker -- I am directed to inform the House of Representatives that the Senate has adopted the following Senate Joint Resolution, in the adoption of which I am instructed to ask the concurrence of the House of Representatives, to-wit:

SENATE JOINT RESOLUTION NO. 30

WHEREAS, The astronomical number of vacant homes and "for sale" signs in Illinois communities reveal the dramatic impact the current economic crisis has had on homeowners throughout this State; and

WHEREAS, In the third quarter of 2010, Illinois posted the nation's fourth largest foreclosure activity total, with 47,802 properties receiving foreclosure filings, according to Realty Trac; and

WHEREAS, The foreclosure and housing crisis is a setback in years of gains Illinoisans had achieved in the frontiers of homeownership and wealth creation; for the first time, there seems to be a regressive pattern where homeowners are moving towards becoming homeless; these alarming statistics are the impetus for public intervention that will examine and provide direction on the residential mortgage foreclosure crisis and housing availability in this State; and

WHEREAS, Communities throughout this State are in need of additional resources to creatively respond to the detrimental issues caused by the enormous tide of foreclosures and the housing crisis; and

WHEREAS, The Comprehensive Housing Planning Act created the State Housing Task Force, which is charged with creating a comprehensive and unified policy for the allocation of resources for affordable housing and supportive services for historically underserved populations throughout the State, in order to accomplish the following:

- (1) address the need to make available quality housing at a variety of price points in communities throughout the State;
- (2) overcome the shortage of affordable housing, which threatens the viability of many communities;
- (3) meet the need for safe, sanitary, and accessible affordable housing and supportive services for people with disabilities;
- (4) promote a full range of quality housing choices near jobs, transit, and other amenities;
- (5) meet the needs of constituencies that have been historically underserved and segregated due to barriers and trends in the existing housing market or insufficient resources;
- (6) facilitate the preservation of ownership of existing homes and rental housing in communities;
- (7) create new housing opportunities and, where appropriate, promote mixed-income communities; and
- (8) encourage development of State incentives for communities to create a mix of housing to meet the needs of current and future residents; and

WHEREAS, The State of Illinois' Annual 2011 Comprehensive Housing Plan published by the State Housing Task Force prioritizes foreclosure prevention and mitigation; and

WHEREAS, The duties of the State Housing Task Force clearly encompass the ability to study and make recommendations on the impact of foreclosures on Illinois residents and communities; and

WHEREAS, Recognizing the solutions to the foreclosure crisis are as complex as the issue, there is a pressing need for the State Housing Task Force to pursue strategies advancing foreclosure prevention, mitigation, and actions to redevelop impacted communities; therefore, be it

RESOLVED, BY THE SENATE OF THE NINETY-SEVENTH GENERAL ASSEMBLY OF THE STATE OF ILLINOIS, THE HOUSE OF REPRESENTATIVES CONCURRING HEREIN, that the Task Force shall meet to organize and select a Foreclosure Prevention and Mitigation Working Group (the "Foreclosure Working Group"), of which the chairperson shall be the Executive Director of the Illinois Housing Development Authority or a designee and the co-chairperson will be a non-governmental Foreclosure Working Group member elected by the Foreclosure Working Group; and be it further

RESOLVED, That the Foreclosure Working Group shall be comprised of a range of constituencies and

stakeholders that can contribute to the study of the foreclosure crisis and formulate recommendations to address the impact of foreclosure on communities, and may include Task Force members and additional experts to provide a thorough and comprehensive foreclosure prevention, mitigation and impact strategy; the members shall be, with vacancies to be filled in the same manner as original selections, as follows:

(1) one member of the Senate appointed by the President of the Senate and one member of the Senate appointed by the Minority Leader of the Senate;

(2) one member of the House of Representatives appointed by the Speaker of the House of Representatives, and one member of the House of Representatives appointed by the Minority Leader of the House of Representatives;

(3) representatives of the housing industry, not-for-profit community, and private financial institutions appointed by the Task Force with at least:

(A) two representatives of certified HUD housing organizations that provides services to homeowners at risk of losing their home to foreclosure;

(B) one representative from academia with a background or expertise in housing trends and financial regulations;

(C) one representative of a non-profit legal organization that has experience with the foreclosure process;

(D) one person with a background in affordable housing issues;

(E) two persons with a background in housing policy and research;

(F) one homeowner who has been impacted by the foreclosure crisis in Illinois; and

(G) one representative of a local financial or lending institution;

(4) representatives of governmental agencies familiar with the foreclosure and housing crisis appointed by the Task Force:

(A) one representative of the Division of Banking within the Department of Financial and Professional Regulation;

(B) one representative of the Illinois Housing Development Authority's Neighborhood Stabilization Program;

(C) one representative of the Office of the Attorney General that works directly with housing subprime lending patterns and the foreclosure mitigation process; and

(D) one representative of the Department of Human Services' Homeless Prevention Program; and be it further

RESOLVED, That the Foreclosure Working Group will serve for a period of not less than 2 years from the date of the first Working Group meeting; and may continue to serve for an extended period at the recommendation of the Working Group members based on the need to address foreclosure prevention, mitigation, and impact issues; and be it further

RESOLVED, That the Working Group shall meet at least 4 times a year at the call of the chairperson; members of the Foreclosure Working Group shall serve without compensation. Members of the State Housing Task Force may be reimbursed for reasonable expenses incurred as a result of their duties as members of the Task Force from funds appropriated by the General Assembly for that purpose; and be it further

RESOLVED, That the Illinois Housing Development Authority shall provide staffing, administrative, and financial support to the Foreclosure Working Group; and be it further

RESOLVED, That the duties of the Foreclosure Working Group shall include all of the following:

(1) monitor the emerging housing problems in Illinois and make recommendations concerning these issues; and

(2) oversee actions to prevent foreclosures and mitigate their impact on local communities; and

(3) oversee and provide insight about the rebuilding process caused by the housing crisis and provide a comprehensive and holistic approach to the rebuilding process; and

(4) divide the work of the Foreclosure Working into 2 primary focus areas as follows:

(A) Foreclosure Impact: This area shall be responsible for monitoring the foreclosure activity in Illinois and determining approaches to mitigate the impact on local communities;

(B) Housing Education and Outreach: This area shall be responsible for recommending outreach, counseling, and education programs focused on foreclosure prevention and other affordable housing programs needed to stabilize communities in Illinois; and be it further

RESOLVED, That the State Housing Task Force shall submit an addendum to reports required by the Comprehensive Housing Planning Act, which shall include Foreclosure Working Group recommendations for effective policy advisements regarding housing policies and funding mechanisms to address the

foreclosure and housing crisis, and shall provide an update on general housing trends affecting the residents in this State.

Adopted by the Senate, May 25, 2011.

Jillayne Rock, Secretary of the Senate

A message from the Senate by
Ms. Rock, Secretary:
Mr. Speaker -- I am directed to inform the House of Representatives that the Senate has concurred with the House in the adoption of their amendment to a bill of the following title, to-wit:

SENATE BILL NO. 90

A bill for AN ACT concerning transportation.
House Amendment No. 1 to SENATE BILL NO. 90.
Action taken by the Senate, May 27, 2011.

Jillayne Rock, Secretary of the Senate

A message from the Senate by
Ms. Rock, Secretary:
Mr. Speaker -- I am directed to inform the House of Representatives that the Senate has concurred with the House in the adoption of their amendment to a bill of the following title, to-wit:

SENATE BILL NO. 152

A bill for AN ACT concerning insurance.
House Amendment No. 1 to SENATE BILL NO. 152.
Action taken by the Senate, May 27, 2011.

Jillayne Rock, Secretary of the Senate

A message from the Senate by
Ms. Rock, Secretary:
Mr. Speaker -- I am directed to inform the House of Representatives that the Senate has concurred with the House in the adoption of the following joint resolution, to-wit:

HOUSE JOINT RESOLUTION NO. 25

Concurred in the Senate, May 27, 2011.

Jillayne Rock, Secretary of the Senate

A message from the Senate by
Ms. Rock, Secretary:
Mr. Speaker -- I am directed to inform the House of Representatives that the Senate has concurred with the House in the adoption of the following joint resolution, to-wit:

HOUSE JOINT RESOLUTION NO. 28

Concurred in the Senate, May 27, 2011.

Jillayne Rock, Secretary of the Senate

A message from the Senate by
Ms. Rock, Secretary:
Mr. Speaker -- I am directed to inform the House of Representatives that the Senate has concurred with the House in the adoption of their amendment to a bill of the following title, to-wit:

SENATE BILL NO. 153

A bill for AN ACT concerning regulation.
House Amendment No. 1 to SENATE BILL NO. 153.
Action taken by the Senate, May 27, 2011.

Jillayne Rock, Secretary of the Senate

A message from the Senate by
Ms. Rock, Secretary:
Mr. Speaker -- I am directed to inform the House of Representatives that the Senate has concurred with the House in the adoption of their amendment to a bill of the following title, to-wit:

SENATE BILL NO. 541

A bill for AN ACT concerning local government.
House Amendment No. 1 to SENATE BILL NO. 541.
Action taken by the Senate, May 27, 2011.

Jillayne Rock, Secretary of the Senate

A message from the Senate by
Ms. Rock, Secretary:
Mr. Speaker -- I am directed to inform the House of Representatives that the Senate has concurred with the House in the adoption of their amendment to a bill of the following title, to-wit:

SENATE BILL NO. 840

A bill for AN ACT concerning health.
House Amendment No. 1 to SENATE BILL NO. 840.
Action taken by the Senate, May 27, 2011.

Jillayne Rock, Secretary of the Senate

A message from the Senate by
Ms. Rock, Secretary:
Mr. Speaker -- I am directed to inform the House of Representatives that the Senate has concurred with the House in the adoption of their amendment to a bill of the following title, to-wit:

SENATE BILL NO. 1234

A bill for AN ACT concerning civil liabilities.
House Amendment No. 1 to SENATE BILL NO. 1234.
Action taken by the Senate, May 27, 2011.

Jillayne Rock, Secretary of the Senate

A message from the Senate by
Ms. Rock, Secretary:
Mr. Speaker -- I am directed to inform the House of Representatives that the Senate has concurred with the House in the adoption of their amendments to a bill of the following title, to-wit:

SENATE BILL NO. 1270

A bill for AN ACT concerning finance.
House Amendment No. 1 to SENATE BILL NO. 1270.
House Amendment No. 2 to SENATE BILL NO. 1270.
Action taken by the Senate, May 27, 2011.

Jillayne Rock, Secretary of the Senate

A message from the Senate by

Ms. Rock, Secretary:

Mr. Speaker -- I am directed to inform the House of Representatives that the Senate has concurred with the House in the adoption of their amendment to a bill of the following title, to-wit:

SENATE BILL NO. 1321

A bill for AN ACT concerning safety.

House Amendment No. 1 to SENATE BILL NO. 1321.

Action taken by the Senate, May 27, 2011.

Jillayne Rock, Secretary of the Senate

A message from the Senate by

Ms. Rock, Secretary:

Mr. Speaker -- I am directed to inform the House of Representatives that the Senate has concurred with the House in the adoption of their amendment to a bill of the following title, to-wit:

SENATE BILL NO. 1364

A bill for AN ACT concerning local government.

House Amendment No. 2 to SENATE BILL NO. 1364.

Action taken by the Senate, May 27, 2011.

Jillayne Rock, Secretary of the Senate

A message from the Senate by

Ms. Rock, Secretary:

Mr. Speaker -- I am directed to inform the House of Representatives that the Senate has concurred with the House in the adoption of their amendment to a bill of the following title, to-wit:

SENATE BILL NO. 1386

A bill for AN ACT concerning revenue.

House Amendment No. 1 to SENATE BILL NO. 1386.

Action taken by the Senate, May 27, 2011.

Jillayne Rock, Secretary of the Senate

A message from the Senate by

Ms. Rock, Secretary:

Mr. Speaker -- I am directed to inform the House of Representatives that the Senate has concurred with the House in the adoption of their amendment to a bill of the following title, to-wit:

SENATE BILL NO. 1553

A bill for AN ACT concerning insurance.

House Amendment No. 1 to SENATE BILL NO. 1553.

Action taken by the Senate, May 27, 2011.

Jillayne Rock, Secretary of the Senate

A message from the Senate by

Ms. Rock, Secretary:

Mr. Speaker -- I am directed to inform the House of Representatives that the Senate has concurred with the House in the adoption of their amendment to a bill of the following title, to-wit:

SENATE BILL NO. 1584

A bill for AN ACT concerning health.

House Amendment No. 1 to SENATE BILL NO. 1584.

Action taken by the Senate, May 27, 2011.

Jillayne Rock, Secretary of the Senate

A message from the Senate by
Ms. Rock, Secretary:
Mr. Speaker -- I am directed to inform the House of Representatives that the Senate has concurred with the House in the adoption of their amendment to a bill of the following title, to-wit:

SENATE BILL NO. 1607

A bill for AN ACT concerning insurance.
House Amendment No. 2 to SENATE BILL NO. 1607.
Action taken by the Senate, May 27, 2011.

Jillayne Rock, Secretary of the Senate

A message from the Senate by
Ms. Rock, Secretary:
Mr. Speaker -- I am directed to inform the House of Representatives that the Senate has concurred with the House in the adoption of their amendment to a bill of the following title, to-wit:

SENATE BILL NO. 1623

A bill for AN ACT concerning health.
House Amendment No. 1 to SENATE BILL NO. 1623.
Action taken by the Senate, May 27, 2011.

Jillayne Rock, Secretary of the Senate

A message from the Senate by
Ms. Rock, Secretary:
Mr. Speaker -- I am directed to inform the House of Representatives that the Senate has concurred with the House in the adoption of their amendments to a bill of the following title, to-wit:

SENATE BILL NO. 1578

A bill for AN ACT concerning education.
House Amendment No. 1 to SENATE BILL NO. 1578.
House Amendment No. 2 to SENATE BILL NO. 1578.
Action taken by the Senate, May 27, 2011.

Jillayne Rock, Secretary of the Senate

A message from the Senate by
Ms. Rock, Secretary:
Mr. Speaker -- I am directed to inform the House of Representatives that the Senate has concurred with the House in the adoption of their amendment to a bill of the following title, to-wit:

SENATE BILL NO. 1740

A bill for AN ACT concerning criminal law.
House Amendment No. 1 to SENATE BILL NO. 1740.
Action taken by the Senate, May 27, 2011.

Jillayne Rock, Secretary of the Senate

A message from the Senate by
Ms. Rock, Secretary:
Mr. Speaker -- I am directed to inform the House of Representatives that the Senate has concurred with the House in the adoption of their amendment to a bill of the following title, to-wit:

SENATE BILL NO. 1798

A bill for AN ACT concerning education.

House Amendment No. 2 to SENATE BILL NO. 1798.
Action taken by the Senate, May 27, 2011.

Jillayne Rock, Secretary of the Senate

A message from the Senate by
Ms. Rock, Secretary:
Mr. Speaker -- I am directed to inform the House of Representatives that the Senate has concurred with the House in the adoption of their amendments to a bill of the following title, to-wit:

SENATE BILL NO. 1821

A bill for AN ACT concerning regulation.
House Amendment No. 1 to SENATE BILL NO. 1821.
House Amendment No. 2 to SENATE BILL NO. 1821.
Action taken by the Senate, May 27, 2011.

Jillayne Rock, Secretary of the Senate

A message from the Senate by
Ms. Rock, Secretary:
Mr. Speaker -- I am directed to inform the House of Representatives that the Senate has concurred with the House in the adoption of their amendment to a bill of the following title, to-wit:

SENATE BILL NO. 1996

A bill for AN ACT concerning civil law.
House Amendment No. 3 to SENATE BILL NO. 1996.
Action taken by the Senate, May 27, 2011.

Jillayne Rock, Secretary of the Senate

A message from the Senate by
Ms. Rock, Secretary:
Mr. Speaker -- I am directed to inform the House of Representatives that the Senate has concurred with the House in the adoption of their amendment to a bill of the following title, to-wit:

SENATE BILL NO. 2007

A bill for AN ACT concerning State government.
House Amendment No. 2 to SENATE BILL NO. 2007.
Action taken by the Senate, May 27, 2011.

Jillayne Rock, Secretary of the Senate

A message from the Senate by
Ms. Rock, Secretary:
Mr. Speaker -- I am directed to inform the House of Representatives that the Senate has concurred with the House in the adoption of their amendment to a bill of the following title, to-wit:

SENATE BILL NO. 1972

A bill for AN ACT concerning civil law.
House Amendment No. 1 to SENATE BILL NO. 1972.
Action taken by the Senate, May 27, 2011.

Jillayne Rock, Secretary of the Senate

A message from the Senate by
Ms. Rock, Secretary:

Mr. Speaker -- I am directed to inform the House of Representatives that the Senate has concurred with the House in the adoption of their amendment to a bill of the following title, to-wit:

SENATE BILL NO. 2064

A bill for AN ACT concerning transportation.
House Amendment No. 1 to SENATE BILL NO. 2064.
Action taken by the Senate, May 27, 2011.

Jillayne Rock, Secretary of the Senate

A message from the Senate by

Ms. Rock, Secretary:

Mr. Speaker -- I am directed to inform the House of Representatives that the Senate has concurred with the House in the adoption of their amendments to a bill of the following title, to-wit:

SENATE BILL NO. 2082

A bill for AN ACT concerning State government.
House Amendment No. 1 to SENATE BILL NO. 2082.
House Amendment No. 3 to SENATE BILL NO. 2082.
Action taken by the Senate, May 27, 2011.

Jillayne Rock, Secretary of the Senate

A message from the Senate by

Ms. Rock, Secretary:

Mr. Speaker -- I am directed to inform the House of Representatives that the Senate has concurred with the House in the adoption of their amendments to a bill of the following title, to-wit:

SENATE BILL NO. 2106

A bill for AN ACT concerning safety.
House Amendment No. 1 to SENATE BILL NO. 2106.
House Amendment No. 3 to SENATE BILL NO. 2106.
Action taken by the Senate, May 27, 2011.

Jillayne Rock, Secretary of the Senate

A message from the Senate by

Ms. Rock, Secretary:

Mr. Speaker -- I am directed to inform the House of Representatives that the Senate has concurred with the House in the adoption of their amendment to a bill of the following title, to-wit:

SENATE BILL NO. 2236

A bill for AN ACT concerning regulation.
House Amendment No. 1 to SENATE BILL NO. 2236.
Action taken by the Senate, May 27, 2011.

Jillayne Rock, Secretary of the Senate

A message from the Senate by

Ms. Rock, Secretary:

Mr. Speaker -- I am directed to inform the House of Representatives that the Senate has concurred with the House in the adoption of their amendment to a bill of the following title, to-wit:

SENATE BILL NO. 1352

A bill for AN ACT concerning finance.
House Amendment No. 2 to SENATE BILL NO. 1352.
Action taken by the Senate, May 27, 2011.

Jillayne Rock, Secretary of the Senate

A message from the Senate by
Ms. Rock, Secretary:
Mr. Speaker -- I am directed to inform the House of Representatives that the Senate has concurred with the House in the adoption of their amendment to a bill of the following title, to-wit:

SENATE BILL NO. 2268

A bill for AN ACT concerning criminal law.
House Amendment No. 2 to SENATE BILL NO. 2268.
Action taken by the Senate, May 27, 2011.

Jillayne Rock, Secretary of the Senate

A message from the Senate by
Ms. Rock, Secretary:
Mr. Speaker -- I am directed to inform the House of Representatives that the Senate has concurred with the House of Representatives in the passage of a bill of the following title to-wit:

HOUSE BILL 1095

A bill for AN ACT concerning State government.
Together with the attached amendments thereto (which amendments have been printed by the Senate), in the adoption of which I am instructed to ask the concurrence of the House, to-wit:
Senate Amendment No. 1 to HOUSE BILL NO. 1095
Senate Amendment No. 2 to HOUSE BILL NO. 1095
Passed the Senate, as amended, May 27, 2011.

Jillayne Rock, Secretary of the Senate

The foregoing message from the Senate reporting Senate Amendments numbered 1 and 2 to HOUSE BILL 1095 was placed on the Calendar on the order of Concurrence.

A message from the Senate by
Ms. Rock, Secretary:
Mr. Speaker -- I am directed to inform the House of Representatives that the Senate has concurred with the House of Representatives in the passage of a bill of the following title to-wit:

HOUSE BILL 3390

A bill for AN ACT concerning criminal law.
Together with the attached amendment thereto (which amendment has been printed by the Senate), in the adoption of which I am instructed to ask the concurrence of the House, to-wit:
Senate Amendment No. 1 to HOUSE BILL NO. 3390
Passed the Senate, as amended, May 27, 2011.

Jillayne Rock, Secretary of the Senate

The foregoing message from the Senate reporting Senate Amendment No. 1 to HOUSE BILL 3390 was placed on the Calendar on the order of Concurrence.

A message from the Senate by
Ms. Rock, Secretary:
Mr. Speaker -- I am directed to inform the House of Representatives that the Senate has concurred with the House of Representatives in the passage of a bill of the following title to-wit:

HOUSE BILL 1197

A bill for AN ACT concerning education.

Together with the attached amendments thereto (which amendments have been printed by the Senate), in the adoption of which I am instructed to ask the concurrence of the House, to-wit:

Senate Amendment No. 1 to HOUSE BILL NO. 1197

Senate Amendment No. 2 to HOUSE BILL NO. 1197

Passed the Senate, as amended, May 27, 2011.

Jillayne Rock, Secretary of the Senate

The foregoing message from the Senate reporting Senate Amendments numbered 1 and 2 to HOUSE BILL 1197 was placed on the Calendar on the order of Concurrence.

A message from the Senate by

Ms. Rock, Secretary:

Mr. Speaker -- I am directed to inform the House of Representatives that the Senate has concurred with the House in the passage of bills of the following titles to-wit:

HOUSE BILL NO. 1226

A bill for AN ACT concerning finance.

HOUSE BILL NO. 1444

A bill for AN ACT concerning finance.

HOUSE BILL NO. 2934

A bill for AN ACT concerning public aid.

Passed by the Senate, May 27, 2011.

Jillayne Rock, Secretary of the Senate

A message from the Senate by

Ms. Rock, Secretary:

Mr. Speaker -- I am directed to inform the House of Representatives that the Senate has concurred with the House in the adoption of their amendments to a bill of the following title, to-wit:

SENATE BILL NO. 170

A bill for AN ACT concerning government.

House Amendment No. 1 to SENATE BILL NO. 170.

House Amendment No. 2 to SENATE BILL NO. 170.

Action taken by the Senate, May 27, 2011.

Jillayne Rock, Secretary of the Senate

A message from the Senate by

Ms. Rock, Secretary:

Mr. Speaker -- I am directed to inform the House of Representatives that the Senate has concurred with the House in the adoption of their amendment to a bill of the following title, to-wit:

SENATE BILL NO. 1035

A bill for AN ACT concerning criminal law.

House Amendment No. 2 to SENATE BILL NO. 1035.

Action taken by the Senate, May 27, 2011.

Jillayne Rock, Secretary of the Senate

CHANGE OF SPONSORSHIP

With the consent of the affected members, Representative Fortner was removed as principal sponsor, and Representative Currie became the new principal sponsor of HOUSE BILL 3371.

AGREED RESOLUTIONS

The following resolutions were offered and placed on the Calendar on the order of Agreed Resolutions.

HOUSE RESOLUTION 427

Offered by Representative Connelly:

Congratulates the students, alumni, faculty, and staff of North Central College on the sesquicentennial of the school.

HOUSE RESOLUTION 428

Offered by Representative Coladipietro:

Congratulates Joseph Fijak on his 50th birthday.

HOUSE RESOLUTION 429

Offered by Representative Franks:

Congratulates the administration and employees of Hearthstone Communities on the occasion of the organization's 125th anniversary.

HOUSE RESOLUTION 430

Offered by Representative Poe:

Congratulates the Southeast High School Spartans Girls Track team on winning the Girls Class 2A State Championship.

DISTRIBUTION OF SUPPLEMENTAL CALENDAR

Supplemental Calendar No. 1 was distributed to the Members at 7:57 o'clock a.m.

RECESS

At the hour of 8:05 o'clock a.m., Speaker of the House Madigan moved that the House do now take a recess until the call of the Chair.

The motion prevailed.

At the hour of 10:12 o'clock a.m., the House resumed its session.

Speaker of the House Madigan in the Chair.

DISTRIBUTION OF SUPPLEMENTAL CALENDAR

Supplemental Calendar No. 2 was distributed to the Members at 10:21 o'clock a.m.

Pursuant to Rule 18(g), Representative Eddy moved for unanimous consent to discharge the Committee on Rules from further consideration of Amendment No. 1 to SENATE BILL 1177, and requested a record vote on the motion.

Representative Currie was recognized and announced her opposition to the motion.

The Chair ruled that a record vote was not necessary because the motion was already lost due to the denial of unanimous consent.

SUSPEND POSTING REQUIREMENTS

Pursuant to Rule 25, Representative Currie moved to suspend the posting requirements of Rule 21 in relation to Senate Bill 123 to be heard in Human Services committee, Senate Bills 270, 675 and 2133 to be heard in Executive committee, Senate Bill 2255 to be heard in Health Care Licenses committee and House Resolution 412 to be heard in Labor committee.

And on that motion, a vote was taken resulting as follows:

64, Yeas; 52, Nays; 0, Answering Present.

(ROLL CALL 2)

The motion prevailed.

SENATE BILL ON SECOND READING

SENATE BILL 1177. Having been read by title a second time on May 24, 2011, and held on the order of Second Reading, the same was again taken up.

Floor Amendment No. 1 remained in the Committee on Rules.

Representative Currie offered Amendment No. 2 and moved its adoption.

The foregoing motion prevailed and the amendment was adopted.

There being no further amendment(s), the bill, as amended, was advanced to the order of Third Reading.

SENATE BILL ON THIRD READING

The following bill and any amendments adopted thereto were reproduced. Any amendments still pending upon the passage or defeat of a bill on Third Reading are automatically tabled pursuant to Rule 40(a).

On motion of Representative Currie, SENATE BILL 1177 was taken up and read by title a third time.

Representative Eddy requested a verified roll call should this bill receive the required number of votes for passage.

And the question being, "Shall this bill pass?" it was decided in the affirmative by the following vote:

64, Yeas; 52, Nays; 0, Answering Present.

(ROLL CALL 3) VERIFIED

This bill, as amended, having received the votes of a constitutional majority of the Members elected, was declared passed.

Ordered that the Clerk inform the Senate and ask their concurrence in the House amendment/s adopted.

RESOLUTION

Having been reported out of the Committee on Rules on May 27, 2011, HOUSE RESOLUTION 385 was taken up for consideration.

Representative Eddy requested a verified roll call should this resolution receive the required number of votes for adoption.

Representative Currie moved the adoption of the resolution.

And on that motion, a vote was taken resulting as follows:

64, Yeas; 52, Nays; 0, Answering Present.

(ROLL CALL 4)

The motion prevailed and the resolution was adopted.

Representative Eddy withdrew his request for verification.

HOUSE BILL ON SECOND READING

HOUSE BILL 815. Having been read by title a second time on May 23, 2011, and held on the order of Second Reading, the same was again taken up.

Representative Holbrook offered Amendment No. 1 and moved its adoption.

The foregoing motion prevailed and Amendment No. 1 was adopted.

There being no further amendments, the foregoing Amendment No. 1 was ordered engrossed; and the bill, as amended, was advanced to the order of Third Reading.

HOUSE BILL ON THIRD READING

The following bill and any amendments adopted thereto were reproduced. This bill has been examined, any amendments thereto engrossed and any errors corrected. Any amendments still pending upon the passage or defeat of a bill on Third Reading are automatically tabled pursuant to Rule 40(a).

On motion of Representative Madigan, HOUSE BILL 815 was taken up and read by title a third time.

And the question being, "Shall this bill pass?" it was decided in the affirmative by the following vote:

70, Yeas; 45, Nays; 1, Answering Present.

(ROLL CALL 5)

This bill, having received the votes of a constitutional majority of the Members elected, was declared passed.

Ordered that the Clerk inform the Senate and ask their concurrence.

HOUSE BILL ON SECOND READING

HOUSE BILL 3108. Having been read by title a second time on May 26, 2011, and held on the order of Second Reading, the same was again taken up.

Committee Amendments numbered 1, 2 and 3 were tabled pursuant to Rule 40(a).

Amendment No. 4 was offered in the Committee on Elementary & Secondary Education, adopted and reproduced.

There being no further amendments, the foregoing Amendment No. 4 was ordered engrossed; and the bill, as amended, was advanced to the order of Third Reading.

HOUSE BILL ON THIRD READING

The following bill and any amendments adopted thereto were reproduced. This bill has been examined, any amendments thereto engrossed and any errors corrected. Any amendments still pending upon the passage or defeat of a bill on Third Reading are automatically tabled pursuant to Rule 40(a).

On motion of Representative Eddy, HOUSE BILL 3108 was taken up and read by title a third time.

And the question being, "Shall this bill pass?" it was decided in the affirmative by the following vote:

114, Yeas; 2, Nays; 0, Answering Present.

(ROLL CALL 6)

This bill, having received the votes of a constitutional majority of the Members elected, was declared passed.

Ordered that the Clerk inform the Senate and ask their concurrence.

SENATE BILLS ON THIRD READING

The following bills and any amendments adopted thereto were reproduced. Any amendments still pending upon the passage or defeat of a bill on Third Reading are automatically tabled pursuant to Rule 40(a).

On motion of Representative Berrios, SENATE BILL 959 was taken up and read by title a third time.

And the question being, "Shall this bill pass?" it was decided in the affirmative by the following vote:
94, Yeas; 20, Nays; 2, Answering Present.

(ROLL CALL 7)

This bill, as amended, having received the votes of a constitutional majority of the Members elected, was declared passed.

Ordered that the Clerk inform the Senate and ask their concurrence in the House amendment/s adopted.

On motion of Representative Saviano, SENATE BILL 1539 was taken up and read by title a third time.

And the question being, "Shall this bill pass?" it was decided in the affirmative by the following vote:
86, Yeas; 29, Nays; 1, Answering Present.

(ROLL CALL 8)

This bill, as amended, having received the votes of a constitutional majority of the Members elected, was declared passed.

Ordered that the Clerk inform the Senate and ask their concurrence in the House amendment/s adopted.

RECALL

At the request of the principal sponsor, Representative Rose, SENATE BILL 1773 was recalled from the order of Third Reading to the order of Second Reading and held on that order.

SENATE BILL ON SECOND READING

SENATE BILL 1773. Having been recalled on May 27, 2011, the same was again taken up.

Representative Rose offered Amendment No. 4 and moved its adoption.

The foregoing motion prevailed and the amendment was adopted.

There being no further amendment(s), the bill, as amended, was again advanced to the order of Third Reading.

SENATE BILL ON THIRD READING

The following bill and any amendments adopted thereto were reproduced. Any amendments still pending upon the passage or defeat of a bill on Third Reading are automatically tabled pursuant to Rule 40(a).

On motion of Representative Feigenholtz, SENATE BILL 1622 was taken up and read by title a third time.

And the question being, "Shall this bill pass?" it was decided in the affirmative by the following vote:
116, Yeas; 0, Nays; 0, Answering Present.

(ROLL CALL 9)

This bill, having received the votes of a constitutional majority of the Members elected, was declared passed.

Ordered that the Clerk inform the Senate.

SENATE BILLS ON SECOND READING

SENATE BILL 40. Having been read by title a second time on May 26, 2011, and held on the order of Second Reading, the same was again taken up.

Amendments numbered 1, 2 and 3 were offered in the Committee on Executive, adopted and reproduced.

There being no further amendments, the bill was held on the order of Second Reading.

SENATE BILL 115. Having been read by title a second time on May 26, 2011, and held on the order of Second Reading, the same was again taken up and advanced to the order of Third Reading.

SENATE BILL 122. Having been read by title a second time on May 26, 2011, and held on the order of Second Reading, the same was again taken up.

Representative Carli offered Amendment No. 1 and moved its adoption.

The foregoing motion prevailed and the amendment was adopted.

There being no further amendment(s), the bill, as amended, was advanced to the order of Third Reading.

SENATE BILL ON THIRD READING

The following bill and any amendments adopted thereto were reproduced. Any amendments still pending upon the passage or defeat of a bill on Third Reading are automatically tabled pursuant to Rule 40(a).

On motion of Representative Berrios, SENATE BILL 115 was taken up and read by title a third time.

And the question being, "Shall this bill pass?" it was decided in the affirmative by the following vote: 71, Yeas; 45, Nays; 0, Answering Present.

(ROLL CALL 10)

This bill, having received the votes of a constitutional majority of the Members elected, was declared passed.

Ordered that the Clerk inform the Senate.

SENATE BILLS ON SECOND READING

SENATE BILL 395. Having been read by title a second time on May 20, 2011, and held on the order of Second Reading, the same was again taken up.

Committee Amendment No. 1 was tabled pursuant to Rule 40(a).

Floor Amendment No. 2 remained in the Committee on Revenue & Finance.

Representative Berrios offered and withdrew Amendment No. 3.

Floor Amendment No. 4 remained in the Committee on Revenue & Finance.

Representative Zalewski offered and withdrew Amendment No. 5.

Floor Amendment No. 6 remained in the Committee on Rules.

Representative Zalewski offered Amendment No. 7 and moved its adoption.

The foregoing motion prevailed and the amendment was adopted.

There being no further amendment(s), the bill, as amended, was advanced to the order of Third Reading.

SENATE BILL 1293. Having been read by title a second time on May 26, 2011, and held on the order of Second Reading, the same was again taken up and advanced to the order of Third Reading.

SENATE BILL ON THIRD READING

The following bill and any amendments adopted thereto were reproduced. Any amendments still pending upon the passage or defeat of a bill on Third Reading are automatically tabled pursuant to Rule 40(a).

On motion of Representative Cassidy, SENATE BILL 1293 was taken up and read by title a third time.

And the question being, "Shall this bill pass?" it was decided in the affirmative by the following vote:

70, Yeas; 47, Nays; 0, Answering Present.

(ROLL CALL 11)

This bill, having received the votes of a constitutional majority of the Members elected, was declared passed.

Ordered that the Clerk inform the Senate.

SENATE BILLS ON SECOND READING

SENATE BILL 1040. Having been read by title a second time on May 26, 2011, and held on the order of Second Reading, the same was again taken up.

Committee Amendment No. 1 was tabled pursuant to Rule 40(a).

Representative Mussman offered Amendment No. 2 and moved its adoption.

The foregoing motion prevailed and the amendment was adopted.

There being no further amendment(s), the bill, as amended, was advanced to the order of Third Reading.

SENATE BILL 1228. Having been read by title a second time on May 26, 2011, and held on the order of Second Reading, the same was again taken up and advanced to the order of Third Reading.

RECALL

At the request of the principal sponsor, Representative Reboletti, SENATE BILL 1228 was recalled from the order of Third Reading to the order of Second Reading and held on that order.

SENATE BILLS ON SECOND READING

SENATE BILL 1557. Having been read by title a second time on May 26, 2011, and held on the order of Second Reading, the same was again taken up and advanced to the order of Third Reading.

SENATE BILL 1631. Having been recalled on May 19, 2011, and held on the order of Second Reading, the same was again taken up.

Committee Amendment No. 1 was tabled pursuant to Rule 40(a).

Representative Cassidy offered Amendment No. 2 and moved its adoption.

The foregoing motion prevailed and the amendment was adopted.

There being no further amendment(s), the bill, as amended, was again advanced to the order of Third Reading.

SENATE BILL 1544. Having been read by title a second time on May 26, 2011, and held on the order of Second Reading, the same was again taken up.

Committee Amendment No. 1 was tabled pursuant to Rule 40(a).

Representative Mautino offered Amendment No. 2 and moved its adoption.

The foregoing motion prevailed and the amendment was adopted.

There being no further amendment(s), the bill, as amended, was advanced to the order of Third Reading.

SENATE BILL 1555. Having been read by title a second time on May 26, 2011, and held on the order of Second Reading, the same was again taken up.

Floor Amendment No. 1 remained in the Committee on Rules.

Representative Mautino offered Amendment No. 2 and moved its adoption.

The foregoing motion prevailed and the amendment was adopted.

There being no further amendment(s), the bill, as amended, was advanced to the order of Third Reading.

SENATE BILL 1306. Having been read by title a second time on May 26, 2011, and held on the order of Second Reading, the same was again taken up.

Representative Mautino offered Amendments numbered 1 and 2 and moved their adoption.

The foregoing motions prevailed and the amendments were adopted.

There being no further amendment(s), the bill, as amended, was advanced to the order of Third Reading.

SENATE BILL 1470. Having been read by title a second time on May 26, 2011, and held on the order of Second Reading, the same was again taken up and advanced to the order of Third Reading.

SENATE BILL ON THIRD READING

The following bill and any amendments adopted thereto were reproduced. Any amendments still pending upon the passage or defeat of a bill on Third Reading are automatically tabled pursuant to Rule 40(a).

On motion of Representative Acevedo, SENATE BILL 1470 was taken up and read by title a third time.

And the question being, "Shall this bill pass?" it was decided in the affirmative by the following vote: 99, Yeas; 13, Nays; 5, Answering Present.

(ROLL CALL 12)

This bill, having received the votes of a constitutional majority of the Members elected, was declared passed.

Ordered that the Clerk inform the Senate.

SENATE BILL ON SECOND READING

SENATE BILL 1297. Having been read by title a second time on May 26, 2011, and held on the order of Second Reading, the same was again taken up and advanced to the order of Third Reading.

SENATE BILL ON THIRD READING

The following bill and any amendments adopted thereto were reproduced. Any amendments still pending upon the passage or defeat of a bill on Third Reading are automatically tabled pursuant to Rule 40(a).

On motion of Representative Daniel Burke, SENATE BILL 1297 was taken up and read by title a third time.

And the question being, "Shall this bill pass?"

Pending the vote on said bill, on motion of Representative Burke, Daniel, further consideration of SENATE BILL 1297 was postponed.

SENATE BILL ON SECOND READING

SENATE BILL 1471. Having been read by title a second time on May 26, 2011, and held on the order of Second Reading, the same was again taken up and advanced to the order of Third Reading.

SENATE BILL ON THIRD READING

The following bill and any amendments adopted thereto were reproduced. Any amendments still pending upon the passage or defeat of a bill on Third Reading are automatically tabled pursuant to Rule 40(a).

On motion of Representative Acevedo, SENATE BILL 1471 was taken up and read by title a third time.

And the question being, "Shall this bill pass?" it was decided in the affirmative by the following vote:
108, Yeas; 1, Nay; 8, Answering Present.

(ROLL CALL 13)

This bill, having received the votes of a constitutional majority of the Members elected, was declared passed.

Ordered that the Clerk inform the Senate.

SENATE BILL ON SECOND READING

SENATE BILL 1682. Having been read by title a second time on May 20, 2011, and held on the order of Second Reading, the same was again taken up and advanced to the order of Third Reading.

SENATE BILL ON THIRD READING

The following bill and any amendments adopted thereto were reproduced. Any amendments still pending upon the passage or defeat of a bill on Third Reading are automatically tabled pursuant to Rule 40(a).

On motion of Representative Tryon, SENATE BILL 1682 was taken up and read by title a third time.

Representative Sacia requested a verified roll call should this bill receive the required number of votes for passage.

And the question being, "Shall this bill pass?"

Pending the vote on said bill, on motion of Representative Tryon, further consideration of SENATE BILL 1682 was postponed.

SENATE BILLS ON SECOND READING

SENATE BILL 1799. Having been read by title a second time on May 26, 2011, and held on the order of Second Reading, the same was again taken up.

Committee Amendment No. 1 was tabled pursuant to Rule 40(a).

Representative Chapa LaVia offered Amendments numbered 2 and 3 and moved their adoption.

The foregoing motions prevailed and the amendments were adopted.

There being no further amendment(s), the bill, as amended, was advanced to the order of Third Reading.

SENATE BILL 1943. Having been recalled on May 19, 2011, and held on the order of Second Reading, the same was again taken up.

Representative Jakobsson offered amendments numbered 3 and 4 and moved their adoption.

The foregoing motions prevailed and the amendments were adopted.

There being no further amendment(s), the bill, as amended, was again advanced to the order of Third Reading.

SENATE BILL 2170. Having been read by title a second time on May 26, 2011, and held on the order of Second Reading, the same was again taken up and advanced to the order of Third Reading.

SENATE BILL ON THIRD READING

The following bill and any amendments adopted thereto were reproduced. Any amendments still pending upon the passage or defeat of a bill on Third Reading are automatically tabled pursuant to Rule 40(a).

On motion of Representative Verschoore, SENATE BILL 2170 was taken up and read by title a third time.

And the question being, "Shall this bill pass?" it was decided in the affirmative by the following vote:
78, Yeas; 39, Nays; 0, Answering Present.

(ROLL CALL 14)

This bill, having received the votes of a constitutional majority of the Members elected, was declared passed.

Ordered that the Clerk inform the Senate.

SENATE BILL ON SECOND READING

SENATE BILL 1933. Having been read by title a second time on May 26, 2011, and held on the order of Second Reading, the same was again taken up.

Amendment No. 1 was offered in the Committee on Executive, adopted and reproduced.

There being no further amendment(s), the bill, as amended, was advanced to the order of Third Reading.

SENATE BILL ON THIRD READING

The following bill and any amendments adopted thereto were reproduced. Any amendments still pending upon the passage or defeat of a bill on Third Reading are automatically tabled pursuant to Rule 40(a).

On motion of Representative Bradley, SENATE BILL 1933 was taken up and read by title a third time. The Chair placed this bill on Unlimited Debate.

Representative Durkin requested a verified roll call should this bill receive the required number of votes for passage.

And the question being, "Shall this bill pass?" it was decided in the affirmative by the following vote:
65, Yeas; 48, Nays; 4, Answering Present.

(ROLL CALL 15)

This bill, as amended, having received the votes of a constitutional majority of the Members elected, was declared passed.

Ordered that the Clerk inform the Senate and ask their concurrence in the House amendment/s adopted. Representative Durkin withdrew his request for verification.

AGREED RESOLUTIONS

HOUSE RESOLUTIONS 427, 428, 429 and 430 were taken up for consideration.

Representative Lyons moved the adoption of the agreed resolutions.

The motion prevailed and the agreed resolutions were adopted.

At the hour of 2:18 o'clock p.m., Representative Lyons moved that the House do now adjourn until Saturday, May 28, 2011, at 9:30 o'clock a.m., allowing perfunctory time for the Clerk.

The motion prevailed.

And the House stood adjourned.

STATE OF ILLINOIS
 NINETY-SEVENTH
 GENERAL ASSEMBLY
 HOUSE ROLL CALL
 QUORUM ROLL CALL FOR ATTENDANCE

May 27, 2011

0 YEAS

0 NAYS

117 PRESENT

P Acevedo	P DeLuca	P Leitch	P Riley
P Arroyo	P du Buclet	P Lilly	P Rita
E Barickman	P Dugan	P Lyons	P Rose
P Beaubien	P Dunkin	P Mathias	P Rosenthal
P Beiser	P Durkin	P Mautino	P Roth
P Bellock	P Eddy	P May	P Sacia
P Berrios	P Farnham	P Mayfield	P Saviano
P Biss	P Feigenholtz	P McAsey	P Schmitz
P Bost	P Flowers	P McAuliffe	P Senger
P Bradley	P Ford	P McCarthy	P Sente
P Brady	P Fortner	P McGuire	P Smith
P Brauer	P Franks	P Mell	P Sommer
P Brown	P Gabel	P Mitchell, Bill	P Sosnowski
P Burke, Daniel	P Golar	P Mitchell, Jerry	P Soto (ADDED)
P Burke, Kelly	P Gordon	P Moffitt	P Stephens (ADDED)
P Carli	P Hammond	P Morrison	P Sullivan
P Cassidy	P Harris, David	P Morthland	P Thapedi
P Cavaletto	P Harris, Greg	P Mulligan	P Tracy
P Chapa LaVia	P Hatcher	P Mussman	P Tryon
P Coladipietro	P Hays	P Nekritz	P Turner
P Cole	P Hernandez	P Nybo	P Unes
P Colvin	P Holbrook	P Osmond	P Verschoore
P Connelly	P Howard	P Phelps	P Watson
P Crespo	P Jackson	P Pihos	P Williams
P Cross	P Jakobsson	P Poe	P Winters
P Cunningham	P Jefferson	P Pritchard	P Yarbrough
P Currie	P Jones	P Ramey	P Zalewski
P D'Amico	P Kay	P Reboletti	P Mr. Speaker
P Davis, Monique	P Kosel	P Reis	
P Davis, William	P Lang	P Reitz	

E - Denotes Excused Absence

STATE OF ILLINOIS
 NINETY-SEVENTH
 GENERAL ASSEMBLY
 HOUSE ROLL CALL
 SUSPEND POSTING REQUIREMENTS
 SB 123, SB 270, SB 675, SB 2133, SB 2255 , HR 412
 PREVAILED

May 27, 2011

64 YEAS

52 NAYS

0 PRESENT

Y Acevedo	Y DeLuca	N Leitch	Y Riley
Y Arroyo	Y du Buclet	Y Lilly	Y Rita
E Barickman	Y Dugan	Y Lyons	N Rose
N Beaubien	Y Dunkin	N Mathias	N Rosenthal
Y Beiser	N Durkin	Y Mautino	N Roth
N Bellock	N Eddy	Y May	N Sacia
Y Berrios	Y Farnham	Y Mayfield	N Saviano
Y Biss	Y Feigenholtz	Y McAsey	N Schmitz
N Bost	Y Flowers	N McAuliffe	N Senger
Y Bradley	Y Ford	Y McCarthy	Y Sente
N Brady	N Fortner	Y McGuire	Y Smith
N Brauer	Y Franks	Y Mell	N Sommer
N Brown	Y Gabel	N Mitchell, Bill	N Sosnowski
Y Burke, Daniel	Y Golar	N Mitchell, Jerry	Y Soto
Y Burke, Kelly	Y Gordon	N Moffitt	E Stephens
Y Carli	N Hammond	N Morrison	N Sullivan
Y Cassidy	N Harris, David	N Morthland	Y Thapedi
N Cavaletto	Y Harris, Greg	N Mulligan	N Tracy
Y Chapa LaVia	N Hatcher	Y Mussman	N Tryon
N Coladipietro	N Hays	Y Nekritz	Y Turner
N Cole	Y Hernandez	N Nybo	N Unes
Y Colvin	Y Holbrook	N Osmond	Y Verschoore
N Connelly	Y Howard	Y Phelps	N Watson
Y Crespo	Y Jackson	N Pihos	Y Williams
N Cross	Y Jakobsson	N Poe	N Winters
Y Cunningham	Y Jefferson	N Pritchard	Y Yarbrough
Y Currie	Y Jones	N Ramey	Y Zalewski
Y D'Amico	N Kay	N Reboletti	Y Mr. Speaker
Y Davis, Monique	N Kosel	N Reis	
Y Davis, William	Y Lang	Y Reitz	

E - Denotes Excused Absence

STATE OF ILLINOIS
 NINETY-SEVENTH
 GENERAL ASSEMBLY
 HOUSE ROLL CALL
 SENATE BILL 1177
 REDISTRICTING-TECH
 THIRD READING
 PASSED
 VERIFIED

May 27, 2011

64 YEAS

52 NAYS

0 PRESENT

Y Acevedo	Y DeLuca	N Leitch	Y Riley
Y Arroyo	Y du Buclet	Y Lilly	Y Rita
E Barickman	Y Dugan	Y Lyons	N Rose
N Beaubien	Y Dunkin	N Mathias	N Rosenthal
Y Beiser	N Durkin	Y Mautino	N Roth
N Bellock	N Eddy	Y May	N Sacia
Y Berrios	Y Farnham	Y Mayfield	N Saviano
Y Biss	Y Feigenholtz	Y McAsey	N Schmitz
N Bost	Y Flowers	N McAuliffe	N Senger
Y Bradley	Y Ford	Y McCarthy	Y Sente
N Brady	N Fortner	Y McGuire	Y Smith
N Brauer	Y Franks	Y Mell	N Sommer
N Brown	Y Gabel	N Mitchell, Bill	N Sosnowski
Y Burke, Daniel	Y Golar	N Mitchell, Jerry	Y Soto
Y Burke, Kelly	Y Gordon	N Moffitt	E Stephens
Y Carli	N Hammond	N Morrison	N Sullivan
Y Cassidy	N Harris, David	N Morthland	Y Thapedi
N Cavaletto	Y Harris, Greg	N Mulligan	N Tracy
Y Chapa LaVia	N Hatcher	Y Mussman	N Tryon
N Coladipietro	N Hays	Y Nekritz	Y Turner
N Cole	Y Hernandez	N Nybo	N Unes
Y Colvin	Y Holbrook	N Osmond	Y Verschoore
N Connelly	Y Howard	Y Phelps	N Watson
Y Crespo	Y Jackson	N Pihos	Y Williams
N Cross	Y Jakobsson	N Poe	N Winters
Y Cunningham	Y Jefferson	N Pritchard	Y Yarbrough
Y Currie	Y Jones	N Ramey	Y Zalewski
Y D'Amico	N Kay	N Reboletti	Y Mr. Speaker
Y Davis, Monique	N Kosel	N Reis	
Y Davis, William	Y Lang	Y Reitz	

E - Denotes Excused Absence

STATE OF ILLINOIS
NINETY-SEVENTH
GENERAL ASSEMBLY
HOUSE ROLL CALL
HOUSE RESOLUTION 385
G.A. REDISTRICT SUMMARY
ADOPTED

May 27, 2011

64 YEAS

52 NAYS

0 PRESENT

Y Acevedo	Y DeLuca	N Leitch	Y Riley
Y Arroyo	Y du Buclet	Y Lilly	Y Rita
E Barickman	Y Dugan	Y Lyons	N Rose
N Beaubien	Y Dunkin	N Mathias	N Rosenthal
Y Beiser	N Durkin	Y Mautino	N Roth
N Bellock	N Eddy	Y May	N Sacia
Y Berrios	Y Farnham	Y Mayfield	N Saviano
Y Biss	Y Feigenholtz	Y McAsey	N Schmitz
N Bost	Y Flowers	N McAuliffe	N Senger
Y Bradley	Y Ford	Y McCarthy	Y Sente
N Brady	N Fortner	Y McGuire	Y Smith
N Brauer	Y Franks	Y Mell	N Sommer
N Brown	Y Gabel	N Mitchell, Bill	N Sosnowski
Y Burke, Daniel	Y Golar	N Mitchell, Jerry	Y Soto
Y Burke, Kelly	Y Gordon	N Moffitt	E Stephens
Y Carli	N Hammond	N Morrison	N Sullivan
Y Cassidy	N Harris, David	N Morthland	Y Thapedi
N Cavaletto	Y Harris, Greg	N Mulligan	N Tracy
Y Chapa LaVia	N Hatcher	Y Mussman	N Tryon
N Coladipietro	N Hays	Y Nekritz	Y Turner
N Cole	Y Hernandez	N Nybo	N Unes
Y Colvin	Y Holbrook	N Osmond	Y Verschoore
N Connelly	Y Howard	Y Phelps	N Watson
Y Crespo	Y Jackson	N Pihos	Y Williams
N Cross	Y Jakobsson	N Poe	N Winters
Y Cunningham	Y Jefferson	N Pritchard	Y Yarbrough
Y Currie	Y Jones	N Ramey	Y Zalewski
Y D'Amico	N Kay	N Reboletti	Y Mr. Speaker
Y Davis, Monique	N Kosel	N Reis	
Y Davis, William	Y Lang	Y Reitz	

E - Denotes Excused Absence

STATE OF ILLINOIS
NINETY-SEVENTH
GENERAL ASSEMBLY
HOUSE ROLL CALL
HOUSE BILL 815
SAFETY-TECH
THIRD READING
PASSED

May 27, 2011

70 YEAS

45 NAYS

1 PRESENT

Y Acevedo	N DeLuca	N Leitch	Y Riley
Y Arroyo	Y du Buclet	Y Lilly	Y Rita
E Barickman	Y Dugan	Y Lyons	N Rose
Y Beaubien	Y Dunkin	N Mathias	N Rosenthal
Y Beiser	Y Durkin	Y Mautino	N Roth
N Bellock	Y Eddy	Y May	Y Sacia
Y Berrios	N Farnham	Y Mayfield	Y Saviano
N Biss	Y Feigenholtz	N McAsey	Y Schmitz
N Bost	Y Flowers	Y McAuliffe	Y Senger
Y Bradley	Y Ford	Y McCarthy	N Sente
N Brady	Y Fortner	Y McGuire	Y Smith
Y Brauer	N Franks	Y Mell	N Sommer
N Brown	Y Gabel	N Mitchell, Bill	N Sosnowski
Y Burke, Daniel	Y Golar	N Mitchell, Jerry	Y Soto
Y Burke, Kelly	N Gordon	N Moffitt	E Stephens
Y Carli	N Hammond	N Morrison	Y Sullivan
Y Cassidy	N Harris, David	N Morthland	N Thapedi
N Cavaletto	Y Harris, Greg	N Mulligan	Y Tracy
N Chapa LaVia	Y Hatcher	N Mussman	P Tryon
N Coladipietro	N Hays	Y Nekritz	Y Turner
N Cole	Y Hernandez	N Nybo	N Unes
Y Colvin	Y Holbrook	Y Osmond	Y Verschoore
N Connelly	Y Howard	Y Phelps	N Watson
N Crespo	Y Jackson	N Pihos	Y Williams
Y Cross	Y Jakobsson	Y Poe	Y Winters
Y Cunningham	Y Jefferson	Y Pritchard	Y Yarbrough
Y Currie	Y Jones	N Ramey	Y Zalewski
Y D'Amico	N Kay	N Reboletti	Y Mr. Speaker
N Davis, Monique	N Kosel	N Reis	
Y Davis, William	Y Lang	Y Reitz	

E - Denotes Excused Absence

STATE OF ILLINOIS
 NINETY-SEVENTH
 GENERAL ASSEMBLY
 HOUSE ROLL CALL
 HOUSE BILL 3108
 SCH CD-FINANC OVERSIGHT PANEL
 THIRD READING
 PASSED

May 27, 2011

114 YEAS

2 NAYS

0 PRESENT

Y Acevedo	Y DeLuca	Y Leitch	Y Riley
Y Arroyo	Y du Buclet	Y Lilly	Y Rita
E Barickman	Y Dugan	Y Lyons	Y Rose
Y Beaubien	Y Dunkin	Y Mathias	Y Rosenthal
Y Beiser	Y Durkin	Y Mautino	Y Roth
Y Bellock	Y Eddy	Y May	Y Sacia
Y Berrios	Y Farnham	Y Mayfield	Y Saviano
Y Biss	Y Feigenholtz	Y McAsey	Y Schmitz
Y Bost	N Flowers	Y McAuliffe	Y Senger
Y Bradley	Y Ford	Y McCarthy	Y Sente
Y Brady	Y Fortner	Y McGuire	Y Smith
Y Brauer	Y Franks	Y Mell	Y Sommer
Y Brown	Y Gabel	Y Mitchell, Bill	Y Sosnowski
Y Burke, Daniel	Y Golar	Y Mitchell, Jerry	Y Soto
Y Burke, Kelly	Y Gordon	Y Moffitt	E Stephens
Y Carli	Y Hammond	Y Morrison	Y Sullivan
N Cassidy	Y Harris, David	Y Morthland	Y Thapedi
Y Cavaletto	Y Harris, Greg	Y Mulligan	Y Tracy
Y Chapa LaVia	Y Hatcher	Y Mussman	Y Tryon
Y Coladipietro	Y Hays	Y Nekritz	Y Turner
Y Cole	Y Hernandez	Y Nybo	Y Unes
Y Colvin	Y Holbrook	Y Osmond	Y Verschoore
Y Connelly	Y Howard	Y Phelps	Y Watson
Y Crespo	Y Jackson	Y Pihos	Y Williams
Y Cross	Y Jakobsson	Y Poe	Y Winters
Y Cunningham	Y Jefferson	Y Pritchard	Y Yarbrough
Y Currie	Y Jones	Y Ramey	Y Zalewski
Y D'Amico	Y Kay	Y Reboletti	Y Mr. Speaker
Y Davis, Monique	Y Kosel	Y Reis	
Y Davis, William	Y Lang	Y Reitz	

E - Denotes Excused Absence

STATE OF ILLINOIS
 NINETY-SEVENTH
 GENERAL ASSEMBLY
 HOUSE ROLL CALL
 SENATE BILL 959
 VEH CD-SUPPORTING SHIPPER
 THIRD READING
 PASSED

May 27, 2011

94 YEAS	20 NAYS	2 PRESENT	
Y Acevedo	Y DeLuca	Y Leitch	Y Riley
Y Arroyo	Y du Buclet	Y Lilly	Y Rita
E Barickman	Y Dugan	Y Lyons	Y Rose
Y Beaubien	Y Dunkin	N Mathias	N Rosenthal
Y Beiser	Y Durkin	Y Mautino	N Roth
Y Bellock	Y Eddy	Y May	Y Sacia
Y Berrios	N Farnham	Y Mayfield	Y Saviano
N Biss	Y Feigenholtz	N McAsey	Y Schmitz
Y Bost	Y Flowers	Y McAuliffe	Y Senger
Y Bradley	Y Ford	Y McCarthy	N Sente
Y Brady	Y Fortner	Y McGuire	Y Smith
Y Brauer	N Franks	Y Mell	Y Sommer
N Brown	Y Gabel	N Mitchell, Bill	Y Sosnowski
Y Burke, Daniel	Y Golar	Y Mitchell, Jerry	Y Soto
Y Burke, Kelly	N Gordon	Y Moffitt	E Stephens
Y Carli	Y Hammond	N Morrison	Y Sullivan
Y Cassidy	Y Harris, David	N Morthland	P Thapedi
N Cavaletto	Y Harris, Greg	Y Mulligan	Y Tracy
N Chapa LaVia	Y Hatcher	N Mussman	Y Tryon
Y Coladipietro	Y Hays	Y Nekritz	Y Turner
N Cole	Y Hernandez	Y Nybo	Y Unes
Y Colvin	Y Holbrook	Y Osmond	Y Verschoore
Y Connelly	Y Howard	Y Phelps	Y Watson
N Crespo	Y Jackson	Y Pihos	Y Williams
Y Cross	Y Jakobsson	Y Poe	Y Winters
Y Cunningham	Y Jefferson	Y Pritchard	Y Yarbrough
Y Currie	Y Jones	Y Ramey	Y Zalewski
Y D'Amico	N Kay	Y Reboletti	P Mr. Speaker
Y Davis, Monique	N Kosel	Y Reis	
Y Davis, William	Y Lang	Y Reitz	

E - Denotes Excused Absence

STATE OF ILLINOIS
 NINETY-SEVENTH
 GENERAL ASSEMBLY
 HOUSE ROLL CALL
 SENATE BILL 1539
 APPRAISAL MGT COMPANY REG ACT
 THIRD READING
 PASSED

May 27, 2011

86 YEAS

29 NAYS

1 PRESENT

Y Acevedo	Y DeLuca	Y Leitch	Y Riley
Y Arroyo	Y du Buclet	Y Lilly	Y Rita
E Barickman	Y Dugan	Y Lyons	Y Rose
Y Beaubien	Y Dunkin	N Mathias	N Rosenthal
Y Beiser	Y Durkin	Y Mautino	N Roth
Y Bellock	N Eddy	Y May	Y Sacia
Y Berrios	N Farnham	Y Mayfield	Y Saviano
N Biss	Y Feigenholtz	N McAsey	Y Schmitz
Y Bost	Y Flowers	Y McAuliffe	Y Senger
Y Bradley	Y Ford	Y McCarthy	N Sente
N Brady	Y Fortner	Y McGuire	Y Smith
Y Brauer	N Franks	Y Mell	N Sommer
N Brown	Y Gabel	N Mitchell, Bill	Y Sosnowski
Y Burke, Daniel	Y Golar	Y Mitchell, Jerry	Y Soto
Y Burke, Kelly	N Gordon	Y Moffitt	E Stephens
Y Carli	N Hammond	N Morrison	Y Sullivan
Y Cassidy	Y Harris, David	N Morthland	P Thapedi
N Cavaletto	Y Harris, Greg	Y Mulligan	N Tracy
N Chapa LaVia	N Hatcher	N Mussman	Y Tryon
Y Coladipietro	N Hays	Y Nekritz	Y Turner
Y Cole	Y Hernandez	Y Nybo	N Unes
Y Colvin	Y Holbrook	Y Osmond	Y Verschoore
Y Connelly	Y Howard	Y Phelps	N Watson
N Crespo	Y Jackson	Y Pihos	Y Williams
Y Cross	Y Jakobsson	Y Poe	Y Winters
Y Cunningham	Y Jefferson	Y Pritchard	N Yarbrough
Y Currie	Y Jones	Y Ramey	Y Zalewski
Y D'Amico	N Kay	Y Reboletti	Y Mr. Speaker
Y Davis, Monique	Y Kosel	N Reis	
Y Davis, William	Y Lang	Y Reitz	

E - Denotes Excused Absence

STATE OF ILLINOIS
 NINETY-SEVENTH
 GENERAL ASSEMBLY
 HOUSE ROLL CALL
 SENATE BILL 1622
 DHS-MHDD-STATE-OPERATED FAC
 THIRD READING
 PASSED

May 27, 2011

116 YEAS

0 NAYS

0 PRESENT

Y Acevedo	Y DeLuca	Y Leitch	Y Riley
Y Arroyo	Y du Buclet	Y Lilly	Y Rita
E Barickman	Y Dugan	Y Lyons	Y Rose
Y Beaubien	Y Dunkin	Y Mathias	Y Rosenthal
Y Beiser	Y Durkin	Y Mautino	Y Roth
Y Bellock	Y Eddy	Y May	Y Sacia
Y Berrios	Y Farnham	Y Mayfield	Y Saviano
Y Biss	Y Feigenholtz	Y McAsey	Y Schmitz
Y Bost	Y Flowers	Y McAuliffe	Y Senger
Y Bradley	Y Ford	Y McCarthy	Y Sente
Y Brady	Y Fortner	Y McGuire	Y Smith
Y Brauer	Y Franks	Y Mell	Y Sommer
Y Brown	Y Gabel	Y Mitchell, Bill	Y Sosnowski
Y Burke, Daniel	Y Golar	Y Mitchell, Jerry	Y Soto
Y Burke, Kelly	Y Gordon	Y Moffitt	E Stephens
Y Carli	Y Hammond	Y Morrison	Y Sullivan
Y Cassidy	Y Harris, David	Y Morthland	Y Thapedi
Y Cavaletto	Y Harris, Greg	Y Mulligan	Y Tracy
Y Chapa LaVia	Y Hatcher	Y Mussman	Y Tryon
Y Coladipietro	Y Hays	Y Nekritz	Y Turner
Y Cole	Y Hernandez	Y Nybo	Y Unes
Y Colvin	Y Holbrook	Y Osmond	Y Verschoore
Y Connelly	Y Howard	Y Phelps	Y Watson
Y Crespo	Y Jackson	Y Pihos	Y Williams
Y Cross	Y Jakobsson	Y Poe	Y Winters
Y Cunningham	Y Jefferson	Y Pritchard	Y Yarbrough
Y Currie	Y Jones	Y Ramey	Y Zalewski
Y D'Amico	Y Kay	Y Reboletti	Y Mr. Speaker
Y Davis, Monique	Y Kosel	Y Reis	
Y Davis, William	Y Lang	Y Reitz	

E - Denotes Excused Absence

STATE OF ILLINOIS
 NINETY-SEVENTH
 GENERAL ASSEMBLY
 HOUSE ROLL CALL
 SENATE BILL 115
 EQUAL PAY ACT - CIVIL PENALTY
 THIRD READING
 PASSED

May 27, 2011

71 YEAS

45 NAYS

0 PRESENT

Y Acevedo	Y DeLuca	N Leitch	Y Riley
Y Arroyo	Y du Buclet	Y Lilly	Y Rita
E Barickman	Y Dugan	Y Lyons	N Rose
N Beaubien	Y Dunkin	N Mathias	N Rosenthal
Y Beiser	N Durkin	Y Mautino	N Roth
N Bellock	N Eddy	Y May	Y Sacia
Y Berrios	Y Farnham	Y Mayfield	Y Saviano
Y Biss	Y Feigenholtz	Y McAsey	N Schmitz
N Bost	Y Flowers	Y McAuliffe	N Senger
Y Bradley	Y Ford	Y McCarthy	Y Sente
N Brady	N Fortner	Y McGuire	Y Smith
N Brauer	Y Franks	Y Mell	N Sommer
N Brown	Y Gabel	Y Mitchell, Bill	N Sosnowski
Y Burke, Daniel	Y Golar	N Mitchell, Jerry	Y Soto
Y Burke, Kelly	Y Gordon	Y Moffitt	E Stephens
Y Carli	N Hammond	N Morrison	N Sullivan
Y Cassidy	N Harris, David	N Morthland	Y Thapedi
N Cavaletto	Y Harris, Greg	Y Mulligan	N Tracy
Y Chapa LaVia	N Hatcher	Y Mussman	N Tryon
N Coladipietro	N Hays	Y Nekritz	Y Turner
N Cole	Y Hernandez	N Nybo	N Unes
Y Colvin	Y Holbrook	N Osmond	Y Verschoore
N Connelly	Y Howard	Y Phelps	N Watson
Y Crespo	Y Jackson	N Pihos	Y Williams
N Cross	Y Jakobsson	N Poe	N Winters
Y Cunningham	Y Jefferson	Y Pritchard	Y Yarbrough
Y Currie	Y Jones	N Ramey	Y Zalewski
Y D'Amico	N Kay	N Reboletti	Y Mr. Speaker
Y Davis, Monique	N Kosel	N Reis	
Y Davis, William	Y Lang	Y Reitz	

E - Denotes Excused Absence

STATE OF ILLINOIS
 NINETY-SEVENTH
 GENERAL ASSEMBLY
 HOUSE ROLL CALL
 SENATE BILL 1293
 LIQUOR - LICENSE
 THIRD READING
 PASSED

May 27, 2011

70 YEAS

47 NAYS

0 PRESENT

Y Acevedo	Y DeLuca	N Leitch	Y Riley
Y Arroyo	Y du Buclet	Y Lilly	Y Rita
E Barickman	Y Dugan	Y Lyons	N Rose
Y Beaubien	Y Dunkin	N Mathias	Y Rosenthal
Y Beiser	N Durkin	Y Mautino	Y Roth
N Bellock	N Eddy	Y May	Y Sacia
Y Berrios	N Farnham	Y Mayfield	Y Saviano
N Biss	Y Feigenholtz	N McAsey	N Schmitz
N Bost	Y Flowers	Y McAuliffe	N Senger
Y Bradley	Y Ford	Y McCarthy	N Sente
Y Brady	N Fortner	Y McGuire	Y Smith
N Brauer	N Franks	Y Mell	N Sommer
N Brown	Y Gabel	N Mitchell, Bill	N Sosnowski
Y Burke, Daniel	Y Golar	N Mitchell, Jerry	Y Soto
Y Burke, Kelly	N Gordon	N Moffitt	N Stephens
Y Carli	N Hammond	N Morrison	Y Sullivan
Y Cassidy	Y Harris, David	N Morthland	Y Thapedi
N Cavaletto	Y Harris, Greg	Y Mulligan	N Tracy
N Chapa LaVia	N Hatcher	N Mussman	N Tryon
Y Coladipietro	N Hays	Y Nekritz	Y Turner
N Cole	Y Hernandez	N Nybo	N Unes
Y Colvin	Y Holbrook	Y Osmond	Y Verschoore
N Connelly	Y Howard	Y Phelps	Y Watson
N Crespo	Y Jackson	N Pihos	Y Williams
Y Cross	Y Jakobsson	N Poe	Y Winters
Y Cunningham	Y Jefferson	N Pritchard	Y Yarbrough
Y Currie	Y Jones	N Ramey	Y Zalewski
Y D'Amico	N Kay	N Reboletti	Y Mr. Speaker
Y Davis, Monique	N Kosel	N Reis	
Y Davis, William	Y Lang	Y Reitz	

E - Denotes Excused Absence

STATE OF ILLINOIS
 NINETY-SEVENTH
 GENERAL ASSEMBLY
 HOUSE ROLL CALL
 SENATE BILL 1470
 CD CORR-PRISONER REVIEW BOARD
 THIRD READING
 PASSED

May 27, 2011

99 YEAS

13 NAYS

5 PRESENT

Y Acevedo	Y DeLuca	Y Leitch	Y Riley
Y Arroyo	N du Buclet	N Lilly	N Rita
E Barickman	Y Dugan	Y Lyons	Y Rose
Y Beaubien	N Dunkin	Y Mathias	Y Rosenthal
Y Beiser	Y Durkin	Y Mautino	Y Roth
Y Bellock	Y Eddy	Y May	Y Sacia
Y Berrios	Y Farnham	N Mayfield	Y Saviano
Y Biss	Y Feigenholtz	Y McAsey	Y Schmitz
Y Bost	N Flowers	Y McAuliffe	Y Senger
Y Bradley	Y Ford	Y McCarthy	Y Sente
Y Brady	Y Fortner	Y McGuire	P Smith
Y Brauer	Y Franks	Y Mell	Y Sommer
Y Brown	Y Gabel	Y Mitchell, Bill	Y Sosnowski
Y Burke, Daniel	N Golar	Y Mitchell, Jerry	Y Soto
Y Burke, Kelly	Y Gordon	Y Moffitt	Y Stephens
Y Carli	Y Hammond	Y Morrison	Y Sullivan
Y Cassidy	Y Harris, David	Y Morthland	P Thapedi
Y Cavaletto	N Harris, Greg	Y Mulligan	Y Tracy
Y Chapa LaVia	Y Hatcher	Y Mussman	Y Tryon
Y Coladipietro	Y Hays	Y Nekritz	P Turner
Y Cole	Y Hernandez	Y Nybo	Y Unes
N Colvin	Y Holbrook	Y Osmond	Y Verschoore
Y Connelly	P Howard	Y Phelps	Y Watson
Y Crespo	Y Jackson	Y Pihos	Y Williams
Y Cross	Y Jakobsson	Y Poe	Y Winters
Y Cunningham	P Jefferson	Y Pritchard	N Yarbrough
N Currie	N Jones	Y Ramey	Y Zalewski
Y D'Amico	Y Kay	Y Reboletti	Y Mr. Speaker
N Davis, Monique	Y Kosel	Y Reis	
Y Davis, William	Y Lang	Y Reitz	

E - Denotes Excused Absence

STATE OF ILLINOIS
NINETY-SEVENTH
GENERAL ASSEMBLY
HOUSE ROLL CALL
SENATE BILL 1471
CD CORR-PRISONER REVIEW BOARD
THIRD READING
PASSED

May 27, 2011

108 YEAS

1 NAY

8 PRESENT

Y Acevedo	Y DeLuca	Y Leitch	Y Riley
Y Arroyo	Y du Buclet	P Lilly	Y Rita
E Barickman	Y Dugan	Y Lyons	Y Rose
Y Beaubien	Y Dunkin	Y Mathias	Y Rosenthal
Y Beiser	Y Durkin	Y Mautino	Y Roth
Y Bellock	Y Eddy	Y May	Y Sacia
Y Berrios	Y Farnham	P Mayfield	Y Saviano
Y Biss	Y Feigenholtz	Y McAsey	Y Schmitz
Y Bost	P Flowers	Y McAuliffe	Y Senger
Y Bradley	Y Ford	Y McCarthy	Y Sente
Y Brady	Y Fortner	Y McGuire	Y Smith
Y Brauer	Y Franks	Y Mell	Y Sommer
Y Brown	N Gabel	Y Mitchell, Bill	Y Sosnowski
Y Burke, Daniel	Y Golar	Y Mitchell, Jerry	Y Soto
Y Burke, Kelly	Y Gordon	Y Moffitt	Y Stephens
Y Carli	Y Hammond	Y Morrison	Y Sullivan
Y Cassidy	Y Harris, David	Y Morthland	Y Thapedi
Y Cavaletto	Y Harris, Greg	Y Mulligan	Y Tracy
Y Chapa LaVia	Y Hatcher	Y Mussman	Y Tryon
Y Coladipietro	Y Hays	Y Nekritz	Y Turner
Y Cole	Y Hernandez	Y Nybo	Y Unes
P Colvin	Y Holbrook	Y Osmond	Y Verschoore
Y Connelly	P Howard	Y Phelps	Y Watson
Y Crespo	Y Jackson	Y Pihos	Y Williams
Y Cross	Y Jakobsson	Y Poe	Y Winters
Y Cunningham	P Jefferson	Y Pritchard	Y Yarbrough
P Currie	Y Jones	Y Ramey	Y Zalewski
Y D'Amico	Y Kay	Y Reboletti	Y Mr. Speaker
P Davis, Monique	Y Kosel	Y Reis	
Y Davis, William	Y Lang	Y Reitz	

E - Denotes Excused Absence

STATE OF ILLINOIS
 NINETY-SEVENTH
 GENERAL ASSEMBLY
 HOUSE ROLL CALL
 SENATE BILL 2170
 SCHOOL FACILITY OCCUPATION TAX
 THIRD READING
 PASSED

May 27, 2011

78 YEAS

39 NAYS

0 PRESENT

Y Acevedo	Y DeLuca	Y Leitch	Y Riley
Y Arroyo	Y du Buclet	Y Lilly	Y Rita
E Barickman	Y Dugan	Y Lyons	N Rose
Y Beaubien	Y Dunkin	N Mathias	N Rosenthal
Y Beiser	Y Durkin	Y Mautino	N Roth
N Bellock	Y Eddy	N May	Y Sacia
Y Berrios	N Farnham	Y Mayfield	Y Saviano
N Biss	Y Feigenholtz	N McAsey	Y Schmitz
Y Bost	Y Flowers	Y McAuliffe	Y Senger
Y Bradley	Y Ford	Y McCarthy	N Sente
Y Brady	Y Fortner	Y McGuire	Y Smith
Y Brauer	N Franks	Y Mell	N Sommer
N Brown	Y Gabel	N Mitchell, Bill	N Sosnowski
Y Burke, Daniel	Y Golar	Y Mitchell, Jerry	Y Soto
Y Burke, Kelly	N Gordon	Y Moffitt	N Stephens
Y Carli	N Hammond	N Morrison	Y Sullivan
Y Cassidy	N Harris, David	N Morthland	N Thapedi
N Cavaletto	Y Harris, Greg	Y Mulligan	N Tracy
N Chapa LaVia	N Hatcher	N Mussman	N Tryon
N Coladipietro	N Hays	Y Nekritz	Y Turner
Y Cole	Y Hernandez	N Nybo	N Unes
Y Colvin	Y Holbrook	N Osmond	Y Verschoore
Y Connelly	Y Howard	Y Phelps	N Watson
N Crespo	Y Jackson	Y Pihos	Y Williams
Y Cross	Y Jakobsson	Y Poe	Y Winters
Y Cunningham	Y Jefferson	Y Pritchard	Y Yarbrough
Y Currie	Y Jones	N Ramey	Y Zalewski
Y D'Amico	N Kay	N Reboletti	Y Mr. Speaker
Y Davis, Monique	Y Kosel	N Reis	
Y Davis, William	Y Lang	Y Reitz	

E - Denotes Excused Absence

STATE OF ILLINOIS
NINETY-SEVENTH
GENERAL ASSEMBLY
HOUSE ROLL CALL
SENATE BILL 1933
UNCLAIMED PROP-WAGES-LIMIT
THIRD READING
PASSED

May 27, 2011

65 YEAS

48 NAYS

4 PRESENT

Y Acevedo	Y DeLuca	N Leitch	Y Riley
Y Arroyo	Y du Buclet	Y Lilly	Y Rita
E Barickman	Y Dugan	Y Lyons	N Rose
Y Beaubien	P Dunkin	N Mathias	N Rosenthal
Y Beiser	N Durkin	Y Mautino	N Roth
N Bellock	N Eddy	Y May	N Sacia
Y Berrios	Y Farnham	Y Mayfield	N Saviano
Y Biss	Y Feigenholtz	Y McAsey	N Schmitz
N Bost	Y Flowers	N McAuliffe	N Senger
Y Bradley	Y Ford	Y McCarthy	Y Sente
N Brady	N Fortner	Y McGuire	Y Smith
N Brauer	Y Franks	Y Mell	N Sommer
N Brown	Y Gabel	N Mitchell, Bill	N Sosnowski
Y Burke, Daniel	Y Golar	N Mitchell, Jerry	Y Soto
Y Burke, Kelly	Y Gordon	N Moffitt	N Stephens
Y Carli	N Hammond	N Morrison	N Sullivan
Y Cassidy	P Harris, David	N Morthland	Y Thapedi
N Cavaletto	Y Harris, Greg	N Mulligan	Y Tracy
Y Chapa LaVia	N Hatcher	Y Mussman	N Tryon
N Coladipietro	N Hays	Y Nekritz	Y Turner
N Cole	Y Hernandez	N Nybo	N Unes
Y Colvin	Y Holbrook	Y Osmond	Y Verschoore
P Connelly	Y Howard	Y Phelps	N Watson
Y Crespo	Y Jackson	N Pihos	Y Williams
N Cross	Y Jakobsson	N Poe	N Winters
Y Cunningham	N Jefferson	N Pritchard	Y Yarbrough
Y Currie	Y Jones	N Ramey	Y Zalewski
Y D'Amico	N Kay	Y Reboletti	Y Mr. Speaker
Y Davis, Monique	N Kosel	N Reis	
Y Davis, William	P Lang	Y Reitz	

E - Denotes Excused Absence

At the hour of 6:07 o'clock p.m., the House Perfunctory Session reconvened.

TEMPORARY COMMITTEE ASSIGNMENTS

Representative Stephens replaced Representative Sullivan in the Committee on Revenue & Finance on May 27, 2011.

Representative Poe replaced Representative Bost in the Committee on Executive on May 27, 2011.

Representative Hays replaced Representative Sullivan in the Committee on Executive on May 27, 2011.

Representative Kay replaced Representative Jerry Mitchell in the Committee on Aging on May 27, 2011.

Representative Rita replaced Representative Franks in the Committee on Aging on May 27, 2011.

Representative Jackson replaced Representative Farnham in the Committee on Aging on May 27, 2011.

Representative Cunningham replaced Representative D'Amico in the Committee on Aging on May 27, 2011.

Representative Zalewski replaced Representative Greg Harris in the Committee on Aging on May 27, 2011.

Representative William Davis replaced Representative Arroyo in the Committee on Public Utilities on May 27, 2011.

Representative Verschoore replaced Representative Crespo in the Committee on Public Utilities on May 27, 2011.

Representative Smith replaced Representative Howard in the Committee on Public Utilities on May 27, 2011.

Representative Gabel replaced Representative Arroyo in the Committee on Labor on May 27, 2011.

REPORT FROM THE COMMITTEE ON RULES

Representative Currie, Chairperson, from the Committee on Rules to which the following were referred, action taken on May 27, 2011, (B) reported the same back with the following recommendations:

LEGISLATIVE MEASURES APPROVED FOR FLOOR CONSIDERATION:

That the Motion be reported "recommends be adopted" and placed on the House Calendar:

Motion to concur with Senate Amendment No. 1 to HOUSE BILL 180.

Motion to concur with Senate Amendment No. 1 to HOUSE BILL 200.

Motion to concur with Senate Amendment No. 2 to HOUSE BILL 220.

Motion to concur with Senate Amendment No. 1 to HOUSE BILL 233.

Motion to concur with Senate Amendment No. 1 to HOUSE BILL 237.

Motion to concur with Senate Amendment No. 1 to HOUSE BILL 248.

Motion to concur with Senate Amendment No. 2 to HOUSE BILL 279.

Motion to concur with Senate Amendment No. 1 to HOUSE BILL 297.

Motion to concur with Senate Amendment No. 3 to HOUSE BILL 1091.

Motion to concur with Senate Amendment No. 1 to HOUSE BILL 1128.
 Motion to concur with Senate Amendment No. 1 to HOUSE BILL 1129.
 Motion to concur with Senate Amendment No. 1 to HOUSE BILL 1195.
 Motion to concur with Senate Amendment No. 1 to HOUSE BILL 1216.
 Motion to concur with Senate Amendment No. 1 to HOUSE BILL 1315.
 Motion to concur with Senate Amendment No. 1 to HOUSE BILL 1317.
 Motion to concur with Senate Amendment No. 1 to HOUSE BILL 1359.
 Motion to concur with Senate Amendment No. 1 to HOUSE BILL 1380.
 Motion to concur with Senate Amendment No. 1 to HOUSE BILL 1458.
 Motion to concur with Senate Amendment No. 1 to HOUSE BILL 1488.
 Motion to concur with Senate Amendment No. 1 to HOUSE BILL 1547.
 Motion to concur with Senate Amendment No. 1 to HOUSE BILL 1549.
 Motion to concur with Senate Amendment No. 1 to HOUSE BILL 1558.
 Motion to concur with Senate Amendment No. 1 to HOUSE BILL 1574.
 Motion to concur with Senate Amendment No. 1 to HOUSE BILL 1651.
 Motion to concur with Senate Amendments numbered 1 and 2 to HOUSE BILL 1670.
 Motion to concur with Senate Amendments numbered 1 and 2 to HOUSE BILL 1689.
 Motion to concur with Senate Amendment No. 3 to HOUSE BILL 1699.
 Motion to concur with Senate Amendment No. 1 to HOUSE BILL 1707.
 Motion to concur with Senate Amendment No. 1 to HOUSE BILL 1825.
 Motion to concur with Senate Amendment No. 2 to HOUSE BILL 1908.
 Motion to concur with Senate Amendment No. 2 to HOUSE BILL 1985.
 Motion to concur with Senate Amendment No. 1 to HOUSE BILL 2084.
 Motion to concur with Senate Amendment No. 1 to HOUSE BILL 2086.
 Motion to concur with Senate Amendment No. 1 to HOUSE BILL 2362.
 Motion to concur with Senate Amendment No. 1 to HOUSE BILL 2870.
 Motion to concur with Senate Amendment No. 1 to HOUSE BILL 2902.
 Motion to concur with Senate Amendment No. 2 to HOUSE BILL 2955.
 Motion to concur with Senate Amendment No. 2 to HOUSE BILL 2974.
 Motion to concur with Senate Amendment No. 1 to HOUSE BILL 3025.
 Motion to concur with Senate Amendment No. 1 to HOUSE BILL 3041.
 Motion to concur with Senate Amendment No. 1 to HOUSE BILL 3042.
 Motion to concur with Senate Amendment No. 1 to HOUSE BILL 3255.
 Motion to concur with Senate Amendment No. 1 to HOUSE BILL 3274.
 Motion to concur with Senate Amendment No. 1 to HOUSE BILL 3403.
 Motion to concur with Senate Amendment No. 1 to HOUSE BILL 3620.
 Motion to concur with Senate Amendment No. 1 to HOUSE JOINT RESOLUTION 4.

LEGISLATIVE MEASURES ASSIGNED TO COMMITTEE:

Agriculture & Conservation: Motion to Concur with SENATE AMENDMENT No. 1 to HOUSE BILL 2094.

Consumer Protection: Motion to Concur with SENATE AMENDMENT No. 1 to HOUSE BILL 880.

Counties & Townships: Motion to Concur with SENATE AMENDMENT No. 1 to HOUSE BILL 3425.

Elementary & Secondary Education: Motion to Concur with SENATE AMENDMENT No. 2 to HOUSE BILL 190, Motion to Concur with SENATE AMENDMENT No. 2 to HOUSE BILL 1571, Motion to Concur with SENATE AMENDMENT No. 1 to HOUSE BILL 2397 and Motion to Concur with SENATE AMENDMENTS numbered 1 and 2 to HOUSE BILL 3115.

Environment & Energy: Motion to Concur with SENATE AMENDMENTS numbered 1 and 3 to HOUSE BILL 1297.

Health Care Licenses: Motion to Concur with SENATE AMENDMENT No. 1 to HOUSE BILL 1973.

Human Services: Motion to Concur with SENATE AMENDMENT No. 2 to HOUSE BILL 299.

Insurance: Motion to Concur with SENATE AMENDMENT No. 1 to HOUSE BILL 1193.

Judiciary I - Civil Law: Motion to Concur with SENATE AMENDMENT No. 1 to HOUSE BILL 1153 and Motion to Concur with SENATE AMENDMENT No. 1 to HOUSE BILL 3012.

Judiciary II - Criminal Law: Motion to Concur with SENATE AMENDMENT No. 2 to HOUSE BILL 277, Motion to Concur with SENATE AMENDMENT No. 1 to HOUSE BILL 3033 and Motion to Concur with SENATE AMENDMENT No. 1 to HOUSE BILL 3300.

Revenue & Finance: Motion to Concur with SENATE AMENDMENT No. 1 to HOUSE BILL 1218.

Small Business Empowerment & Workforce Development: Motion to Concur with SENATE AMENDMENT No. 1 to HOUSE BILL 2927.

State Government Administration: HOUSE RESOLUTION 372.

Environmental Health: Motion to Concur with SENATE AMENDMENTS numbered 1 and 2 to HOUSE BILL 2056 and Motion to Concur with SENATE AMENDMENT No. 1 to HOUSE BILL 2903.

Housing: HOUSE AMENDMENT No. 3 to SENATE BILL 16.

Redistricting: HOUSE AMENDMENT No. 1 to SENATE BILL 1178.

Veterans' Affairs: Motion to Concur with SENATE AMENDMENT No. 1 to HOUSE BILL 1537.

The committee roll call vote on the foregoing Legislative Measures is as follows:

3, Yeas; 1, Nay; 0, Answering Present.

Y Currie(D), Chairperson

N Schmitz(R), Republican Spokesperson

Y Lang(D)

A Leitch(R)

Y Mautino(D)

REPORTS FROM STANDING COMMITTEES

Representative Reitz, Chairperson, from the Committee on Health Care Licenses to which the following were referred, action taken on May 27, 2011, reported the same back with the following recommendations:

That the bill be reported "do pass" and be placed on the order of Second Reading-- Short Debate: SENATE BILL 2255.

The committee roll call vote on Senate Bill 2255 is as follows:

5, Yeas; 0, Nays; 0, Answering Present.

Y Reitz(D), Chairperson

Y Zalewski(D), Vice-Chairperson

A Saviano(R), Republican Spokesperson

Y Burke, Kelly(D)

A Kosel(R)

Y McAuliffe(R)

A Mulligan(R)

A Phelps(D)

Y Verschoore(D)

Representative Bradley, Chairperson, from the Committee on Revenue & Finance to which the following were referred, action taken on May 27, 2011, reported the same back with the following recommendations:

That the bill be reported "do pass as amended" and be placed on the order of Second Reading-- Short Debate: SENATE BILL 2073.

The committee roll call vote on Senate Bill 2073 is as follows:

9, Yeas; 0, Nays; 0, Answering Present.

Y Bradley(D), Chairperson

Y Turner(D), Vice-Chairperson

Y Harris, David(R), Republican Spokesperson

Y Beaubien(R)

Y Cole(R)

Y Currie(D)

Y Mautino(D)

Y Stephens(R)(replacing Sullivan)

Y Zalewski(D)

Representative Howard, Chairperson, from the Committee on Judiciary II - Criminal Law to which the following were referred, action taken on May 27, 2011, reported the same back with the following recommendations:

That the Floor Amendment be reported "recommends be adopted":
Amendment No. 1 to SENATE BILL 1228.

The committee roll call vote on Amendment No. 1 to Senate Bill 1228 is as follows:
6, Yeas; 0, Nays; 0, Answering Present.

Y Howard(D), Chairperson	Y McAsey(D), Vice-Chairperson
Y Reboletti(R), Republican Spokesperson	Y Cunningham(D)
A Golar(D)	Y Reis(R)
Y Sacia(R)	

Representative Daniel Burke, Chairperson, from the Committee on Executive to which the following were referred, action taken on May 27, 2011, reported the same back with the following recommendations:

That the Floor Amendment be reported "recommends be adopted":
Amendment No. 2 to SENATE BILL 1835.

That the bill be reported "do pass" and be placed on the order of Second Reading-- Short Debate:
SENATE BILL 269.

That the bill be reported "do pass" and be placed on the order of Second Reading-- Standard Debate:
SENATE BILL 675.

That the bill be reported "do pass as amended" and be placed on the order of Second Reading-- Short Debate: SENATE BILLS 109, 270, 744, 1531, 1609, 2133 and 2293.

That the bill be reported "do pass as amended" and be placed on the order of Second Reading-- Standard Debate: SENATE BILL 2188.

The committee roll call vote on Amendment No. 2 to Senate Bill 1835 and Senate Bills 109, 1609, 2133 and 2293 is as follows:

11, Yeas; 0, Nays; 0, Answering Present.

Y Burke, Daniel(D), Chairperson	Y Lyons(D), Vice-Chairperson
Y Brady(R), Republican Spokesperson	Y Acevedo(D)
Y Arroyo(D)	Y Berrios(D)
Y Poe(R) (replacing Bost)	Y Jackson(D)
Y Rita(D)	Y Hays(R) (replacing Sullivan)
Y Tryon(R)	

The committee roll call vote on Senate Bill 269 is as follows:

7, Yeas; 3, Nays; 0, Answering Present.

Y Burke, Daniel(D), Chairperson	Y Lyons(D), Vice-Chairperson
N Brady(R), Republican Spokesperson	Y Acevedo(D)
Y Arroyo(D)	Y Berrios(D)
A Poe(R) (replacing Bost)	Y Jackson(D)
Y Rita(D)	N Hays(R) (replacing Sullivan)
N Tryon(R)	

The committee roll call vote on Senate Bill 270 is as follows:

9, Yeas; 2, Nays; 0, Answering Present.

Y Burke, Daniel(D), Chairperson	Y Lyons(D), Vice-Chairperson
Y Brady(R), Republican Spokesperson	Y Acevedo(D)
Y Arroyo(D)	Y Berrios(D)
N Poe(R) (replacing Bost)	Y Jackson(D)
Y Rita(D)	N Hays(R) (replacing Sullivan)
Y Tryon(R)	

The committee roll call vote on Senate Bill 675 is as follows:
6, Yeas; 5, Nays; 0, Answering Present.

Y Burke, Daniel(D), Chairperson	Y Lyons(D), Vice-Chairperson
N Brady(R), Republican Spokesperson	Y Acevedo(D)
N Arroyo(D)	Y Berrios(D)
N Poe(R) (replacing Bost)	Y Jackson(D)
Y Rita(D)	N Hays(R) (replacing Sullivan)
N Tryon(R)	

The committee roll call vote on Senate Bill 744 is as follows:
8, Yeas; 3, Nays; 0, Answering Present.

Y Burke, Daniel(D), Chairperson	Y Lyons(D), Vice-Chairperson
Y Brady(R), Republican Spokesperson	Y Acevedo(D)
Y Arroyo(D)	N Berrios(D)
Y Poe(R) (replacing Bost)	N Jackson(D)
Y Rita(D)	Y Hays(R) (replacing Sullivan)
N Tryon(R)	

The committee roll call vote on Senate Bill 1531 is as follows:
8, Yeas; 3, Nays; 0, Answering Present.

Y Burke, Daniel(D), Chairperson	Y Lyons(D), Vice-Chairperson
N Brady(R), Republican Spokesperson	Y Acevedo(D)
Y Arroyo(D)	Y Berrios(D)
N Poe(R) (replacing Bost)	Y Jackson(D)
Y Rita(D)	N Hays(R) (replacing Sullivan)
Y Tryon(R)	

The committee roll call vote on Senate Bill 2188 is as follows:
6, Yeas; 4, Nays; 1, Answering Present.

Y Burke, Daniel(D), Chairperson	Y Lyons(D), Vice-Chairperson
N Brady(R), Republican Spokesperson	P Acevedo(D)
Y Arroyo(D)	Y Berrios(D)
N Poe(R) (replacing Bost)	Y Jackson(D)
Y Rita(D)	N Hays(R) (replacing Sullivan)
N Tryon(R)	

Representative Bradley, Chairperson, from the Committee on Labor to which the following were referred, action taken on May 27, 2011, reported the same back with the following recommendations:

That the bill be reported "do pass as amended" and be placed on the order of Second Reading-- Short Debate: SENATE BILL 1122.

The committee roll call vote on Senate Bill 1122 is as follows:
13, Yeas; 0, Nays; 0, Answering Present.

Y Bradley(D), Vice-Chairperson	Y Tracy(R), Republican Spokesperson
Y Gabel(D) (replacing Arroyo)	A Beaubien(R)
Y Bellock(R)	A Colvin(D)
A Cunningham(D)	Y D'Amico(D)
Y Davis, William(D)	A Eddy(R)
Y Hernandez(D)	Y Jefferson(D)

A Jones(D)
 Y Osmond(R)
 Y Schmitz(R)
 Y Sullivan(R)

Y Leitch(R)
 Y Phelps(D)
 A Stephens(R)

Representative Hernandez, Chairperson, from the Committee on Aging to which the following were referred, action taken on May 27, 2011, reported the same back with the following recommendations:

That the Floor Amendment be reported "recommends be adopted":

Amendment No. 2 to SENATE BILL 1968.

The committee roll call vote on Amendment No. 2 to Senate Bill 1968 is as follows:

18, Yeas; 2, Nays; 0, Answering Present.

Y Hernandez(D), Chairperson
 N Pihos(R), Republican Spokesperson
 Y Cavaletto(R)
 Y Jackson(D) (replacing Farnham)
 Y Hammond(R)
 Y Zalewski(D) (replacing Harris, G.)
 Y Howard(D)
 Y Lyons(D)
 Y McGuire(D)
 Y Kay(R) (replacing Mitchell, J.)
 Y Roth(R)
 Y Sente(D)
 A Unes(R)

Y Beiser(D), Vice-Chairperson
 Y Acevedo(D)
 Y Cunningham(D) (replacing D'Amico)
 Y Rita(D) (replacing Franks)
 A Harris, David(R)
 A Hays(R)
 Y Jefferson(D)
 Y McAsey(D)
 Y Mell(D)
 N Rosenthal(R)
 A Saviano(R)
 A Sosnowski(R)

Representative Holbrook, Chairperson, from the Committee on Public Utilities to which the following were referred, action taken on May 27, 2011, reported the same back with the following recommendations:

That the bill be reported "do pass as amended" and be placed on the order of Second Reading-- Short Debate: SENATE BILL 1652.

The committee roll call vote on Senate Bill 1652 is as follows:

21, Yeas; 0, Nays; 2, Answering Present.

Y Holbrook(D), Chairperson
 Y Davis, W.D) (replacing Arroyo)
 Y Coladipietro(R)
 Y Verschoore(D) (replacing Crespo)
 Y Fortner(R)
 P Golar(D)
 Y Smith(D) (replacing Howard)
 Y Mautino(D)
 Y McCarthy(D)
 Y Reitz(D)
 Y Sullivan(R)
 Y Tracy(R)

Y Bost(R), Republican Spokesperson
 Y Chapa LaVia(D)
 Y Connelly(R)
 Y Durkin(R)
 A Franks(D)
 Y Hatcher(R)
 Y Jefferson(D)
 Y May(D)
 Y Morthland(R)
 Y Saviano(R)
 P Thapedi(D)
 Y Winters(R)

INTRODUCTION AND FIRST READING OF BILLS

The following bill was introduced, read by title a first time, ordered reproduced and placed in the Committee on Rules:

HOUSE BILL 3786. Introduced by Representative Mulligan, AN ACT concerning gaming.

SENATE RESOLUTIONS

The following Senate Joint Resolution, received from the Senate, was read by the Clerk and referred to the Committee on Rules: SENATE JOINT RESOLUTION 30 (Yarbrough).

SENATE BILLS ON SECOND READING

Having been reproduced, the following bills were taken up, read by title a second time and held on the order of Second Reading: SENATE BILLS 109, 269, 270, 675, 744, 1122, 1531, 1609, 1652, 2073, 2133, 2188, 2255 and 2293.

At the hour of 6:13 o'clock p.m., the House Perfunctory Session adjourned.