

# **EXHIBIT 5**



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1

HOUSE RESOLUTION

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

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

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

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

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

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1 Granite City and Alton have a median income of \$2,499 to  
2 \$50,000, while areas on the northwest side of the district in  
3 Godfrey and Elsay Township and just to the northeast of Alton  
4 all have a median income of \$45,000 to \$70,000. In contrast,  
5 the areas to the east of proposed RD 111 are much more  
6 affluent, while the areas south of proposed RD 111 typically  
7 have a lower income. The socioeconomic conditions of the  
8 proposed district and its surrounding areas play a role in the  
9 development of proposed RD 111.

10 Proposed RD 111 contains a majority of the core from  
11 current RD 111 and maintains the incumbent-constituent  
12 relationship that has developed over the past 3 election  
13 cycles. The partisan advantage in favor of the incumbent  
14 increases slightly compared to current RD 111.

15 Proposed RD 111 is made up of mostly Caucasian residents,  
16 with some small pockets of African Americans (7.60% voting  
17 age-population), Hispanic residents (1.81% voting-age  
18 population) and Asian residents (0.68% voting-age population).  
19 The majority of the African American population resides in  
20 Alton, and as a community of interest, they remain intact in  
21 proposed RD 111.

22 REPRESENTATIVE DISTRICT 112

23 According to the 2010 Census, current RD 112 has a  
24 population of 119,652. Proposed RD 112 has a population of  
25 108,734, the equal population target, and is therefore

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1 compliant with the "one person, one vote" principle. Any  
2 differences in shape between proposed RD 112 and current RD 112  
3 are due in part to population shifts and the need to reduce the  
4 total population of the district.

5 Proposed RD 112 includes 86.53% of current RD 112. Like  
6 current RD 112, proposed RD 112 is split between Madison and  
7 St. Clair counties. To reduce population, a township on the  
8 northeast corner of current RD 112 and portions of townships on  
9 the western part of current RD 112 are removed. Proposed RD 112  
10 recedes completely from Troy Township and portions of Pin Oak  
11 and Jarvis townships. Other townships (Fort Russell,  
12 Collinsville, Caseyville, Nameoki, and Granite City) are split  
13 along major roadways that are easily recognizable to local  
14 residents. Proposed RD 112 includes many of the municipalities  
15 included in current RD 112, with the addition of a portion of  
16 Fairmont City, which is added in part to achieve compactness.

17 Communities within proposed RD 112 share many similar  
18 interests. Many residents use the Edwardsville Campus of  
19 Southern Illinois University, which is located entirely within  
20 the district. Many residents within proposed RD 112 share a  
21 common interest in that they commute to work in St. Louis but  
22 enjoy the suburban lifestyle of the district. The entire  
23 district is linked together by I-55/70, I-255, I-64 and I-270,  
24 which criss-cross through proposed and current RD 112, giving  
25 residents easy access to all parts of the district.

26 Proposed RD 112 mainly includes middle class families with

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1 a median income of \$50,000 to \$110,000. There is a lower middle  
2 class area along the far western part of proposed RD 112 where  
3 the median income is approximately \$35,000 to \$65,000 that is  
4 largely contained in current RD 112.

5 Proposed RD 112 contains a vast majority of the core of  
6 current RD 112. The partisan advantage favoring the incumbent  
7 increases compared to current RD 112.

8 Proposed RD 112 is made up of primarily Caucasian  
9 residents, with small pockets of African Americans (7.2%  
10 voting-age population), Hispanic residents (3.03% voting-age  
11 population), and Asian residents (1.75% voting-age population)  
12 located throughout the district.

13 REPRESENTATIVE DISTRICT 113

14 According to the 2010 Census, current RD 113 has a  
15 population of 104,465. Proposed RD 113 has a population of  
16 108,734, the equal population target, and is therefore  
17 compliant with the "one person, one vote" principle. Proposed  
18 RD 113 is different in shape from current RD 113 due, in part,  
19 to population shifts and the need to increase the total  
20 population of the district.

21 Proposed RD 113 includes 74.2% of current RD 113. To add  
22 population, the district boundaries are drawn to include the  
23 cities of Venice and Brooklyn and to include populations from  
24 the cities of Caseyville, Fairview Heights and Swansea. As with  
25 current RD 113, proposed RD 113 is made up of portions of both

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1 Proposed RD 113, as a whole, maintains a Metro East  
2 District with a population of similar socioeconomic status. The  
3 map adds to the community of African Americans by including the  
4 entire cities of Venice and Brooklyn and parts of Washington  
5 Park. The largest population center in Belleville is maintained  
6 in one district and the borders are drawn to include as much  
7 urban Belleville as possible. This makes the district a  
8 like-minded, socially and economically unified district of  
9 common interests who are well served in being represented in  
10 the same district.

11 Proposed RD 113 contains a majority of the core from  
12 current RD 113 and preserves the incumbent-constituent  
13 relationship formed over the past 8 election cycles. The  
14 partisan advantage in favor of the incumbent increases slightly  
15 compared to current RD 113.

16 Proposed RD 113 contains a 24.92% African American  
17 voting-age population, a 4.15% Hispanic voting-age population,  
18 and a 1.58% Asian voting-age population.

19 REPRESENTATIVE DISTRICT 114

20 According to the 2010 Census, current RD 114 has a current  
21 population of 104,780. Proposed RD 114 has a population of  
22 108,734, the equal population target, and is therefore  
23 compliant with the "one person, one vote" principle. Proposed  
24 RD 114 is different in shape from current RD 114 due, in part,  
25 to population shifts and the need to increase the total

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1 population of the district.

2 Proposed RD 114 keeps 77.72% of current RD 114 intact.  
3 Proposed RD 114 also maintains the core of current RD 114's  
4 African American population, helping to preserve a downstate  
5 African American region in Illinois. This is accomplished by  
6 expanding the southern and northeastern boundaries and  
7 including a portion of Belleville. Proposed RD 114 is  
8 completely within St. Clair County.

9 Proposed RD 114 has large geographic areas of agricultural  
10 land and forest preserve, with a large urban center in East St.  
11 Louis. It is bordered on the west by the Mississippi River, and  
12 is serviced by the Mississippi River Valley and the Kaskaskia  
13 Watershed. Significant landmarks include Belleville Area  
14 College, Scott Air Force Base, Mid-America Airport, St. Louis  
15 Downtown Airport, and Frank Holten State Park, which are also  
16 included in current RD 114. Proposed RD 114 is serviced by the  
17 East St. Louis Metro Bus Service as well as the Metrolink train  
18 system. Proposed RD 114 is also served by the Lewis and Clark  
19 Library District and the Shawnee Library District, and is  
20 located entirely within the Belleville Diocese of the Catholic  
21 Church. Proposed RD 114 is entirely within DCEO Region 24, the  
22 Southwestern Illinois Metro and Regional Planning Commission  
23 territory, the territory of the Southwestern Illinois Central  
24 Labor Council, DNR West-Central Region 4, IDOT District 8, the  
25 territory of the Area Agency on Aging of Southwestern Illinois,  
26 and Area V of the Regional Offices of Education. Proposed RD

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1 114 is entirely within the St. Louis Media Market, receiving  
2 television news from St. Louis networks, and print news mostly  
3 from the St. Louis Post-Dispatch, the Belleville  
4 News-Democrat, and a handful of smaller, regional newspapers.

5 Proposed RD 114 lies completely within St. Clair County,  
6 while current RD 114 extends slightly into Madison County in  
7 the municipalities of Madison and Venice. Proposed RD 114  
8 contains all of East St. Louis, Freeburg, Shiloh Valley, and  
9 Smithton Townships, and splits Canteen, Centreville, Lebanon,  
10 Mascoutah, Millstadt, O'Fallon, Stookey, and St. Clair  
11 Townships. Proposed RD 114 splits fewer townships than the  
12 current RD 114 by taking in all of Freeburg and Smithton  
13 Townships. Many of these splits are along similar borders as  
14 current RD 114 (Centreville, Stookey, Millstadt, and  
15 Mascoutah) and additional split townships occur to reach equal  
16 population. Because proposed RD 114 and the surrounding region  
17 are highly populated with a very developed network of roads on  
18 which residents rely for efficient transportation, splitting  
19 fewer townships will benefit residents, as townships maintain  
20 many of these roads. Proposed RD 114 splits fewer  
21 municipalities than current RD 114, keeping many of the  
22 smaller, rural towns with fewer resources more intact.

23 Proposed RD 114 contains the entirety of Alorton,  
24 Centreville, East St. Louis (minus an uninhabited census  
25 block), Freeburg, and Scott Air Force Base. It splits  
26 Belleville, Cahokia, Lebanon, Mascoutah, Millstadt, O'Fallon,

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1 Sauget, Shiloh, Smithton and Washington Park. The split areas  
2 of Belleville, Cahokia, Mascoutah, Millstadt, and Sauget are  
3 nearly identical to current RD 114. These minor changes and  
4 additional changes in areas such as Shiloh, Lebanon, Freeburg  
5 and Washington Park are made in order to achieve equal  
6 population. One major change to current RD 114 is the inclusion  
7 of Lebanon in proposed RD 114. As population has gradually  
8 drifted away from the urban areas of Belleville and East St.  
9 Louis, many residents have relocated in the direction of  
10 Shiloh, Mascoutah and Lebanon. Lebanon also has an African  
11 American population, so it is logical for the community to be  
12 included in proposed RD 114 as a community of interest.

13 The socioeconomic makeup of proposed RD 114 is mostly  
14 uniform, with a large portion of the population falling into  
15 the \$68,000 to \$99,000 median income bracket. East St. Louis  
16 generally falls into the lowest median income bracket, \$2,499  
17 to \$44,000, and some of the fringes of Belleville and O'Fallon  
18 fall into the \$44,000 to \$68,000 bracket. This remains  
19 essentially unchanged from current RD 114. Generally labeled as  
20 the "Metro-East," this area of Illinois shares the identity of  
21 a culturally and socioeconomically diverse region with common  
22 economic challenges and a strong sense of succeeding or failing  
23 together.

24 Current and proposed RD 114 serve as a transportation hub.  
25 A developed railroad system consisting of the Illinois Central  
26 Railroad, Missouri Pacific Railroad, and the Terminal Railroad

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1 of St. Louis, exists because of the district's proximity to  
2 inland shipping on the Mississippi River, and its proximity to  
3 Missouri. Proposed RD 114 also contains two regional airports  
4 that serve the St. Louis Metro Area. Interstates 55, 64, 70,  
5 and 255 all run through both current and proposed RD 114, which  
6 will keep proposed RD 114 in a position to take advantage of an  
7 economic recovery and economically benefit from increases in  
8 shipping, and interstate truck shipping. Preserving the  
9 transportation assets of proposed RD 114, including its access  
10 to the Metrolink public transit system that links the district  
11 to St. Louis, will help make it a more attractive place for  
12 commuters who may be looking to move from St. Louis to Illinois  
13 and still maintain easy access to jobs in St. Louis.

14 Proposed RD 114 contains the majority of current RD 114's  
15 population. The partisan advantage for the incumbent decreases  
16 compared to current RD 114.

17 Proposed RD 114 contains a sizable portion of the region's  
18 African-American voting-age population. The majority of  
19 African Americans in proposed RD 114 live in the Northwest  
20 sector, with pockets in Lebanon, Scott Air Force Base,  
21 O'Fallon, and Belleville. Proposed RD 114 contains a 42.04%  
22 African American voting-age population, a 1.77% Hispanic  
23 voting-age population, and a 1.33% Asian voting-age  
24 population.