NEW YORK WAREHOUSE BOOM

Tracing the warehouse boom and its impacts

Environmental Defense Fund

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About the Contributing Organizations

Environmental Defense Fund is one of the world's leading environmental nonprofit organizations. Guided by science and economics, EDF finds practical and lasting solutions to the most serious environmental problems.

ElectrifyNY is a statewide coalition of advocates fighting for a clean electric transportation future for New York. Our work aims to improve the environment and public health outcomes for the communities most affected by the negative impacts of the transportation sector's dependency on fossil fuels.

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INTRODUCTION

E-commerce revenue nearly doubled in the United States over the past five years, while the accompanying diesel truck traffic that warehouses generate poses a major health threat to nearby communities.[1,2,3] In New York, EDF analysis shows that warehouse square footage has grown exponentially since 1990, with the largest increase over the last five years. Warehouses have long existed in parts of New York, but recent growth is increasing exposure to the pollution they generate. A single warehouse may generate over a thousand polluting truck trips every day.[4]

While trucks perform an essential role in the goods supply chain, they also contribute to harmful air, noise, and climate pollution, along with traffic and safety concerns. Goods transport via trucks is one of the fastest-growing drivers of greenhouse gas emissions and may be the largest absolute contributor to emissions in some regions.[5]

Due to discriminatory policies such as redlining, new and existing warehouses are disproportionately located near communities of color and low-income communities; this is true whether the warehouse is in an urban, suburban or rural part of the state.[6] Many warehouse workers as well as people living near warehouses have been sounding the alarm about the impact of pollution on their communities.[7]

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[5] Environmental Protection Agency, Fast Facts: U.S. Transportation Sector GHG Emissions 1990 - 2022, retrieved April 25, 2025, https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions

[6] Nowlan, A., Making the Invisible Visible: Shining a Light on Warehouse Truck Air Pollution, 2023. https://library.edf.org/AssetLink/722f74p47jswik25t74r7aoolmd47343.pdf

[7] See for example the Last-Mile Coalition. https://lastmilecoalition.org/

UPDATED FINDINGS

This report, which builds off a report published in January 2024,[8] contains updated information about the demographics of people living next to warehouses, increases in warehouse square footage and pediatric asthma cases attributable to nitrogen dioxide (NO_2) – a pollutant disproportionately released by diesel trucks. It also contains new estimates of changes in truck trip volume due to economic shifts caused by the COVID-19 pandemic, along with analysis of warehouse prevalence in state-defined disadvantaged communities,[9] the demographics of people burdened by two heavy-duty vehicle-related pollutants – small particulate matter ($PM_{2.5}$) and nitrogen oxides (NOx), the latter of which is largely composed of NO_2 – and the portion of NOx released by on-road vehicles. Much of this updated and new information is available at the state, regional and legislative district level.

The results from the New York analysis mirror the findings in ten states where EDF previously conducted Proximity Mapping, a framework that examines communities living near various types of warehouses and distribution and truck terminal facilities to determine how the pollution-related risks are distributed.[10] In those states, some 15 million people live within half a mile of a warehouse measuring at least 100,000 square feet. More than 1 million of those people are children under age five. No state distributed the risk from warehouses evenly. Black, Hispanic/Latino, Asian, Indigenous American and low-income people face the greatest risks from living near warehouses.

PUBLIC HEALTH AND CLIMATE THREAT FROM COAST TO COAST

EDF's warehouse analyses reflect a broader national trend. One in six United States residents lives within 300 feet of a major road, airport or railroad.[11] Some 17,000 schools across the United States are located within approximately 800 feet of a heavily traveled road.[12] Research increasingly links this proximity to serious health consequences. A growing body of peer-reviewed research indicates that exposure to traffic-related air pollution increases the risk of childhood asthma.[13] Asthma is a leading cause of missed school days and research has linked it to diminished school performance.[14]

The burden of childhood asthma represents a severe health disparity in the United States: across the country, 11% of children with family income less than $35,000 have asthma, versus 6% of children with family income of $75,000 or more.[15] Black children are more than twice as likely as non-Hispanic white children to have asthma, more than four times more likely to be hospitalized for asthma and eight times more likely to die from asthma.[16] Air pollution compounds other drivers of these disparities, including unequal access to healthcare plus psychological stressors.

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[8] Environmental Defense Fund, WAREHOUSE BOOM PLACES UNEQUAL HEALTH BURDEN ON NEW YORK COMMUNITIES, January 2024, https://globalcleanair.org/wp-content/blogs.dir/95/files//EDF-NY-Warehouse-Boom-Report-1-18-23.pdf

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[13] Health Effects Institute, Systematic Review and Meta- analysis of Selected Health Effects of Long-Term Exposure to Traffic-Related Air Pollution, June 2022. https://www.healtheffects.org/system/files/hei-special-report-23_6.pdf

[14] Dean, B. B., Calimlim, B. C., Sacco, P., Aguilar, D., Maykut, R. & D.Tinkelman, Uncontrolled asthma: assessing quality of life and productivity of children and their caregivers using a cross sectional Internet-based survey, 2010, https://doi.org/10.1186/1477-7525-8-96

[15] U.S. Department of Health and Human Services, Ever having asthma and still having asthma for children under age 18 years, by selected characteristics, 2018, https://ftp.cdc.gov/pub/Health_Statistics/NCHS/NHIS/SHS/2018_SHS_Table_C-1.pdf

[16] Office of Minority Health. Asthma and African Americans - The Office of Minority Health, retrieved July 29, 2022, https://minorityhealth.hhs.gov/omh/browse.aspx?lvl=4&lvlid=15

In New York, where state regulators have referred to asthma as an epidemic, the asthma emergency department visit rate had the second highest racial disparity of all major public health issues.[17,18] Air pollution from trucks is also associated with increased health risks at other stages of life: it raises the risk of preterm birth, low birth weight, dementia, heart disease and stroke.[19,20,21]

On-road medium- and heavy-duty vehicles (MHDVs), which include Class 2b-8 trucks and buses, make up around 10% of the vehicles on United States roads but are responsible for 45% of the transportation sector's health-harming NOx pollution – primarily measured by NO_2.[22] These vehicles emit 57% of the transportation sector's fine particulate matter ($PM_{2.5}$) and 28% of the sector's greenhouse gas emissions.[23] In New York, these vehicles disproportionately contribute to the transportation sector's NO_2 and $PM_{2.5}$ pollution and greenhouse gas emissions: emitting 52% of NOx, 45% of $PM_{2.5}$ and 24% of greenhouse gas emissions.[24]

Most MHDVs are equipped with diesel engines that release more NOx and $PM_{2.5}$ compared with gasoline engines. Diesel vehicles emit serious pollution at start-up, while idling and while traveling at low speeds.[25] For example, Class 8 trucks emit over 11 times more NOx pollution per mile while driving 25 miles per hour or slower than they do while driving on a freeway, and these trucks emit seven times the engine certification limit while driving 25 miles per hour or slower.[26] Air pollution levels vary by proximity to truck traffic, and vulnerability to pollution exposure can vary greatly by age – with children and older adults at elevated risk – and race, due to the unequal, cumulative impacts of other health-harming factors from built, natural and social environments.[27]

METHODOLOGY

Warehouse mapping was done based on leased and owned "warehouse" facilities from a private real estate database compiled by the information firm CoStar[28], and carried out using ArcGIS and Python Matplotlib plotting for spatial analyses.

To estimate warehouse growth, we plotted cumulative warehouse count and square footage; in other words, warehouse square footage of a particular year is inclusive of all warehouses built in the years prior and including said year. To assess trends in warehouse growth over time, we assessed total warehouse square footage for warehouses built between 2005-2014 and 2015-2024. The fraction of warehouse area built in the most recent decade (2015-2024) was then compared to that built in the decade prior (2005-2014) to understand recent growth.

Given observations that e-commerce has grown since the start of the pandemic – as online ordering became an essential way to obtain goods while maintaining social distancing – we sought to better understand the impact of the pandemic on truck trip volume. We assumed the e-commerce era begins in 1999, as this is the first year the US Census Bureau begins to track it as an industry[29]. Truck trip numbers were calculated using warehouse square footage applied to a proxy developed by the South Coast Air Quality Management District (SCAQMD),[30] who estimated the ratio of number of truck trips to warehouse square footage, and which

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29 United States Census Bureau, E-Commerce. https://www.census.gov/topics/business-economy/production/e-commerce.html

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applies to warehouses that are 100,000 square feet or larger. Although this ratio was calculated based on conditions in California and especially given the lack of New York-specific data to date, we believe this ratio provides the best available estimate for the number of truck trips associated with warehouses in New York. Estimated daily truck trips are associated to the year of build of a warehouse, rather than the calendar year itself, and truck trip estimates for all warehouses utilize the above 'present day' formula. This approach reflects the fact that the warehouses in the database, regardless of age built, are being used in the present day. As a parallel example, homes where people live today are, by and large, modern homes with modern appliances, regardless of build date for said homes. We plotted estimated daily truck trips from warehouses built between 1999 to present, and calculated a trendline for daily truck trips associated with warehouses built between 1999 to 2019 (i.e., the pre-pandemic e-commerce era) to generate a counterfactual, estimating daily truck trip volume absent the impact of the pandemic. Finally we calculated the excess daily truck trip between this counterfactual and present day daily truck trip estimates by subtracting the former from the latter. [31]

Statistics about people who live near warehouses were calculated using EDF's Proximity Mapping framework, which combines data from the United States Census Bureau's American Community Survey five-year estimates at the census tract level with locations of warehouse and distribution facilities from a private real estate database. The private real estate database includes leased and owner-occupied warehouses, but the quantity of these warehouses represents an unknown fraction of all the warehouses because the tools used by the private real estate company to create this database are proprietary and new information is constantly being added. EDF uses "low-income" to describe those living below the federal poverty line. EDF uses the term "warehouses" to refer to warehouse, distribution and truck terminal facilities. Disadvantaged communities follow the New York State definition as outlined by the Climate Justice Working Group[32]. Proximity mapping and warehouse growth analyses are conducted based on warehouses 50,000 square feet or greater.

NO_2-attributable pediatric asthma estimates were calculated using health impact assessment methods that combine data on NO_2, 2020 United States Census population data, relative risk and baseline disease rates.[33] NOx pollution data is provided by a high-resolution (~1 km2) pollution dataset, Neighborhood Emission Mapping Operation (NEMO).[34] NEMO bases emissions inventory on emissions estimates from 2017 National Emissions Inventory. Because of this temporal gap, we may not capture changes in emission sources, regulatory impacts, or technological advancements since then. The distribution of vehicle-related NO_2 and $PM_{2.5}$ pollution burden on residents was derived from an analysis done in collaboration with the University of Vermont. This study estimated exposure to transportation-related air pollution across the US by combining link level traffic data with pollution from US EPA's MOVES4 model. Road pollution was linked to US Census block-level data and a relative exposure for pollutants in each census block was calculated.[35]

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[31] South Air Quality Management District, WAIRE Implementation Guidelines, June 2021. https://www.aqmd.gov/docs/default-source/planning/fbmsm-docs/waire-implementation-guidelines.pdf?sfvrsn=12

[32] Climate Justice Working Group, Disadvantaged Communities Criteria, March 2023. https://climate.ny.gov/Resources/Disadvantaged-Communities-Criteria

[33] Analyses conducted by EDF using methodology and data sources described in:
Kerr, GH., van Donkelaar, A., Martin, RV., Brauer, M., Bukart, K., Wozniak, S., Goldberg, DL., & SC. Anenberg, Increasing Racial and Ethnic Disparities in Ambient Air Pollution-Attributable Morbidity and Mortality in the United States. Environ Health Perspect. 2024 Mar;132(3):37002. https://doi.org/10.1289/ehp11900.

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[35] Antonczak, B., Thompson, T., DePaola, M., & G. Rowangould, 2020 Near-roadway population census, traffic exposure and equity in the United States. Transportation Research Part D: Transport and Environment. 2023 Dec; 123:103965. https://doi.org/10.1016/j.trd.2023.103965

NEW YORK WAREHOUSES AND THEIR IMPACTS

New York's warehouses are concentrated around urban areas, transit corridors and port regions, but can also be found in suburban and rural areas (Figure 1). Warehouse concentration around population centers is not surprising if we consider the e-commerce business model, which benefits from proximity to consumers in order to fulfill short delivery windows. Even so, warehouses are not evenly distributed within urban areas, nor within the suburban and rural areas where they exist – they are always disproportionately located in environmental justice communities. The total number of warehouses and their square footage has grown exponentially in New York since 1990, with the largest increase in area covered occurring in the last five years (Figure 2).

Warehouse growth and associated truck traffic have accelerated since theCOVID-19 pandemic, when e-commerce became increasingly essential to daily life, and continuing into the present day. By estimating the trend for pre-pandemic e-commerce era warehouse growth, we would expect about 198,000 daily truck trips in 2025. However, there are an estimated 230,000 truck trips per day in New York (Figure 3).

The recent e-commerce boom in New York has exacerbated the pollution burden faced by many communities of color and low-income communities.[36,37] Warehouses tend to be located in Black, Hispanic/Latino, limited English, low-income, Asian and Indigenous American communities at every geographic level EDF analyzed. These same communities often supply the workforce for these facilities, employed in positions that may be low-wage, temporary or dangerous – meaning residents may face compounded exposure to harmful air pollution both at home and on the job. [38,39]

[36] Kerr, GH., Meyer, M., Goldberg, DL., Miller J., & SC. Anenberg, Air pollution impacts from warehousing in the United States uncovered with satellite data. 2024 July;Nat Commun 15, 6006. https://doi.org/10.1038/s41467-024-50000-0

[37] Yang, B., Zhu, Q., Wang, W., Zhu, Q., Zhang, D., Jin, Z., Prasad, P., Sowlat, M., Pakbin, P., Ahangar, F., Hasheminassab, S., & Y. Liu, Impact of warehouse expansion on ambient $PM_{2.5}$ and elemental carbon levels in Southern California's disadvantaged communities: A two-decade analysis. 2024 Sept;*GeoHealth*, 8, e2024GH001091. https://doi.org/10.1029/2024GH001091

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[39] New Yorkers for a Fair Economy, Warehouse Worker Injury Reduction Act, April 2023, https://alignny.org/wp-content/uploads/2023/04/WWIRA-Bill-Summary.pdf

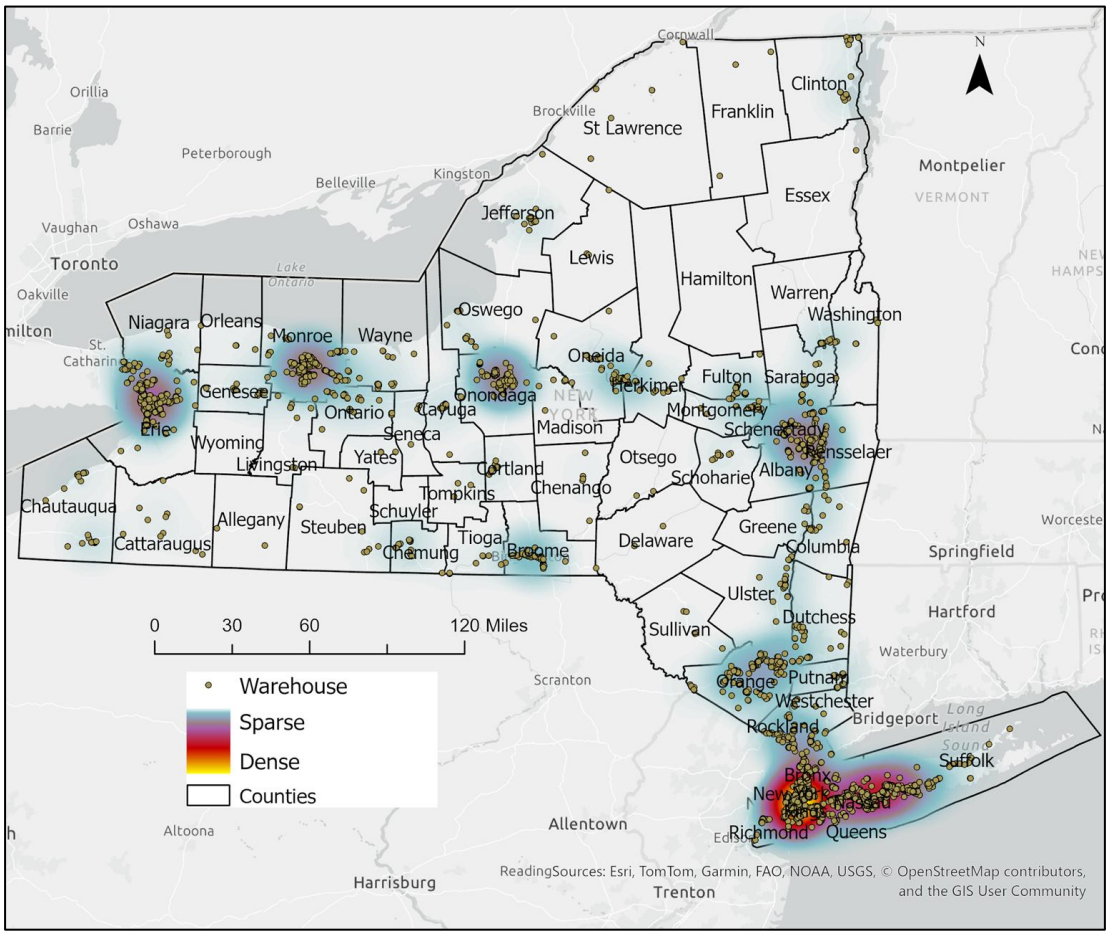

Figure 1: Warehouse density across New York State

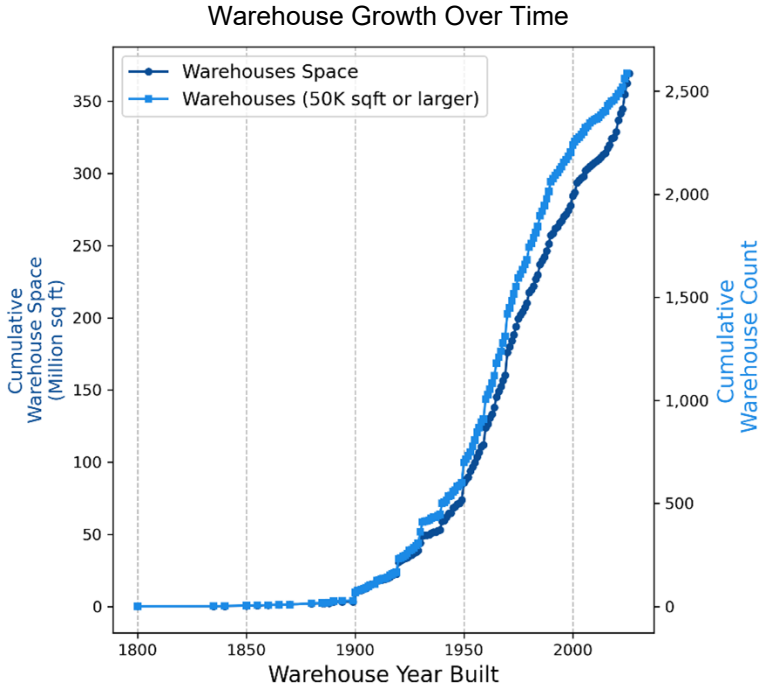

Figure 2: Warehouse growth expanded rapidly and increased in size over

Across New York, EDF identified 2,871 warehouses composing nearly 355 million square feet of warehouse space. Key findings include:

Warehouse Growth and Traffic

- 18% of today's warehouse square footage was built in the past ten years and 5% was built in the preceding ten years, meaning **nearly four times more square footage was built in the most recent decade.**
- Warehouses generate an estimated **260,000 truck trips per day**.
- There is an **excess of 23,000 truck trips per day** given economic shifts since the pandemic.

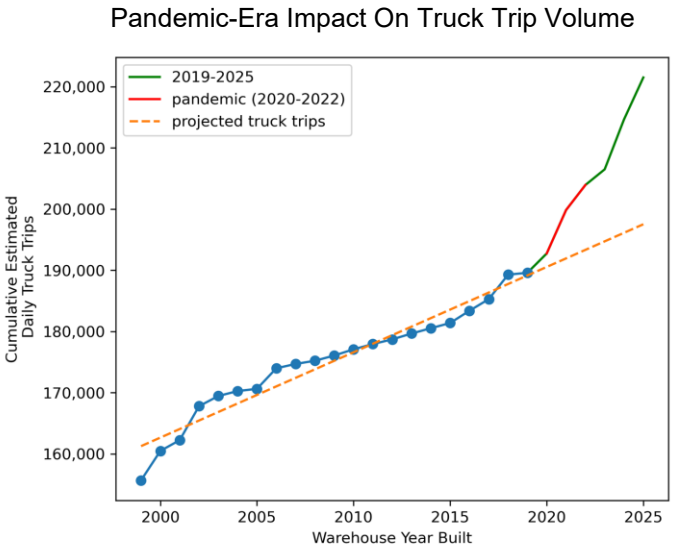

Figure 3: Truck volume increased dramatically during and since the pandemic.

Disproportionate Impacts on Communities

- **5 million people – more than one in four – live within half a mile of a warehouse**. Of these, 330,000 are younger than 5 years old and 680,000 are older than 64.
- **Disadvantaged communities cover 8% of the state but contain 51% of warehouses.**
- Black populations are 1.5 times more likely to live within half a mile of a warehouse than expected, compared to the state's demographics.
- Hispanic/Latino populations are 1.5 times more likely to live within half a mile of a warehouse than expected, compared to the state's demographics.
- Limited English populations are 1.4 times more likely to live within half a mile of a warehouse than expected, compared to the state's demographics.
- Low-income populations are 1.4 times more likely to live within half a mile of a warehouse than expected, compared to the state's demographics.
- Asian populations are 1.2 times more likely to live within half a mile of a warehouse than expected, compared to the state's demographics.
- Indigenous American populations are 1.2 times more likely to live within half a mile of a warehouse than expected, compared to the state's demographics.
- White populations are 1.2 times less likely to live within half a mile of a warehouse than expected, compared to the state's demographics.

Public Health Burden

- An estimated **13,500 new NO_2-attributable pediatric asthma cases every year**, with a statewide average of 32% of NOx coming from on-road vehicles.
- **Populations of color** are 1.7x more likely than white residents to live in areas with higher levels of NOx and $PM_{2.5}$ pollution from heavy-duty vehicles.
- **Populations of color** are 4.4x less likely than white residents to live in areas with lower levels of NOx and $PM_{2.5}$ pollution from heavy-duty vehicles.

In New York, warehouse locations are far from transparent — a pattern seen nationwide. While the Energy Information Agency maintains a database of information about polluting facilities like oil refineries, nothing similar exists for warehouse locations. Communities and policymakers often lack access to basic information about these facilities, including their locations and which companies own and operate them. As a result, communities rely on private databases, which are expensive, limited in scope and have strict terms of service for sharing the data. Without accessible public data, communities lack the basic information needed to understand the facilities in their neighborhoods and advocate for stronger protections from the pollution they generate.

In addition to the lack of location transparency, warehouses are largely unregulated and can be sited with little to no environmental review or public process. They are not likely to be regulated by the state's Environmental Justice Siting Law, despite being disproportionately located in disadvantaged communities and bringing tens of thousands of additional health-harming truck trips into

those communities daily.[40] No mechanisms exist to ensure warehouses comply with the objectives outlined in New York's Climate Leadership and Community Protection Act – a law that requires an 85% reduction in greenhouse gas emissions by 2050, with an interim target of 40% by 2030.

AN UNEQUAL BURDEN: NO_2

NO_2 pollution – one of the main pollutants released by diesel-burning trucks – contributes to approximately 13,500 new childhood asthma diagnoses across the state every year, according to an EDF analysis (Figure 4).[41] The distribution of NO_2 pollution is highly uneven. For example, in Bronx County, where on-road vehicles contribute 49% of NOx, NO_2 contributes to 19% of new childhood asthma diagnoses, resulting in around 2,800 new childhood asthma diagnoses each year.

Researchers at George Washington University found people living in communities located near warehouses are exposed to air with 20% more NO_2, with the burden falling disproportionately on communities of color.[42] EDF's analysis of truck pollution confirms this pattern statewide: populations of color are 1.7x more likely than white residents to live in areas with higher levels of NOx pollution (Figure 5). Populations of color are also 4.4x less likely than white residents to live in areas with lower levels of NOx pollution (Figure 5).[43] These trends are largely identical for medium-duty truck NOx burdens.

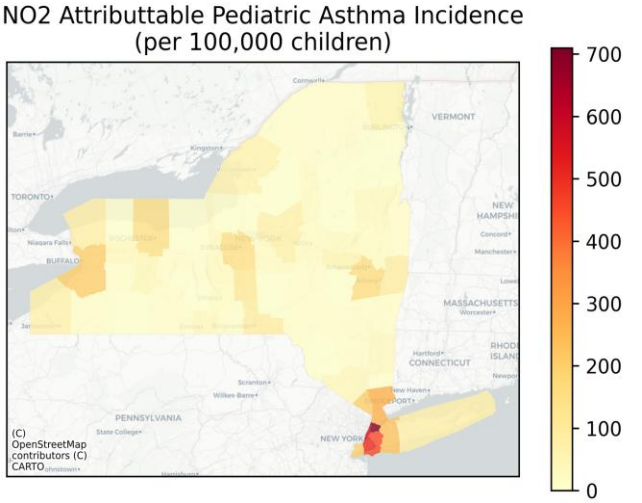

Figure 4: Nitrogen attributable pediatric asthma across New York State

Developing asthma can change a child's life. Asthma is the leading cause of missed school days each year and has been linked to diminished school performance.[44] Nearly one in two children with asthma miss at least one day of school each year because of their asthma.[45] In New York, approximately 10% of adults and slightly less than 10% of children have asthma, resulting in an average of 299 deaths per year from 2009 to 2019.[46]

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[40] Department of Environmental Conservation, The Environmental Justice Siting Law, accessed April 22, 2025, https://dec.ny.gov/environmental-protection/environmental-justice/the-environmental-justice-siting-law

[41] Analyses conducted by EDF using methodology and data sources described in:
Kerr, GH., van Donkelaar, A., Martin, RV., Brauer, M., Bukart, K., Wozniak, S., Goldberg, DL., & SC. Anenberg, Increasing Racial and Ethnic Disparities in Ambient Air Pollution-Attributable Morbidity and Mortality in the United States. Environ Health Perspect. 2024 Mar;132(3):37002. https://doi.org/10.1289/ehp11900.

[42] Kerr, GH., Meyer, M., Goldberg, DL., Miller J., & Anenberg, SC,. Air pollution impacts from warehousing in the United States uncovered with satellite data. 2024July;Nat Commun 15, 6006. https://doi.org/10.1038/s41467-024-50000-0

[43] Analyses conducted by EDF using methodology and data sources described in: Antonczak, B., Thompson, T., DePaola, M., & G. Rowangould, 2020 Near-roadway population census, traffic exposure and equity in the United States. Transportation Research Part D: Transport and Environment. 2023 Dec; 123:103965. https://doi.org/10.1016/j.trd.2023.103965

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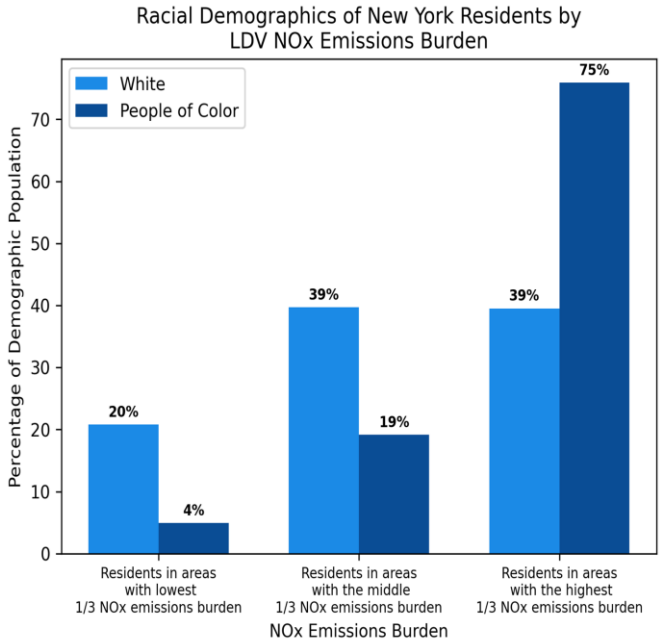

Figure 5

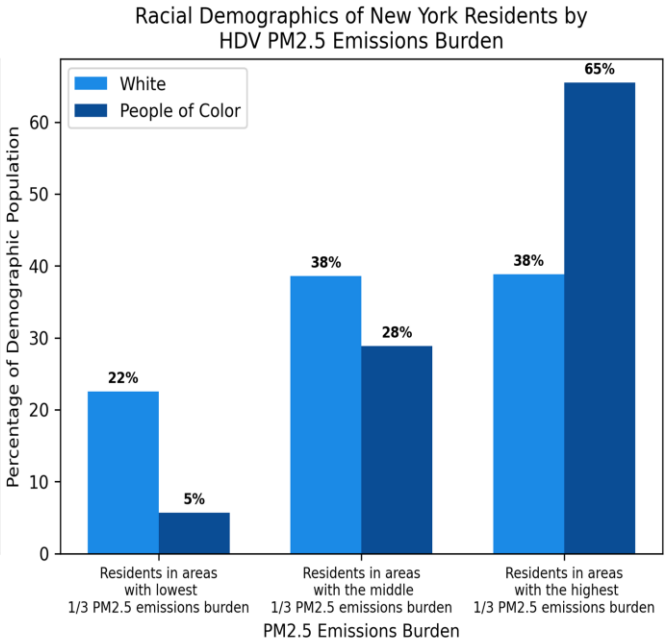

Figure 6

Across the state, Black residents are over six times more likely to be hospitalized for asthma and nearly five times more likely to die from asthma compared to non-Hispanic white residents.[47] According to the Centers for Disease Control and Prevention (CDC) Chronic Disease Cost Calculator, the estimated medical cost of asthma in the state was $3.5 billion in 2017.[48] The Asthma and Allergy Foundation of America's 2024 report ranked six New York cities within its top 100 for asthma prevalence, emergency department visits for asthma and deaths due to asthma.[49] Rochester, Poughkeepsie and New York City fall within the top 20.

AN UNEQUAL BURDEN: $PM_{2.5}$

In 2023, $PM_{2.5}$ from on-road diesel vehicles in New York led to 620 deaths, 288 heart attacks and 156 asthma-related emergency room visits.[50] The impacts are not evenly distributed: people who live, work, or go to school closer to highways and truck-attracting facilities like warehouses are more likely to be affected by $PM_{2.5}$ and other pollutants from diesel engines. The economic impact of these health effects, including deaths, medical treatments, missed workdays and restricted activities amounted to an estimated $6.8 billion in 2023.[51]

EDF research shows the same disparity from NO_2 pollution holds for $PM_{2.5}$ from medium- and heavy-duty trucks, with populations of color 1.7x more likely to live in areas with higher exposure levels and 4.4x less likely to live in areas with lower levels (Figure 6).[52] NOx and $PM_{2.5}$ from diesel trucks are closely correlated sources, which explains why the disparity patterns are nearly identical

[47] New York State Department of Health, New York State Asthma Dashboard, 2020. https://apps.health.ny.gov/public/tabvis/PHIG_Public/asthma/reports/#state

[48] New York State Department of Health, Contributing Causes of Health Challenges. https://www.health.ny.gov/prevention/prevention_agenda/2019-2024/docs/sha/contributing_causes_of_health_challenges.pdf

[49] Asthma and Allergy Foundation of America, 2024 Asthma Capitals, September 2024, https://aafa.org/wp-content/uploads/2024/09/aafa-2024-asthma-capitals-report.pdf

[50] Clean Air Task Force, Deaths by Dirty Diesel. 2023. https://www.catf.us/deathsbydiesel/

[51] Clean Air Task Force, Deaths by Dirty Diesel. 2023. https://www.catf.us/deathsbydiesel/

[52] Analyses conducted by EDF using methodology and data sources described in: Antonczak, B., Thompson, T., DePaola, M., & G. Rowangould, 2020 Near-roadway population census, traffic exposure and equity in the United States. Transportation Research Part D: Transport and Environment. 2023 Dec; 123:103965. https://doi.org/10.1016/j.trd.2023.103965

POLICY SOLUTIONS

As e-commerce continues to expand and more consumers purchase and return goods online, the number of trucks on the road will continue to increase, leading to a rise in greenhouse gas and harmful co-pollutants such as NO_2, $PM_{2.5}$ and sulfur oxides. Without legislation, pollution associated with warehouses will continue to disproportionately harm Black, Hispanic/Latino, low-income and limited English communities and undermine the achievement of the state's climate and environmental justice commitments. Advocates in the ElectrifyNY coalition are pushing for such legislation at the state level: the Clean Deliveries Act (S.1180/ A.3575).[53]

An ElectrifyNY press conference.
Photo credit: ElectrifyNY

The Clean Deliveries Act addresses the impacts of warehouses by establishing an Indirect Source Rule (ISR) for warehouses engaged in storage, distribution, redistribution, processing and sorting that are 50,000 square feet or greater. Key provisions of the bill include:

- An air pollution reduction plan requiring warehouse operators to implement one or more of the following: acquiring zero-emission vehicles and charging infrastructure, installing solar panels and/or batteries on-site, considering alternative transportation modes for incoming or outgoing trips where appropriate and with on-site worker input, paying of fees, among others.
- Enhanced requirements for warehouses in disadvantaged communities or that impact schools and similar facilities.
- A permit requirement for new warehouse developments or those proposing significant modifications.
- Ongoing reporting requirements related to on-site pollution and pollution mitigation measures.
- A zero-emission zones study on the feasibility, benefits and costs of implementing low- and zero-emission designated areas for air pollution and congestion hotspots.

New York has been an environmental justice and climate and clean energy leader, passing the landmark Climate Leadership and Community Protection Act in 2019, adopting the Advanced Clean Trucks Rule in 2021, and enacting the Advanced Clean Cars II Rule and Low NOx Rule in 2022 to reduce emissions economy-wide and advance a just transition towards a zero-emission transportation sector. Passing the Clean Deliveries Act is a critical next step in advancing the state's leadership in reducing climate pollution and ensuring that communities burdened with pollution from warehouses are prioritized for zero-emission investments.

[53] N.Y. Legis. Senate. S-1180. Reg. Sess. 2025-2026, https://www.nysenate.gov/legislation/bills/2025/S1180/amendment/A

POLICY INNOVATION FOR PUBLIC HEALTH

ISR is a decades-old mechanism to reduce air pollution, but the warehouse ISR implemented by California's South Coast Air Quality Management District (SCAQMD) is the first instance an ISR is being applied to rein in pollution from the rapidly expanding e-commerce industry.[54] It requires warehouse operators to earn a specified number of points via a flexible menu of compliance options to facilitate local and regional emission reductions associated with warehouses subject to the rule, and the mobile sources attracted to these warehouses. Data from SCAQMD show the policy is reducing 0.86 tons of nitrogen oxide pollution per day, demonstrating it is well on its way to reducing the projected 1.5-3.0 tons of nitrogen oxide pollution per day – an amount expected to result in 150 to 300 fewer deaths; 2,500 to 5,800 fewer asthma attacks; 9,000 to 20,000 fewer work loss days; and $1.2 to $2.7 billion in health savings from 2022-2031.[55] Program analysis shows the benefits outweigh the costs by a ratio of three to one.[56] If New York passes the Clean Deliveries Act, it will be the first state in the country to implement this policy statewide – a critical step toward protecting air quality gains in the face of federal efforts to roll back pollution reduction investments and regulations.

54 South Coast Air Quality Management District, WAIRE Program, retrieved April 22, 2025, https://www.aqmd.gov/home/rules-compliance/compliance/waire-program

55 South Coast Air Quality Management District, Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program Annual Report, October 2024, https://www.aqmd.gov/docs/default-source/Agendas/Mobile-Source/msc-agenda-101824.pdf

56 South Coast Air Quality Management District, Proposed Rule 2305 Final Socioeconomic Impact Assessment, May 2021, https://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf

WAREHOUSE IMPACTS BY REGION

The regional analyses below examine warehouse square footage growth, proximity impacts on neighboring populations, and estimated health effects associated with warehouse-related vehicle traffic across five regions: Long Island, New York City, the Hudson Valley, the Capital Region, and Western and Central New York. Comparing the most recent decade to the decade prior, the largest increase in warehouse square footage occurred in New York City and the Hudson Valley.

The environmental justice pattern documented statewide is also apparent at the regional level. In whiter regions like Western and Central New York, people of color and low-income and limited English populations tend to be more disproportionately represented around warehouses. Only demographics of populations disproportionately represented around warehouses are included in regional findings.

Long Island

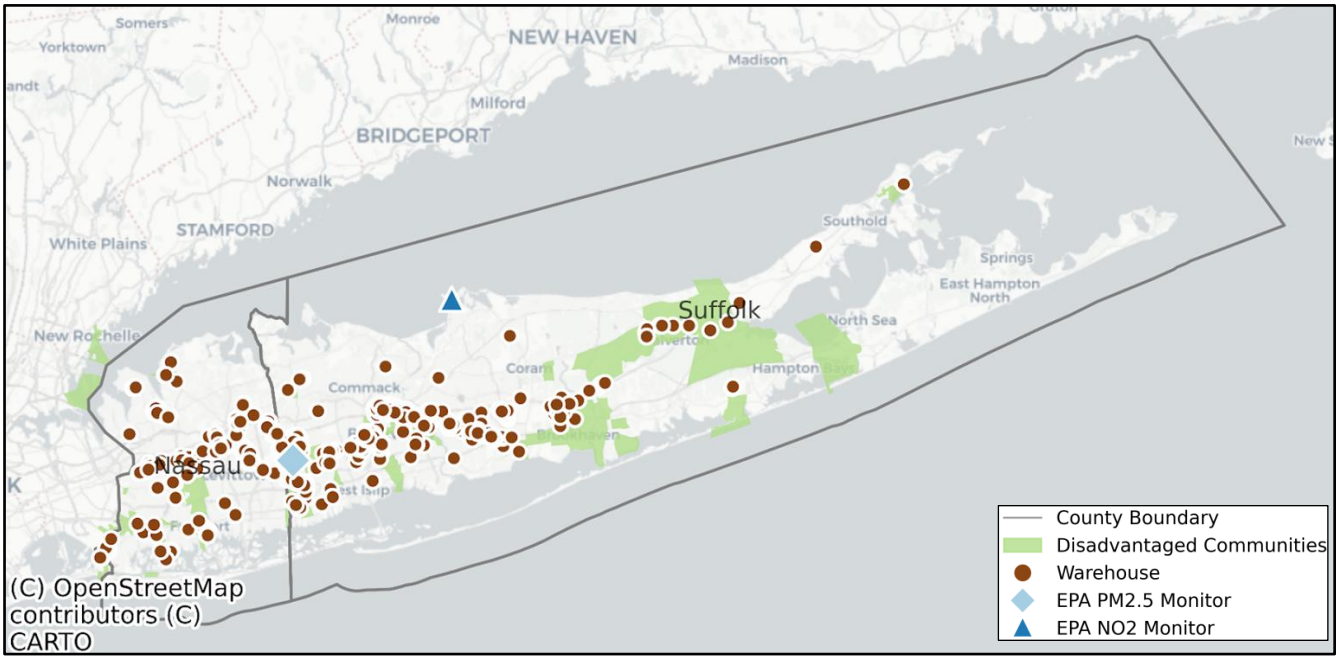

Figure 7

In this region (Figure 7), EDF's analysis found:

- **565 warehouses** composing **53 million square feet** of warehouse space.
- 10% of today's warehouse square footage was built in the past ten years and 4% was built in the preceding ten years.
- Warehouses generate an estimated **32,000 truck trips per day**.
- **511,000 people** live within half a mile of a warehouse. Of these, **31,000** are younger than 5 years old and **79,000** are older than 64.
- An estimated **1,700 new NO_2-attributable pediatric asthma cases every year**.
- **Disadvantaged communities** cover 7% of the region but contain 27% of warehouses.
- **Black populations** are 1.5 times more likely to live within half a mile of a warehouse than expected, compared to the region's demographics.
- **Hispanic/Latino populations** are 1.5 times more likely to live within half a mile of a warehouse than expected, compared to the region's demographics.
- **Low-income populations** are 1.2 times more likely to live within half a mile of a warehouse than expected, compared to the region's demographics.
- **Asian populations** are 1.2 times more likely to live within half a mile of a warehouse than expected, compared to the region's demographics.

New York City

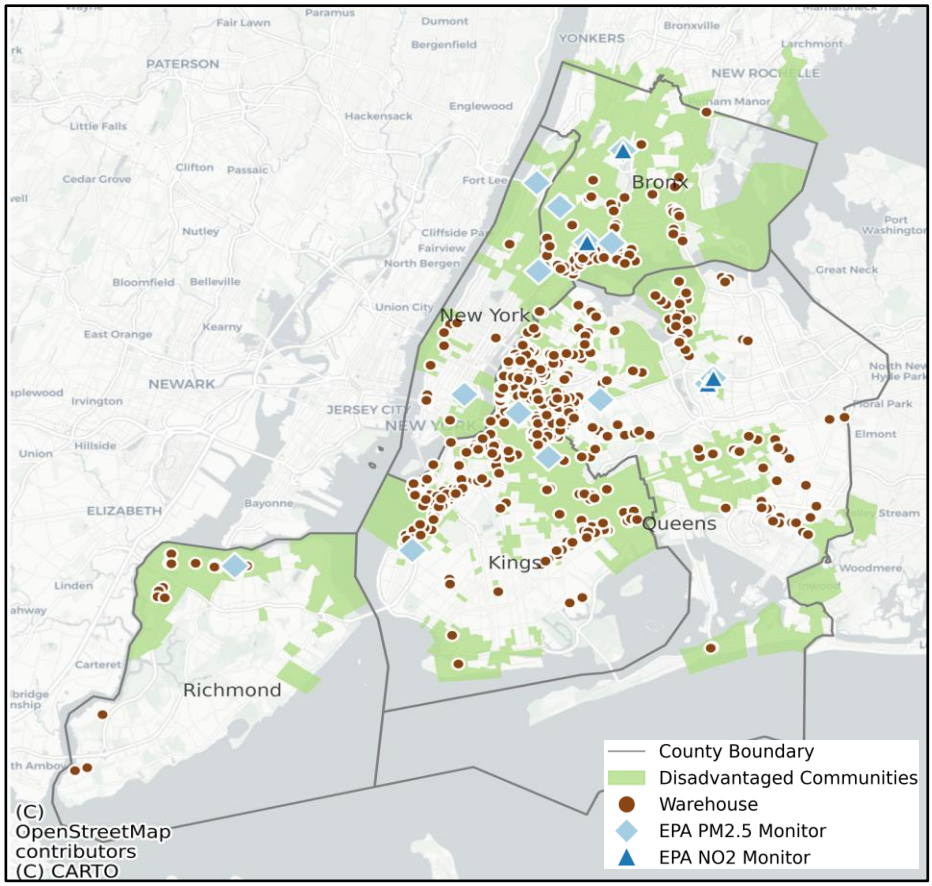

Figure 8

Over double the warehouse square footage was built over the last decade, compared to the prior decade

Disadvantaged communities cover 7% of the region but contain **27% of warehouses.**

38% of the population lives within **half a mile** of a warehouse.

75% of warehouses are in environmental justice communities, even though they cover 29% of the region.

In this region (Figure 8), EDF's analysis found:

- **648 warehouses** composing **77 million square feet** of warehouse space.
- 15% of today's warehouse square footage was built in the past ten years and 3% was built in the preceding ten years, meaning **five times more square footage was built over the last decade, compared to the prior decade**.
- Warehouses generate an estimated **49,000 truck trips per day**.
- **3.2 million people** live within half a mile of a warehouse. Of these, **212,000** are younger than 5 years old and **405,000** are older than 64.
- An estimated **10,200 new NO_2-attributable pediatric asthma cases every year**, with around 48% of NOx coming from on-road vehicles.
- **Disadvantaged communities** cover 29% of the region but contain 75% of warehouses.
- **Low-income populations** are 1.2 times more likely to live within half a mile of a warehouse than expected, compared to the region's demographics.
- **Black, Hispanic/Latino and Limited English populations** are nearly 1.1 times more likely to live within half a mile of a warehouse than expected, compared to the region's demographics.

ELECTRIFYING NYC MHDVs WOULD SAVE BILLIONS, PREVENT HUNDREDS OF DEATHS

A 2025 study coauthored by researchers at the University of North Carolina at Chapel Hill, Boston University and EDF found that electrification of MHDVs would have substantial air pollution and health benefits for NYC, with full on-road electrification of MHDVs saving $2.4 billion in health costs in 2040, including the prevention of 248 deaths, 173 childhood asthma emergency departments visits, avoid 205 new pediatric asthma cases and prevent over 52,000 pediatric asthma exacerbations.

Hudson Valley

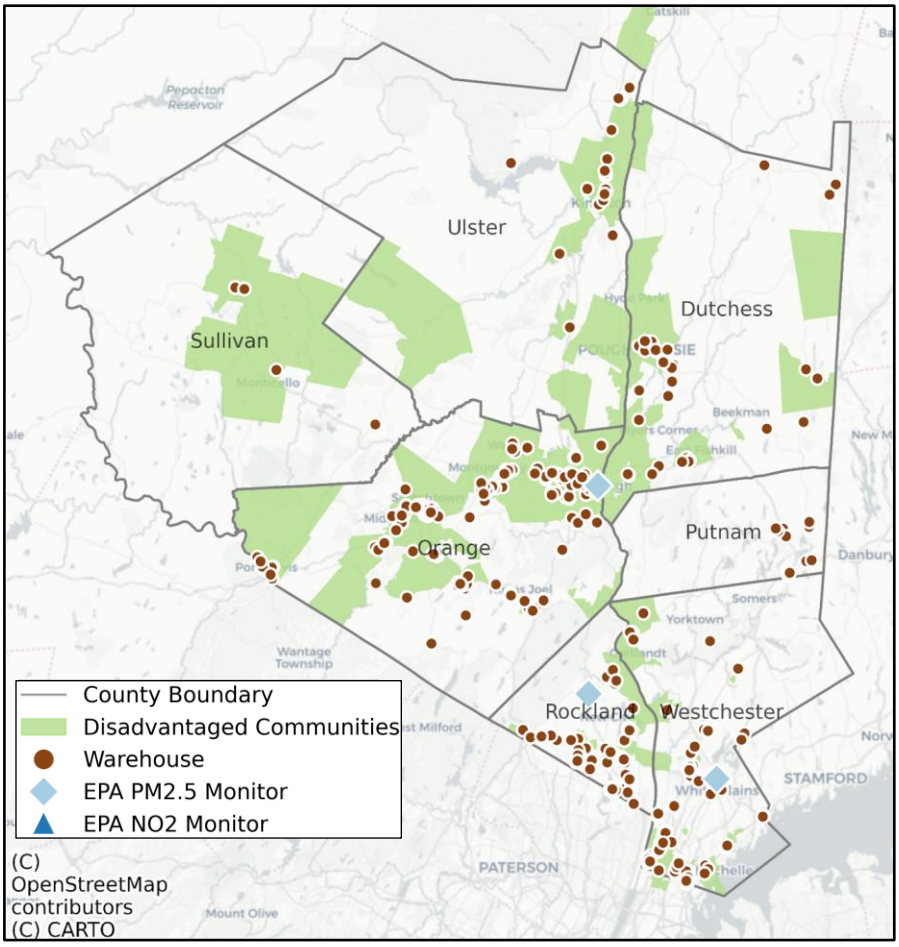

Figure 9

Estimated **3,000 new** NO_2-attributable pediatric asthma cases every year.

Nearly four times more warehouse square footage was built over the last decade, compared to the prior decade.

In this region (Figure 9), EDF's analysis found:

- **369 warehouses** composing **49 million square feet** of warehouse space.
- 18% of today's warehouse square footage was built in the past ten years and 5% was built in the preceding ten years.
- Warehouses generate an estimated **38,000 truck trips per day**.
- **469,000 people** live within half a mile of a warehouse. Of these, **31,000** are younger than 5 years old and **66,000** are older than 64.
- An estimated **3,000 new NO_2-attributable pediatric asthma cases every year**, with around 50% of NOx coming from on-road vehicles.
- **Disadvantaged communities** cover 23% of the region but contain 63% of warehouses.
- **Black populations** are 1.9 times more likely to live within half a mile of a warehouse than expected, compared to the region's demographics.
- **Limited English populations** are 1.7 times more likely to live within half a mile of a warehouse than expected, compared to the region's demographics.
- **Hispanic/Latino populations** are 1.6 times more likely to live within half a mile of a warehouse than expected, compared to the region's demographics.
- **Low-income populations** are 1.5 times more likely to live within half a mile of a warehouse than expected, compared to the region's demographics.
- **Indigenous American populations** are 1.2 times more likely to live within half a mile of a warehouse than expected, compared to the region's demographics**.**

Capital Region

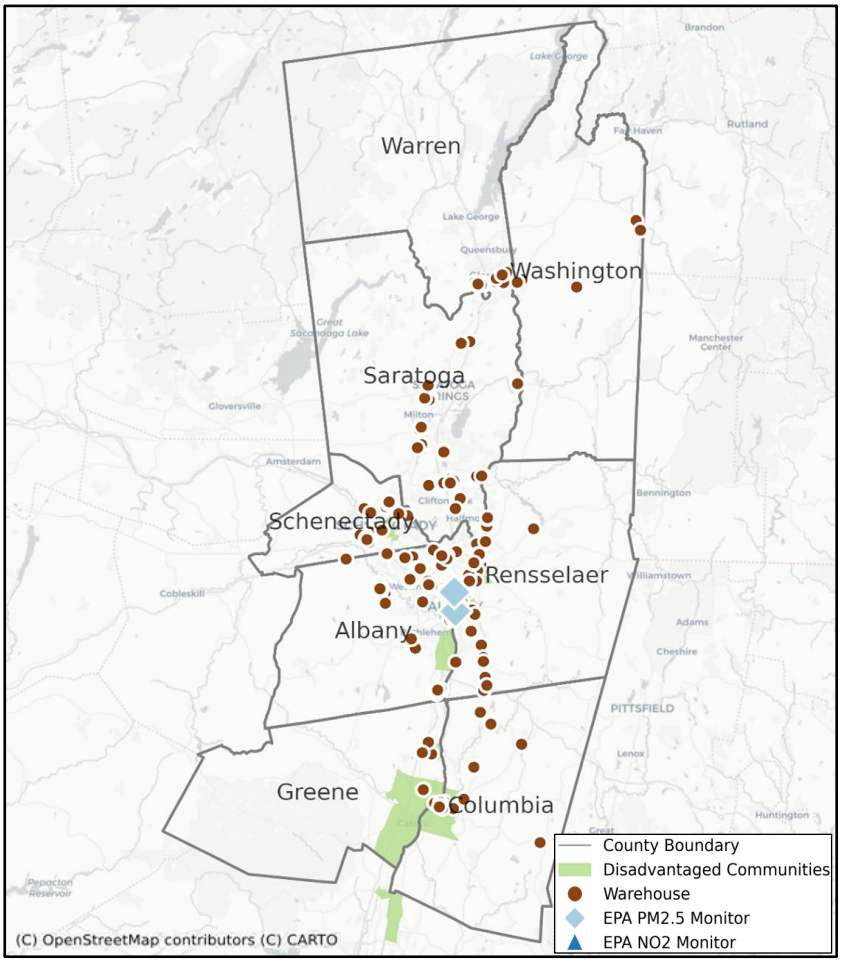

Figure 10

Black residents are **over two times** more likely to live next to warehouses than white residents.

Disadvantaged communities cover 3% of the region but contain **34% of warehouses.**

In this region (Figure 10), EDF's analysis found:

- **288 warehouses** composing **37 million square feet** of warehouse space.
- 13% of today's warehouse square footage was built in the past ten years and 7% was built in the preceding ten years, meaning **nearly two times more square footage was built over the last decade, compared to the prior decade**.
- Warehouses generate an estimated **28,000 truck trips per day**.
- **156,000 people** live within half a mile of a warehouse. Of these, **9,000** are younger than 5 years old and **23,000** are older than 64.
- An estimated **900 new NO_2-attributable pediatric asthma cases every year**, with around 39% of NOx coming from on-road vehicles.
- **Disadvantaged communities** cover 3% of the region but contain 34% of warehouses.
- **Black populations** are 2.1 times more likely to live within half a mile of a warehouse than expected, compared to the region's demographics.
- **Indigenous American and low-income populations** are 1.6 times more likely to live within half a mile of a warehouse than expected, compared to the region's demographics.
- **Hispanic/Latino populations** are 1.4 times more likely to live within half a mile of a warehouse than expected, compared to the region's demographics.
- **Limited English populations** are 1.2 times more likely to live within half a mile of a warehouse than expected, compared to the region's demographics.
- **Asian populations** are 1.2 times more likely to live within half a mile of a warehouse than expected, compared to the region's demographics.

Western and Central New York

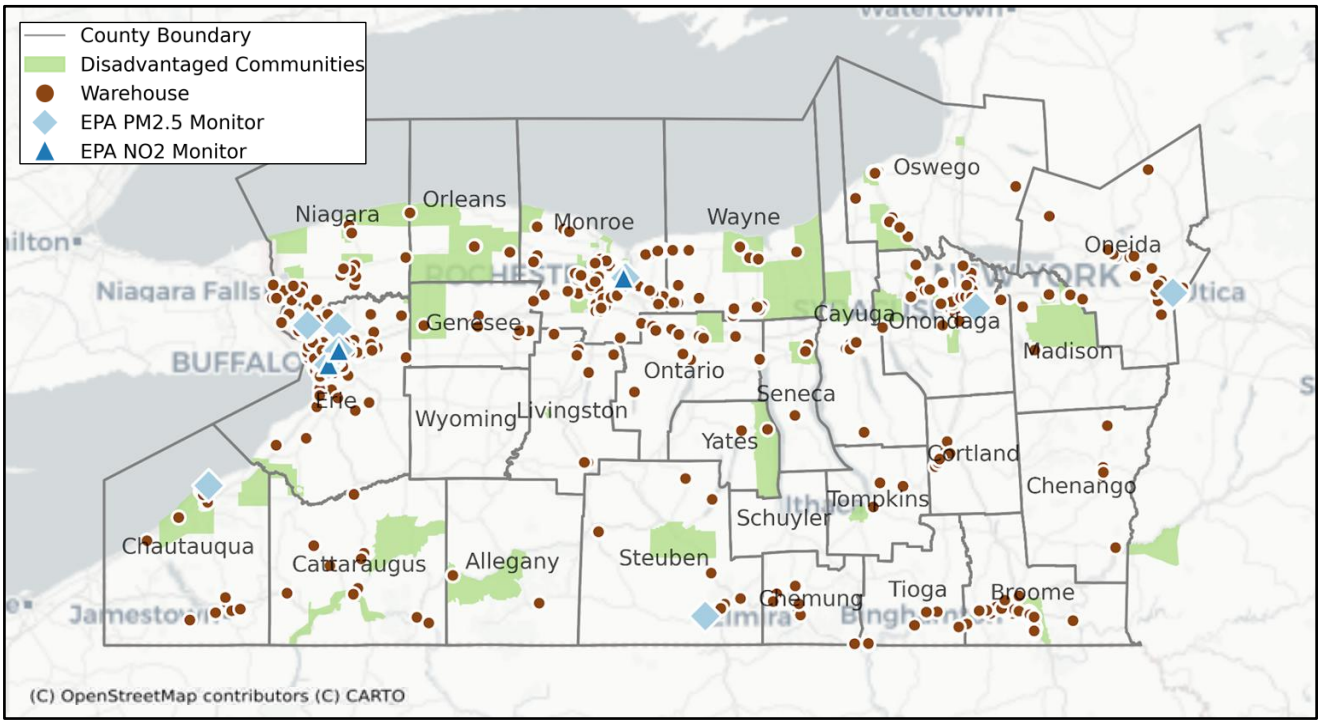

Figure 11

In this region (Figure 11), EDF's analysis found:

- **881 warehouses** composing **121 million square feet** of warehouse space.
- 8% of today's warehouse square footage was built in the past ten years and 5% was built in the preceding ten years, meaning **nearly two times more square footage was built over the last decade**, compared to the prior decade.
- Warehouses generate an estimated **94,000 truck trips per day**.
- **680,000 people** live within half a mile of a warehouse. Of these, **42,000** are younger than 5 years old and **101,000** are older than 64.
- An estimated **3,300 new NO_2-attributable pediatric asthma cases every year**, with around 35% of NOx coming from on-road vehicles.
- **Disadvantaged communities** cover 9% of the region but contain 53% of warehouses.
- **Black populations** are 2.4 times more likely to live within half a mile of a warehouse than expected, compared to the region's demographics.
- **Hispanic/Latino populations** are 2 times more likely to live within half a mile of a warehouse than expected, compared to the region's demographics.
- **Low-income populations** are 1.8 times more likely to live within half a mile of a warehouse than expected, compared to the region's demographics.
- **Limited English populations** are 1.6 times more likely to live within half a mile of a warehouse than expected, compared to the region's demographics.
- **Indigenous American populations** are 1.4 times more likely to live within half a mile of a warehouse than expected, compared to the region's demographics.
- **Asian populations** are 1.4 times more likely to live within half a mile of a warehouse than expected, compared to the region's demographics.

Black residents are **three times** more likely to live next to warehouses than white residents.

Estimated **3,300 new** NO_2-attributable pediatric asthma cases every

WAREHOUSE IMPACTS BY STATE LEGISLATIVE DISTRICT

As for the estimates above, we are able to understand warehouse impacts at the district level as well. The patterns of warehouse growth, warehouse-generated truck trips and disproportionate environmental burden documented statewide and regionally are also apparent at the New York Legislative district level, as shown in Tables 1-2 and 4-9 (Appendix). Tables 1 and 2 highlight the Assembly and Senate districts with the greatest warehouse concentrations, showing consistent patterns of disproportionate impact on Black, Hispanic/Latino, limited English, low-income, Asian and Indigenous American communities. Tables 4 through 9 provide a comprehensive breakdown for all Assembly and Senate districts across the state.

As an illustrative example of district-level impacts, take Assembly District 37 (Figure 12), for which EDF's analysis found:

- **126 warehouses** composing **nearly 17 million square feet** of warehouse space.
- 12% of today's warehouse square footage was built in the past ten years and 2% was built in the preceding ten years, meaning **six times more square footage was built over the last decade, compared to the prior decade**.
- Nearly **129,000 people** – or around 93% of the population – live within half a mile of a warehouse.
- An estimated **150 new NO_2-attributable pediatric asthma cases every year**, with 15% of all new pediatric asthma cases attributable to NO_2.
- No EPA-grade NO_2 or $PM_{2.5}$ monitors exist in the district.
- **Disadvantaged communities** cover 35% of the region but contain 45% of warehouses.
- Minimal demographic disparities exist between the total population of each demographic in the district and near warehouses.

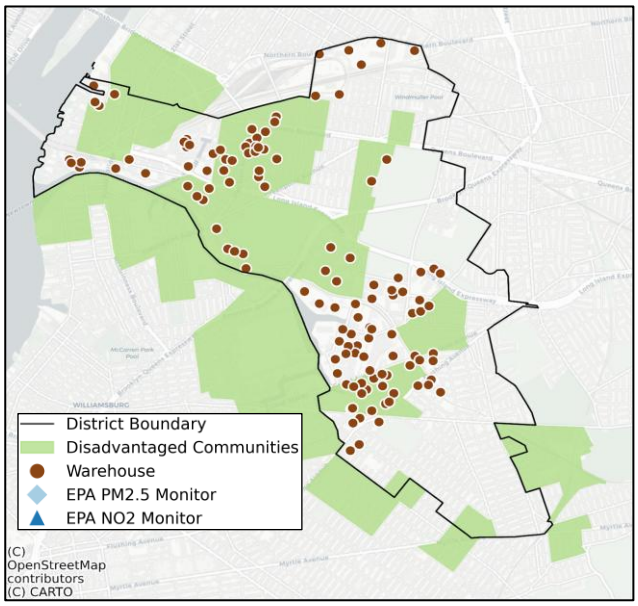

Figure 12

TABLE 1: NEW YORK ASSEMBLY DISTRICTS WITH MOST WAREHOUSES

Assemblymember, Party-District	Quantity of warehouses (≤ 50k sq ft)	Cumulative square feet*	Estimated daily truck trips for warehouses ≥ 100k sq ft**	Black % in district	Black % in warehouse neighbors***	Hispanic/ Latino % in district	Hispanic/ Latino % in warehouse neighbors***	Low-income % in district	Low-income % in warehouse neighbors***
Claire Valdez, D-37	126	16,829,000	10,500	4%	4%	36%	35%	10%	10%
Michael Fitzpatrick, R-8	83	6,920,000	3,100	2%	5%	7%	10%	3%	3%
Marcela Mitaynes, D-51	67	14,440,000	12,400	10%	12%	45%	48%	24%	23%
Demond Meeks, D-137	67	8,513,000	6,300	48%	53%	19%	25%	31%	37%
Kwani O'Pharrow, D-11	66	5,894,000	2,800	26%	34%	26%	30%	9%	11%

TABLE 2: NEW YORK SENATE DISTRICTS WITH MOST WAREHOUSES

Senator, Party-District	Quantity of warehouses (≤ 50k sq ft)	Cumulative square feet*	Estimated daily truck trips for warehouses ≥ 100k sq ft**	Black % in district	Black % in warehouse neighbors***	Hispanic/ Latino % in district	Hispanic/ Latino % in warehouse neighbors***	Low-income % in district	Low-income % in warehouse neighbors***
Monica Martinez, D-4	182	18,031,000	11,800	21%	26%	39%	40%	9%	10%
Patricia Fahy, D-46	135	20,314,000	16,800	13%	31%	7%	13%	13%	22%
Michael Gianaris, D-12	134	17,699,000	11,000	3%	4%	33%	34%	10%	10%
April Baskin, D-63	118	15,133,000	9,700	34%	41%	8%	9%	24%	28%
Christopher Ryan, D-50	117	19,202,000	14,800	4%	7%	3%	4%	10%	13%

* This calculation was rounded to three significant figures.
** This calculation was rounded to two significant figures. Estimate only includes square footage for warehouses 100,000 square feet or greater.
*** Our methodology defines a warehouse neighbor as one who lives within a half mile of at least one warehouse. The half-mile buffer picks up warehouses that may be in multiple districts.

CONCLUSION

E-commerce growth is driving a surge in warehouses and truck traffic across New York, placing a disproportionate health burden on communities that have historically already borne the brunt of higher pollution. Warehouse development has surged since the COVID-19 pandemic and today 5 million New Yorkers – more than one in four – live within half a mile of a warehouse.

Medium- and heavy-duty trucks generate a major share of nitrogen oxides and fine particulate matter, pollutants linked to asthma, heart disease and premature death. In New York, nitrogen dioxide pollution contributes to an estimated 13,500 new pediatric asthma cases each year. Yet warehouses can be built with little environmental review, and the absence of a comprehensive public database leaves communities and policymakers without basic visibility into where and how these facilities operate. Without action to cut emissions, improve transparency and manage truck traffic, these harms will persist across the state.

The Clean Deliveries Act offers a clear path forward. It would establish a statewide Indirect Source Rule that requires warehouses to reduce emissions from their operations and associated truck traffic while giving operators flexible compliance options. It would strengthen protections for the communities most affected and improve transparency through permitting and reporting. California has shown this approach works. If enacted, New York would be the first state to apply it statewide, cutting pollution, improving public health and directing investment to the communities that need it most.

APPENDIX

TABLE 3: DEMOGRAPHICS OF WAREHOUSE NEIGHBORS ACROSS THE STATE			
Demographic	**Percent warehouse neighbors*** **	**Percent of state population**	**Disparity ratio (near warehouses/statewide)**
Black	27%	17%	1.6
Hispanic/Latino	28%	19%	1.5
Limited English	4%	3%	1.4
Low-income	19%	14%	1.4
Asian	11%	9%	1.2
Indigenous American	1%	1%	1.2
White	50%	66%	0.8

*** Our methodology defines a warehouse neighbor as one who lives within a half mile of at least one warehouse.

TABLE 4: WAREHOUSE FOOTPRINT, TRUCK TRIPS, NO_2 IMPACTS AND DISADVANTAGED COMMUNITY (DAC) IMPACTS BY ASSEMBLY DISTRICT										
Assemblymember, Party-District	**Quantity of warehouses (≤ 50k sq ft)**	**Cumulative square feet***	**% warehouse sq ft built 2015-2024**	**% warehouse sq ft built 2005-2014**	**Estimated daily truck trips for warehouses ≥ 100k sq ft****	**NO_2 monitors, $PM_{2.5}$ monitors**	**NO_2-attributable pediatric asthma cases per year******	**% new pediatric asthma cases attributable to NO_2**	**District % covered by DAC**	**Warehouse % in DAC**
Thomas Schiavoni, D-1	5	310,000	77%	0%	100	0, 0	<10	<1%	9%	0%
Jodi Giglio, R-2	16	1,179,000	10%	3%	1,700	0, 0	<10	<1%	36%	63%
Joseph DeStefano, R-3	22	2,958,000	20%	13%	4,500	0, 0	<10	<1%	43%	73%
Rebecca Kassay, D-4	1	90,000	0%	0%	0	2, 0	30	3%	3%	0%
Doug Smith, R-5	50	3,412,000	3%	0%	2,000	0, 0	40	3%	2%	0%
Philip Ramos, D-6	34	4,514,000	10%	15%	2,900	0, 0	20	2%	46%	76%
Jarett Gandolfo, R-7	18	1,478,000	8%	11%	700	0, 0	<10	<1%	9%	6%
Michael Fitzpatrick, R-8	83	6,683,000	12%	2%	3,100	0, 0	40	4%	1%	11%
Michael Durso, R-9	3	389,000	0%	0%	300	0, 0	30	2%	3%	0%
Steve Stern, D-10	44	4,131,000	22%	0%	2,100	0, 0	60	5%	2%	2%
Kwani O'Pharrow, D-11	66	5,794,000	0%	2%	2,800	0, 1	40	3%	39%	24%
Keith Brown, R-12	59	5,545,000	7%	7%	4,800	0, 0	30	3%	7%	46%
Charles Lavine, D-13	43	4,044,000	5%	0%	1,700	0, 0	90	7%	11%	33%
David McDonough, R-14	4	288,000	0%	0%	100	0, 0	40	4%	0%	0%
Jake Blumencranz, R-15	37	5,271,000	10%	1%	3,500	0, 0	80	7%	0%	0%
Daniel Norber, R-16	15	1,249,000	0%	6%	400	0, 0	120	10%	0%	0%
John Mikulin, R-17	3	172,000	0%	0%	0	0, 0	70	6%	4%	0%
Noah Burroughs, D-18	13	1,020,000	0%	0%	200	0, 0	100	7%	70%	100%

Assemblymember, Party-District	Quantity of warehouses (≤ 50k sq ft)	Cumulative square feet*	% warehouse sq ft built 2015-2024	% warehouse sq ft built 2005-2014	Estimated daily truck trips for warehouses ≥ 100k sq ft**	NO_2 monitors, $PM_{2.5}$ monitors	NO_2-attributable pediatric asthma cases per year****	% new pediatric asthma cases attributable to NO_2	District % covered by DAC	Warehouse % in DAC
Edward Ra, R-19	30	2,547,000	4%	0%	1,100	0, 0	90	8%	14%	30%
Eric Ari Brown, R-20	14	1,410,000	16%	0%	700	0, 0	30	2%	12%	79%
Judy Griffin, D-21	5	294,000	0%	0%	0	0, 0	60	5%	17%	20%
Michaelle Solages, D-22	0	0	0%	0%	0	0, 0	60	6%	22%	0%
Stacey G. Pheffer Amato, D-23	2	133,000	0%	0%	0	0, 0	60	5%	26%	100%
David Weprin, D-24	5	554,000	0%	0%	300	0, 0	130	12%	22%	100%
Nily Rozic, D-25	1	65,000	0%	0%	0	0, 0	120	12%	2%	100%
Edward Braunstein, D-26	2	109,000	0%	0%	0	0, 0	100	11%	0%	0%
Sam Berger, D-27	23	2,112,000	10%	6%	1,100	4, 2	150	13%	31%	78%
Andrew Hevesi, D-28	11	1,329,000	0%	29%	700	0, 0	140	13%	6%	55%
Alicia Hyndman, D-29	11	1,020,000	0%	0%	600	0, 0	110	9%	24%	64%
Steven Raga, D-30	6	287,000	0%	0%	0	0, 1	170	16%	21%	0%
Khaleel Anderson, D-31	19	2,495,000	29%	5%	1,400	0, 0	70	7%	28%	16%
Vivian Cook, D-32	10	586,000	0%	0%	100	0, 0	130	11%	51%	40%
Clyde Vanel, D-33	2	280,000	0%	0%	200	0, 0	90	9%	0%	0%
Jessica González-Rojas, D-34	15	1,590,000	0%	0%	800	0, 0	170	16%	44%	87%
Larinda Hooks, D-35	3	289,000	0%	0%	200	0, 0	160	14%	46%	100%
Diana Moreno, D-36	26	2,664,000	0%	4%	1,500	0, 0	140	16%	63%	92%
Claire Valdez, D-37	126	16,092,000	11%	2%	10,500	0, 0	150	15%	35%	47%
Jenifer Rajkumar, D-38	2	276,000	0%	0%	200	0, 0	130	12%	30%	0%
Catalina Cruz, D-39	2	293,000	0%	0%	200	0, 0	170	16%	47%	100%
Ron Kim, D-40	4	306,000	0%	0%	100	0, 0	110	13%	29%	100%
Kalman Yeger, D-41	6	424,000	0%	0%	0	0, 0	120	10%	12%	0%
Rodneyse Bichotte Hermelyn, D-42	0	0	0%	0%	0	0, 0	140	13%	26%	0%
Brian A. Cunningham, D-43	0	0	0%	0%	0	0, 0	180	15%	35%	0%
Robert C. Carroll, D-44	3	201,000	0%	0%	0	0, 0	200	15%	2%	0%
Michael Novakhov, R-45	0	0	0%	0%	0	0, 0	140	10%	29%	0%
Alec Brook-Krasny, R-46	1	70,000	0%	0%	0	0, 0	80	7%	40%	100%
William Colton, D-47	1	125,000	0%	0%	100	0, 0	120	11%	21%	100%

Assemblymember, Party-District	Quantity of warehouses (≤ 50k sq ft)	Cumulative square feet*	% warehouse sq ft built 2015-2024	% warehouse sq ft built 2005-2014	Estimated daily truck trips for warehouses ≥ 100k sq ft**	NO_2 monitors, $PM_{2.5}$ monitors	NO_2-attributable pediatric asthma cases per year****	% new pediatric asthma cases attributable to NO_2	District % covered by DAC	Warehouse % in DAC
Simcha Eichenstein, D-48	2	131,000	47%	0%	0	0, 0	300	12%	5%	0%
Lester Chang, R-49	2	129,000	0%	0%	0	0, 0	170	13%	3%	0%
Emily Gallagher, D-50	33	2,799,000	0%	0%	900	0, 1	280	16%	72%	88%
Marcela Mitaynes, D-51	67	11,103,000	8%	0%	12,400	0, 1	170	14%	69%	99%
Jo Anne Simon, D-52	31	2,884,000	7%	3%	1,100	0, 0	210	17%	41%	87%
Maritza Davila, D-53	47	4,196,000	0%	1%	1,400	0, 1	150	16%	98%	100%
Erik Dilan, D-54	3	194,000	0%	0%	0	0, 0	140	13%	83%	100%
Latrice Walker, D-55	10	719,000	0%	19%	200	0, 0	180	14%	100%	100%
Stefani Zinerman, D-56	3	208,000	0%	0%	0	0, 0	170	16%	91%	100%
Phara Souffrant Forrest, D-57	13	1,126,000	0%	0%	400	0, 0	240	19%	51%	77%
Monique Chandler-Waterman, D-58	10	1,068,000	6%	0%	400	0, 0	130	12%	28%	30%
Jaime Williams, D-59	3	175,000	0%	0%	0	0, 0	80	7%	3%	0%
Nikki Lucas, D-60	27	2,796,000	20%	0%	1,200	0, 0	120	10%	96%	100%
Charles Fall, D-61	5	959,000	0%	0%	800	0, 1	100	7%	60%	80%
Michael Reilly, R-62	3	187,000	26%	0%	400	0, 0	40	4%	3%	0%
Samuel Pirozzolo, R-63	9	3,721,000	87%	0%	3,300	0, 0	80	7%	35%	100%
Michael Tannousis, R-64	0	0	0%	0%	0	0, 0	60	5%	12%	0%
Grace Lee, D-65	1	0	0%	0%	0	0, 0	120	19%	66%	100%
Deborah Glick, D-66	4	1,102,000	36%	0%	900	0, 1	120	16%	6%	0%
Linda Rosenthal, D-67	4	566,000	0%	22%	400	0, 0	80	10%	29%	75%
Eddie Gibbs, D-68	0	0	0%	0%	0	0, 1	170	16%	82%	0%
Micah Lasher, D-69	0	0	0%	0%	0	0, 0	90	12%	23%	0%
Jordan Wright, D-70	1	70,000	0%	0%	0	0, 0	150	16%	82%	100%
Alfred Taylor, D-71	0	0	0%	0%	0	0, 0	160	14%	74%	0%
Manny De Los Santos, D-72	0	0	0%	0%	0	0, 1	160	19%	69%	0%
Alex Bores, D-73	0	0	0%	0%	0	0, 0	120	17%	0%	0%
Keith Powers, D-74	0	0	0%	0%	0	0, 0	110	15%	28%	0%
Tony Simone, D-75	2	352,000	0%	0%	200	0, 0	100	14%	31%	100%
Rebecca Seawright, D-76	1	119,000	0%	0%	100	0, 0	120	13%	14%	0%

Assemblymember, Party-District	Quantity of warehouses (≤ 50k sq ft)	Cumulative square feet*	% warehouse sq ft built 2015-2024	% warehouse sq ft built 2005-2014	Estimated daily truck trips for warehouses ≥ 100k sq ft**	NO_2 monitors, $PM_{2.5}$ monitors	NO_2-attributable pediatric asthma cases per year****	% new pediatric asthma cases attributable to NO_2	District % covered by DAC	Warehouse % in DAC
Landon Dais, D-77	0	0	0%	0%	0	0, 0	350	24%	96%	0%
George Alvarez, D-78	0	0	0%	0%	0	0, 0	280	21%	58%	0%
Chantel Jackson, D-79	6	331,000	0%	0%	0	0, 0	300	22%	89%	100%
John Zaccaro Jr., D-80	2	356,000	0%	0%	300	2, 1	220	18%	63%	100%
Jeffrey Dinowitz, D-81	0	0	0%	0%	0	0, 0	180	15%	57%	0%
Michael Benedetto, D-82	7	1,446,000	48%	0%	1,100	0, 0	120	12%	53%	100%
Carl Heastie, D-83	0	0	0%	0%	0	0, 0	190	16%	71%	0%
Amanda Septimo, D-84	58	7,676,000	26%	8%	5,200	2, 3	300	20%	98%	100%
Emerita Torres, D-85	5	442,000	0%	0%	200	0, 0	270	18%	100%	100%
Yudelka Tapia, D-86	1	64,000	0%	0%	0	0, 0	330	23%	96%	100%
Karines Reyes, D-87	7	654,000	11%	19%	300	0, 0	230	18%	89%	100%
Amy Paulin, D-88	3	133,000	0%	0%	0	0, 0	120	9%	8%	100%
J. Gary Pretlow, D-89	26	1,855,000	0%	0%	600	0, 0	150	12%	83%	96%
Nader Sayegh, D-90	12	1,513,000	8%	0%	800	0, 0	160	13%	56%	92%
Steven Otis, D-91	6	549,000	0%	0%	200	0, 0	120	9%	24%	100%
Maryjane Shimsky, D-92	24	2,027,000	23%	0%	800	0, 0	60	5%	11%	13%
Chris Burdick, D-93	5	855,000	8%	0%	700	0, 1	50	5%	2%	20%
Matthew Slater, R-94	17	1,951,000	51%	4%	1,700	0, 0	<10	0%	0%	0%
Dana Levenberg, D-95	6	535,000	0%	0%	200	0, 0	10	1%	20%	100%
Patrick Carroll, D-96	18	2,397,000	9%	6%	1,500	0, 0	40	3%	33%	33%
Aron Wieder, D-97	35	3,682,000	4%	5%	2,100	0, 1	140	6%	3%	6%
Karl Brabenec, R-98	22	2,869,000	7%	12%	3,100	0, 0	40	2%	34%	77%
Christopher Eachus, D-99	26	2,143,000	3%	0%	2,000	0, 0	20	1%	29%	65%
Paula Kay, D-100	33	4,043,000	16%	6%	3,000	0, 0	10	1%	28%	94%
Brian Maher, R-101	46	10,760,000	27%	9%	9,900	0, 0	<10	<1%	13%	80%
Christopher Tague, R-102	25	4,275,000	49%	7%	4,200	0, 0	<10	<1%	3%	20%
Sarahana Shrestha, D-103	25	2,441,000	0%	7%	900	0, 0	<10	1%	16%	68%
Jonathan Jacobson, D-104	36	5,383,000	31%	1%	5,100	0, 1	30	2%	69%	100%
Anil Beephan Jr., R-105	16	4,587,000	13%	0%	4,600	0, 0	<10	<1%	31%	44%
Didi Barrett, D-106	23	2,409,000	0%	0%	1,200	0, 0	<10	<1%	8%	65%

Assemblymember, Party-District	Quantity of warehouses (≤ 50k sq ft)	Cumulative square feet*	% warehouse sq ft built 2015-2024	% warehouse sq ft built 2005-2014	Estimated daily truck trips for warehouses ≥ 100k sq ft**	NO_2 monitors, $PM_{2.5}$ monitors	NO_2-attributable pediatric asthma cases per year****	% new pediatric asthma cases attributable to NO_2	District % covered by DAC	Warehouse % in DAC
Scott H. Bendett, R-107	15	2,537,000	51%	0%	4,000	0, 0	<10	1%	1%	0%
John T. McDonald III, D-108	28	2,858,000	9%	5%	1,900	0, 0	50	5%	21%	82%
Gabriella Romero, D-109	51	5,839,000	2%	2%	4,100	0, 2	70	6%	8%	57%
Phil Steck, D-110	53	5,320,000	5%	1%	2,300	0, 0	30	3%	4%	19%
Angelo Santabarbara, D-111	43	9,081,000	4%	18%	8,700	0, 0	50	5%	6%	60%
Mary Beth Walsh, R-112	52	5,213,000	10%	9%	3,000	0, 0	<10	1%	0%	0%
Carrie Woerner, D-113	22	3,717,000	8%	0%	2,900	0, 0	10	1%	1%	18%
Matthew Simpson, R-114	17	1,867,000	22%	0%	1,500	0, 0	<10	<1%	0%	0%
D. Billy Jones, D-115	22	2,232,000	0%	0%	1,400	0, 1	10	1%	5%	27%
Scott Gray, R-116	16	4,643,000	1%	3%	3,900	0, 0	20	1%	14%	50%
Kenneth Blankenbush, R-117	7	695,000	0%	0%	900	0, 0	10	<1%	0%	0%
Robert Smullen, R-118	45	5,283,000	14%	0%	6,700	0, 0	<10	1%	6%	31%
Marianne Buttenschon, D-119	38	7,514,000	10%	13%	5,800	0, 1	40	3%	5%	58%
William Barclay, R-120	15	2,545,000	0%	0%	2,700	0, 0	<10	<1%	5%	60%
Joe Angelino, R-121	30	4,422,000	14%	1%	3,300	0, 0	<10	<1%	4%	37%
Brian Miller, R-122	11	988,000	14%	0%	400	0, 0	<10	1%	14%	27%
Donna Lupardo, D-123	33	2,721,000	0%	4%	2,000	0, 0	40	4%	12%	67%
Christopher Friend, R-124	27	5,742,000	0%	21%	5,400	0, 0	<10	1%	1%	67%
Anna Kelles, D-125	10	2,520,000	0%	3%	2,100	0, 0	20	2%	2%	30%
John Lemondes Jr., R-126	14	1,864,000	0%	4%	1,200	0, 0	10	1%	15%	64%
Al Stirpe, D-127	45	10,200,000	39%	2%	7,700	0, 0	20	2%	0%	0%
Pamela Hunter, D-128	58	5,826,000	6%	6%	3,300	0, 1	60	6%	28%	72%
William Magnarelli, D-129	37	4,453,000	7%	0%	3,400	0, 0	80	7%	36%	84%
Brian Manktelow, R-130	36	4,899,000	6%	1%	3,300	0, 0	<10	<1%	45%	44%
Jeff Gallahan, R-131	20	2,452,000	0%	6%	1,900	0, 0	<10	<1%	5%	35%
Philip Palmesano, R-132	12	3,408,000	0%	12%	3,700	0, 1	<10	<1%	10%	8%
Andrea K. Bailey, R-133	20	2,047,000	20%	3%	1,800	0, 0	<10	1%	0%	0%
Josh Jensen, R-134	11	3,810,000	0%	0%	3,200	0, 0	30	2%	8%	73%
Jennifer Lunsford, D-135	17	1,719,000	0%	0%	1,200	0, 0	20	2%	1%	0%

Assemblymember, Party-District	Quantity of warehouses (≤ 50k sq ft)	Cumulative square feet*	% warehouse sq ft built 2015-2024	% warehouse sq ft built 2005-2014	Estimated daily truck trips for warehouses ≥ 100k sq ft**	NO_2 monitors, $PM_{2.5}$ monitors	NO_2-attributable pediatric asthma cases per year****	% new pediatric asthma cases attributable to NO_2	District % covered by DAC	Warehouse % in DAC
Sarah Clark, D-136	16	2,342,000	2%	0%	1,500	0, 1	60	5%	40%	94%
Demond Meeks, D-137	67	8,513,000	2%	1%	6,300	0, 0	120	9%	78%	96%
Harry Bronson, D-138	52	5,711,000	5%	9%	3,400	2, 1	40	6%	24%	42%
Stephen Hawley, R-139	27	2,408,000	9%	0%	2,400	0, 0	<10	1%	35%	37%
William Conrad, D-140	43	6,326,000	2%	2	4,400	0, 1	70	6%	35%	81%
Crystal Peoples-Stokes, D-141	29	2,934,000	0%	0%	1,500	0, 0	110	8%	76%	90%
Patrick Burke, D-142	30	3,873,000	4%	3%	2,800	2, 1	50	5%	22%	80%
Patrick Chludzinski, R-143	60	8,403,000	10%	9%	5,300	2, 1	70	7%	19%	20%
Paul Bologna, R-144	22	1,942,000	0%	8%	2,000	0, 0	10	1%	20%	45%
Angelo J. Morinello, R-145	25	2,667,000	2%	3%	5,100	0, 0	30	3%	30%	56%
Karen McMahon, D-146	9	580,000	12%	9%	200	0, 1	50	6%	0%	0%
David DiPietro, R-147	4	332,000	0%	0%	200	0, 0	<10	1%	0%	0%
Joe Sempolinski, R-148	13	1,329,000	0%	0%	900	0, 0	<10	<1%	11%	23%
Jonathan Rivera, D-149	29	3,596,000	18%	6%	2,600	0, 0	80	7%	19%	62%
Andrew Molitor, R-150	23	3,287,000	0%	0%	2,900	0, 1	20	2%	14%	39%

* This calculation was rounded to three significant figures.
** This calculation was rounded to two significant figures. Estimate only includes square footage for warehouses 100,000 square feet or greater.
*** Our methodology defines a warehouse neighbor as one who lives within a half mile of at least one warehouse. The half-mile buffer picks up warehouses that may be in multiple districts.
**** This calculation was rounded to one significant figure.

TABLE 5: POPULATION AND WAREHOUSE IMPACTS ON BLACK, HISPANIC/LATINO, LIMITED ENGLISH AND LOW-INCOME POPULATIONS BY ASSEMBLY DISTRICT

Assemblymember, Party-District	Quantity of warehouses (≤ 50k sq ft)	Population in district*	Population warehouse neighbors in district** ***	Black % in district	Black % in warehouse neighbors***	Hispanic/ Latino % in district	Hispanic/ Latino % in warehouse neighbors***	Limited English % in district	Limited English % in warehouse neighbors***	Low-income % in district	Low-income % in warehouse neighbors***
Thomas Schiavoni, D-1	5	110,000	500	4%	3%	17%	7%	2%	1%	7%	5%
Jodi Giglio, R-2	16	133,000	6,000	7%	14%	13%	25%	2%	4%	7%	13%
Joseph DeStefano, R-3	22	127,000	11,400	10%	15%	21%	22%	2%	2%	10%	7%
Rebecca Kassay, D-4	1	130,000	2,700	9%	6%	14%	26%	1%	2%	6%	13%
Doug Smith, R-5	50	136,000	27,300	5%	5%	15%	15%	1%	1%	6%	4%
Philip Ramos, D-6	34	125,000	49,100	19%	20%	57%	53%	5%	4%	10%	9%
Jarett Gandolfo, R-7	18	124,000	14,200	6%	3%	15%	18%	2%	2%	6%	7%
Michael Fitzpatrick, R-8	83	133,000	15,200	2%	5%	7%	10%	1%	1%	3%	3%
Michael Durso, R-9	3	127,000	11,500	3%	6%	11%	17%	1%	1%	4%	5%
Steve Stern, D-10	44	125,000	19,200	7%	7%	15%	23%	2%	3%	6%	8%
Kwani O'Pharrow, D-11	66	129,000	53,000	26%	34%	26%	30%	2%	3%	9%	11%
Keith Brown, R-12	59	135,000	25,500	7%	19%	16%	38%	1%	2%	6%	9%
Charles Lavine, D-13	43	127,000	54,200	11%	17%	19%	27%	3%	4%	7%	9%
David McDonough, R-14	4	130,000	14,600	2%	4%	9%	11%	1%	1%	3%	4%
Jake Blumencranz, R-15	37	134,000	38,700	2%	2%	9%	9%	1%	1%	4%	4%
Daniel Norber, R-16	15	133,000	14,600	3%	3%	9%	15%	1%	2%	5%	6%
John Mikulin, R-17	3	129,000	7,400	3%	3%	12%	13%	1%	0%	4%	4%
Noah Burroughs, D-18	13	125,000	33,100	50%	46%	44%	50%	6%	7%	13%	17%
Edward Ra, R-19	30	137,000	58,400	5%	5%	15%	15%	2%	2%	4%	5%
Eric Ari Brown, R-20	14	118,000	16,900	6%	9%	15%	30%	2%	5%	6%	9%
Judy Griffin, D-21	5	135,000	38,100	20%	18%	22%	28%	2%	3%	5%	6%
Michaelle Solages, D-22	0	129,000	4,400	33%	20%	20%	21%	2%	1%	4%	3%
Stacey G. Pheffer Amato, D-23	2	145,000	10,800	22%	28%	26%	30%	3%	3%	14%	14%
David Weprin, D-24	5	138,000	40,600	16%	13%	24%	31%	5%	7%	11%	16%
Nily Rozic, D-25	1	125,000	9,900	7%	2%	15%	13%	5%	5%	13%	24%
Edward Braunstein, D-26	2	126,000	16,700	4%	1%	13%	15%	3%	3%	7%	9%
Sam Berger, D-27	23	121,000	34,100	8%	3%	23%	32%	3%	4%	11%	9%
Andrew Hevesi, D-28	11	135,000	38,700	5%	3%	20%	27%	2%	3%	9%	9%

Assemblymember, Party-District	Quantity of warehouses (≤ 50k sq ft)	Population in district*	Population warehouse neighbors in district** ***	Black % in district	Black % in warehouse neighbors***	Hispanic/ Latino % in district	Hispanic/ Latino % in warehouse neighbors***	Limited English % in district	Limited English % in warehouse neighbors***	Low-income % in district	Low-income % in warehouse neighbors***
Alicia Hyndman, D-29	11	125,000	69,600	66%	60%	14%	16%	3%	4%	10%	12%
Steven Raga, D-30	6	121,000	85,200	3%	3%	29%	30%	4%	4%	10%	11%
Khaleel Anderson, D-31	19	131,000	44,700	53%	68%	21%	15%	4%	3%	14%	12%
Vivian Cook, D-32	10	127,000	85,800	63%	61%	19%	20%	4%	4%	12%	13%
Clyde Vanel, D-33	2	132,000	27,000	59%	61%	13%	17%	3%	3%	7%	8%
Jessica González-Rojas, D-34	15	130,000	77,800	5%	5%	50%	39%	7%	6%	13%	11%
Larinda Hooks, D-35	3	109,000	26,700	15%	23%	56%	46%	9%	6%	17%	17%
Diana Moreno, D-36	26	115,000	79,500	10%	13%	26%	28%	4%	4%	15%	17%
Claire Valdez, D-37	126	138,000	128,600	4%	4%	36%	35%	4%	3%	10%	10%
Jenifer Rajkumar, D-38	2	130,000	42,400	6%	4%	52%	50%	6%	4%	12%	11%
Catalina Cruz, D-39	2	122,000	59,900	3%	3%	56%	62%	9%	12%	15%	16%
Ron Kim, D-40	4	112,000	33,300	3%	5%	16%	16%	7%	7%	19%	24%
Kalman Yeger, D-41	6	135,000	22,100	26%	70%	9%	7%	3%	3%	11%	9%
Rodneyse Bichotte Hermelyn, D-42	0	128,000	2,200	61%	7%	15%	3%	3%	0%	16%	23%
Brian A. Cunningham, D-43	0	135,000	31,700	64%	58%	10%	11%	3%	2%	18%	16%
Robert C. Carroll, D-44	3	134,000	31,200	11%	20%	15%	12%	2%	1%	13%	9%
Michael Novakhov, R-45	0	131,000	9,400	4%	3%	11%	8%	4%	2%	17%	16%
Alec Brook-Krasny, R-46	1	129,000	24,100	11%	25%	16%	23%	4%	6%	19%	30%
William Colton, D-47	1	128,000	20,000	3%	5%	16%	15%	7%	7%	18%	19%
Simcha Eichenstein, D-48	2	121,000	41,500	2%	3%	8%	7%	3%	3%	31%	28%
Lester Chang, R-49	2	123,000	29,100	2%	2%	17%	21%	9%	9%	20%	18%
Emily Gallagher, D-50	33	128,000	125,600	5%	5%	16%	16%	3%	3%	23%	23%
Marcela Mitaynes, D-51	67	123,000	91,300	10%	12%	45%	48%	8%	8%	24%	23%
Jo Anne Simon, D-52	31	136,000	127,200	12%	13%	12%	13%	1%	1%	10%	10%
Maritza Davila, D-53	47	128,000	118,900	17%	17%	52%	52%	7%	7%	27%	28%
Erik Dilan, D-54	3	120,000	65,000	41%	41%	52%	54%	5%	5%	23%	24%
Latrice Walker, D-55	10	120,000	93,600	79%	79%	21%	22%	4%	4%	33%	35%
Stefani Zinerman, D-56	3	137,000	69,200	66%	63%	20%	27%	3%	4%	25%	30%
Phara Souffrant Forrest, D-57	13	133,000	121,400	43%	43%	13%	13%	3%	3%	19%	20%
Monique Chandler-Waterman, D-58	10	124,000	66,600	90%	90%	7%	8%	3%	3%	13%	14%

Assemblymember, Party-District	Quantity of warehouses (≤ 50k sq ft)	Population in district*	Population warehouse neighbors in district** ***	Black % in district	Black % in warehouse neighbors***	Hispanic/ Latino % in district	Hispanic/ Latino % in warehouse neighbors***	Limited English % in district	Limited English % in warehouse neighbors***	Low-income % in district	Low-income % in warehouse neighbors***
Jaime Williams, D-59	3	123,000	34,200	59%	56%	9%	9%	2%	2%	9%	10%
Nikki Lucas, D-60	27	120,000	86,400	77%	78%	21%	22%	3%	3%	29%	31%
Charles Fall, D-61	5	123,000	26,400	25%	28%	28%	42%	2%	4%	16%	18%
Michael Reilly, R-62	3	133,000	8,800	1%	1%	10%	12%	1%	1%	6%	5%
Samuel Pirozzolo, R-63	9	133,000	9,200	12%	46%	19%	32%	2%	4%	13%	29%
Michael Tannousis, R-64	0	134,000	4,900	5%	4%	15%	28%	2%	5%	11%	20%
Grace Lee, D-65	1	121,000	65,700	10%	9%	20%	15%	9%	12%	23%	25%
Deborah Glick, D-66	4	133,000	41,300	5%	4%	8%	8%	1%	0%	7%	7%
Linda Rosenthal, D-67	4	122,000	52,700	6%	9%	13%	19%	1%	1%	10%	13%
Eddie Gibbs, D-68	0	138,000	7,600	33%	59%	41%	36%	5%	5%	29%	37%
Micah Lasher, D-69	0	134,000	8,700	13%	20%	21%	27%	2%	1%	13%	22%
Jordan Wright, D-70	1	142,000	59,600	56%	53%	27%	34%	4%	4%	24%	26%
Alfred Taylor, D-71	0	150,000	5,200	35%	70%	49%	29%	6%	3%	20%	26%
Manny De Los Santos, D-72	0	146,000	0	18%	0%	75%	0%	9%	0%	21%	0%
Alex Bores, D-73	0	125,000	38,200	2%	2%	7%	7%	1%	0%	5%	5%
Keith Powers, D-74	0	133,000	300	9%	23%	16%	56%	2%	14%	15%	46%
Tony Simone, D-75	2	122,000	71,200	7%	8%	15%	18%	1%	2%	11%	12%
Rebecca Seawright, D-76	1	133,000	40,000	4%	6%	11%	10%	1%	1%	6%	6%
Landon Dais, D-77	0	135,000	81,300	42%	41%	64%	66%	7%	7%	35%	34%
George Alvarez, D-78	0	138,000	5,400	24%	39%	71%	68%	7%	5%	31%	41%
Chantel Jackson, D-79	6	123,000	90,700	48%	49%	59%	59%	6%	6%	37%	39%
John Zaccaro Jr., D-80	2	129,000	41,100	27%	33%	49%	49%	5%	5%	20%	21%
Jeffrey Dinowitz, D-81	0	126,000	5,900	24%	71%	41%	25%	4%	4%	16%	16%
Michael Benedetto, D-82	7	124,000	25,300	31%	21%	42%	51%	3%	4%	12%	17%
Carl Heastie, D-83	0	138,000	18,700	74%	65%	26%	33%	4%	4%	18%	21%
Amanda Septimo, D-84	58	129,000	111,100	35%	34%	70%	70%	7%	7%	39%	39%
Emerita Torres, D-85	5	136,000	74,400	38%	37%	64%	67%	6%	8%	31%	34%
Yudelka Tapia, D-86	1	134,000	59,200	35%	41%	74%	70%	7%	7%	35%	36%
Karines Reyes, D-87	7	119,000	77,100	34%	37%	56%	56%	5%	5%	26%	27%
Amy Paulin, D-88	3	134,000	15,400	11%	28%	15%	36%	2%	5%	6%	14%

Assemblymember, Party-District	Quantity of warehouses (≤ 50k sq ft)	Population in district*	Population warehouse neighbors in district** ***	Black % in district	Black % in warehouse neighbors***	Hispanic/ Latino % in district	Hispanic/ Latino % in warehouse neighbors***	Limited English % in district	Limited English % in warehouse neighbors***	Low-income % in district	Low-income % in warehouse neighbors***
J. Gary Pretlow, D-89	26	127,000	85,900	50%	55%	31%	30%	3%	4%	15%	16%
Nader Sayegh, D-90	12	134,000	54,500	19%	25%	34%	44%	3%	5%	14%	20%
Steven Otis, D-91	6	133,000	36,400	9%	13%	33%	53%	5%	8%	8%	14%
Maryjane Shimsky, D-92	24	136,000	23,100	12%	21%	19%	23%	2%	3%	5%	6%
Chris Burdick, D-93	5	142,000	17,600	7%	13%	18%	35%	2%	5%	7%	13%
Matthew Slater, R-94	17	134,000	4,800	4%	2%	13%	25%	2%	2%	4%	7%
Dana Levenberg, D-95	6	127,000	13,900	12%	23%	27%	46%	3%	7%	7%	11%
Patrick Carroll, D-96	18	133,000	25,500	15%	15%	24%	37%	2%	3%	7%	9%
Aron Wieder, D-97	35	128,000	40,700	15%	15%	14%	16%	3%	3%	22%	21%
Karl Brabenec, R-98	22	134,000	17,600	6%	7%	11%	15%	1%	2%	10%	16%
Christopher Eachus, D-99	26	114,000	19,900	9%	12%	16%	22%	1%	1%	14%	11%
Paula Kay, D-100	33	127,000	25,900	18%	26%	24%	38%	2%	2%	14%	16%
Brian Maher, R-101	46	133,000	12,500	8%	13%	14%	18%	1%	1%	10%	8%
Christopher Tague, R-102	25	140,000	4,900	4%	7%	4%	5%	1%	1%	11%	9%
Sarahana Shrestha, D-103	25	131,000	13,900	7%	18%	8%	17%	1%	2%	12%	19%
Jonathan Jacobson, D-104	36	134,000	45,000	24%	34%	23%	38%	2%	4%	14%	22%
Anil Beephan Jr., R-105	16	134,000	6,200	8%	6%	13%	16%	1%	1%	7%	9%
Didi Barrett, D-106	23	138,000	15,800	9%	18%	9%	14%	1%	2%	9%	13%
Scott H. Bendett, R-107	15	127,000	3,500	2%	2%	3%	4%	1%	1%	7%	6%
John T. McDonald III, D-108	28	125,000	40,000	14%	19%	7%	8%	2%	2%	15%	20%
Gabriella Romero, D-109	51	131,000	28,800	26%	52%	8%	11%	1%	2%	17%	25%
Phil Steck, D-110	53	129,000	26,800	8%	10%	5%	6%	1%	1%	6%	7%
Angelo Santabarbara, D-111	43	124,000	23,500	14%	13%	11%	19%	2%	2%	16%	22%
Mary Beth Walsh, R-112	52	128,000	12,900	3%	3%	4%	3%	0%	0%	5%	5%
Carrie Woerner, D-113	22	133,000	17,700	2%	3%	3%	3%	1%	0%	8%	14%
Matthew Simpson, R-114	17	129,000	3,200	3%	3%	2%	1%	2%	1%	9%	9%
D. Billy Jones, D-115	22	146,000	4,700	6%	7%	3%	4%	2%	1%	14%	17%
Scott Gray, R-116	16	137,000	12,000	6%	10%	4%	8%	1%	1%	15%	22%
Kenneth Blankenbush, R-117	7	130,000	300	4%	3%	5%	3%	1%	1%	13%	15%
Robert Smullen, R-118	45	142,000	16,900	3%	3%	3%	5%	1%	1%	14%	20%

Assemblymember, Party-District	Quantity of warehouses (≤ 50k sq ft)	Population in district*	Population warehouse neighbors in district** ***	Black % in district	Black % in warehouse neighbors***	Hispanic/ Latino % in district	Hispanic/ Latino % in warehouse neighbors***	Limited English % in district	Limited English % in warehouse neighbors***	Low-income % in district	Low-income % in warehouse neighbors***
Marianne Buttenschon, D-119	38	128,000	44,600	13%	18%	9%	13%	2%	3%	20%	30%
William Barclay, R-120	15	135,000	6,900	2%	2%	3%	3%	2%	1%	16%	22%
Joe Angelino, R-121	30	143,000	6,400	2%	4%	3%	4%	1%	1%	13%	18%
Brian Miller, R-122	11	141,000	7,700	3%	3%	3%	3%	1%	1%	10%	10%
Donna Lupardo, D-123	33	127,000	41,600	10%	15%	5%	7%	1%	2%	20%	30%
Christopher Friend, R-124	27	136,000	12,200	6%	10%	3%	3%	1%	2%	12%	20%
Anna Kelles, D-125	10	134,000	11,200	5%	5%	5%	4%	1%	1%	17%	24%
John Lemondes Jr., R-126	14	134,000	11,100	4%	17%	3%	7%	1%	3%	8%	20%
Al Stirpe, D-127	45	129,000	10,000	5%	8%	3%	4%	0%	1%	6%	8%
Pamela Hunter, D-128	58	121,000	33,900	22%	34%	6%	9%	2%	2%	17%	27%
William Magnarelli, D-129	37	132,000	41,700	21%	26%	7%	9%	2%	2%	22%	29%
Brian Manktelow, R-130	36	135,000	11,200	4%	6%	4%	5%	1%	1%	9%	10%
Jeff Gallahan, R-131	20	133,000	7,700	3%	3%	4%	5%	1%	1%	10%	12%
Philip Palmesano, R-132	12	143,000	3,200	3%	3%	2%	2%	2%	1%	13%	11%
Andrea K. Bailey, R-133	20	131,000	4,100	3%	2%	3%	4%	1%	1%	9%	10%
Josh Jensen, R-134	11	132,000	5,900	8%	11%	6%	8%	1%	1%	8%	11%
Jennifer Lunsford, D-135	17	129,000	14,800	3%	4%	3%	4%	0%	0%	5%	9%
Sarah Clark, D-136	16	136,000	22,400	19%	36%	12%	19%	2%	3%	15%	27%
Demond Meeks, D-137	67	130,000	76,400	48%	53%	19%	25%	3%	3%	31%	37%
Harry Bronson, D-138	52	133,000	39,400	16%	21%	6%	8%	1%	1%	15%	19%
Stephen Hawley, R-139	27	138,000	13,200	5%	7%	4%	4%	1%	1%	11%	16%
William Conrad, D-140	43	126,000	37,500	8%	11%	5%	9%	1%	1%	11%	16%
Crystal Peoples-Stokes, D-141	29	118,000	61,000	63%	71%	7%	7%	2%	2%	31%	33%
Patrick Burke, D-142	30	119,000	24,300	5%	12%	6%	12%	1%	1%	12%	21%
Patrick Chludzinski, R-143	60	123,000	52,900	12%	13%	3%	3%	1%	1%	11%	14%
Paul Bologna, R-144	22	136,000	8,900	5%	6%	2%	3%	1%	1%	7%	11%
Angelo J. Morinello, R-145	25	135,000	19,600	11%	16%	3%	4%	1%	1%	14%	20%
Karen McMahon, D-146	9	126,000	5,500	8%	13%	4%	6%	0%	1%	9%	17%
David DiPietro, R-147	4	142,000	1,100	3%	1%	2%	3%	1%	1%	7%	9%
Joe Sempolinski, R-148	13	132,000	2,600	2%	7%	2%	2%	2%	1%	16%	25%
Jonathan Rivera, D-149	29	130,000	37,200	13%	23%	13%	21%	2%	3%	21%	33%

Andrew Molitor, R-150	23	131,000	10,000	4%	5%	7%	15%	2%	2%	18%	24%

* This calculation was rounded to three significant figures.
** This calculation was rounded to two significant figures. Estimate only includes square footage for warehouses 100,000 square feet or greater.
*** Our methodology defines a warehouse neighbor as one who lives within a half mile of at least one warehouse. The half-mile buffer picks up warehouses that may be in multiple districts.

TABLE 6: WAREHOUSE IMPACTS ON ASIAN, INDIGENOUS AMERICAN AND WHITE POPULATIONS BY ASSEMBLY DISTRICT

Assemblymember, Party-District	Quantity of warehouses (≤ 50k sq ft)	Asian % in district	Asian % in warehouse neighbors***	Indigenous American % in district	Indigenous American % in warehouse neighbors***	White % in district	White % in warehouse neighbors***
Thomas Schiavoni, D-1	5	2%	0%	0%	0%	92%	95%
Jodi Giglio, R-2	16	2%	3%	1%	1%	90%	81%
Joseph DeStefano, R-3	22	3%	2%	1%	1%	87%	83%
Rebecca Kassay, D-4	1	10%	5%	0%	0%	80%	83%
Doug Smith, R-5	50	6%	5%	1%	1%	88%	89%
Philip Ramos, D-6	34	4%	4%	2%	3%	61%	60%
Jarett Gandolfo, R-7	18	3%	3%	1%	1%	89%	92%
Michael Fitzpatrick, R-8	83	5%	8%	0%	0%	92%	87%
Michael Durso, R-9	3	3%	4%	0%	0%	92%	85%
Steve Stern, D-10	44	9%	6%	0%	0%	79%	73%
Kwani O'Pharrow, D-11	66	3%	3%	2%	2%	60%	51%
Keith Brown, R-12	59	5%	6%	1%	3%	84%	65%
Charles Lavine, D-13	43	14%	16%	1%	1%	65%	51%
David McDonough, R-14	4	4%	4%	0%	1%	93%	90%
Jake Blumencranz, R-15	37	17%	20%	1%	1%	79%	76%
Daniel Norber, R-16	15	24%	19%	1%	1%	71%	73%
John Mikulin, R-17	3	9%	9%	1%	1%	84%	86%
Noah Burroughs, D-18	13	2%	2%	3%	3%	29%	30%
Edward Ra, R-19	30	14%	16%	0%	0%	75%	73%
Eric Ari Brown, R-20	14	4%	4%	0%	1%	85%	73%
Judy Griffin, D-21	5	5%	6%	2%	2%	70%	69%
Michaelle Solages, D-22	0	15%	20%	1%	0%	43%	52%
Stacey G. Pheffer Amato, D-23	2	10%	4%	1%	3%	59%	57%
David Weprin, D-24	5	36%	36%	2%	2%	29%	27%
Nily Rozic, D-25	1	56%	76%	1%	0%	32%	15%
Edward Braunstein, D-26	2	41%	47%	1%	1%	52%	46%
Sam Berger, D-27	23	29%	29%	1%	0%	54%	47%
Andrew Hevesi, D-28	11	22%	8%	1%	1%	70%	83%
Alicia Hyndman, D-29	11	17%	21%	1%	1%	7%	7%
Steven Raga, D-30	6	46%	48%	1%	1%	40%	37%

Assemblymember, Party-District	Quantity of warehouses (≤ 50k sq ft)	Asian % in district	Asian % in warehouse neighbors***	Indigenous American % in district	Indigenous American % in warehouse neighbors***	White % in district	White % in warehouse neighbors***
Khaleel Anderson, D-31	19	17%	12%	1%	1%	17%	11%
Vivian Cook, D-32	10	13%	13%	1%	1%	7%	6%
Clyde Vanel, D-33	2	19%	13%	1%	1%	14%	12%
Jessica González-Rojas, D-34	15	17%	18%	1%	1%	57%	61%
Larinda Hooks, D-35	3	18%	24%	1%	2%	40%	34%
Diana Moreno, D-36	26	20%	21%	1%	1%	60%	55%
Claire Valdez, D-37	126	18%	19%	1%	1%	71%	70%
Jenifer Rajkumar, D-38	2	20%	8%	1%	1%	55%	81%
Catalina Cruz, D-39	2	29%	32%	1%	1%	39%	29%
Ron Kim, D-40	4	67%	71%	1%	1%	22%	14%
Kalman Yeger, D-41	6	17%	5%	0%	0%	56%	23%
Rodneyse Bichotte Hermelyn, D-42	0	6%	6%	1%	0%	26%	88%
Brian A. Cunningham, D-43	0	4%	4%	1%	1%	29%	34%
Robert C. Carroll, D-44	3	18%	11%	1%	1%	69%	70%
Michael Novakhov, R-45	0	18%	9%	1%	2%	74%	83%
Alec Brook-Krasny, R-46	1	15%	20%	1%	1%	69%	45%
William Colton, D-47	1	42%	45%	0%	1%	49%	43%
Simcha Eichenstein, D-48	2	11%	11%	0%	0%	84%	84%
Lester Chang, R-49	2	52%	48%	1%	1%	36%	37%
Emily Gallagher, D-50	33	6%	6%	1%	1%	85%	85%
Marcela Mitaynes, D-51	67	23%	19%	1%	1%	47%	48%
Jo Anne Simon, D-52	31	12%	12%	1%	1%	75%	74%
Maritza Davila, D-53	47	9%	9%	1%	1%	48%	48%
Erik Dilan, D-54	3	6%	4%	1%	1%	33%	29%
Latrice Walker, D-55	10	2%	2%	1%	1%	12%	11%
Stefani Zinerman, D-56	3	4%	4%	1%	1%	24%	23%
Phara Souffrant Forrest, D-57	13	9%	9%	1%	1%	46%	46%
Monique Chandler-Waterman, D-58	10	2%	2%	1%	0%	5%	6%
Jaime Williams, D-59	3	6%	5%	0%	0%	32%	36%
Nikki Lucas, D-60	27	2%	1%	1%	1%	13%	13%
Charles Fall, D-61	5	12%	9%	1%	2%	60%	58%

Assemblymember, Party-District	Quantity of warehouses (≤ 50k sq ft)	Asian % in district	Asian % in warehouse neighbors***	Indigenous American % in district	Indigenous American % in warehouse neighbors***	White % in district	White % in warehouse neighbors***
Michael Reilly, R-62	3	5%	4%	0%	1%	93%	93%
Samuel Pirozzolo, R-63	9	16%	7%	1%	1%	69%	42%
Michael Tannousis, R-64	0	12%	22%	1%	1%	80%	62%
Grace Lee, D-65	1	41%	56%	1%	2%	43%	32%
Deborah Glick, D-66	4	13%	10%	1%	1%	83%	87%
Linda Rosenthal, D-67	4	14%	20%	1%	1%	78%	66%
Eddie Gibbs, D-68	0	9%	4%	2%	2%	39%	17%
Micah Lasher, D-69	0	12%	21%	1%	2%	69%	46%
Jordan Wright, D-70	1	6%	7%	2%	2%	27%	27%
Alfred Taylor, D-71	0	5%	2%	3%	3%	41%	15%
Manny De Los Santos, D-72	0	3%	0%	4%	0%	36%	0%
Alex Bores, D-73	0	14%	12%	0%	0%	85%	87%
Keith Powers, D-74	0	18%	22%	0%	1%	69%	22%
Tony Simone, D-75	2	18%	18%	1%	1%	74%	72%
Rebecca Seawright, D-76	1	14%	20%	1%	1%	81%	72%
Landon Dais, D-77	0	1%	1%	2%	2%	14%	15%
George Alvarez, D-78	0	4%	1%	1%	1%	22%	16%
Chantel Jackson, D-79	6	1%	1%	2%	2%	14%	14%
John Zaccaro Jr., D-80	2	10%	7%	1%	1%	35%	30%
Jeffrey Dinowitz, D-81	0	7%	4%	1%	1%	50%	14%
Michael Benedetto, D-82	7	5%	11%	2%	2%	46%	43%
Carl Heastie, D-83	0	3%	3%	2%	2%	11%	15%
Amanda Septimo, D-84	58	2%	2%	1%	1%	17%	17%
Emerita Torres, D-85	5	2%	2%	2%	2%	21%	16%
Yudelka Tapia, D-86	1	2%	1%	1%	1%	15%	17%
Karines Reyes, D-87	7	13%	12%	1%	1%	24%	24%
Amy Paulin, D-88	3	10%	6%	0%	1%	74%	44%
J. Gary Pretlow, D-89	26	4%	3%	2%	2%	32%	27%
Nader Sayegh, D-90	12	8%	6%	1%	1%	60%	51%
Steven Otis, D-91	6	5%	4%	1%	1%	71%	55%
Maryjane Shimsky, D-92	24	9%	8%	1%	1%	72%	62%
Chris Burdick, D-93	5	8%	10%	1%	0%	79%	59%

Assemblymember, Party-District	Quantity of warehouses (≤ 50k sq ft)	Asian % in district	Asian % in warehouse neighbors***	Indigenous American % in district	Indigenous American % in warehouse neighbors***	White % in district	White % in warehouse neighbors***
Matthew Slater, R-94	17	4%	6%	1%	0%	89%	81%
Dana Levenberg, D-95	6	5%	4%	1%	1%	70%	48%
Patrick Carroll, D-96	18	9%	8%	1%	1%	67%	60%
Aron Wieder, D-97	35	5%	6%	0%	0%	73%	71%
Karl Brabenec, R-98	22	3%	4%	1%	2%	87%	84%
Christopher Eachus, D-99	26	5%	6%	0%	0%	82%	74%
Paula Kay, D-100	33	3%	4%	2%	2%	73%	56%
Brian Maher, R-101	46	3%	2%	1%	1%	86%	80%
Christopher Tague, R-102	25	2%	2%	1%	1%	95%	91%
Sarahana Shrestha, D-103	25	3%	3%	1%	3%	90%	79%
Jonathan Jacobson, D-104	36	2%	3%	1%	1%	67%	48%
Anil Beephan Jr., R-105	16	5%	6%	1%	1%	85%	83%
Didi Barrett, D-106	23	4%	7%	1%	1%	86%	74%
Scott H. Bendett, R-107	15	2%	3%	0%	1%	96%	94%
John T. McDonald III, D-108	28	4%	4%	1%	2%	85%	81%
Gabriella Romero, D-109	51	8%	6%	1%	2%	67%	44%
Phil Steck, D-110	53	10%	11%	1%	2%	83%	80%
Angelo Santabarbara, D-111	43	4%	3%	1%	1%	77%	76%
Mary Beth Walsh, R-112	52	4%	5%	1%	0%	93%	94%
Carrie Woerner, D-113	22	2%	2%	0%	1%	96%	96%
Matthew Simpson, R-114	17	1%	1%	1%	2%	96%	95%
D. Billy Jones, D-115	22	1%	3%	3%	2%	89%	90%
Scott Gray, R-116	16	2%	3%	2%	2%	92%	87%
Kenneth Blankenbush, R-117	7	1%	1%	1%	1%	94%	96%
Robert Smullen, R-118	45	1%	1%	1%	1%	97%	95%
Marianne Buttenschon, D-119	38	7%	11%	1%	1%	81%	70%
William Barclay, R-120	15	1%	1%	1%	1%	97%	98%
Joe Angelino, R-121	30	1%	1%	1%	2%	97%	95%
Brian Miller, R-122	11	2%	1%	1%	1%	96%	97%
Donna Lupardo, D-123	33	7%	8%	1%	1%	84%	79%
Christopher Friend, R-124	27	2%	2%	1%	1%	94%	90%

Assemblymember, Party-District	Quantity of warehouses (≤ 50k sq ft)	Asian % in district	Asian % in warehouse neighbors***	Indigenous American % in district	Indigenous American % in warehouse neighbors***	White % in district	White % in warehouse neighbors***
Anna Kelles, D-125	10	9%	3%	1%	0%	87%	93%
John Lemondes Jr., R-126	14	2%	1%	1%	2%	95%	84%
Al Stirpe, D-127	45	3%	5%	1%	1%	93%	88%
Pamela Hunter, D-128	58	4%	4%	2%	2%	74%	63%
William Magnarelli, D-129	37	8%	9%	2%	3%	72%	66%
Brian Manktelow, R-130	36	2%	3%	1%	1%	95%	91%
Jeff Gallahan, R-131	20	1%	1%	1%	0%	95%	94%
Philip Palmesano, R-132	12	2%	3%	1%	0%	95%	94%
Andrea K. Bailey, R-133	20	2%	2%	1%	1%	95%	95%
Josh Jensen, R-134	11	3%	2%	1%	1%	90%	87%
Jennifer Lunsford, D-135	17	5%	3%	0%	1%	93%	94%
Sarah Clark, D-136	16	5%	7%	1%	1%	75%	57%
Demond Meeks, D-137	67	3%	3%	3%	3%	47%	41%
Harry Bronson, D-138	52	6%	6%	1%	1%	77%	73%
Stephen Hawley, R-139	27	1%	1%	1%	1%	94%	92%
William Conrad, D-140	43	2%	4%	1%	1%	90%	84%
Crystal Peoples-Stokes, D-141	29	5%	4%	1%	1%	30%	23%
Patrick Burke, D-142	30	1%	2%	1%	1%	93%	83%
Patrick Chludzinski, R-143	60	4%	5%	1%	1%	85%	82%
Paul Bologna, R-144	22	2%	1%	1%	1%	94%	94%
Angelo J. Morinello, R-145	25	2%	2%	2%	2%	87%	83%
Karen McMahon, D-146	9	10%	10%	1%	1%	83%	77%
David DiPietro, R-147	4	1%	1%	1%	1%	96%	97%
Joe Sempolinski, R-148	13	1%	2%	3%	4%	95%	89%
Jonathan Rivera, D-149	29	6%	7%	1%	2%	76%	60%
Andrew Molitor, R-150	23	1%	1%	2%	2%	93%	92%

*** Our methodology defines a warehouse neighbor as one who lives within a half mile of at least one warehouse. The half-mile buffer picks up warehouses that may be in multiple districts.

TABLE 7: WAREHOUSE FOOTPRINT, TRUCK TRIPS, NO_2 IMPACTS AND DISADVANTAGED COMMUNITY (DAC) IMPACTS BY SENATE DISTRICT

Senator, Party-District	Quantity of warehouses (≤ 50k sq ft)	Cumulative square feet*	% warehouse sq ft built 2015-2024	% warehouse sq ft built 2005-2014	Estimated daily truck trips for warehouses ≥ 100k sq ft**	NO_2 monitors, $PM_{2.5}$ monitors	NO_2-attributable pediatric asthma cases per year****	% new pediatric asthma cases attributable to NO_2	District % covered by DAC	Warehouse % in DAC
Anthony Palumbo, R-1	17	1,158,000	13%	0%	1,300	2, 0	20	1%	18%	59%
Mario Mattera, R-2	90	8,109,000	18%	1%	3,500	0, 0	110	4%	1%	1%
Dean Murray, R-3	39	3,944,000	20%	11%	5,000	0, 0	40	1%	26%	44%
Monica Martinez, D-4	182	17,382,000	5%	7%	11,800	0, 1	70	2%	37%	42%
Steven Rhoads, R-5	49	6,338,000	6%	0%	4,100	0, 0	170	6%	1%	0%
Siela Bynoe, D-6	41	3,609,000	3%	0%	1,300	0, 0	200	7%	41%	80%
Jack Martins, R-7	60	5,067,000	7%	3%	1,600	0, 0	230	8%	2%	5%
Alexis Weik, R-8	62	5,009,000	8%	3%	2,900	0, 0	50	2%	4%	2%
Patricia Canzoneri-Fitzpatrick, R-9	25	2,159,000	11%	0%	800	0, 0	110	4%	13%	48%
James Sanders Jr., D-10	27	3,032,000	24%	4%	1,400	0, 0	170	6%	28%	19%
Toby Ann Stavisky, D-11	30	2,793,000	8%	5%	1,400	0, 0	280	12%	19%	83%
Michael Gianaris, D-12	134	16,962,000	11%	2%	11,000	0, 1	370	16%	31%	51%
Jessica Ramos, D-13	5	582,000	0%	0%	400	0, 0	420	15%	69%	100%
Leroy Comrie, D-14	16	1,430,000	0%	0%	900	0, 0	300	10%	14%	63%
Joseph Addabbo, D-15	10	1,246,000	0%	30%	700	0, 0	310	12%	28%	50%
John Liu, D-16	7	480,000	0%	0%	100	4, 2	290	12%	8%	71%
Steve Chan, R-17	3	255,000	0%	0%	100	0, 0	350	12%	16%	33%
Julia Salazar, D-18	59	5,413,000	0%	1%	2,100	0, 1	490	15%	73%	95%
Roxanne Persaud, D-19	44	4,258,000	15%	2%	1,700	0, 0	290	9%	49%	89%
Zellnor Myrie, D-20	4	262,000	0%	0%	0	0, 0	410	16%	34%	50%

Senator, Party-District	Quantity of warehouses (≤ 50k sq ft)	Cumulative square feet*	% warehouse sq ft built 2015-2024	% warehouse sq ft built 2005-2014	Estimated daily truck trips for warehouses ≥ 100k sq ft**	NO_2 monitors, $PM_{2.5}$ monitors	NO_2-attributable pediatric asthma cases per year****	% new pediatric asthma cases attributable to NO_2	District % covered by DAC	Warehouse % in DAC
Kevin Parker, D-21	11	809,000	0%	0%	100	0, 0	320	11%	8%	0%
Simcha Felder, D-22	2	131,000	47%	0%	0	0, 0	500	11%	5%	0%
Jessica Scarcella-Spanton, D-23	10	774,000	0%	0%	300	0, 1	200	6%	67%	100%
Andrew Lanza, R-24	7	3,442,000	90%	0%	3,500	0, 0	130	5%	10%	57%
Jabari Brisport, D-25	30	2,971,000	7%	5%	1,300	0, 0	470	17%	80%	87%
Andrew Gounardes, D-26	85	13,143,000	7%	0%	13,400	0, 1	390	13%	40%	93%
Brian Kavanagh, D-27	5	1,102,000	36%	0%	900	0, 1	260	17%	34%	20%
Liz Krueger, D-28	1	119,000	0%	0%	100	0, 0	280	15%	7%	0%
Jose M. Serrano, D-29	59	7729594	26%	8%	5,200	2, 4	580	19%	97%	100%
Cordell Cleare, D-30	1	70,000	0%	0%	0	0, 0	340	16%	76%	100%
Robert Jackson, D-31	0	0	0%	0%	0	0, 1	490	19%	67%	0
Luis Sepúlveda, D-32	12	873,000	0%	0%	200	0, 0	770	22%	94%	100%
J. Gustavo Rivera, D-33	1	356,000	0%	0%	300	2, 1	620	19%	59%	100%
Nathalia Fernandez, D-34	16	2,174,000	35%	6%	1,400	0, 0	430	14%	59%	100%
Andrea Stewart-Cousins, D-35	41	3,774,000	15%	0%	1,700	0, 0	260	9%	20%	44%
Jamaal Bailey, D-36	22	1,620,000	0%	0%	500	0, 0	400	15%	76%	100%
Shelley Mayer, D-37	10	770,000	9%	0%	200	0, 1	250	9%	7%	70%
William Weber Jr., R-38	59	7,293,000	5%	4%	4,700	0, 1	220	5%	18%	19%
Robert Rolison, R-39	84	18,319,000	27%	3%	16,600	0, 1	30	1%	32%	87%
Peter Harckham, D-40	25	3,191,000	33%	3%	2,600	0, 0	20	1%	7%	28%

Senator, Party-District	Quantity of warehouses (≤ 50k sq ft)	Cumulative square feet*	% warehouse sq ft built 2015-2024	% warehouse sq ft built 2005-2014	Estimated daily truck trips for warehouses ≥ 100k sq ft**	NO_2 monitors, $PM_{2.5}$ monitors	NO_2-attributable pediatric asthma cases per year****	% new pediatric asthma cases attributable to NO_2	District % covered by DAC	Warehouse % in DAC
Michelle Hinchey, D-41	50	4,995,000	9%	8%	2,400	0, 0	<10	<1%	14%	62%
James Skoufis, D-42	92	10,559,000	11%	10%	10,000	0, 0	40	1%	34%	77%
Jacob Ashby, R-43	89	10,877,000	17%	2%	7,800	0, 0	70	3%	1%	37%
James Tedisco, R-44	49	6,152,000	10%	4%	4,400	0, 0	60	2%	1%	2%
Dan Stec, R-45	40	5,074,000	8%	0%	3,600	0, 1	20	1%	3%	28%
Patricia Fahy, D-46	135	19,446,000	7%	10%	16,800	0, 2	100	4%	25%	42%
Erik Bottcher, D-47	6	917,000	0%	13%	600	0, 0	190	11%	28%	83%
Rachel May, D-48	54	5,852,000	6%	1%	3,300	0, 0	120	4%	10%	70%
Mark Walczyk, R-49	62	9,016,000	10%	1%	9,600	0, 0	30	1%	3%	29%
Christopher Ryan, D-50	117	19,002,000	22%	3%	14,800	0, 1	60	2%	11%	45%
Peter Oberacker, R-51	44	6,853,000	22%	2%	5,800	0, 0	<10	<1%	7%	32%
Lea Webb, D-52	44	5,324,000	0%	3%	4,200	0, 0	60	3%	2%	57%
Joseph Griffo, R-53	51	8,697,000	10%	11%	6,600	0, 1	50	2%	6%	49%
Pamela Helming, R-54	73	7,447,000	9%	7%	5,400	0, 0	20	1%	17%	32%
Samra Brouk, D-55	44	5,763,000	0%	1%	3,800	2, 2	90	4%	7%	32%
Jeremy Cooney, D-56	112	17,034,000	3%	2%	12,800	0, 0	160	6%	37%	83%
George Borrello, R-57	52	5,995,000	4%	0%	4,800	0, 1	30	1%	12%	31%
Thomas O'Mara, R-58	43	9,849,000	0%	16%	9,900	0, 1	10	<1%	7%	49%
Kristen Gonzalez, D-59	65	5,715,000	0%	2%	2,300	0, 1	280	15%	55%	77%
Patrick Gallivan, R-60	39	4,468,000	8%	7%	4,000	0, 0	60	2%	4%	0%
Jeremy Zellner, D-61	61	8,057,000	2%	2%	5,300	0, 2	160	6%	11%	66%

Senator, Party-District	Quantity of warehouses (≤ 50k sq ft)	Cumulative square feet*	% warehouse sq ft built 2015-2024	% warehouse sq ft built 2005-2014	Estimated daily truck trips for warehouses ≥ 100k sq ft**	NO_2 monitors, $PM_{2.5}$ monitors	NO_2-attributable pediatric asthma cases per year****	% new pediatric asthma cases attributable to NO_2	District % covered by DAC	Warehouse % in DAC
Robert Ortt, R-62	46	4,342,000	1%	3%	6,400	0, 0	40	2%	38%	65%
April Baskin, D-63	118	15,133,000	8%	6	9,700	4, 2	220	8%	56%	64%

* This calculation was rounded to three significant figures.
** This calculation was rounded to two significant figures. Estimate only includes square footage for warehouses 100,000 square feet or greater.
*** Our methodology defines a warehouse neighbor as one who lives within a half mile of at least one warehouse. The half-mile buffer picks up warehouses that may be in multiple districts.
**** This calculation was rounded to one significant figure.

TABLE 8: POPULATION AND WAREHOUSE IMPACTS ON BLACK, HISPANIC/LATINO, LIMITED ENGLISH AND LOW-INCOME POPULATIONS BY SENATE DISTRICT

Senator, Party-District	Quantity of warehouses (≤ 50k sq ft)	Population in district*	Population warehouse neighbors in district** ***	Black % in district	Black % in warehouse neighbors***	Hispanic/ Latino % in district	Hispanic/ Latino % in warehouse neighbors***	Limited English % district	Limited English % in warehouse neighbors***	Low-income % in district	Low-income % in warehouse neighbors***
Anthony Palumbo, R-1	17	297,000	7,500	5%	11%	15%	26%	1%	4%	6%	15%
Mario Mattera, R-2	90	318,000	25,900	4%	6%	10%	19%	1%	2%	4%	7%
Dean Murray, R-3	39	326,000	28,500	8%	9%	18%	21%	2%	2%	8%	7%
Monica Martinez, D-4	182	315,000	127,200	21%	26%	39%	40%	3%	3%	9%	10%
Steven Rhoads, R-5	49	320,000	60,900	3%	4%	11%	12%	1%	1%	4%	4%
Siela Bynoe, D-6	41	315,000	94,500	32%	30%	31%	37%	4%	5%	9%	11%
Jack Martins, R-7	60	316,000	66,800	3%	3%	10%	14%	2%	2%	5%	6%
Alexis Weik, R-8	62	315,000	45,500	4%	6%	12%	15%	1%	1%	5%	5%
Patricia Canzoneri-Fitzpatrick, R-9	25	309,000	58,800	18%	9%	18%	23%	2%	3%	5%	5%
James Sanders Jr., D-10	27	316,000	98,500	53%	71%	18%	14%	3%	3%	13%	11%
Toby Ann Stavisky, D-11	30	309,000	84,000	11%	9%	19%	27%	4%	4%	8%	11%
Michael Gianaris, D-12	134	308,000	264,700	3%	4%	33%	34%	4%	4%	10%	10%
Jessica Ramos, D-13	5	289,000	125,500	8%	8%	63%	57%	9%	10%	16%	16%
Leroy Comrie, D-14	16	317,000	112,700	51%	61%	17%	20%	3%	4%	10%	13%
Joseph Addabbo, D-15	10	315,000	77,100	8%	9%	32%	28%	4%	5%	11%	12%
John Liu, D-16	7	294,000	59,200	5%	3%	16%	15%	5%	6%	15%	20%
Steve Chan, R-17	3	283,000	59,700	2%	3%	19%	21%	8%	8%	19%	19%
Julia Salazar, D-18	59	304,000	249,300	18%	17%	45%	43%	5%	5%	27%	28%
Roxanne Persaud, D-19	44	300,000	180,000	75%	79%	18%	20%	3%	4%	22%	25%
Zellnor Myrie, D-20	4	313,000	115,800	53%	56%	12%	12%	3%	3%	17%	18%
Kevin Parker, D-21	11	310,000	55,800	57%	73%	12%	8%	2%	2%	13%	9%
Simcha Felder, D-22	2	299,000	60,700	3%	4%	9%	7%	3%	3%	22%	24%
Jessica Scarcella-Spanton, D-23	10	296,000	55,700	21%	32%	22%	34%	4%	5%	20%	26%
Andrew Lanza, R-24	7	314,000	11,100	3%	2%	13%	14%	1%	2%	8%	6%
Jabari Brisport, D-25	30	303,000	217,000	57%	53%	19%	21%	3%	3%	25%	27%
Andrew Gounardes, D-26	85	303,000	209,400	10%	13%	24%	27%	4%	4%	14%	15%
Brian Kavanagh, D-27	5	292,000	100,300	8%	7%	16%	13%	5%	8%	16%	19%
Liz Krueger, D-28	1	287,000	80,100	3%	4%	9%	9%	1%	1%	6%	6%
Jose M. Serrano, D-29	59	305,000	154,300	34%	39%	56%	66%	6%	7%	33%	38%

Senator, Party-District	Quantity of warehouses (≤ 50k sq ft)	Population in district*	Population warehouse neighbors in district** ***	Black % in district	Black % in warehouse neighbors***	Hispanic/ Latino % in district	Hispanic/ Latino % in warehouse neighbors***	Limited English % district	Limited English % in warehouse neighbors***	Low-income % in district	Low-income % in warehouse neighbors***
Cordell Cleare, D-30	1	323,000	78,300	46%	51%	33%	33%	4%	4%	24%	26%
Robert Jackson, D-31	0	347,000	3,600	21%	35%	69%	70%	8%	6%	23%	38%
Luis Sepúlveda, D-32	12	308,000	244,000	42%	42%	65%	66%	7%	7%	36%	36%
J. Gustavo Rivera, D-33	1	311,000	44,900	23%	26%	60%	66%	6%	7%	27%	31%
Nathalia Fernandez, D-34	16	301,000	121,000	26%	30%	49%	51%	4%	5%	19%	21%
Andrea Stewart-Cousins, D-35	41	304,000	107,600	18%	26%	31%	42%	3%	4%	11%	17%
Jamaal Bailey, D-36	22	314,000	103,100	65%	63%	26%	28%	4%	4%	16%	18%
Shelley Mayer, D-37	10	310,000	45,900	8%	13%	21%	44%	3%	6%	6%	12%
William Weber Jr., R-38	59	309,000	74,900	14%	14%	18%	23%	2%	3%	14%	16%
Robert Rolison, R-39	84	317,000	69,600	16%	26%	17%	30%	1%	3%	9%	17%
Peter Harckham, D-40	25	319,000	21,900	7%	16%	20%	39%	2%	6%	5%	9%
Michelle Hinchey, D-41	50	319,000	21,800	7%	18%	8%	14%	1%	2%	12%	18%
James Skoufis, D-42	92	295,000	56,500	11%	17%	18%	28%	1%	2%	11%	14%
Jacob Ashby, R-43	89	310,000	63,900	8%	16%	5%	7%	1%	2%	10%	15%
James Tedisco, R-44	49	316,000	30,600	7%	8%	5%	6%	1%	1%	8%	10%
Dan Stec, R-45	40	326,000	16,000	4%	5%	3%	3%	2%	1%	13%	17%
Patricia Fahy, D-46	135	311,000	52,200	13%	31%	7%	13%	1%	2%	13%	22%
Erik Bottcher, D-47	6	288,000	127,500	7%	8%	14%	18%	1%	1%	10%	12%
Rachel May, D-48	54	319,000	67,500	17%	33%	6%	10%	1%	3%	17%	31%
Mark Walczyk, R-49	62	320,000	28,600	5%	6%	4%	6%	1%	1%	14%	21%
Christopher Ryan, D-50	117	312,000	36,300	4%	7%	3%	4%	1%	1%	10%	13%
Peter Oberacker, R-51	44	322,000	8,100	5%	6%	8%	7%	2%	1%	14%	17%
Lea Webb, D-52	44	311,000	54,900	7%	13%	4%	6%	1%	2%	17%	28%
Joseph Griffo, R-53	51	326,000	52,300	6%	16%	5%	12%	1%	2%	13%	27%
Pamela Helming, R-54	73	315,000	19,900	4%	6%	4%	6%	1%	1%	10%	11%
Samra Brouk, D-55	44	312,000	69,700	14%	29%	10%	18%	1%	2%	12%	25%
Jeremy Cooney, D-56	112	314,000	87,400	24%	42%	10%	17%	1%	3%	17%	30%
George Borrello, R-57	52	330,000	20,500	3%	6%	4%	9%	1%	1%	15%	21%
Thomas O'Mara, R-58	43	327,000	16,000	4%	9%	2%	3%	2%	2%	13%	18%
Kristen Gonzalez, D-59	65	270,000	136,400	8%	10%	17%	23%	2%	3%	11%	13%
Patrick Gallivan, R-60	39	325,000	26,800	2%	3%	2%	3%	1%	1%	6%	8%

Senator, Party-District	Quantity of warehouses (≤ 50k sq ft)	Population in district*	Population warehouse neighbors in district** ***	Black % in district	Black % in warehouse neighbors***	Hispanic/ Latino % in district	Hispanic/ Latino % in warehouse neighbors***	Limited English % district	Limited English % in warehouse neighbors***	Low-income % in district	Low-income % in warehouse neighbors***
Jeremy Zellner, D-61	61	305,000	62,200	10%	17%	7%	11%	1%	2%	13%	20%
Robert Ortt, R-62	46	317,000	31,700	8%	13%	4%	4%	1%	1%	12%	18%
April Baskin, D-63	118	289,000	135,000	34%	41%	8%	9%	2%	2%	24%	28%

* This calculation was rounded to three significant figures.
** This calculation was rounded to two significant figures. Estimate only includes square footage for warehouses 100,000 square feet or greater.
*** Our methodology defines a warehouse neighbor as one who lives within a half mile of at least one warehouse. The half-mile buffer picks up warehouses that may be in multiple districts.

TABLE 9: WAREHOUSE IMPACTS ON ASIAN, INDIGENOUS AMERICAN AND WHITE POPULATIONS BY SENATE DISTRICT

Senator, Party-District	Quantity of warehouses (≤ 50k sq ft)	Asian % in district	Asian % in warehouse neighbors***	Indigenous American % in district	Indigenous American % in warehouse neighbors***	White % in district	White % in warehouse neighbors***
Anthony Palumbo, R-1	17	5%	4%	0%	1%	88%	82%
Mario Mattera, R-2	90	6%	6%	0%	0%	88%	79%
Dean Murray, R-3	39	4%	3%	1%	1%	87%	87%
Monica Martinez, D-4	182	4%	4%	2%	3%	63%	57%
Steven Rhoads, R-5	49	12%	18%	1%	1%	82%	76%
Siela Bynoe, D-6	41	4%	5%	2%	2%	52%	49%
Jack Martins, R-7	60	19%	21%	1%	1%	74%	69%
Alexis Weik, R-8	62	3%	4%	1%	1%	90%	87%
Patricia Canzoneri-Fitzpatrick, R-9	25	10%	8%	0%	1%	66%	73%
James Sanders Jr., D-10	27	9%	8%	1%	1%	28%	13%
Toby Ann Stavisky, D-11	30	37%	33%	1%	1%	42%	40%
Michael Gianaris, D-12	134	26%	24%	1%	1%	61%	63%
Jessica Ramos, D-13	5	22%	30%	1%	1%	38%	33%
Leroy Comrie, D-14	16	15%	11%	1%	1%	24%	10%
Joseph Addabbo, D-15	10	27%	22%	1%	1%	49%	55%
John Liu, D-16	7	57%	66%	1%	1%	31%	22%
Steve Chan, R-17	3	46%	46%	1%	1%	42%	39%
Julia Salazar, D-18	59	7%	7%	1%	1%	56%	57%
Roxanne Persaud, D-19	44	4%	2%	1%	1%	15%	12%
Zellnor Myrie, D-20	4	6%	5%	1%	1%	39%	36%
Kevin Parker, D-21	11	8%	4%	1%	0%	30%	22%
Simcha Felder, D-22	2	16%	12%	0%	1%	78%	82%
Jessica Scarcella-Spanton, D-23	10	13%	12%	1%	1%	61%	48%
Andrew Lanza, R-24	7	10%	7%	0%	1%	86%	89%
Jabari Brisport, D-25	30	5%	6%	1%	1%	32%	35%
Andrew Gounardes, D-26	85	16%	14%	1%	1%	66%	64%
Brian Kavanagh, D-27	5	26%	40%	1%	1%	62%	51%
Liz Krueger, D-28	1	14%	16%	1%	0%	82%	79%
Jose M. Serrano, D-29	59	5%	1%	1%	1%	29%	17%
Cordell Cleare, D-30	1	7%	8%	2%	2%	35%	28%

Senator, Party-District	Quantity of warehouses (≤ 50k sq ft)	Asian % in district	Asian % in warehouse neighbors***	Indigenous American % in district	Indigenous American % in warehouse neighbors***	White % in district	White % in warehouse neighbors***
Robert Jackson, D-31	0	4%	1%	3%	1%	34%	14%
Luis Sepúlveda, D-32	12	1%	1%	2%	2%	16%	16%
J. Gustavo Rivera, D-33	1	6%	4%	1%	1%	31%	22%
Nathalia Fernandez, D-34	16	9%	11%	1%	1%	41%	33%
Andrea Stewart-Cousins, D-35	41	8%	6%	1%	1%	61%	50%
Jamaal Bailey, D-36	22	4%	3%	2%	2%	19%	19%
Shelley Mayer, D-37	10	8%	7%	1%	1%	76%	58%
William Weber Jr., R-38	59	7%	6%	1%	1%	72%	68%
Robert Rolison, R-39	84	4%	3%	1%	1%	76%	59%
Peter Harckham, D-40	25	5%	4%	1%	1%	80%	59%
Michelle Hinchey, D-41	50	2%	5%	1%	2%	90%	78%
James Skoufis, D-42	92	4%	5%	1%	1%	80%	68%
Jacob Ashby, R-43	89	5%	7%	1%	2%	89%	81%
James Tedisco, R-44	49	5%	5%	1%	1%	87%	86%
Dan Stec, R-45	40	1%	2%	2%	1%	93%	94%
Patricia Fahy, D-46	135	5%	4%	1%	1%	82%	63%
Erik Bottcher, D-47	6	14%	18%	1%	1%	77%	70%
Rachel May, D-48	54	4%	6%	2%	3%	79%	61%
Mark Walczyk, R-49	62	1%	2%	1%	1%	94%	91%
Christopher Ryan, D-50	117	3%	4%	1%	1%	94%	91%
Peter Oberacker, R-51	44	2%	1%	1%	2%	92%	92%
Lea Webb, D-52	44	7%	7%	1%	1%	87%	83%
Joseph Griffo, R-53	51	4%	9%	1%	1%	90%	74%
Pamela Helming, R-54	73	2%	2%	1%	1%	94%	91%
Samra Brouk, D-55	44	4%	3%	1%	2%	81%	66%
Jeremy Cooney, D-56	112	6%	6%	1%	2%	70%	51%
George Borrello, R-57	52	1%	1%	2%	2%	94%	92%
Thomas O'Mara, R-58	43	2%	2%	1%	1%	95%	91%
Kristen Gonzalez, D-59	65	18%	17%	1%	1%	69%	66%
Patrick Gallivan, R-60	39	1%	1%	1%	1%	96%	96%
Jeremy Zellner, D-61	61	7%	5%	1%	1%	82%	75%

Senator, Party-District	Quantity of warehouses (≤ 50k sq ft)	Asian % in district	Asian % in warehouse neighbors***	Indigenous American % in district	Indigenous American % in warehouse neighbors***	White % in district	White % in warehouse neighbors***
Robert Ortt, R-62	46	1%	2%	2%	2%	91%	86%
April Baskin, D-63	118	5%	5%	1%	1%	59%	51%

*** Our methodology defines a warehouse neighbor as one who lives within a half mile of at least one warehouse. The half-mile buffer picks up warehouses that may be in multiple districts.