ILLINOIS WAREHOUSE BOOM

Tracing the warehouse boom and its impacts

Environmental Defense Fund

ILLINOIS WAREHOUSE BOOM

Tracing the warehouse boom and its impacts

Authors

Gabriella Brinkley
Environmental Defense Fund, gbrinkley@edf.org

Sam Becker
previously Environmental Defense Fund

Media Contact

Stacy Brick
Environmental Defense Fund, sbrick@edf.org

Cover and Introduction Photo Credit

Mohammad Shahhosseini
Environmental Defense Fund, and LVEJO

Acknowledgments

Stacy Brick

Neda Deylami

Tammy Thompson

Dakoury Godo-Solo

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.

©2026 Environmental Defense Fund

TABLE OF CONTENTS

INTRODUCTION 3

Updated Findings 3

Methodology 4

ILLINOIS WAREHOUSES AND THEIR IMPACTS 5

Warehouses Are Air Pollution Magnets 7

NO_2 and $PM_{2.5}$ Impacts 8

Ozone Impacts 10

POLICY SOLUTIONS 11

Policy Innovation for Public Health 12

WAREHOUSE IMPACTS IN KEY REGIONS 13

WAREHOUSE IMPACTS BY STATE LEGISLATIVE DISTRICT 17

ENDNOTES 37

INTRODUCTION

E-commerce revenue approximately doubled in the United States over the past five years, and the accompanying diesel truck traffic that swarms warehouses poses a major health threat to nearby communities.[1, 2, 3] In Illinois, EDF analysis shows that warehouse square footage and warehouse-generated truck trips have grown exponentially, with the largest increase coming over the last five years. Industrial-scale warehouses now compose over one billion square feet across the state and, each day, they generate hundreds of thousands of trucks trips to service one of the nation's busiest freight hubs and make deliveries.[4]

Warehouses have long existed in certain parts of Illinois, but more warehouses are now located near homes, schools and community centers than ever before. All state senate districts, and all but one state house district, contain an industrial-scale warehouse. Even in districts where few warehouses exist, residents in these districts have likely experienced impacts because demand for e-commerce has significantly increased warehouse-generated truck trips originating near and crisscrossing these areas. A single warehouse may generate over one thousand polluting truck trips a day.

Due to redlining and other discriminatory policies, new and existing warehouses and the roads that serve them are disproportionately located in communities of color and low-income communities. As a result, state-defined environmental justice communities — communities that are often already burdened by other polluting sources — cover 1.3% of the state but contain 41% of industrial-scale warehouses. Such disparities exist across urban, suburban and rural regions. And, while these same warehouses often employ individuals living nearby, warehouse workers as well as people living near warehouses have been sounding the alarm about the impact of air, noise and climate pollution on their communities. These concerns have led to efforts to reduce pollution from warehouses in New York City and the states of California, New York, New Jersey, Colorado and Illinois. [5, 6, 7, 8, 9, 10]

Updated Findings

This report, which builds off a similar report published in April 2024,[11] contains updated information about the demographics of people living next to warehouses, increases in warehouse quantity and square footage, the size of industrial-scale warehouses and pediatric asthma cases attributable to nitrogen dioxide (NO_2) — a pollutant disproportionately released by diesel trucks. The report also contains new information detailing warehouse square footage added over the last 10 years and preceding 10 years with associated

warehouse-generated trucks, the prevalence of warehouses in state-defined environmental justice communities, [12] 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 — as well as 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 2024 report identified 2,401 leased warehouses 100,000 square feet and larger. This report identified 6,970 leased and owned warehouses 30,000 square feet and larger, including 180 under construction and proposed warehouses through 2028. We shifted the square footage threshold to align with what city of Chicago environmental, planning and zoning administrators said about regulating warehouses during a subject matter hearing on the Chicago Warehouse Ordinance: that 30,000 square feet would target larger, industrial warehouses while largely avoiding less-polluting warehouses. While the threshold square footage changed, the upshot of the results is still the same: Hispanic/Latino, Black, low-income, Asian and Indigenous American people bear the brunt of the risk from living close to warehouses. These results from the Illinois analysis mirror findings in 10 states where EDF previously conducted its Proximity Mapping.[13]

Methodology

Statistics about people who live near warehouses were calculated using EDF's Proximity Mapping framework, which combines data from the U.S. 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, CoStar. CoStar 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 and the term "warehouses" to refer to warehouse and distribution facilities. Proximity Mapping and warehouse growth analyses are conducted based on warehouses 30,000 square feet or greater. Truck trips are calculated using warehouse square footage applied to a proxy developed by the South Coast Air Quality Management District (SCAQMD — covering the urban areas of Los Angeles, Riverside, and San Bernadino counties).[14] SCAQMD estimated the ratio of number of truck trips to warehouse square footage. This ratio is based on local southern California conditions and applies to warehouses that are 100,000 square feet or larger. Without data specific to Illinois, we believe this ratio provides the best available estimate for the number of truck trips associated with warehouses in Illinois.

NO_2-attributable pediatric asthma estimates were calculated using health impact assessment methods that combine data on NO_2, 2020 U.S. Census population data, relative risk and baseline disease rates.[15] NOx pollution data is provided by a high-resolution (roughly 1 km2) pollution dataset, Neighborhood Emission Mapping Operation (NEMO).[16] 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 U.S. by combining link-level traffic data with pollution from the U.S. Environmental Protection Agency's MOVES4 model. Road pollution was linked to U.S. Census block-level data and relative exposure for pollutants in each census block was calculated.[17]

ILLINOIS WAREHOUSES AND THEIR IMPACTS

Illinois warehouses are concentrated around urban areas, transit corridors and intermodal hubs but are also located in suburban and rural areas (Figure 1). Total warehouse square footage across Illinois has grown exponentially, with the largest increase coming over the last five years (Figure 2). Warehouses 100,000 square feet and larger generate at least an estimated 683,000 polluting diesel truck trips every day (Figure 3).

The recent e-commerce boom in Illinois has exacerbated the pollution burden faced by many communities of color and low-income communities.[18] Warehouses tend to be disproportionately 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 low-wage, temporary and dangerous positions — meaning residents face compounded exposure to harmful air pollution both at home and on the job. In Illinois, Black and Hispanic/Latino

FIGURE 1:

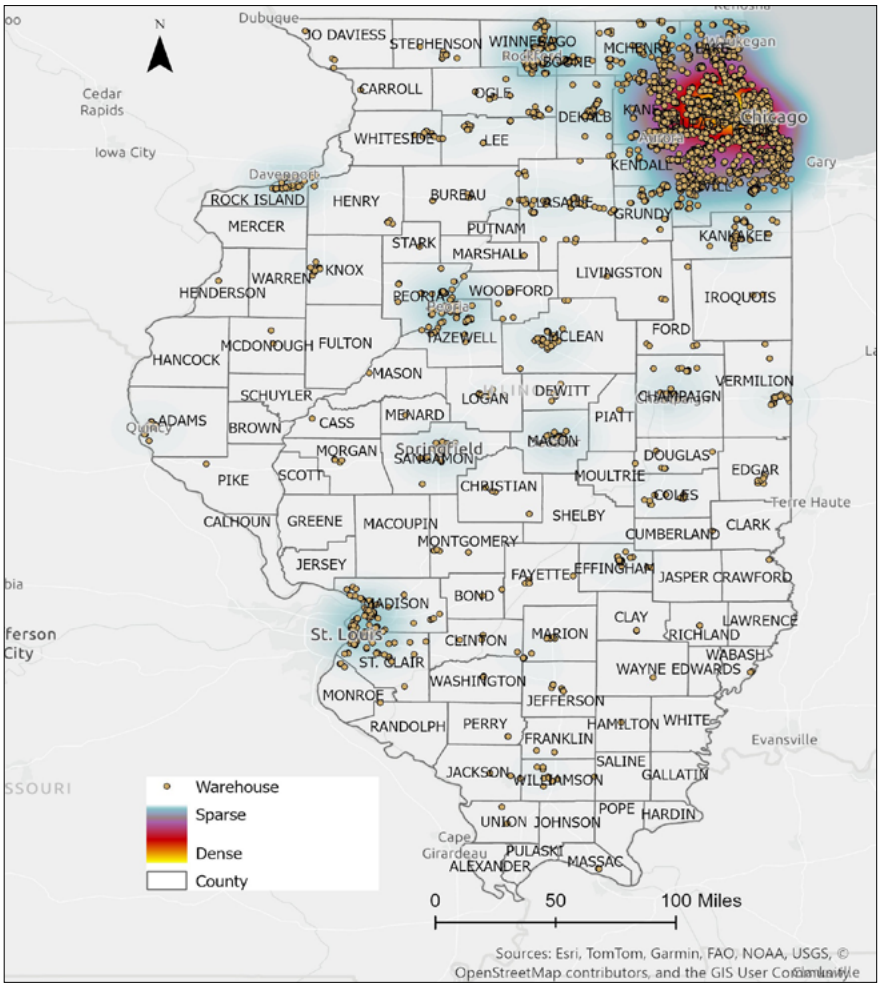


FIGURE 2:

Warehouse space growth

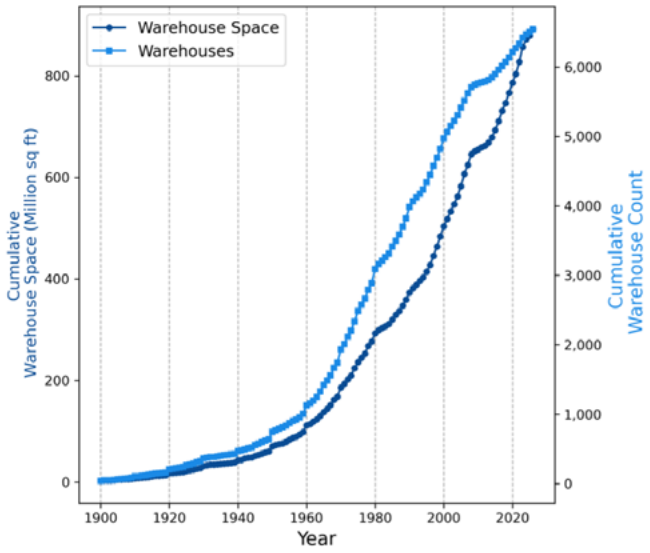
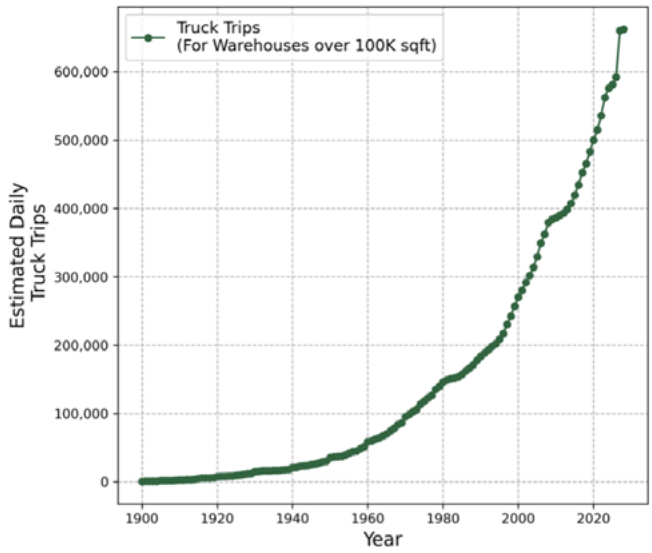


FIGURE 3:

Truck trip growth



workers account for 85% of temporary workers in factories and warehouses, while the state's overall workforce is 35% non-white.[19] The combination of living and working in areas with high concentrations of harmful air pollution places an outsized health burden on these workers.

Across Illinois, EDF identified 6,970 warehouses composing over 1 billion square feet of warehouse space — roughly 17,397 football fields. Key findings include:

Warehouse Growth and Traffic:

- **20% of today's warehouse space** was built in the most recent decade and 12% was built in the preceding decade, meaning that 1.7 times more square footage was built in the most recent decade.***
- **Warehouses 100,000 square feet** and larger generate an estimated 683,000 truck trips per day.****

Disproportionate Impacts on Communities:

- **3.7 million people** — more than one in four Illinoisans — live within half a mile of a warehouse. Of these, 239,000 are younger than 5 years old and 488,000 are older than 64.
- **State-defined environmental justice communities** cover 1.3% of the state but contain 41% of warehouses.
- **Hispanic/Latino populations** are 1.7 times as likely to live within half a mile of a warehouse than expected, compared to the state's demographics.

* All warehouse-related analysis is conducted with warehouses 30,000 square feet and larger and is inclusive of warehouses under construction and proposed (2026-2028) unless otherwise specified.

** Figure 2 does not include 283 warehouses, or their corresponding square footage because CoStar does not list a date built.

*** For recent decade to preceding decade comparison, 2015-2024 and 2005-2014 were used, respectively.

**** The equation used to calculate truck trips likely underestimates total truck trips because it only includes trips for warehouses greater than or equal to 100,000 square feet.

- **Limited English populations** are 1.6 times as likely to live within half a mile of a warehouse than expected, compared to the state's demographics.
- **Black populations** are 1.4 times as likely to live within half a mile of a warehouse than expected, compared to the state's demographics.
- **Low-income populations** are 1.3 times as likely to live within half a mile of a warehouse than expected, compared to the state's demographics.
- **Asian populations** are 1.2 times as 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 as likely to live within half a mile of a warehouse than expected, compared to the state's demographics.
- **White populations** are 0.8 times as likely to live within half a mile of a warehouse than expected, compared to the state's demographics.

Public Health Burden:

- **An estimated 7,200 new NO_2-attributable pediatric asthma cases every year,** with a statewide average of 32% of NOx coming from on-road vehicles — the largest contributor.
- **Populations of color are nearly two times more likely than white residents** to live in areas with higher levels of NOx and $PM_{2.5}$ pollution from heavy-duty vehicles (Figures 5 and 6).

In Illinois, as is the case in the rest of the country, warehouse locations are far from transparent. While the Energy Information Agency maintains a database of information about polluting facilities like oil refineries, nothing similar exists for warehouse locations. Therefore, it is difficult for communities and policymakers alike to learn the locations of these facilities as well as which companies own and operate them. As a result, people must turn to 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 protection 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. The warehouses are not likely to be regulated by the state's Environmental Justice Policy, despite being disproportionately located in disadvantaged communities and bringing tens of thousands of additional health-harming truck trips into these communities on a daily basis.[20] Additionally, no mechanisms exist to ensure warehouses comply with the objectives outlined in Illinois' goal of achieving net-zero greenhouse gas emissions by 2050.[21]

Warehouses Are Air Pollution Magnets

EDF's warehouse analyses reflect a broader national trend. One in six U.S. residents lives within 300 feet of a major road, airport or railroad.[22] Some 17,000 schools across the U.S. are located within approximately 800 feet of a heavily traveled road.[23] A growing body of peer-reviewed research indicates that exposure to traffic-related air pollution increases the risk of childhood asthma.[24] Air pollution from trucks is also associated with increased health risks at other stages of life. which raises the risk of preterm birth, low birth weight, dementia, heart disease, stroke and death. [25, 26, 27]

Warehouses are magnets for on-road medium- and heavy-duty vehicles (MHDVs). Across the country, MHDVs make up around 10% of the vehicles on U.S. roads but are responsible for 45% of the on-road transportation sector's health-harming NOx pollution — primarily measured by NO_2.[28] These vehicles emit 57% of the on-road transportation sector's primary fine particulate matter ($PM_{2.5}$) and 28% of its greenhouse gas emissions (GHGs).[29] In Illinois, MHDVs make up 7% of the on-road fleet but emit 67% of NOx, 59% of $PM_{2.5}$ and 36% of GHGs from the on-road transportation sector.[30] Nearly a third of NOx emissions are attributable to on-road vehicles in Illinois.[31]

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, both while idling and traveling at low speeds.[32] 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.[33] Trucks often travel at slow speeds and idle around warehouses.

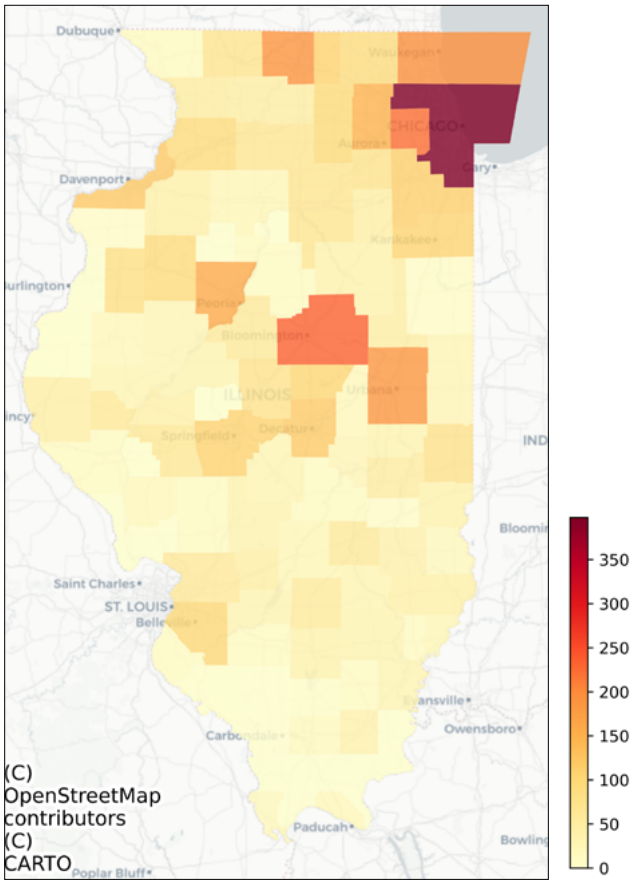
NO_2 and $PM_{2.5}$ impacts

NO_2 pollution contributes to approximately 7,200 new childhood asthma diagnoses across the state every year, according to an EDF analysis (Figure 4).[34] The distribution of NO_2 pollution is highly uneven. For example, in Cook County, where on-road vehicles contribute 27% of NOx, NO_2 contributes 14% of new childhood asthma diagnoses, resulting in around 4,900 new childhood asthma diagnoses each year. Air pollution is one of several factors along with other unequally distributed issues, like healthcare access and psychological stressors, that cumulatively contribute to these disparities.

FIGURE 4:

NO_2 Attributable Pediatric Asthma Incidence

(per 100,000 children)



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.[35] EDF's analysis of truck pollution confirms this pattern statewide: populations of color are nearly two times more likely than white residents to live in areas with higher levels of NOx pollution (Figure 5). Populations of color are over two times less likely than white residents to live in areas with lower levels of NOx pollution (Figure 5).[36] These trends are largely identical for medium-duty truck NOx burdens.

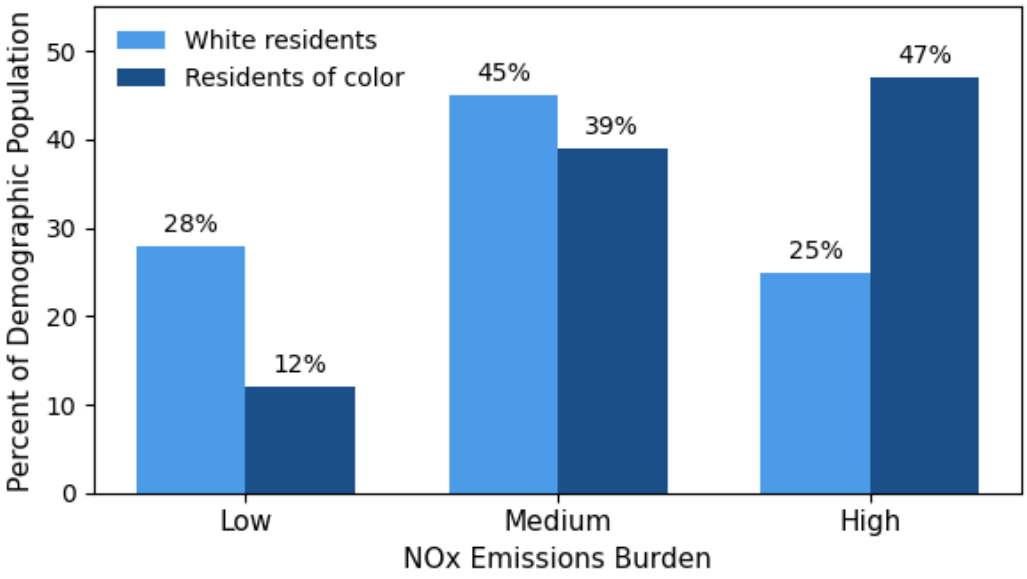
Research led by Northwestern University found that in the Chicago metropolitan area, tailpipe exhaust from medium- and heavy-duty vehicles contributes to 1,330 premature deaths and 1,580 new cases of childhood asthma per year, with disproportionate burden affecting communities of color.[37]

In Illinois, Black children ages 5-11 are eight times more likely to be hospitalized for asthma than non-Hispanic white residents — a disproportionality that is influenced by air pollution as well as other factors like lack of healthcare access and psychological stressors.[38] Across the state, Black residents are over five times more likely to be hospitalized for asthma than non-Hispanic white residents and Black adults are over five times more likely to die from asthma than non-Hispanic white residents.[39, 40] An Illinoian dies from asthma nearly every other day. According to Illinois Department of Public Health, the estimated medical cost of asthma in the state was $1.3 billion per year.[41]

According to Clean Air Task Force, $PM_{2.5}$ from on-road diesel vehicles in Illinois are projected to cause 435 deaths, 208 heart attacks and 136 asthma-related emergency room visits in 2026.[42] 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 diesel engine $PM_{2.5}$ and other forms of air pollution from diesel engines. The economic impact of these health effects, including missed workdays, restricted activities, deaths and medical treatments, is estimated to cost $4.8 billion in 2026.[43]

FIGURE 5:

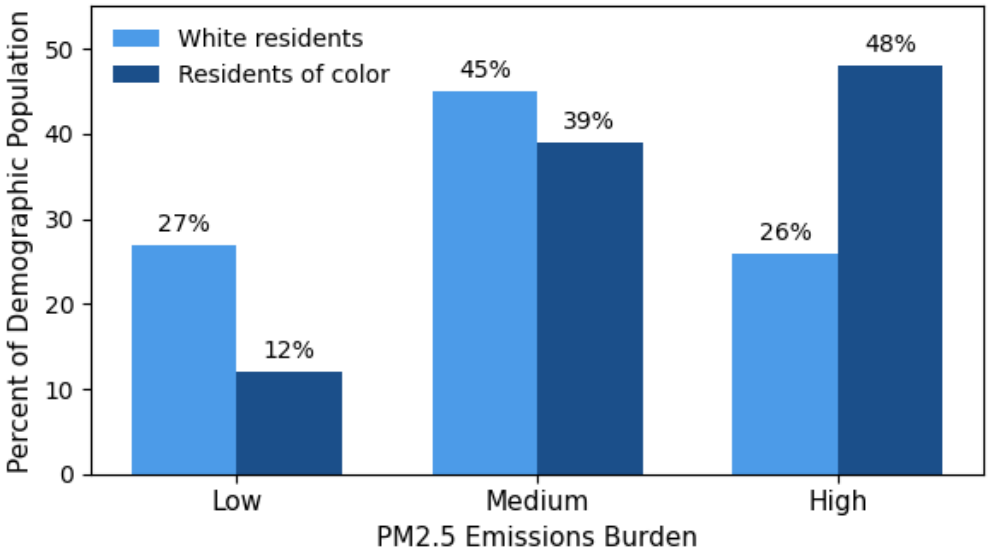
Racial Demographics of Illinois Residents by HDV NOx Emissions Burden



EDF research shows that the same disparity seen for NO_2 pollution also holds for $PM_{2.5}$ pollution, with populations of color nearly twice as likely to live in areas with higher $PM_{2.5}$ emissions burden (Figure 6). These trends are largely identical for medium-duty truck $PM_{2.5}$ burdens.

FIGURE 6:

Racial Demographics of Illinois Residents by HDV $PM_{2.5}$ Emissions Burden



Ozone Impacts

Ground-level ozone, which is a major component of smog, is created by chemical reactions involving NOx. Hazardous ozone levels are a consistent public health issue in Illinois, with 71% of Illinois residents living in areas that are out of compliance with the 70 parts per billion ozone concentration standard set by the U.S. EPA.[44] Ozone exposure is linked to respiratory, cardiovascular, reproductive, and central nervous system diseases as well as death. Harm from ozone at concentrations well below 70 parts per billion has been documented, especially for people with asthma or lung disease, children, people over the age of 65, pregnant people, people of color and outdoor workers.[45]

Modeling commissioned by the Sierra Club demonstrates the massive contribution of on-road vehicles to ozone pollution in Illinois. On-road vehicles in Illinois contribute up to 11.26 parts per billion (ppb) of ozone, which means that up to 16.1% of the total minimum federal air quality standard of 70 parts per billion of ozone is driven by pollution from in-state vehicles alone.[46] In other words, on days with high amounts of ozone, pollution from cars and trucks alone can bring ozone levels in Illinois to 16.1 percent of their allowable limits, leaving total ozone more likely to exceed EPA standards.[47]

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 ozone. Without legislation, pollution associated with warehouses will continue to disproportionately harm Hispanic/Latino, limited English, Black and low-income communities and undermine the achievement of the state's climate and environmental justice commitments. To address this, advocates in the Clear the Air Coalition are pushing for such legislation at the state level: the Warehouse Pollution Reduction Act.[48]

The Warehouse Pollution Reduction 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 30,000 square feet or greater.

Clear the Air Coalition town hall

Photo credit: Francisco Lopez Zavala

Key provisions of the bill include:

- **Reduce pollution from warehouses** by requiring warehouse operators to take actions including clean truck use, electric vehicle (EV) charging installation, solar energy installation and local hiring — with faster action in environmental justice communities. Establish permit conditions for new, modified, and existing warehouses — like requiring new and modified warehouses to be located a minimum distance from sensitive populations (e.g., homes, schools and hospitals).
- **Create a publicly accessible registry** that includes warehouse locations, associated truck traffic, pollution reduction progress and labor conditions.
- **Expand public participation** so that affected communities can participate in permit review for warehouses.

Illinois has been a climate and clean energy leader, adopting a net-zero emissions target in 2019. The Climate and Equitable Jobs Act, adopted in 2021, is a bold plan to reach 100% renewable energy by 2050, an investment strategy for electric vehicles and equitable charging infrastructure that advances environmental justice and a just transition for workers. The 2023 Electric Vehicle Charging Act requires all new Illinois homes to be built with infrastructure to support future EV charging, setting up municipalities to adopt stronger code requirements that include commercial EV readiness. In 2024, Illinois adopted the Zero-Emission Vehicle Act, requiring that by 2030 all state public fleet passenger vehicles (excluding law enforcement vehicles) purchased or leased must be zero-emission. The 2025 Clean and Reliable Grid Affordability Act, among other energy cost-lowering provisions, incentivizes three giga-watts of battery storage and applies interconnection timeline requirements to projects larger than five mega-watts. The Northern Illinois Transit Authority Act requires Northern Illinois transit agencies' purchases of new transit buses to be zero-emission. Illinois also has a 2,000 lb. weight exemption law for zero-emission trucks. Passing the Warehouse Pollution Reduction Act is a critical next step towards furthering the state's leadership to reduce climate pollution and ensure that Illinoisans burdened with pollution from warehouses are prioritized for zero-emission investments.

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 reign in pollution from the rapidly expanding e-commerce industry.[49] It requires warehouse operators to earn a specified number of points via a flexible menu of compliance options to facilitate local and regional emissions reductions associated with warehouses subject to the rule plus the mobile sources attracted to these warehouses. SCAQMD's 2026 report shows the policy is reducing about 1.5 tons of NOx pollution and 0.035 tons of diesel particulate matter pollution per day, demonstrating the policy is well on its way to reducing both pollutants by up to 10-15% from their 2019 levels (44.72 and 0.774 tons per day, respectively) by 2031 — reductions expected to result in up to 300 fewer deaths, 5,800 fewer asthma attacks, 20,000 fewer work loss days and $2.7 billion in reduced health burden.[50, 51] Analysis of the program shows the expected benefits outweigh the expected costs by a ratio of three to one.[52]

If Illinois passes the Warehouse Pollution Reduction Act, it will be the first state in the country to implement this policy statewide — a critical step towards shoring up clean air in the face of the federal government's decision to roll back pollution-reducing investments and regulations.

WAREHOUSE IMPACTS IN KEY REGIONS

The regional analyses below examine warehouse square footage build out, warehouse neighbors, estimated warehouse-generated truck trips and estimated health impacts. Comparing the most recent decade to the decade prior, the largest increases in warehouse square footage occurred in and around dense population centers. The pattern documented statewide is also apparent at the regional level. In regions like Central Illinois, people of color, 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 the analyses presented below.

Estimated yearly

6,000

NO_2-attributable childhood asthma cases

Nearly

40%

of the population lives within 0.5 miles of a warehouse

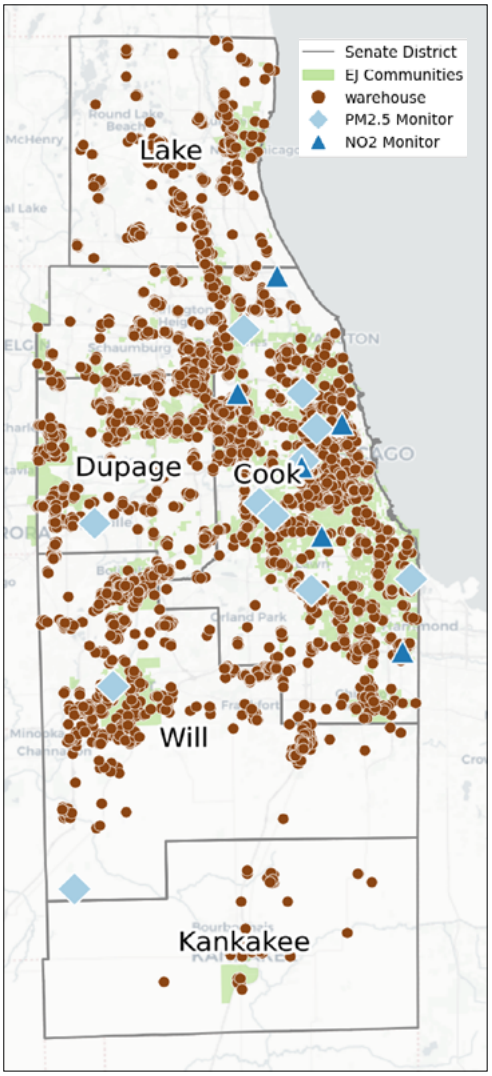
Northeast Illinois

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

- **5,064 warehouses** 30,000 square feet and larger compose **675 million square feet** of warehouse space.
  - **3 million people** — or 39% — live within half a mile of a warehouse.
  - **State-defined Environmental Justice (EJ) communities** cover 15% of the region but contain 52% of warehouses.
  - **Limited English and 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.
  - **Low-income populations** are 1.3 times more likely to live within half a mile of a warehouse than expected, compared to the region's demographics.
  - **Black and 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.
- Warehouses 100,000 square feet and larger generate an estimated **443,000 polluting truck trips per day**
- 6 EPA-grade NO_2 monitors and 11 EPA-grade $PM_{2.5}$ monitors
- An estimated **6,000** yearly NO_2-attributable **childhood asthma cases**

FIGURE 7:

Northeast Illinois warehouses



North-Central Illinois

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

- **934 warehouses** 30,000 square feet and larger compose **181 million square feet** of warehouse space.
  - **280,000 people** — or 1 in 5 — live within half a mile of a warehouse
  - **State-defined EJ communities** cover 1% of the region but contain 16% of warehouses
  - **Limited English and 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
  - **Black and Indigenous American populations** are 1.3 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
- Warehouses 100,000 square feet and larger generate an estimated **139,000 polluting truck trips per day**
- 0 EPA-grade NO_2 monitors and 4 EPA-grade $PM_{2.5}$ monitors
- An estimated **390** yearly NO_2-attributable **childhood asthma cases**

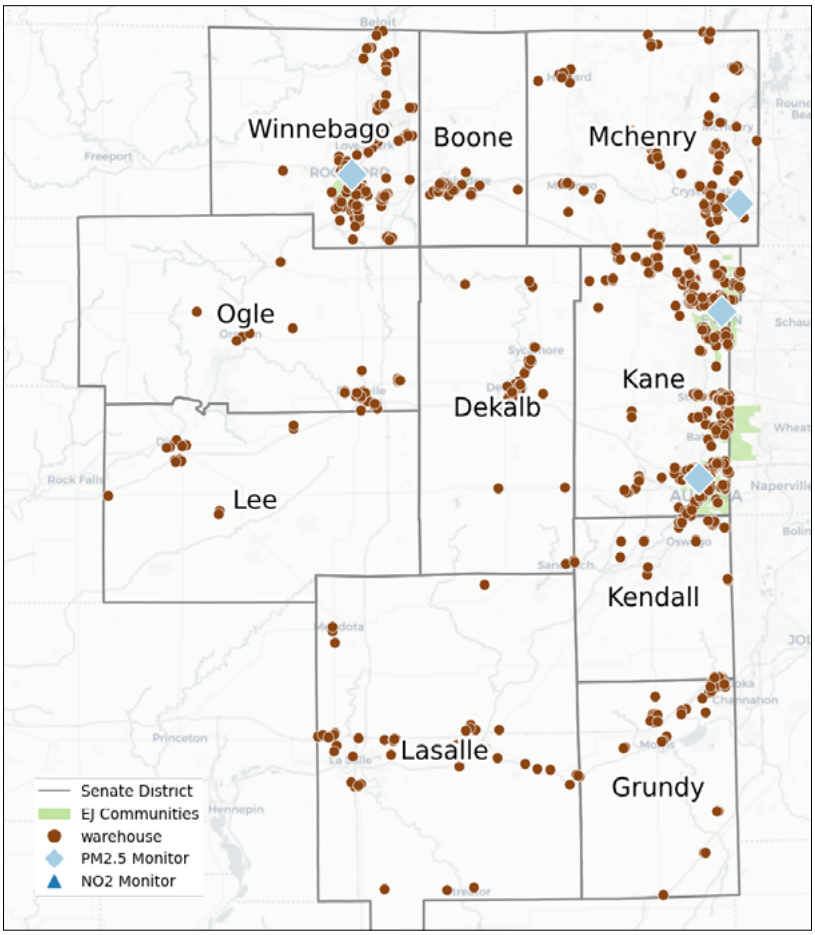
139,000

daily truck trips

Environmental justice communities cover 1% of the region but contain 16% of warehouses

FIGURE 8:

North Central Illinois Warehouses



Central Illinois

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

- **280 warehouses** 30,000 square feet and larger compose **30 million square feet** of warehouse space.
  - **125,000 people** live within half a mile of a warehouse.
  - **State-defined EJ communities** cover 2% of the region but contain 13% of warehouses.
  - **Black populations** are two times more likely to live within half a mile of a warehouse than expected, compared to the region's demographics.
  - **Low-income and 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 and Indigenous American populations** are 1.3 times more likely to live within half a mile of a warehouse than expected, compared to the region's demographics.
- Warehouses 100,000 square feet and larger generate an estimated **16,500 polluting truck trips per day.**
- 0 EPA-grade NO_2 monitors and 4 EPA-grade $PM_{2.5}$ monitors
- An estimated **300** yearly NO_2-attributable **childhood asthma cases**

An estimated

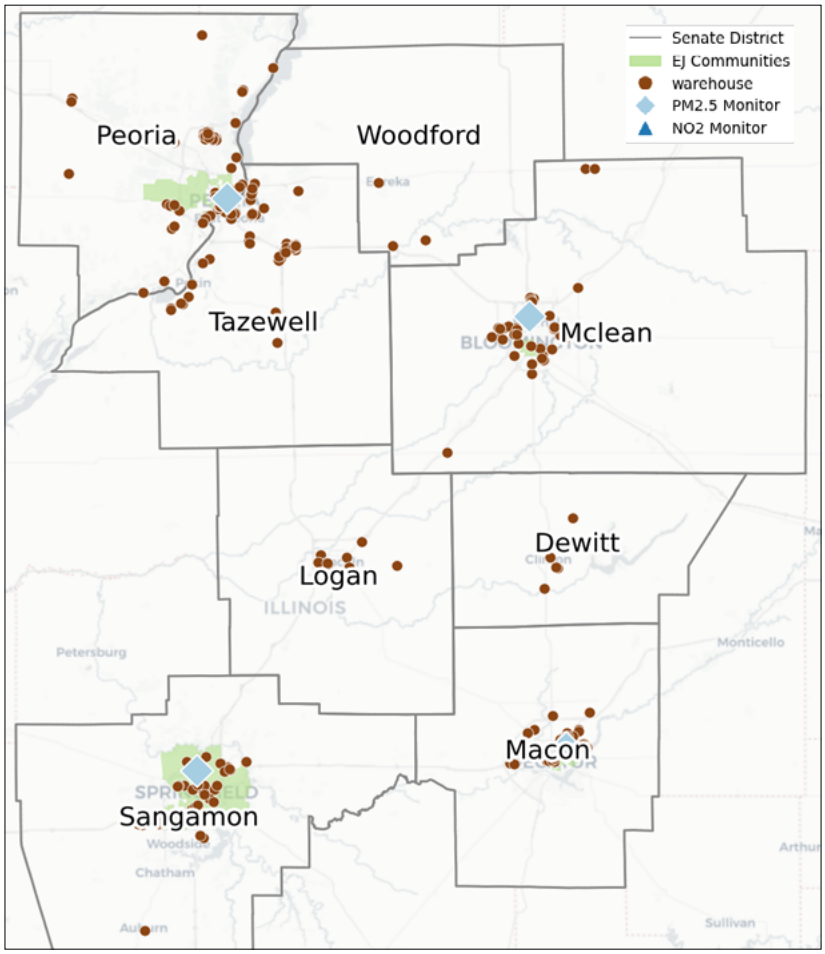
300

NO_2-attributable childhood asthma cases

Black residents are two times more likely to live within half a mile of a warehouse than expected

FIGURE 9:

Central Illinois Warehouses



Metro-East Illinois

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

- **183 warehouses** 30,000 square feet and larger compose **40 million square feet** of warehouse space.
  - **57,000 people** live within half a mile of a warehouse.
  - **State-defined EJ communities** cover 3% of the region but contain 28% of warehouses.
  - **Black and low-income populations** are 1.7 times more likely to live within half a mile of a warehouse than expected, compared to the region's demographics.
  - **Indigenous American populations** are 1.6 times more likely to live within half a mile of a warehouse than expected, compared to the region's demographics.
  - **Limited English and 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.
- Warehouses 100,000 square feet and larger generate an estimated **33,000 polluting truck trips per day**
- 1 EPA-grade NO_2 monitor and 4 EPA-grade $PM_{2.5}$ monitors
- An estimated **110** yearly NO_2-attributable **childhood asthma cases**

Black and low-income residents are 1.7 times more likely to live within half a mile of a warehouse than expected

EJ communities cover

3%

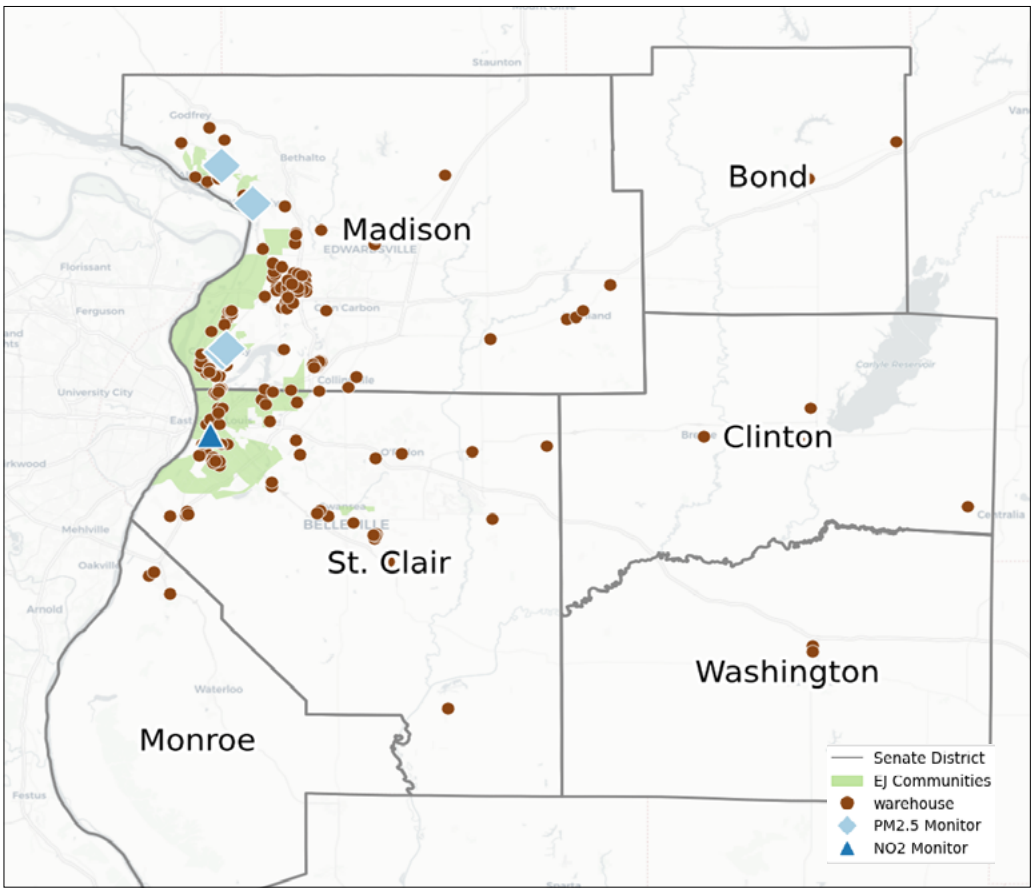
of the region but contain

28%

of warehouses

FIGURE 10:

Metro-East Illinois warehouses



WAREHOUSE IMPACTS BY STATE LEGISLATIVE DISTRICT

Warehouses are disproportionately located within a half mile of Hispanic/Latino, Limited English, Black, low-income, Asian and Indigenous American populations across the state and key regions. This trend is also apparent at the Illinois Legislative District level (Tables 1-2, 4-9), including within the districts with the most warehouses (Table 1 and 2; see Table 4-9 for more detailed information).

TABLE 1

Illinois House Districts with Most Warehouses

House District	Quantity of warehouses (≤ 30k square feet)	Cumulative square feet*	Estimated daily truck trips for warehouses ≥ 100k square feet**	Hispanic/ Latino % in district	Hispanic/ Latino % in warehouse neighbors***	Black % in district	Black % in warehouse neighbors***	Low-income % in district	Low-income % in warehouse neighbors***
56	380	17,555,000	34,583,242	19%	26%	4%	4%	8%	9%
77	336	7,846,000	40,190,620	56%	60%	3%	3%	12%	13%
48	260	15,658,000	26,430,908	15%	15%	4%	5%	5%	5%
49	248	10,069,000	41,190,757	27%	30%	5%	6%	8%	10%
46	239	6,435,000	26,171,108	24%	27%	8%	8%	9%	10%

TABLE 2

Illinois Senate Districts with Most Warehouses

Senate District	Quantity of warehouses (≤ 30k square feet)	Cumulative square feet*	Estimated daily truck trips for warehouses ≥ 100k square feet**	Hispanic/ Latino % in district	Hispanic/ Latino % in warehouse neighbors***	Black % in district	Black % in warehouse neighbors***	Low-income % in district	Low-income % in warehouse neighbors***
28	393	35,651,059	16,528	16%	25%	4%	4%	8%	9%
43	381	126,734,096	111,906	28%	36%	17%	20%	11%	12%
25	351	56,609,625	41,875	40%	43%	8%	9%	11%	13%
39	350	42,458,429	26,266	35%	48%	17%	13%	11%	13%
24	332	34,908,481	19,080	12%	14%	4%	4%	8%	9%

* 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 ≤ 30,000 square feet. The half-mile buffer picks up warehouses that may be in multiple districts.

For example, in Senate District 43 (Figure 11), EDF's analysis found:

- **381 warehouses** 30,000 square feet and larger compose over 126 million square feet — which ranks Senate District 43 the second highest Senate district for total warehouses and the highest district in terms of total square footage , respectively
  - **86,000 people** — more than one third of the population — live within half a mile of a warehouse.
  - **State-defined EJ communities** cover 24% of the district but contain 51% of warehouses.
  - **Limited English populations** are 1.4 times more likely to live within half a mile of a warehouse than expected, compared to the district's demographics.
  - **Hispanic/Latino populations** are 1.3 times more likely to live within half a mile of a warehouse than expected, compared to the district's demographics.
- Warehouses 100,000 square feet and greater generate an estimated **112,000 polluting truck trips per day.**
- 0 EPA-grade NO_2 monitors and 1 EPA-grade $PM_{2.5}$ monitor
- An estimated **80** yearly NO_2-attributable **childhood asthma cases**

FIGURE 11:

Senate District 43 warehouses

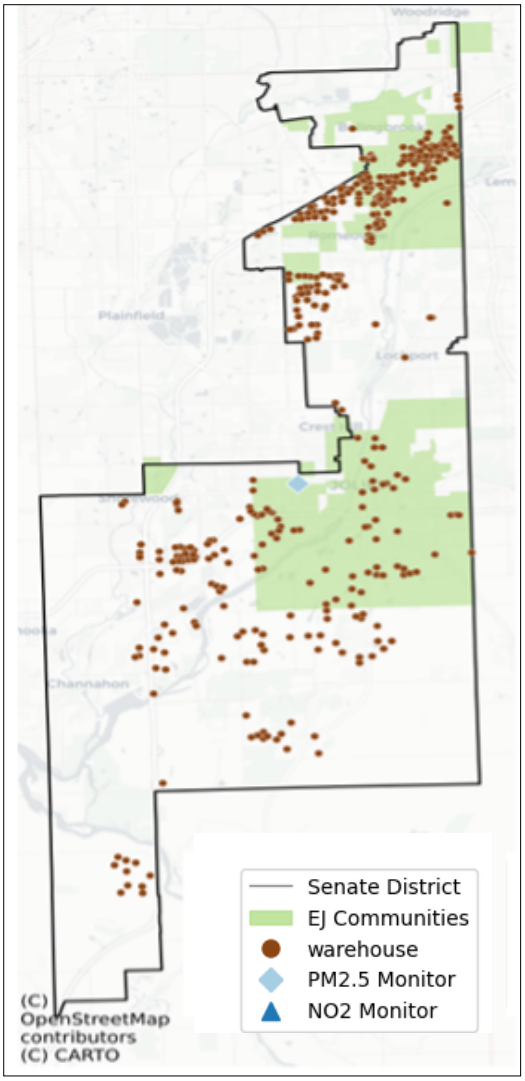


TABLE 3:

Demographics of Warehouse Neighbors Across the State

Demographic	% warehouse neighbors***	% of state population	Disparity ratio (% warehouse neighbors / % statewide pop)
Hispanic/Latino	28%	17%	1.7
Limited English	3.6%	2.3%	1.6
Black	22%	15%	1.4
Low-income	16%	12%	1.3
Asian	7%	6%	1.2
Indigenous American	1%	0.8%	1.3
White	62%	74%	0.8

*** Our methodology defines a warehouse neighbor as one who lives within a half mile of at least one warehouse less than 30,000 square feet. The half-mile buffer picks up warehouses that may be in multiple districts.

TABLE 4:

Warehouse Footprint, Truck Trips, NO_2 Impacts and Environmental Justice Community (EJC) Impacts by House District

House District	Quantity of warehouses (≤ square feet)	Cumulative square feet*	% warehouse square feet built 2015-2024**	% warehouse square feet built 2005-2014	Estimated daily truck trips for warehouses ≥ 100k square feet***	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 EJC	Warehouse % in EJC
1	155	16,697,000	13%	0%	9,609	0,0	140	15%	98%	100%
2	37	6,751,000	28%	33%	5,263	1,1	120	14%	70%	95%
3	14	1,024,000	0%	0%	199	0,0	130	18%	75%	71%
4	42	3,568,000	4%	0%	1,517	0,1	130	18%	79%	95%
5	22	1,757,000	0%	2%	667	0,0	100	16%	72%	91%
6	27	1,946,000	0%	3%	564	0,0	130	15%	86%	93%
7	90	10,876,000	5%	2%	6,553	0,0	110	14%	44%	84%
8	54	7,678,000	5%	5%	5,171	0,0	110	14%	54%	89%
9	54	6,186,000	0%	0%	3,670	0,0	130	20%	62%	87%
10	131	10,839,000	12%	1%	4,669	0,0	150	19%	56%	49%
11	4	198,000	0%	0%	0	0,0	110	18%	7%	0%
12	0	0	N/A	N/A	0	0,0	40	14%	0%	0%
13	19	1,000,000	0%	0%	101	0,0	100	20%	33%	11%
14	4	189,000	0%	0%	0	0,0	70	15%	53%	75%
15	73	6,671,000	13%	2%	3,180	0,0	130	18%	52%	75%
16	34	3,397,000	16%	0%	1,797	0,0	150	18%	74%	100%
17	32	4,582,000	42%	3%	2,922	0,0	100	13%	19%	0%
18	12	569,000	0%	0%	67	0,0	80	13%	13%	50%

House District	Quantity of warehouses (≤ square feet)	Cumulative square feet*	% warehouse square feet built 2015-2024**	% warehouse square feet built 2005-2014	Estimated daily truck trips for warehouses ≥ 100k square feet***	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 EJC	Warehouse % in EJC
19	32	2,136,000	2%	3%	583	0,1	140	20%	32%	31%
20	72	5,069,000	10%	10%	1,613	1,0	120	17%	47%	78%
21	64	8,879,000	16%	15%	6,118	0,1	110	13%	79%	94%
22	100	14,133,000	9%	12%	9,713	0,0	110	13%	86%	98%
23	53	5,084,000	29%	2%	2,696	0,1	140	16%	100%	100%
24	106	10,671,000	10%	3%	5,380	0,0	110	18%	98%	95%
25	5	364,000	0%	0%	190	0,1	60	11%	72%	100%
26	2	148,000	0%	0%	74	0,0	90	14%	47%	0%
27	23	2,146,000	0%	2%	1,023	0,0	70	10%	30%	61%
28	40	2,791,000	4%	0%	901	0,0	70	10%	57%	73%
29	40	7,790,000	2%	28%	6,055	0,0	50	7%	6%	50%
30	77	6,251,000	14%	4%	2,405	0,0	60	9%	45%	77%
31	40	2,748,000	0%	5%	738	0,0	100	12%	70%	90%
32	15	2,158,000	0%	0%	1,538	1,0	110	13%	85%	100%
33	26	4,874,000	27%	0%	3,819	0,0	70	11%	61%	65%
34	69	8,884,000	8%	1%	5,434	1,0	70	9%	6%	49%
35	64	8,199,000	5%	13%	5,341	0,1	70	10%	17%	95%
36	9	547,000	0%	0%	124	0,0	80	11%	22%	67%
37	71	10,030,000	69%	7%	7,175	0,0	20	3%	0%	0%
38	53	10,004,000	41%	11%	7,854	0,0	40	5%	0%	2%
39	16	1,209,000	0%	0%	452	0,0	130	19%	74%	94%
40	32	2,261,000	5%	0%	859	1,0	150	20%	73%	75%
41	30	3,917,000	4%	10%	2,602	0,1	50	6%	7%	10%
42	30	2,340,000	29%	0%	1,011	0,0	70	9%	6%	0%
43	39	3,161,000	31%	11%	1,317	0,1	60	7%	38%	64%
44	16	1,729,000	33%	9%	1,051	0,0	90	11%	15%	25%
45	71	5,587,000	16%	5%	2,107	0,0	80	10%	12%	3%
46	239	26,171,000	6%	4%	14,844	0,0	70	9%	46%	57%
47	72	8,478,000	15%	8%	5,113	0,0	50	6%	9%	3%
48	260	26,431,000	15%	3%	13,967	0,0	70	11%	17%	47%
49	248	41,191,000	29%	8%	30,843	0,0	50	5%	38%	37%
50	103	15,419,000	23%	24%	11,032	0,1	70	8%	46%	65%
51	79	5,437,000	20%	10%	1,704	0,0	80	9%	1%	3%
52	57	4,981,000	11%	9%	2,663	0,0	40	5%	0%	0%

House District	Quantity of warehouses (≤ square feet)	Cumulative square feet*	% warehouse square feet built 2015-2024**	% warehouse square feet built 2005-2014	Estimated daily truck trips for warehouses ≥ 100k square feet***	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 EJC	Warehouse % in EJC
53	56	3,850,000	7%	4%	1,479	0,0	100	13%	19%	55%
54	22	1,508,000	14%	0%	398	0,0	80	11%	6%	0%
55	13	1,068,000	28%	3%	396	0,1	100	16%	41%	85%
56	380	34,583,000	7%	12%	16,132	0,0	110	13%	32%	46%
57	93	10,004,000	15%	2%	5,604	1,0	80	11%	21%	55%
58	100	7,561,000	8%	0%	2,668	0,0	70	10%	1%	5%
59	210	22,557,000	28%	4%	12,540	0,0	70	10%	15%	45%
60	61	6,276,000	5%	15%	3,341	0,0	80	9%	40%	34%
61	41	5,402,000	23%	27%	3,422	0,0	40	5%	0%	0%
62	43	6,195,000	35%	24%	4,158	0,0	50	7%	1%	0%
63	69	6,544,000	4%	4%	3,199	0,1	30	3%	0%	0%
64	30	2,138,000	0%	1%	1,005	0,0	30	3%	0%	0%
65	89	8,283,000	15%	8%	4,296	0,0	30	4%	1%	12%
66	174	20,383,000	26%	19%	12,559	0,0	40	5%	6%	4%
67	90	15,848,000	9%	3%	11,482	0,0	70	8%	9%	34%
68	50	8,739,000	15%	12%	6,274	0,1	60	8%	4%	6%
69	44	4,325,000	0%	8%	2,238	0,0	20	2%	0%	0%
70	65	11,546,000	48%	15%	8,778	0,0	20	2%	0%	0%
71	16	2,299,000	0%	0%	1,566	0,0	20	3%	0%	0%
72	71	8,901,000	3%	5%	5,868	0,1	40	5%	0%	0%
73	40	4,333,000	18%	0%	2,202	0,0	10	1%	0%	0%
74	64	17,395,000	0%	14%	14,532	0,0	20	3%	0%	0%
75	50	29,257,000	12%	22%	26,945	0,0	10	2%	0%	0%
76	60	26,519,000	13%	17%	23,735	0,0	30	4%	0%	0%
77	336	40,191,000	21%	5%	24,613	0,0	110	14%	68%	91%
78	14	2,268,000	56%	7%	1,652	0,0	110	14%	32%	43%
79	42	8,691,000	25%	10%	6,971	0,1	30	3%	2%	17%
80	110	29,917,000	24%	22%	25,090	0,0	30	4%	2%	18%
81	35	3,192,000	28%	12%	1,653	0,0	50	7%	9%	6%
82	88	9,819,000	5%	6%	5,742	0,0	30	5%	15%	30%
83	40	13,090,000	24%	5%	11,613	0,0	40	5%	4%	3%
84	54	8,052,000	7%	10%	5,588	0,0	60	7%	14%	4%

House District	Quantity of warehouses (≤ square feet)	Cumulative square feet*	% warehouse square feet built 2015-2024**	% warehouse square feet built 2005-2014	Estimated daily truck trips for warehouses ≥ 100k square feet***	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 EJC	Warehouse % in EJC
85	205	52,897,000	27%	27%	45,657	0,0	30	4%	33%	65%
86	176	73,837,000	53%	24%	66,249	0,1	50	6%	20%	35%
87	36	3,757,000	9%	22%	2,107	0,0	20	2%	0%	0%
88	18	1,675,000	7%	5%	821	0,0	40	4%	0%	0%
89	18	2,243,000	2%	4%	1,301	0,0	10	1%	0%	0%
90	49	6,856,000	7%	5%	4,554	0,0	30	3%	0%	0%
91	44	6,317,000	0%	5%	4,290	0,1	70	10%	1%	2%
92	27	1,956,000	0%	0%	678	0,1	60	8%	21%	4%
93	28	2,807,000	0%	22%	1,505	0,0	10	2%	1%	7%
94	2	1,023,000	0%	0%	972	0,0	<10	1%	0%	0%
95	32	1,929,000	0%	8%	353	0,1	30	5%	14%	59%
96	57	8,106,000	11%	8%	5,586	0,1	50	6%	10%	25%
97	19	5,805,000	33%	3%	4,847	0,0	30	4%	0%	0%
98	110	24,922,000	27%	28%	20,814	0,0	40	5%	7%	3%
99	25	3,262,000	0%	0%	1,985	0,0	20	2%	0%	0%
100	3	185,000	41%	0%	0	0,1	<10	0%	0%	0%
101	27	3,688,000	1%	2%	2,498	0,1	10	2%	0%	0%
102	10	496,000	10%	9%	0	0,0	10	1%	0%	0%
103	26	3,209,000	2%	12%	2,070	0,1	60	11%	0%	0%
104	41	6,499,000	4%	21%	4,656	0,0	40	4%	0%	0%
105	14	1,002,000	0%	4%	295	0,0	20	2%	0%	0%
106	31	8,693,000	15%	8%	7,187	0,0	10	1%	0%	0%
107	22	4,357,000	1%	3%	3,406	0,0	<10	1%	0%	0%
108	9	649,000	0%	0%	147	1,0	<10	1%	0%	0%
109	13	1,623,000	14%	37%	1,093	0,0	<10	1%	0%	0%
110	25	3,426,000	27%	0%	2,218	0,0	10	1%	0%	0%
111	64	30,361,000	40%	19%	27,813	0,2	20	3%	26%	16%
112	34	2,924,000	5%	4%	1,341	0,2	20	3%	6%	24%
113	37	2,639,000	3%	5%	910	0,0	40	5%	15%	54%
114	26	2,631,000	0%	34%	1,321	1,0	30	4%	7%	54%
115	7	1,069,000	13%	0%	782	0,1	<10	0%	0%	0%
116	10	1,618,000	0%	0%	1,133	0,1	<10	1%	0%	0%

House District	Quantity of warehouses (≤ square feet)	Cumulative square feet*	% warehouse square feet built 2015-2024**	% warehouse square feet built 2005-2014	Estimated daily truck trips for warehouses ≥ 100k square feet***	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 EJC	Warehouse % in EJC
117	5	221,000	0%	55%	0	0,0	<10	0%	0%	0%
118	13	3,505,000	30%	0%	2,874	0,0	<10	1%	0%	0%

* This calculation was rounded to three significant figures.
** Growth continued through 2025.
*** 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 less than 30,000 square feet. 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 Hispanic/Latino, Limited English, Black and Low-Income Populations by House District

House District	Quantity of warehouses (≤ 30k square feet)	Population in district*	Population warehouse neighbors in district *****	Hispanic/ Latino % in district	Hispanic/ Latino % in warehouse neighbors ***	Limited English % in district	Limited English % in warehouse neighbors ***	Black % in district	Black % in warehouse neighbors ***	Low-income % in district	Low-income % in warehouse neighbors ***
1	155	112,000	78,600	78%	74%	8%	8%	6%	5%	19%	19%
2	37	106,000	59,500	70%	81%	7%	9%	4%	4%	13%	16%
3	14	109,000	64,300	57%	60%	5%	5%	6%	7%	14%	15%
4	42	103,000	81,700	58%	64%	7%	7%	14%	15%	17%	18%
5	22	79,000	43,300	4%	3%	1%	1%	63%	80%	25%	32%
6	27	95,000	47,100	25%	33%	5%	5%	52%	52%	29%	32%
7	90	107,000	67,300	23%	28%	3%	3%	43%	52%	10%	11%
8	54	106,000	66,200	15%	14%	2%	2%	53%	71%	20%	27%
9	54	102,000	76,900	9%	10%	1%	2%	49%	51%	25%	25%
10	131	111,000	105,000	12%	12%	2%	2%	46%	45%	23%	22%
11	4	105,000	59,000	10%	10%	1%	1%	4%	3%	7%	6%
12	0	104,000	1,800	6%	6%	0%	1%	6%	5%	9%	11%
13	19	113,000	81,800	15%	15%	2%	2%	13%	13%	15%	14%
14	4	108,000	68,700	17%	19%	3%	3%	23%	25%	19%	21%
15	73	110,000	46,200	16%	16%	2%	2%	4%	3%	10%	8%
16	34	109,000	50,300	16%	15%	3%	3%	9%	8%	17%	12%
17	32	105,000	24,700	7%	8%	1%	1%	5%	5%	5%	6%
18	12	104,000	34,300	10%	17%	1%	2%	14%	27%	10%	17%
19	32	112,000	54,400	29%	28%	3%	3%	3%	3%	9%	10%

House District	Quantity of warehouses (≤ 30k square feet)	Population in district*	Population warehouse neighbors in district *****	Hispanic/ Latino % in district	Hispanic/ Latino % in warehouse neighbors ***	Limited English % in district	Limited English % in warehouse neighbors ***	Black % in district	Black % in warehouse neighbors ***	Low-income % in district	Low-income % in warehouse neighbors ***
20	72	112,000	44,400	19%	22%	3%	3%	2%	2%	8%	10%
21	64	108,000	49,400	52%	53%	6%	6%	7%	6%	11%	12%
22	100	110,000	57,200	63%	59%	5%	5%	4%	4%	10%	10%
23	53	103,000	95,300	84%	83%	12%	12%	9%	10%	22%	22%
24	106	106,000	98,200	48%	51%	9%	9%	5%	5%	19%	19%
25	5	106,000	16,400	20%	43%	2%	6%	57%	51%	25%	30%
26	2	121,000	19,400	5%	6%	1%	1%	50%	69%	21%	27%
27	23	120,000	30,800	7%	9%	1%	1%	52%	68%	14%	17%
28	40	113,000	48,200	15%	18%	2%	3%	51%	54%	18%	18%
29	40	110,000	18,200	7%	6%	1%	1%	57%	73%	14%	19%
30	77	117,000	44,900	16%	19%	3%	3%	54%	61%	17%	21%
31	40	114,000	49,100	12%	10%	2%	2%	54%	65%	20%	23%
32	15	102,000	39,600	29%	20%	3%	3%	55%	66%	22%	25%
33	26	100,000	54,200	22%	18%	2%	2%	64%	75%	22%	22%
34	69	154,000	45,300	10%	10%	1%	1%	55%	78%	16%	20%
35	64	103,000	17,300	10%	19%	1%	2%	22%	15%	8%	8%
36	9	105,000	22,500	15%	17%	1%	1%	13%	13%	8%	10%
37	71	108,000	20,800	7%	6%	0%	1%	2%	2%	4%	4%
38	53	108,000	29,400	6%	7%	1%	1%	50%	46%	8%	9%
39	16	105,000	59,000	57%	55%	6%	5%	5%	5%	13%	12%
40	32	113,000	92,800	45%	45%	5%	5%	6%	6%	13%	13%
41	30	105,000	17,300	7%	11%	1%	2%	6%	7%	5%	8%
42	30	105,000	19,900	7%	7%	1%	1%	5%	6%	6%	7%
43	39	101,000	27,600	52%	50%	6%	6%	7%	8%	13%	13%
44	16	109,000	25,100	31%	38%	3%	4%	6%	7%	7%	10%
45	71	106,000	25,500	10%	16%	1%	1%	3%	3%	5%	6%
46	239	108,000	65,000	24%	27%	3%	3%	8%	8%	9%	10%
47	72	118,000	23,600	10%	12%	1%	1%	5%	6%	5%	7%
48	260	103,000	39,700	15%	15%	2%	1%	4%	5%	5%	5%
49	248	112,000	47,000	27%	30%	3%	3%	5%	6%	8%	10%
50	103	127,000	62,600	52%	54%	7%	7%	10%	10%	14%	15%
51	79	117,000	19,100	8%	11%	1%	2%	3%	3%	5%	5%
52	57	114,000	16,900	12%	13%	1%	2%	2%	2%	4%	4%
53	56	102,000	37,000	15%	22%	3%	4%	4%	6%	6%	7%

House District	Quantity of warehouses (≤ 30k square feet)	Population in district*	Population warehouse neighbors in district *****	Hispanic/ Latino % in district	Hispanic/ Latino % in warehouse neighbors ***	Limited English % in district	Limited English % in warehouse neighbors ***	Black % in district	Black % in warehouse neighbors ***	Low-income % in district	Low-income % in warehouse neighbors ***
54	22	103,000	27,700	18%	23%	3%	4%	2%	2%	7%	9%
55	13	96,000	17,200	13%	20%	2%	3%	3%	5%	8%	8%
56	380	118,000	57,600	19%	26%	2%	3%	4%	4%	8%	9%
57	93	110,000	37,900	16%	26%	2%	3%	2%	3%	7%	9%
58	100	107,000	21,800	9%	10%	1%	1%	4%	7%	4%	5%
59	210	92,000	51,700	20%	26%	2%	2%	3%	3%	6%	8%
60	61	106,000	47,500	51%	50%	6%	7%	22%	24%	18%	19%
61	41	121,000	12,600	20%	27%	2%	2%	13%	21%	8%	12%
62	43	97,000	19,300	28%	20%	2%	1%	5%	5%	8%	6%
63	69	105,000	24,500	14%	15%	2%	2%	2%	3%	7%	8%
64	30	108,000	11,900	10%	13%	1%	1%	3%	3%	7%	6%
65	89	109,000	22,600	11%	14%	1%	1%	3%	4%	4%	5%
66	174	111,000	33,100	19%	21%	2%	2%	4%	5%	7%	8%
67	90	108,000	48,000	18%	21%	3%	4%	25%	27%	22%	27%
68	50	97,000	26,900	20%	24%	2%	3%	13%	18%	17%	26%
69	44	115,000	6,600	14%	19%	1%	2%	3%	4%	8%	8%
70	65	103,000	13,100	9%	9%	1%	1%	4%	5%	6%	8%
71	16	103,000	8,100	7%	11%	1%	2%	9%	17%	15%	17%
72	71	107,000	24,400	15%	16%	2%	2%	15%	22%	15%	21%
73	40	105,000	5,400	4%	4%	1%	1%	2%	8%	8%	6%
74	64	119,000	11,500	14%	18%	2%	2%	5%	4%	12%	14%
75	50	119,000	8,100	15%	16%	1%	1%	6%	4%	6%	6%
76	60	97,000	12,400	11%	13%	1%	2%	8%	5%	17%	14%
77	336	103,000	77,200	56%	60%	6%	7%	3%	3%	12%	13%
78	14	107,000	35,500	15%	24%	2%	2%	30%	33%	10%	12%
79	42	110,000	19,800	9%	15%	1%	3%	26%	36%	13%	24%
80	110	103,000	35,300	17%	26%	2%	3%	28%	37%	13%	19%
81	35	106,000	21,200	8%	7%	1%	0%	5%	6%	5%	6%
82	88	103,000	20,200	8%	10%	1%	1%	5%	7%	7%	8%
83	40	94,000	23,800	20%	22%	2%	2%	8%	9%	6%	6%
84	54	100,000	30,400	25%	23%	3%	3%	10%	13%	6%	7%
85	205	116,000	39,900	25%	33%	3%	4%	17%	16%	8%	8%
86	176	111,000	46,100	31%	39%	5%	7%	18%	23%	14%	16%
87	36	108,000	8,800	3%	3%	1%	1%	3%	2%	7%	10%

House District	Quantity of warehouses (≤ 30k square feet)	Population in district*	Population warehouse neighbors in district *****	Hispanic/ Latino % in district	Hispanic/ Latino % in warehouse neighbors ***	Limited English % in district	Limited English % in warehouse neighbors ***	Black % in district	Black % in warehouse neighbors ***	Low-income % in district	Low-income % in warehouse neighbors ***
88	18	115,000	9,900	3%	5%	1%	1%	6%	12%	8%	10%
89	18	132,000	2,200	5%	9%	1%	2%	2%	3%	9%	11%
90	49	120,000	19,400	6%	7%	1%	1%	7%	11%	9%	11%
91	44	122,000	26,000	5%	5%	1%	1%	10%	13%	17%	14%
92	27	106,000	22,300	6%	8%	2%	2%	32%	44%	21%	37%
93	28	117,000	7,400	3%	4%	1%	1%	4%	3%	12%	16%
94	2	124,000	800	2%	0%	1%	2%	3%	1%	13%	17%
95	32	94,000	16,600	2%	2%	1%	2%	12%	20%	13%	22%
96	57	109,000	29,300	3%	3%	1%	2%	29%	44%	24%	34%
97	19	102,000	8,400	16%	12%	1%	1%	10%	9%	2%	2%
98	110	105,000	27,400	24%	25%	2%	1%	16%	16%	7%	6%
99	25	107,000	12,700	4%	3%	1%	1%	8%	11%	13%	17%
100	3	122,000	500	1%	1%	1%	1%	2%	9%	11%	11%
101	27	117,000	6,500	4%	2%	2%	2%	3%	3%	14%	22%
102	10	134,000	1,600	2%	1%	2%	2%	3%	0%	11%	13%
103	26	92,000	36,800	7%	7%	0%	1%	20%	22%	29%	37%
104	41	133,000	14,900	6%	8%	1%	2%	17%	33%	15%	29%
105	14	98,000	1,900	3%	3%	1%	1%	4%	4%	9%	8%
106	31	112,000	7,700	7%	9%	1%	2%	2%	3%	13%	15%
107	22	104,000	3,700	2%	2%	2%	2%	2%	2%	10%	15%
108	9	120,000	2,700	1%	1%	1%	1%	2%	1%	10%	19%
109	13	109,000	3,000	3%	4%	1%	2%	3%	5%	6%	10%
110	25	117,000	6,200	2%	3%	2%	3%	5%	9%	15%	18%
111	64	107,000	14,200	3%	3%	1%	2%	11%	12%	17%	21%
112	34	102,000	11,600	5%	7%	1%	2%	16%	18%	13%	20%
113	37	109,000	17,700	6%	7%	1%	2%	30%	40%	14%	21%
114	26	114,000	9,400	2%	2%	1%	1%	40%	67%	18%	30%
115	7	132,000	1,800	3%	2%	2%	2%	6%	5%	10%	16%
116	10	117,000	2,800	2%	3%	2%	2%	4%	23%	14%	26%
117	5	127,000	800	2%	2%	2%	3%	4%	1%	15%	34%
118	13	122,000	6,000	4%	2%	2%	2%	15%	11%	21%	23%

* 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 less than 30,000 square feet. 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 House District

House District	Quantity of warehouses (≤ 30k square feet)	Asian % in district	Asian % in warehouse neighbors***	Indigenous American % in district	Indigenous American % in warehouse neighbors***	White % in district	White % in warehouse neighbors***
1	155	4%	6%	1%	1%	55%	58%
2	37	2%	1%	1%	1%	55%	45%
3	14	4%	3%	1%	1%	72%	71%
4	42	3%	3%	1%	1%	58%	54%
5	22	8%	5%	1%	1%	29%	15%
6	27	6%	4%	1%	1%	33%	33%
7	90	3%	2%	1%	1%	46%	34%
8	54	2%	1%	0%	0%	39%	21%
9	54	12%	11%	1%	1%	38%	36%
10	131	5%	5%	1%	1%	46%	46%
11	4	8%	8%	1%	1%	88%	89%
12	0	11%	10%	1%	0%	85%	87%
13	19	12%	10%	1%	2%	74%	76%
14	4	10%	10%	1%	1%	64%	62%
15	73	22%	20%	1%	1%	72%	75%
16	34	29%	27%	1%	1%	61%	65%
17	32	21%	26%	0%	0%	75%	70%
18	12	11%	12%	1%	1%	74%	58%
19	32	10%	10%	1%	1%	79%	81%
20	72	6%	6%	0%	1%	88%	86%
21	64	3%	3%	1%	1%	64%	66%
22	100	1%	2%	1%	2%	71%	71%
23	53	3%	3%	1%	1%	48%	47%
24	106	26%	24%	2%	2%	45%	45%
25	5	6%	1%	1%	0%	36%	43%
26	2	12%	6%	1%	1%	39%	24%
27	23	2%	1%	1%	0%	45%	29%
28	40	2%	1%	1%	1%	44%	41%
29	40	1%	1%	1%	1%	42%	27%
30	77	2%	2%	1%	1%	41%	33%
31	40	2%	2%	1%	1%	42%	31%

House District	Quantity of warehouses (≤ 30k square feet)	Asian % in district	Asian % in warehouse neighbors***	Indigenous American % in district	Indigenous American % in warehouse neighbors***	White % in district	White % in warehouse neighbors***
32	15	1%	1%	1%	1%	31%	24%
33	26	1%	0%	1%	0%	33%	22%
34	69	1%	1%	1%	1%	43%	21%
35	64	2%	2%	0%	0%	75%	79%
36	9	4%	5%	0%	0%	81%	78%
37	71	4%	4%	0%	0%	94%	95%
38	53	3%	3%	0%	1%	46%	50%
39	16	5%	5%	1%	1%	71%	72%
40	32	10%	9%	1%	1%	73%	75%
41	30	17%	12%	1%	0%	78%	82%
42	30	11%	15%	1%	0%	84%	80%
43	39	7%	6%	1%	1%	59%	60%
44	16	20%	19%	1%	1%	60%	57%
45	71	12%	11%	1%	1%	85%	84%
46	239	16%	17%	1%	1%	70%	67%
47	72	11%	13%	1%	1%	84%	80%
48	260	13%	12%	1%	1%	81%	80%
49	248	13%	14%	1%	1%	74%	69%
50	103	4%	4%	1%	1%	64%	63%
51	79	15%	14%	0%	1%	80%	81%
52	57	9%	10%	0%	0%	86%	87%
53	56	13%	16%	1%	1%	79%	71%
54	22	11%	11%	1%	1%	78%	74%
55	13	18%	13%	1%	2%	77%	79%
56	380	18%	16%	1%	1%	73%	74%
57	93	16%	15%	1%	0%	75%	70%
58	100	7%	9%	1%	1%	88%	84%
59	210	21%	21%	1%	1%	72%	68%
60	61	4%	4%	1%	1%	55%	53%
61	41	7%	5%	1%	2%	77%	69%
62	43	7%	9%	1%	1%	83%	83%
63	69	2%	3%	0%	0%	95%	93%
64	30	3%	3%	1%	1%	94%	93%
65	89	7%	5%	1%	1%	88%	87%

House District	Quantity of warehouses (≤ 30k square feet)	Asian % in district	Asian % in warehouse neighbors***	Indigenous American % in district	Indigenous American % in warehouse neighbors***	White % in district	White % in warehouse neighbors***
66	174	8%	9%	1%	2%	82%	79%
67	90	2%	2%	1%	1%	73%	70%
68	50	5%	5%	1%	1%	81%	75%
69	44	4%	5%	1%	0%	93%	90%
70	65	4%	4%	0%	1%	91%	89%
71	16	2%	4%	1%	1%	88%	78%
72	71	3%	4%	1%	2%	81%	74%
73	40	3%	11%	1%	1%	95%	83%
74	64	1%	1%	1%	1%	92%	93%
75	50	2%	1%	0%	0%	89%	91%
76	60	3%	3%	1%	1%	87%	91%
77	336	3%	3%	1%	1%	74%	72%
78	14	5%	4%	1%	1%	61%	55%
79	42	1%	1%	1%	0%	71%	60%
80	110	1%	1%	1%	0%	62%	46%
81	35	13%	11%	1%	0%	82%	84%
82	88	9%	10%	0%	0%	86%	82%
83	40	3%	2%	1%	1%	84%	82%
84	54	18%	21%	2%	1%	66%	60%
85	205	7%	7%	1%	1%	66%	61%
86	176	1%	1%	1%	1%	71%	62%
87	36	1%	1%	1%	1%	96%	97%
88	18	5%	9%	1%	1%	90%	80%
89	18	1%	1%	1%	1%	97%	96%
90	49	2%	2%	1%	1%	91%	89%
91	44	4%	5%	1%	1%	87%	83%
92	27	4%	2%	1%	1%	67%	55%
93	28	2%	2%	1%	1%	94%	94%
94	2	1%	0%	1%	1%	97%	99%
95	32	4%	2%	1%	1%	85%	79%
96	57	2%	1%	2%	2%	72%	58%
97	19	9%	10%	1%	0%	78%	83%
98	110	8%	10%	1%	1%	70%	67%
99	25	1%	1%	0%	1%	91%	89%

House District	Quantity of warehouses (≤ 30k square feet)	Asian % in district	Asian % in warehouse neighbors***	Indigenous American % in district	Indigenous American % in warehouse neighbors***	White % in district	White % in warehouse neighbors***
100	3	1%	2%	1%	1%	97%	91%
101	27	1%	1%	1%	0%	96%	96%
102	10	1%	0%	1%	0%	96%	99%
103	26	15%	15%	1%	1%	65%	63%
104	41	8%	5%	1%	1%	75%	63%
105	14	3%	3%	0%	0%	94%	94%
106	31	1%	1%	0%	0%	96%	93%
107	22	1%	1%	1%	1%	98%	98%
108	9	1%	1%	1%	0%	98%	98%
109	13	1%	2%	1%	1%	96%	93%
110	25	1%	1%	1%	1%	95%	91%
111	64	1%	1%	0%	1%	89%	88%
112	34	3%	2%	1%	1%	82%	80%
113	37	2%	1%	1%	2%	68%	58%
114	26	2%	2%	1%	1%	59%	31%
115	7	1%	1%	0%	0%	93%	94%
116	10	1%	1%	1%	1%	95%	80%
117	5	1%	0%	1%	0%	96%	99%
118	13	3%	3%	1%	1%	83%	88%

*** Our methodology defines a warehouse neighbor as one who lives within a half mile of at least one warehouse less than 30,000 square feet. The half-mile buffer picks up warehouses that may be in multiple districts.

TABLE 7:

Warehouse Footprint, Truck Trips, NO_2 Impacts and Environmental Justice Community Impacts by Senate District

Senate District	Quantity of warehouses (≤ 30k square feet)	Cumulative square feet*	% warehouse square feet built 2015-2024**	% warehouse square feet built 2005-2014	Estimated daily truck trips for warehouses ≥ 100k square feet***	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 EJC	Warehouse % in EJC
1	192	23,449,000	17%	9%	14,900	1,1	260	14%	83%	99%
2	56	4,592,000	3%	0%	1,700	0,1	250	18%	77%	89%
3	49	3,703,000	0%	2%	1,200	0,0	220	16%	80%	92%
4	144	18,555,000	5%	3%	11,700	0,0	220	14%	48%	86%
5	185	17,026,000	7%	0%	8,300	0,0	280	19%	59%	60%

Senate District	Quantity of warehouses (≤ 30k square feet)	Cumulative square feet*	% warehouse square feet built 2015-2024**	% warehouse square feet built 2005-2014	Estimated daily truck trips for warehouses ≥ 100k square feet***	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 EJC	Warehouse % in EJC
6	4	198,000	0%	0%	-	0,0	150	16%	5%	0%
7	23	1,189,000	0%	0%	100	0,0	170	18%	41%	22%
8	107	10,068,000	14%	1%	5,000	0,0	280	18%	60%	83%
9	44	5,152,000	39%	3%	3,000	0,0	180	13%	17%	14%
10	104	7,205,000	8%	8%	2,200	1,1	260	19%	42%	63%
11	164	23,012,000	11%	13%	15,800	0,1	220	13%	82%	96%
12	159	15,754,000	17%	3%	8,100	0,1	260	17%	99%	97%
13	7	511,000	0%	0%	300	0,1	150	13%	62%	71%
14	63	4,937,000	2%	1%	1,900	0,0	140	10%	42%	68%
15	117	14,042,000	7%	17%	8,500	0,0	120	8%	11%	68%
16	55	4,906,000	0%	3%	2,300	1,0	200	13%	76%	93%
17	95	13,758,000	15%	1%	9,300	1,0	140	10%	10%	54%
18	73	8,746,000	5%	12%	5,500	0,1	150	11%	20%	92%
19	124	20,034,000	55%	9%	15,000	0,0	60	4%	0%	1%
20	48	3,471,000	4%	0%	1,300	1,0	280	20%	73%	81%
21	60	6,257,000	14%	6%	3,600	0,1	110	8%	6%	5%
22	55	4,889,000	32%	10%	2,400	0,1	150	9%	27%	53%
23	310	31,758,000	8%	4%	17,000	0,0	150	10%	28%	45%
24	332	34,908,000	15%	4%	19,100	0,0	120	8%	12%	37%
25	351	56,610,000	27%	13%	41,900	0,1	120	7%	41%	45%
26	136	10,418,000	16%	10%	4,400	0,0	120	7%	1%	1%
27	78	5,358,000	9%	3%	1,900	0,0	180	12%	12%	40%
28	393	35,651,000	8%	12%	16,500	0,1	210	14%	35%	48%
29	193	17,565,000	12%	1%	8,300	1,0	150	10%	9%	29%
30	271	28,833,000	23%	6%	15,900	0,0	140	9%	27%	43%
31	84	11,596,000	30%	25%	7,600	0,0	90	6%	1%	0%
32	99	8,682,000	3%	4%	4,200	0,1	50	3%	0%	0%
33	263	28,666,000	23%	16%	16,900	0,0	70	4%	3%	7%
34	140	24,587,000	11%	6%	17,800	0,1	120	8%	7%	24%
35	109	15,872,000	35%	13%	11,000	0,0	40	2%	0%	0%
36	87	11,200,000	2%	4%	7,400	0,1	60	4%	0%	0%
37	104	21,728,000	3%	11%	16,700	0,0	30	2%	0%	0%

Senate District	Quantity of warehouses (≤ 30k square feet)	Cumulative square feet*	% warehouse square feet built 2015-2024**	% warehouse square feet built 2005-2014	Estimated daily truck trips for warehouses ≥ 100k square feet***	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 EJC	Warehouse % in EJC
38	110	55,776,000	12%	20%	50,700	0,0	40	3%	0%	0%
39	350	42,458,000	22%	5%	26,300	0,0	210	14%	59%	89%
40	152	38,608,000	24%	19%	32,100	0,1	60	4%	2%	18%
41	123	13,010,000	11%	8%	7,400	0,0	80	6%	13%	23%
42	94	21,142,000	17%	7%	17,200	0,0	100	6%	7%	3%
43	381	126,734,000	42%	25%	111,900	0,1	80	5%	24%	51%
44	54	5,431,000	8%	17%	2,900	0,0	50	3%	0%	0%
45	67	9,100,000	6%	5%	5,900	0,0	40	2%	0%	0%
46	71	8,273,000	0%	4%	5,000	0,2	130	9%	4%	3%
47	30	3,830,000	0%	15%	2,500	0,0	20	1%	0%	7%
48	89	10,035,000	8%	8%	5,900	0,2	70	5%	12%	37%
49	129	30,726,000	29%	23%	25,700	0,0	80	5%	3%	2%
50	28	3,447,000	7%	0%	2,000	0,1	20	1%	0%	0%
51	37	4,184,000	2%	3%	2,500	0,1	20	1%	0%	0%
52	67	9,708,000	3%	18%	6,700	0,1	100	7%	0%	0%
53	45	9,695,000	0%	3%	7,500	0,0	30	2%	0%	0%
54	31	5,006,000	1%	3%	3,600	1,0	10	1%	0%	0%
55	38	5,050,000	23%	12%	3,300	0,0	20	1%	0%	0%
56	98	33,285,000	37%	18%	29,200	0,4	40	3%	17%	18%
57	63	5,271,000	2%	19%	2,200	1,0	60	4%	8%	54%
58	17	2,687,000	6%	0%	1,900	0,2	<10	1%	0%	0%
59	18	3,726,000	28%	3%	2,900	0,0	<10	1%	0%	0%

* This calculation was rounded to three significant figures.
** Growth continued through 2025. Proposed and under construction warehouses for 2026-2027 are not included.
*** 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 less than 30,000 square feet. 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

Senate District	Quantity of warehouses (≤ 30k square feet)	Population in district*	Population warehouse neighbors in district ** ***	Hispanic/ Latino % in district	Hispanic/ Latino % in warehouse neighbors ***	Limited English % district	Limited English % in warehouse neighbors ***	Black % in district	Black % in warehouse neighbors ***	Low-income % in district	Low-income % in warehouse neighbors ***
1	192	218,000	138,100	74%	77%	8%	8%	5%	5%	16%	17%
2	56	212,000	146,000	58%	62%	6%	7%	10%	11%	16%	17%
3	49	174,000	90,400	16%	19%	3%	3%	57%	65%	27%	32%
4	144	212,000	133,500	19%	21%	2%	3%	48%	61%	15%	19%
5	185	212,000	181,900	10%	11%	2%	2%	47%	48%	24%	24%
6	4	209,000	60,800	8%	10%	1%	1%	5%	3%	8%	7%
7	23	221,000	150,500	16%	17%	2%	2%	18%	18%	17%	17%
8	107	219,000	96,600	16%	16%	3%	2%	6%	5%	13%	10%
9	44	209,000	59,000	8%	13%	1%	1%	10%	18%	8%	13%
10	104	224,000	98,800	24%	25%	3%	3%	3%	2%	8%	10%
11	164	217,000	106,600	58%	56%	5%	6%	5%	5%	11%	11%
13	7	229,000	35,800	12%	23%	1%	3%	53%	61%	23%	29%
14	63	233,000	79,000	11%	14%	2%	2%	51%	59%	16%	18%
15	117	227,000	63,100	12%	16%	2%	3%	55%	65%	16%	20%
16	55	217,000	88,700	20%	15%	3%	2%	55%	66%	21%	24%
17	95	299,000	100,200	16%	15%	2%	2%	52%	76%	18%	21%
18	73	208,000	39,700	12%	18%	1%	2%	17%	14%	8%	9%
19	124	216,000	50,200	6%	6%	1%	1%	26%	28%	6%	7%
20	48	218,000	151,800	51%	48%	6%	5%	5%	6%	13%	12%
21	60	210,000	37,300	7%	9%	1%	1%	6%	6%	5%	7%
22	55	210,000	52,700	41%	44%	5%	5%	7%	8%	10%	12%
23	310	214,000	90,500	17%	24%	2%	3%	6%	7%	7%	9%
24	332	221,000	63,300	12%	14%	1%	1%	5%	6%	5%	6%
25	351	239,000	109,600	40%	43%	5%	5%	8%	9%	11%	13%
26	136	231,000	36,000	10%	12%	1%	2%	2%	2%	4%	4%
27	78	205,000	64,700	17%	22%	3%	4%	3%	4%	6%	8%
28	393	214,000	74,800	16%	25%	2%	3%	4%	4%	8%	9%
29	193	217,000	59,800	13%	20%	1%	2%	3%	4%	6%	8%
30	271	198,000	99,200	37%	38%	4%	5%	13%	13%	12%	13%
31	84	232,000	32,000	23%	23%	2%	2%	9%	11%	8%	9%

Senate District	Quantity of warehouses (≤ 30k square feet)	Population in district*	Population warehouse neighbors in district ** ***	Hispanic/ Latino % in district	Hispanic/ Latino % in warehouse neighbors ***	Limited English % district	Limited English % in warehouse neighbors ***	Black % in district	Black % in warehouse neighbors ***	Low-income % in district	Low-income % in warehouse neighbors ***
32	99	235,000	36,500	12%	15%	1%	2%	2%	3%	7%	7%
33	263	220,000	55,800	15%	18%	1%	1%	3%	5%	6%	7%
34	140	205,000	74,900	19%	22%	3%	3%	19%	24%	20%	27%
35	109	218,000	19,700	12%	12%	1%	1%	3%	4%	7%	8%
36	87	210,000	32,500	11%	15%	1%	2%	12%	21%	15%	20%
37	104	224,000	17,000	9%	13%	1%	2%	4%	6%	10%	11%
38	110	216,000	20,500	13%	14%	1%	2%	7%	4%	11%	11%
39	350	209,000	112,700	35%	48%	4%	5%	17%	13%	11%	13%
40	152	213,000	55,000	13%	22%	2%	3%	27%	37%	13%	21%
41	123	210,000	41,400	8%	9%	1%	1%	5%	6%	6%	7%
42	94	194,000	54,200	23%	23%	3%	3%	9%	11%	6%	6%
43	381	227,000	86,000	28%	36%	4%	6%	17%	20%	11%	12%
44	54	223,000	18,700	3%	4%	1%	1%	4%	7%	7%	10%
45	67	280,000	23,000	6%	7%	1%	1%	5%	10%	10%	11%
46	71	228,000	48,400	5%	6%	1%	2%	20%	27%	19%	25%
47	30	245,000	8,200	3%	3%	1%	1%	3%	3%	13%	16%
48	89	203,000	45,900	3%	3%	1%	2%	21%	35%	19%	30%
49	129	208,000	35,800	20%	22%	1%	1%	13%	14%	5%	5%
50	28	230,000	13,200	3%	2%	1%	1%	5%	11%	12%	17%
51	37	257,000	8,000	3%	2%	2%	2%	3%	3%	12%	20%
52	67	227,000	51,700	6%	7%	1%	1%	18%	25%	21%	34%
53	45	215,000	9,700	5%	8%	1%	2%	3%	3%	11%	14%
54	31	224,000	6,400	2%	2%	1%	2%	2%	2%	10%	16%
55	38	226,000	9,200	2%	3%	2%	2%	4%	8%	11%	16%
56	98	209,000	25,800	4%	5%	1%	2%	13%	15%	15%	20%
57	63	223,000	27,000	4%	5%	1%	2%	35%	49%	16%	24%
58	17	248,000	4,600	2%	3%	2%	2%	5%	16%	12%	22%
59	18	250,000	6,800	3%	2%	2%	2%	9%	10%	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 less than 30,000 square feet. 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

Senate District	Quantity of warehouses (≤ 30k square feet)	Asian % in district	Asian % in warehouse neighbors***	Indigenous American % in district	Indigenous American % in warehouse neighbors***	White % in district	White % in warehouse neighbors***
1	192	3%	4%	1%	1%	55%	53%
2	56	4%	3%	1%	1%	65%	62%
3	49	7%	4%	1%	1%	31%	24%
4	144	3%	2%	1%	1%	42%	28%
5	185	9%	8%	1%	1%	42%	42%
6	4	10%	8%	1%	1%	86%	89%
7	23	11%	10%	1%	1%	69%	70%
8	107	26%	24%	1%	1%	66%	70%
9	44	16%	18%	1%	1%	75%	63%
10	104	8%	8%	1%	1%	84%	83%
11	164	2%	2%	1%	1%	68%	69%
12	159	15%	14%	1%	1%	47%	46%
13	7	9%	4%	1%	1%	38%	33%
14	63	2%	1%	1%	1%	45%	36%
15	117	2%	2%	1%	1%	42%	32%
16	55	1%	1%	1%	1%	37%	28%
17	95	1%	0%	1%	1%	44%	22%
18	73	3%	4%	0%	0%	78%	79%
19	124	4%	3%	0%	0%	70%	69%
20	48	8%	8%	1%	1%	72%	74%
21	60	14%	14%	1%	0%	81%	81%
22	55	14%	12%	1%	1%	59%	59%
23	310	14%	15%	1%	1%	78%	72%
24	332	12%	12%	1%	1%	82%	80%
25	351	8%	8%	1%	1%	69%	66%
26	136	12%	12%	0%	1%	83%	84%
27	78	12%	14%	1%	1%	78%	72%
28	393	18%	15%	1%	1%	75%	76%
29	193	12%	13%	1%	0%	82%	75%
30	271	12%	13%	1%	1%	63%	61%
31	84	7%	7%	1%	1%	80%	77%

Senate District	Quantity of warehouses (≤ 30k square feet)	Asian % in district	Asian % in warehouse neighbors***	Indigenous American % in district	Indigenous American % in warehouse neighbors***	White % in district	White % in warehouse neighbors***
32	99	3%	3%	1%	1%	95%	93%
33	263	7%	7%	1%	2%	85%	82%
34	140	3%	3%	1%	1%	77%	72%
35	109	4%	5%	1%	0%	92%	90%
36	87	3%	4%	1%	1%	85%	75%
37	104	2%	5%	1%	1%	93%	90%
38	110	2%	2%	1%	0%	88%	91%
39	350	4%	3%	1%	1%	67%	67%
40	152	1%	1%	1%	0%	67%	51%
41	123	11%	10%	0%	0%	84%	83%
42	94	10%	13%	2%	1%	75%	69%
43	381	4%	4%	1%	1%	68%	62%
44	54	3%	5%	1%	1%	93%	88%
45	67	2%	2%	1%	1%	94%	89%
46	71	4%	4%	1%	1%	78%	70%
47	30	1%	2%	1%	1%	95%	95%
48	89	3%	2%	1%	2%	78%	66%
49	129	9%	10%	1%	1%	74%	71%
50	28	1%	1%	1%	1%	95%	89%
51	37	1%	1%	1%	0%	96%	97%
52	67	11%	12%	1%	1%	71%	63%
53	45	2%	2%	0%	0%	95%	93%
54	31	1%	1%	1%	1%	98%	98%
55	38	1%	1%	1%	1%	95%	92%
56	98	2%	1%	1%	1%	86%	84%
57	63	2%	1%	1%	1%	64%	49%
58	17	1%	1%	0%	1%	94%	85%
59	18	2%	2%	1%	1%	89%	89%

*** Our methodology defines a warehouse neighbor as one who lives within a half mile of at least one warehouse less than 30,000 square feet. The half-mile buffer picks up warehouses that may be in multiple districts.

ENDNOTES

1 Federal Reserve Bank of St. Louis, E-Commerce Retail Sales, retrieved January 22, 2026 https://fred.stlouisfed.org/series/ECOMSA

2 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

3 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

4 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

5 C.A. Legis. Assembly, A-914, 2025-2026, (2025), https://legiscan.com/CA/text/AB914/id/3186859

6 N.Y. Legis. Senate, S-1180, 2025-2026, (2025), https://www.nysenate.gov/legislation/bills/2025/S1180/amendment/B

7 New York City Council, Introduction 1130-2024, 2024, https://legistar.council.nyc.gov/LegislationDetail.aspx?ID=7041944&GUID=64DA152F-2B02-4AA3-B716-AF327DD61032

8 N.J. Legis. Senate, S-2285, 2026-2027, (2026), https://www.njleg.state.nj.us/bill-search/2026/S2285/bill-text?f=S2500&n=2285_I1

9 Regional Air Quality Commission, Indirect Source Emissions Reductions, accessed January 27, 2026, https://raqc.org/control-strategies/indirect-source-rule/

10 Illinois Legis. House HB5600, 2025-2026, (2026), https://legiscan.com/IL/bill/HB5600/2025

11 Environmental Defense Fund, Illinois Warehouse Boom, April 2024, https://www.edf.org/sites/default/files/2025-06/IL_Warehouse_Boom_Report_EDF_4-24-24.pdf

12 Illinois Solar For All, Environmental Justice Communities, accessed January 22, 2026, https://www.illinoissfa.com/environmental-justice-communities/

13 Environmental Defense Fund, Making the Invisible Visible: Shining a Light on Warehouse Truck Air Pollution, 2023. https://globalcleanair.org/files/2023/04/EDF-Proximity-Mapping-2023.pdf

14 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

15 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.

16 Ma, S., & DQ. Tong, Neighborhood Emission Mapping Operation (NEMO): A 1-km anthropogenic emission dataset in the United States. 2022 Nov;Sci Data 9, 680. https://doi.org/10.1038/s41597-022-01790-9

17 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

18 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

19 Madison Lisle and Yana Kalmyka, Warehouse Workers for Justice, For Good Jobs & Clean Air: How A Just Transition to Zero Emission

Vehicles Can Transform Warehousing, https://www.ww4j.org/uploads/7/0/0/6/70064813/wwj_report_good_jobs_clean_air.pdf
20 Illinois Environmental Protection Agency, Environmental Justice (EJ) Policy, accessed January 26, 2026, https://epa.illinois.gov/topics/environmental-justice/ej-policy.html
21 Illinois Department of Natural Resources, IDNR Climate Action Plan, accessed January 26, 2026, https://dnr.illinois.gov/outreach/climate-action-plan.html
22 Environmental Protection Agency, Near Roadway Air Pollution and Health: Frequently Asked Questions, 2015. https://www.epa.gov/sites/default/files/2015-11/documents/420f14044_0.pdf
23 Rowangould 2013 TR, EPA 2021. Best Practices for Reducing Near-Road Pollution Exposure at Schools.
24 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
25 Bekkar B., Pacheco S., Basu R. & N. DeNicola, Association of Air Pollution and Heat Exposure With Preterm Birth, Low Birth Weight, and Stillbirth in the US: A Systematic Review. JAMA Netw Open. 2020; Jun 1;3(6):e208243. https://doi.org/10.1001/jamanetworkopen.2020.8243
26 Peters R., Ee N., Peters J., Booth A., Mudway I, & K. Anstey, Air Pollution and Dementia: A Systematic Review. J Alzheimers Dis. 2019;70(s1):S145-S163. https://doi.org/10.3233/JAD-180631
27 de Bont, J., Jaganathan, S., Dahlquist, M., Persson, A., Stafoggia, M. and P. Ljungman, Ambient air pollution and cardiovascular diseases: an umbrella review of systematic reviews and meta-analyses. J Intern Med. 2022; 291: 779– 800. https://doi.org/10.1111/joim.13467
28 O'Dea, J. Ready for Work: Now Is the Time for Heavy-Duty Electric Vehicles. 2019. https://www.ucsusa.org/resources/ready-work
29 O'Dea, J. Ready for Work: Now Is the Time for Heavy-Duty Electric Vehicles. 2019. https://www.ucsusa.org/resources/ready-work
30 ERM Group, Illinois Clean Trucks Program, 2022, https://www.nrdc.org/sites/default/files/media-uploads/il_clean_trucks_report_06.pdf
31 Ma, S., & DQ. Tong, Neighborhood Emission Mapping Operation (NEMO): A 1-km anthropogenic emission dataset in the United States. 2022 Nov;Sci Data 9, 680. https://doi.org/10.1038/s41597-022-01790-9
32 California Air Resources Board, EMFAC2021 Volume III Technical Document, 2021, https://ww2.arb.ca.gov/sites/default/files/2021-03/emfac2021_volume_3_technical_document.pdf
33 Badshah, H., Posada, F., and R. Muncrief, CURRENT STATE OF NOX EMISSIONS FROM IN-USE HEAVY-DUTY DIESEL VEHICLES IN THE UNITED STATES, 2019, https://theicct.org/sites/default/files/publications/NOx_Emissions_In_Use_HDV_US_20191125.pdf
34 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.
35 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
36 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. Environmental Health Perspective. (2024). https://pubmed.ncbi.nlm.nih.gov/38445892/
37 Lang, V.A., Camilleri, S.F., Deylami, N. et al. Assessing the air quality, public health, and equity implications of an Advanced Clean Trucks policy for Illinois. Front. Earth Sci. (2025). https://doi.org/10.1007/s11707-024-1144-8

38 Illinois Department of Public Health, Asthma Trends Report, accessed January 26, 2026, https://dph.illinois.gov/content/dam/soi/en/web/idph/files/publications/asthma-trends-hospital-discharge-data-2016-2019.pdf
39 Illinois Department of Public Health, Asthma Trends Report, accessed January 26, 2026, https://dph.illinois.gov/content/dam/soi/en/web/idph/files/publications/asthma-trends-hospital-discharge-data-2016-2019.pdf
40 Illinois Department of Public Health, First Evaluation Plan, accessed January 26, 2026, https://dph.illinois.gov/content/dam/soi/en/web/idph/publications/idph/topics-and-services/diseases-and-conditions/asthma/surveillance/asthma-trends-mortality-200020.pdf
41 Illinois Department of Public Health, The Cost of Asthma Burden Brief. 2015, https://dph.illinois.gov/content/dam/soi/en/web/idph/files/publications/publications-ohpm-asthma-burden-update-2015-cost-040516.pdf
42 Clean Air Task Force, Deaths by Dirty Diesel, accessed January 22, 2026, https://www.catf.us/deathsbydiesel/
43 Clean Air Task Force, Deaths by Dirty Diesel, accessed January 22, 2026, https://www.catf.us/deathsbydiesel/
44 Sierra Club et al., Re: Vehicles' Contribution to Illinois Ozone Pollution: Implications for Public Health and Environmental Justice in Illinois, https://www.sierraclub.org/sites/default/files/2023-11/IL%20Sonoma%20Report_Letter.pdf
45 Sierra Club et al., Re: Vehicles' Contribution to Illinois Ozone Pollution: Implications for Public Health and Environmental Justice in Illinois, https://www.sierraclub.org/sites/default/files/2023-11/IL%20Sonoma%20Report_Letter.pdf
46 Sierra Club et al., Re: Vehicles' Contribution to Illinois Ozone Pollution: Implications for Public Health and Environmental Justice in Illinois, https://www.sierraclub.org/sites/default/files/2023-11/IL%20Sonoma%20Report_Letter.pdf
47 Sierra Club et al., Re: Vehicles' Contribution to Illinois Ozone Pollution: Implications for Public Health and Environmental Justice in Illinois, https://www.sierraclub.org/sites/default/files/2023-11/IL%20Sonoma%20Report_Letter.pdf
48 Illinois Legis. House HB5600, 2025-2026, (2026), https://legiscan.com/IL/bill/HB5600/2025
49 South Coast Air Quality Management District, WAIRE Program, retrieved April 22, 2025, https://www.aqmd.gov/home/rules-compliance/compliance/waire-program
50 South Coast Air Quality Management District, HYBRID MOBILE SOURCE COMMITTEE MEETING, January 2026, https://www.aqmd.gov/docs/default-source/agendas/mobile-source/msc-agenda-012326.pdf?sfvrsn=ac6e6a7e_9
51 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
52 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