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Understanding Low-Income and Low-Access Census Tracts Across the Nation: Subnational and Subpopulation Estimates of Access to Healthy Food

Alana Rhone, Michele Ver Ploeg, Ryan Williams, and Vince Breneman

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Abstract

Accessing affordable and nutritious food is a challenge for many Americans. In 2015, an estimated 12.7 percent of U.S. census tracts were "low-income" (defined by the poverty rate or median family income of a tract) and had a significant number or share of the population with limited access to food stores (supermarket, supercenter, or large grocery store). This report provides 2015 estimates of foodstore access for various characteristics of the population. These estimates are also produced separately for urban and rural areas. For the first time, this report also summarizes census tract measures of foodstore access by State, metropolitan, and micropolitan areas. Overall, 34 percent of SNAP households lived more than 1 mile from a food store in 2015. The median distance to the nearest three food stores for children, working-age adults, and seniors was 1.86 miles. For a majority of States, the number of low-income (LI) census tracts increased between 2010 and 2015 while the number of low-access (LA) census tracts decreased. When both components were combined, 21 States saw either a decrease in the number of low-income and low-access (LILA) census tracts or little change between 2010 and 2015.

Keywords: supermarkets, low-income, food access, low-access, food deserts, healthy and affordable food, food assistance, State food access, metropolitan and micropolitan food access

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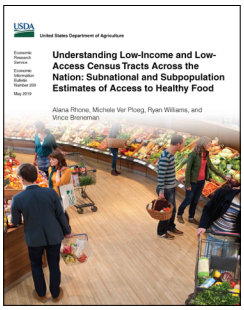


Understanding Low-Income and Low-Access Census Tracts Across the Nation Subnational and Subpopulation Estimates of Access to Healthy Food

Alana Rhone, Michele Ver Ploeg, Ryan Williams, and Vince Breneman

What Is the Issue?

Accessing affordable and nutritious food is a challenge for many Americans. In 2015, an estimated 12.7 percent of U.S. census tracts fit the category of low-income, low-access (LILA). "Low-income" is defined by the poverty rate and median family income of a tract. "Low-access" means a significant number or share of the population in the tract had limited access to a food store (supermarket, supercenter, or large grocery store)—i.e., they lived more than 1 mile from a food store in urban areas or more than 10 miles in rural areas. Previous ERS research contained national estimates of access to these stores for 2015, but did not provide State- and local-level estimates or break down the estimates for subpopulations. This report expands on this research by providing estimates of distance to the nearest and the third-nearest food store by age, race, ethnicity, income, vehicle access, and participation in USDA's Supplemental Nutrition Assistance Program (SNAP) for both individuals and households.

States and localities are some of the most frequent users of ERS's Food Access Research Atlas (FARA), as they try to understand food access in their communities, compare their areas with other States and localities, and monitor change over time. This report also offers FARA users data estimates to compare store access across different States and metropolitan/micropolitan statistical areas.

What Did the Study Find?

In 2015, 40 percent of the U.S. population lived more than 1 mile from a food store (versus 41 percent in 2010); 30 percent lived within 0.5 mile; and 30 percent lived between 0.5 and 1 mile away. Examining the 2015 data by subpopulation shows general estimates of distance to the nearest food store that resembled the 2010 estimates:

- Most racial and ethnic minorities were closer to food stores than Whites, reflecting rural/urban differences in the distribution of racial and ethnic groups.
- People with low incomes were closer to supermarkets than those with moderate and high incomes at the 20th, median (0.69 mile for low versus 0.88 mile for moderate/high incomes), and 80th percentiles. This is consistent with previous findings from ERS.

- SNAP-participating households were more likely than non-SNAP-participating households to be within 0.5 mile of the nearest food store and less likely to be more than 1 mile from the nearest store.

ERS researchers estimated the distance to the third-nearest food store as a proxy measure for having access to a choice of food stores that offer a full range of food products.

- The median distance to the third-nearest food store for the overall populations was 1.67 miles in 2015.
- Moderate- and high-income people resided farther than low-income people from the third-nearest food store in 2015.

Low-income (LI) and low-access (LA) status of census tracts was measured and discussed separately, and the overlapping LILA tracts (those that were both LI and LA) were also researched. Summarized by State, metropolitan, and micropolitan areas, foodstore access was as follows:

- Between 2010 and 2015, the number of low-access (LA) census tracts increased in only 12 States, even though the number of low-income (LI) census tracts increased in almost all States and the District of Columbia (reflecting slow income growth in 2010-14, after the Great Recession).
- States with the highest shares of LILA census tracts were mostly in the South in 2015.
- The prevalence of low-income and low-access areas and population varied considerably in both metropolitan and micropolitan areas in 2015.

When LI and LA determinations were reviewed separately:

- More than a third of census tracts were considered LA-only—i.e., not LI—in six States (West Virginia, Mississippi, Alaska, Louisiana, South Carolina, and Georgia) in 2015.
- A majority of States saw their number of low-income (LI) census tracts increase while their number of low-access (LA) census tracts decreased between 2010 and 2015.

How Was the Study Conducted?

Estimates of LILA census tracts use a list of supermarkets, supercenters, and large grocery stores from 2015 as proxies for the complete set of stores that sell a wide variety of healthy foods at affordable prices. This list is generated from two independent directories of stores—(1) Store Tracking and Redemption System (STARS), which contains stores authorized to accept Supplemental Nutrition Assistance Program (SNAP) benefits, and (2) stores in TDLinx (a proprietary source), which contains information on individual store characteristics. Data on income and vehicle access are from the U.S. Department of Commerce, Census Bureau's 2010-14 American Community Survey, and population data are from the Census Bureau's 2010 Decennial Census.

Understanding Low-Income and Low-Access Census Tracts Across the Nation: Subnational and Subpopulation Estimates of Access to Healthy Food

Overview

Accessing affordable and nutritious food is a challenge for many Americans. Previous Economic Research Service (ERS) reports have monitored the U.S. population's distance from the nearest food store (supermarket, supercenter, or large grocery store), which proxies for access to sources of healthy and affordable food (USDA, 2009; Ver Ploeg et al., 2012; Rhone et al., 2017). These results have also been broken down by age, race, income, and vehicle access.

ERS has also totaled these individual estimates to provide area-based (census-tract-level) estimates of foodstore access. These census-tract-level estimates are available in ERS's Food Access Research Atlas (FARA), a Web-based mapping tool that allows users to investigate access to food stores at the census-tract level using measures of income, distance to stores, vehicle access, and other relevant indicators. With the help of the FARA, Federal, State, and local policymakers can identify communities that have limited food access and help target where programs or policies may be most needed.

This report presents estimates of supermarket access for subsets of the population, which are then totaled to the census-tract level for estimates of low-income, low-access (LILA) census tracts by State and locality. Like previous research, this report provides estimates of individual distance to the nearest food store and breaks them down by age, race, ethnicity, income, vehicle access, and SNAP-participation status. These estimates update a previous ERS report's estimates by income, vehicle availability, and other characteristics of the population (Ver Ploeg et al., 2012) and expands on them by including household vehicle ownership and household SNAP-participation status. Based on 2010 data, the previous report's estimates preceded Federal policy initiatives (e.g., Healthy Food Financing Initiative) begun in 2011 to reduce barriers to food access.

The descriptive data in this new report provide information for monitoring supermarket access over time, particularly for specific vulnerable populations, such as children and the elderly, low-income people, and those receiving SNAP benefits. These estimates were produced separately for urban and rural areas because of differences in population density and development. Todd and Scharadin (2016) found that, for urban and rural areas alike, most expenditures occurred at large grocery stores (55 percent and 56 percent, respectively), but rural households visited a large grocery store 2.6 times per week, compared with 2.9 times for urban households. This disparity may reflect the rural households' greater distance to the nearest store.

After providing estimates for foodstore access across characteristics of the population, we then focus on two of FARA's four measures of LILA census tracts. One of the most common questions users of FARA ask is how foodstore access in their State or locality compares with access in other States or localities. To facilitate such comparisons, the second part of this report summarizes tract-level foodstore access by State, metropolitan, and micropolitan areas. We focus on two low-access

measures for LILA census tracts—(1) the 1-mile (urban) and 10-mile (rural) distance threshold and (2) a vehicle-access/20-mile measure that takes into account the number of households (per census tract) that were without a vehicle and far from a food store (regardless of urbanicity) and the number and share of people who were more than 20 miles from the nearest food store. Because census tract boundaries have not changed since 2010, we were able to directly measure 2010-to-2015 changes in the number of census tracts that were low income, the number that were low access, and the number that were both low income and low access. This report is accompanied by appendixes that present State, metropolitan, and micropolitan area-level tables in detail.

Background and Literature

The latest update of FARA showed an increase in the number of census tracts that were both low income and low access (LILA) (Rhone et al., 2017). Lower and then stagnating incomes after the Great-Recession, greater concentration of poor people in some communities, and increasing income inequality may have contributed to this increase, given that the low-income definition used to classify census tracts considers both relative income and absolute poverty. DeNavas-Walt and Proctor (2015) found that real median household income in 2014 decreased 6.5 percent from 2007 and that income inequality increased between 1999 and 2014. Between 2005-09 and 2010-14, the share of poor people in high-poverty and extremely poor neighborhoods grew across all geography types (the Nation, cities, suburbs, small metro areas, and nonmetro areas). A lack of income can affect access to sources of healthy and affordable food because it may mean a household cannot afford a vehicle or cannot afford transportation costs to travel to a food store. For low-income populations, a distant food store may force households to rely on smaller nearby stores that may not have a full range of healthful foods or be price competitive with food stores.

An estimated 12.7 percent of U.S. census tracts were LILA using the 1- and 10-mile distance threshold in 2015 (Rhone et al., 2017). Further, using another measure of low income and low access that accounts for vehicle access and distance to the nearest supermarket, 18.2 million housing units were estimated to be in low-income census tracts where at least 100 households without a vehicle lived more than 0.5 mile from the nearest supermarket or large grocery store,[1] or where more than 500 people or a third of the tract was more than 20 miles from the nearest store. In these LILA vehicle-access/20-mile census tracts, an estimated 2.1 million, or 1.8 percent, of all housing units are far from a supermarket and do not have a vehicle (vehicle access is measured at the household level).

To help overcome store-access barriers, some States and localities have introduced programs that provide financial assistance and incentives to attract stores to underserved areas in order to increase access to healthy foods (CDC, 2011). The Federal Healthy Food Finance Initiative (HFFI)—administered through the Department of the Treasury, Department of Health and Human Services, and USDA—has also introduced programs to improve access in underserved areas. However, previous literature has found that most households, even those that did not use personal vehicles, bypassed the store that was closest to them to shop at another store farther away (Ver Ploeg et al., 2015). Ver Ploeg et al. (2017) also found that households that did not use their own vehicle to travel to a store and lived more than 0.5 mile from the nearest SNAP-authorized supermarket or superstore (in other words, access-burdened households) spent amounts at large stores on par with the spending of households that had sufficient access. Further, the most access-burdened households visited a large

[1]These are tracts in which more than 100 households have no access to a vehicle and are more than 0.5 mile from the nearest supermarket, regardless of urban or rural status.

store at some point during the week. Ver Ploeg et al. (2017) and other studies suggest that some households and individuals facing barriers to accessing sources of healthy food were able to overcome them.

Nevertheless, even if limited access to a source of healthy and affordable food is sometimes surmountable, it does pose a barrier for some households and individuals, particularly those that are the most vulnerable, and can lead to food insufficiency and lower nutritional quality. Fitzpatrick et al. (2016) found that the elderly in "food deserts" without a vehicle were 12 percentage points more likely to be food insufficient. Also, descriptive evidence of the dietary quality of foods acquired shows that households with limited access to stores selling healthy, affordable foods had lower nutritional quality than households with better foodstore access (Mancino et al., 2018). Income and resource constraints may be greater barriers to accessing healthy food retailers than distance, but both SNAP-participating and non-SNAP-participating households value having a superstore or supermarket close to home. Taylor and Villas-Boas (2016) found that eligible non-SNAP-participating households and SNAP-participating households would be willing to pay a positive and significant amount for superstores to be closer to their home.

Data and Methodology

Methods for estimating supermarket access for the U.S. population were similar to those used in Rhone et al. (2017) and Ver Ploeg et al. (2012). Food stores (supermarkets, supercenters, and large grocery stores) were used as proxies for the complete set of stores that sell a wide variety of healthy foods at affordable prices (USDA, 2009; Ver Ploeg et al., 2012; Rhone et al., 2017). The term "food store" is used throughout this report to refer to the three store types combined. Information on the location of food stores was obtained from two directories—(1) USDA, Food and Nutrition Service's Store Tracking and Redemption System (STARS), which lists stores authorized to accept benefits from USDA's Supplemental Nutrition Assistance Program (SNAP) and Special Supplemental Nutrition Program for Women, Infants, and Children (WIC), and (2) TDLinx, a Nielsen directory containing an annual snapshot of stores that are open on June 15 of each year, with information on supermarkets, supercenters, superettes, convenience stores, and other types of stores/outlets.[2] For our 2015 analysis, we included only authorized stores that were in either STARS or TDLinx as of June 15, 2015.

We excluded military commissaries and warehouse club stores such as Sam's Club, Costco, and BJ's. Although many such stores offer a wide variety of foods and accept SNAP benefits, military commissaries are accessible only to a select group of individuals and club stores are available only to those who pay an annual membership fee. Drug stores, dollar stores, and convenience stores were also excluded. Although some of these store types may sell a variety of healthy foods, they vary widely in the extent of offerings. Our decision to exclude these types of food retailers from our store directory likely resulted in an overestimate of the number of people who lack access to nutritious food.

Spatial analysis, string matching, and manual review methods were used to merge the STARS and TDLinx data sets to construct a combined store directory. This combined directory encompasses all the food stores from each data set, with as many duplicates as possible eliminated to avoid double counting. This matching process identified STARS and TDLinx stores that were within a 0.3-mile radius of one another or within the same ZIP Code. An automated string matching algorithm was used to identify exact or similar store name-address matches, which were then manually verified. Food stores from either the STARS or TDLinx systems without a match in the other system were included in the final combined directory, totaling 44,243 food stores in the 2015 merged directory. The majority of food stores (37,007) were in both data sources. Of the remaining stores, 3,906 were exclusive to TDLinx, and 3,330 were found only in the STARS list.

Data on the population were obtained from the U.S. Department of Commerce, Census Bureau's 2010 Decennial Census. Information on household vehicle availability and income was obtained from the Census Bureau's 2010-14 American Community Survey (ACS). Population data came from

[2]STARS superstores/supercenters are very large supermarkets, "big box" stores, superstores, and food warehouses primarily engaged in retail sale of a wide variety of grocery and other store merchandise. STARS supermarkets are establishments commonly known as supermarkets, food stores, grocery stores, and food warehouses primarily engaged in retail sale of an extensive variety of grocery and other store merchandise, with 10 or more checkout lanes with registers, barcode scanners, and conveyor belts. A STARS large grocery store carries a wide selection of the four staple food categories. About 350 STARS stores were not classified as any of these three categories, but upon matching to TDLinx and further inspection through Google Maps and store websites, appeared to be full-service grocery stores with all major grocery departments and weekly sales fliers. TDLinx uses a more expansive store classification system than STARS. TDLinx stores include those in the following subcategories: Grocery – Conventional; Grocery – Limited Selection; Grocery – Supercenter; Grocery – Natural/Gourmet; Grocery – Warehouse; and Mass Merchandisers such as Target, Big Kmart, etc.

the 2010 Census because ACS data for these characteristics, though available at the census-tract level, were less precise. Population counts, occupied housing unit counts, and other population characteristics (age, race, and ethnicity) from the 2010 Census were allocated to 0.5-kilometer-square grids (Ver Ploeg et al., 2012). Vehicle access and SNAP participation were measured at the household level. For both of these characteristics, tract-level 2010-14 estimates of the share of housing units without vehicles and the share receiving SNAP were multiplied by the 2010 count of housing units to obtain an estimate of the number of households without vehicles and number of households receiving SNAP. These numbers and shares were then similarly downcast to the 0.5-kilometer-square grid level. From here, the methods to estimate distance to the nearest food store for the overall population and for subgroups were the same as previously used.

For each 0.5-kilometer-square grid cell, we calculated the Euclidean distance from the geographic center of the cell to the geographic center of the cell with the nearest food store. Using this calculation, we estimated median distances to the nearest supermarket for the population and population subgroups, as well as distance at the 20th and 80th percentiles. We also calculated the share of the population that lived within different distances of one food store: within 0.5 mile, between 0.5 and 1 mile, and more than 1 mile. In estimates that separately considered urban and rural areas (tables 2, 3, 5, and 6), a separate categorization of access was used for rural areas: within 10 miles of a food store, between 10 and 20 miles from a food store, and more than 20 miles from a food store.

We estimated distance-based measures of access on a national level and across subgroups of the population. Income, which was defined and collected for families, was reported on an individual basis (where everyone in a family was assigned the family income level). We also considered the income on the grid-cell level, comparing foodstore access in low-income grids to access in moderate-/high-income grids. Individuals were considered low-income (LI) if their family income was at or below 200 percent of Federal poverty thresholds for family size, and grids were considered low-income if more than 40 percent of the grid population had income at or below 200 percent of the poverty level.

Finally, to estimate whether a tract was LI, 2010-14 ACS tract data were used directly to measure whether the tract: (1) had a poverty rate (income at or below the Federal poverty thresholds for family size) that was 20 percent or greater; (2) was at or below 80 percent of the greater of metropolitan statistical area (MSA) median family income or the State's median family income; or (3) if outside an MSA, had median family income at or below 80 percent of the State's median family income (CDFI Fund, 2000). This was the same measure of LI census tracts used for eligibility for the Department of the Treasury's New Markets Tax Credit (NMTC) and the one that has been used in previous versions of the Food Access Research Atlas (FARA).

To estimate if a tract was low access (LA), the tract's number and share of people more than 1 mile (urban areas) from the nearest food store or 10 miles (rural) were totaled. If at least 500 people or 33 percent of the tract population was more than 1 mile (urban areas) or more than 10 miles (rural areas) from a food store, the tract was a low-access tract. Or, for the vehicle/20-mile measure, if at least 100 housing units did not have a vehicle and were more than 0.5 mile from a food store, or at least 500 people or 33 percent of the population was more than 20 miles from a food store, the tract was low access. Urban areas were those with more than 2,500 people, and rural areas were sparsely populated, with fewer than 2,500 people. Tracts in which the population-weighted centroid[3] is in an urban area were considered an urban tract; the rest were considered rural.

[3]A centroid is the average center of the population in a tract.

Population Estimates of Distance to Supermarkets

Distance to Food Stores by Subpopulation Characteristics

Overall, in 2015, 40 percent of the U.S. population lived more than 1 mile from a food store (versus 41 percent in 2010); 30 percent lived within 0.5 mile of a food store; and 30 percent lived between 0.5 and 1 mile from a supermarket in 2015 (table 1 and fig. 1). Like Ver Ploeg (2012), we found most racial and ethnic minorities were closer to food stores than Whites. These estimates likely mirrored differences in the ethnic and racial composition in urban and rural areas. Senior citizens were slightly more likely than other age groups to be more than 1 mile from a food store and tended to live farther from food stores. Working age adults were more likely to be within 0.5 mile of a food store.

Table 1

Food store access for selected population characteristics, 2015

Population characteristics	Distance to nearest food store at the:			Nearest food store is:						
	20th percentile	Median	80th	< 0.5 mile		1/2 mile to 1 mile		> 1 mile		Total
	Miles	*Miles*	*Miles*	*Million*	*%*	*Million*	*%*	*Million*	*%*	*Million*
All individuals	0.31	0.88	2.20	92.7	30.0	92.5	29.9	123.6	40.0	308.7
Race										
White	0.44	0.98	2.65	57.8	25.9	65.0	29.1	100.7	45.1	223.5
Black or African American	0.31	0.69	1.32	14.6	37.4	13.0	33.6	11.3	29.0	38.9
Asian	0.31	0.62	1.12	6.7	46.0	4.8	32.8	3.1	21.2	14.7
Native Hawaiian or Other Pacific Islander	0.31	0.69	1.39	0.2	38.9	0.2	31.9	0.2	29.2	0.5
American Indian or Alaska Native	0.44	1.12	5.50	0.8	26.4	0.7	23.6	1.5	50.0	2.9
Other and multiple races	0.31	0.62	1.24	12.6	44.8	8.7	31.0	6.8	24.1	28.1
Hispanic ethnicity										
Hispanic	0.31	0.62	1.24	22.8	45.1	15.9	31.6	11.8	23.3	50.5
Non-Hispanic	0.44	0.93	2.49	70.0	27.1	76.5	29.6	111.8	43.3	258.3
Age										
Children (age 17 or less)	0.44	0.88	2.20	21.6	29.1	22.4	30.2	30.2	40.7	74.1
Working age (28 to 64)	0.31	0.88	2.17	59.7	30.7	58.0	29.9	76.6	39.4	194.3
Seniors (65 or older)	0.44	0.93	2.37	11.5	28.5	12.0	29.8	16.8	41.7	40.3
Income										
Low-income people	0.31	0.69	1.76	17.9	36.7	14.8	30.3	16.0	32.9	48.7
Moderate/high-income people	0.44	0.88	2.24	74.8	28.8	77.7	29.9	107.5	41.3	260.0
All households	0.31	0.88	2.17	36.0	30.9	34.9	29.9	45.8	39.2	116.8

Continued—

Table 1

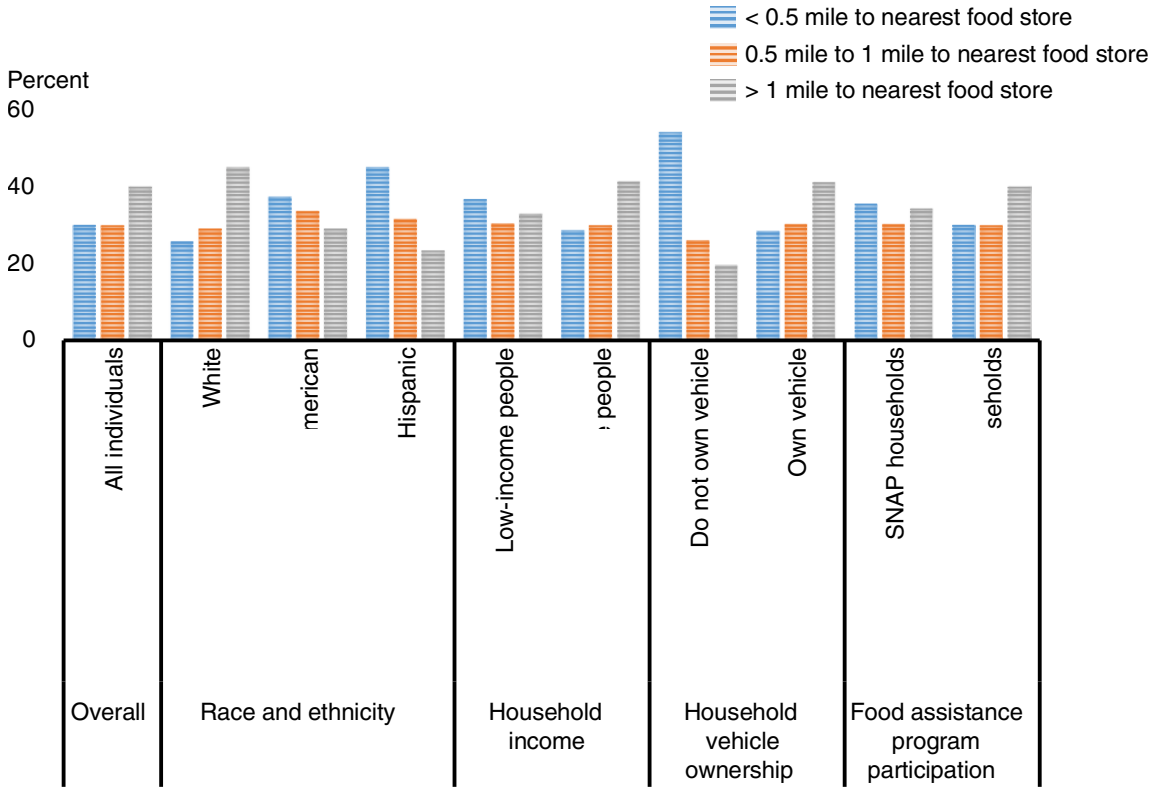
Food store access for selected population characteristics, 2015—continued

Population characteristics	Distance to nearest food store at the:			Nearest food store is:						
	20th percentile	Median	80th	< 0.5 mile		1/2 mile to 1 mile		> 1 mile		Total
	Miles	*Miles*	*Miles*	*Million*	*%*	*Million*	*%*	*Million*	*%*	*Million*
Household vehicle ownership										
Does not own vehicle	0.31	0.44	0.98	5.8	54.2	2.8	26.0	2.1	19.8	10.7
Owns vehicle	0.44	0.88	2.24	30.2	28.5	32.1	30.3	43.6	41.2	106.0
Household SNAP participation status										
SNAP households	0.31	0.69	1.86	5.4	35.6	4.6	30.2	5.2	34.2	15.2
Non-SNAP households	0.31	0.88	2.20	30.6	30.2	30.3	29.9	40.5	40.0	101.4

Note: SNAP = Supplemental Nutrition Assistance Program. Food store = supermarket, supercenter, or large grocery store.
Low income = annual family income is at or below 200 percent of the Federal poverty threshold for family size.
Moderate-/high-income = annual family income is above 200 percent of the Federal poverty threshold for family size.
Source: USDA, Economic Research Service.

Figure 1

Distance to food stores by population characteristics, 2015



Note: SNAP = Supplemental Nutrition Assistance Program. Food store = supermarket, supercenter, or large grocery store.
Low income = annual family income at or below 200 percent of the Federal poverty threshold for family size.
Moderate /high income = annual family income above 200 percent of the Federal poverty threshold for family size.
Source: USDA, Economic Research Service.

Individuals and households with fewer resources tended to live closer to the nearest food store than those with more resources. A smaller share of low-income individuals (33 percent) than moderate-/high-income individuals (41 percent) were more than 1 mile from a supermarket, and this finding held true throughout the distribution by distance—people with low incomes were closer to supermarkets than those with moderate and high incomes at the 20th, median (0.69 mile for low versus 0.88 mile for moderate/high income), and 80th percentiles. This finding may contradict a common narrative of poor foodstore access among low-income populations, but it is consistent with previous research (USDA, 2009; Ver Ploeg et al., 2012; Wilde et al., 2014). These counterintuitive results may be driven by population density—low-income individuals tend to live in more densely populated areas. In 2015, SNAP-participating households were more likely than non-SNAP-participating households to be within 0.5 mile of the nearest food store and less likely than non-SNAP households to be more than 1 mile from the nearest food store. The majority of households without a vehicle (54 percent) lived within 0.5 mile of a food store, but over 2 million households without vehicles lived more than 1 mile from the nearest food store. Accessing a store was likely to be difficult for these households. In contrast, 41 percent of households who owned a vehicle lived more than 1 mile from a food store.

Urban Foodstore Access

Approximately 74 percent of the U.S. population was located in urban areas in 2015. Of the urban population, 39 percent lived within 0.5 mile of a food store (versus 30 percent of the total U.S. population) and 37 percent lived 0.5 to 1 mile from a food store (versus, again, 30 percent of the total U.S. population) (table 2). The median distance to the nearest food store for urban populations was 0.69 mile in 2015. Differences in access levels across median distance for race and ethnicities, age groups, income, and households receiving food assistance were small. The share of White urban residents living more than a mile from the nearest food store was greater than that of other racial groups. Of Hispanic urban residents, 50 percent lived within 0.5 mile of a supermarket compared to 36 percent of non-Hispanics.

Similar to estimates from 2010 (Ver Ploeg et al., 2012), we found urban residents who were low-income tended to live closer to the nearest food store than moderate- and high-income people: 45 percent of low-income people lived within 0.5 mile from the nearest food store versus 37 percent of moderate- and high-income people. The median distance for urban low-income people (same as for urban SNAP households) was 0.62 mile from the nearest food store, while urban moderate and high-income people (same as for urban non-SNAP households) lived an average of 0.69 mile away. The majority of urban households that did not own a vehicle (60 percent) lived within 0.5 mile from the nearest food store. However, 12 percent of urban households without a vehicle were more than 1 mile from the nearest food store. These households may have had difficulty accessing sources of healthy food.

Table 2

Urban food-store access by selected population characteristics, 2015

Population characteristics	Distance to nearest food store at the:			Nearest food store is:						
	20th percentile	Median	80th percentile	< 0.5 mile		0.5 mile to 1 mile		> 1 mile		Total urban
	Miles	*Miles*	*Miles*	*Million*	*%*	*Million*	*%*	*Million*	*%*	*Million*
All individuals	0.31	0.69	1.24	88.0	38.8	83.9	37.0	55.1	24.3	227.1
Race										
White	0.31	0.69	1.28	54.1	35.1	58.2	37.8	41.9	27.2	154.2
Black or African American	0.31	0.62	1.12	14.2	42.6	12.3	37.1	6.8	20.3	33.3
Asian	0.31	0.62	0.98	6.6	49.8	4.5	33.9	2.1	16.3	13.2
Native Hawaiian or Other Pacific Islander	0.31	0.62	1.12	0.2	44.2	0.2	34.9	0.0	20.9	0.5
American Indian or Alaska Native	0.31	0.62	1.12	0.7	41.5	0.6	35.3	0.4	23.2	1.7
Other and mul tiple races	0.31	0.44	0.98	12.3	50.7	8.2	33.7	3.8	15.7	24.2
Hispanic ethnicity										
Hispanic	0.31	0.44	0.98	22.2	50.4	14.9	33.9	6.9	15.7	44.0
Non-Hispanic	0.31	0.69	1.24	65.8	36.0	69.0	37.7	48.2	26.3	183.0
Age										
Children (age 17 or less)	0.31	0.69	1.24	20.4	37.6	20.2	37.3	13.6	25.1	54.3
Working age (28 to 64)	0.31	0.69	1.12	56.8	39.5	52.9	36.7	34.3	23.8	144.0
Seniors (65 or older)	0.31	0.69	1.24	10.8	37.4	10.8	37.7	7.2	24.9	28.8
Income										
Low-income people	0.31	0.62	0.98	17.2	45.2	13.7	36.0	7.1	18.8	38.0
Moderate/high-income people	0.31	0.69	1.24	70.8	37.5	70.3	37.2	47.9	25.4	189.0
All households	0.31	0.69	1.12	34.1	39.7	31.7	36.9	20.2	23.5	86.1
Household vehicle ownership										
Does not own vehicle	0.00	0.44	0.88	5.7	60.5	2.6	27.9	1.1	11.6	9.4
Owns vehicle	0.31	0.69	1.24	28.5	37.1	29.1	38.0	19.1	24.9	76.7
Household SNAP participation status										
SNAP households	0.31	0.62	0.98	5.2	44.5	4.2	36.3	2.2	19.2	11.7
Non-SNAP households	0.31	0.69	1.12	28.9	38.9	27.5	37.0	18.0	24.1	74.4

Note: SNAP = Supplemental Nutrition Assistance Program. Food store = supermarket, supercenter, or large grocery store. Low income = annual family income at or below 200 percent of the Federal poverty threshold for family size. Moderate-/high-income = annual family income above 200 percent of the Federal poverty threshold for family size.

Source: USDA, Economic Research Service.

Rural Foodstore Access

The median distance to the nearest food store for rural populations was 3.11 miles in 2015 (table 3). Among the total population in rural areas, 94 percent lived within 10 miles of a food store in 2015; 6 percent lived 10 to 20 miles from a food store; and less than 1 percent lived more than 20 miles from a food store.

Probably because many American Indian (AI) or Alaska Native (AN) individuals live in rural Tribal areas, this racial group had the greatest share that was far from a food store: 12 percent lived more than 20 miles from the nearest food store. Of Asians, who represented 2 percent of the rural population, 99 percent lived within 10 miles of the nearest food store. Of all age groups, children and working-age adults appeared to be slightly closer to a food store than seniors.

Unlike in urban areas where low-income people tended to live closer to the nearest supermarket than moderate- and high-income people, in rural areas, more moderate- and high-income people (94 percent) lived within 10 miles of a food store than low-income people (92 percent). Rural SNAP households were farther from food stores than rural non-SNAP households at the median (3.36 miles versus 3.11 miles, respectively). But a slightly larger share of rural SNAP households was more than 10 miles from the nearest store (8 percent) than rural non-SNAP households (7 percent). Therefore, more rural non-SNAP households were within 10 miles of the nearest food store than SNAP households. In contrast, in urban areas, SNAP households appeared to be closer. Vehicle ownership was high in rural areas—only 1.3 million (4 percent) of rural households out of a total of 30.6 million rural households did not have a car. Most of those without a vehicle in rural areas were within 10 miles of the nearest store (92 percent), but that left 8 percent of rural households without a vehicle more than 10 miles from the nearest store. Overall, while those who were resource constrained in urban areas tended to be closer to food stores than those with more resources, the opposite was true in rural areas. In rural areas, those who were resource constrained tended to be farther from supermarkets than those with more resources.

Table 3

Rural food-store access for selected population characteristics, 2015

Population characteristics	Distance to nearest food store at the:			Nearest food store is:						
	20th percentile	Median	80th percentile	< 10 miles store		10 miles to 20 miles		> 20 miles		Total rural
	Miles	*Miles*	*Miles*	*Million*	*%*	*Million*	*%*	*Million*	*%*	*Million*
All individuals	1.28	3.11	6.29	76.5	93.7	4.6	5.6	0.6	0.7	81.7
Race										
White	1.32	3.20	6.34	65.1	93.9	3.8	5.5	0.4	0.6	69.3
Black or African American	0.98	2.50	5.98	5.3	94.2	0.3	5.6	0.0	0.1	5.7
Asian	0.69	1.39	2.81	1.5	98.6	0.0	1.2	0.0	0.2	1.5
Native Hawaiian or Other Pacific Islander	0.93	2.20	5.17	0.0	94.2	0.0	5.0	0.0	0.8	0.0

Continued—

Table 3

Rural food-store access for selected population characteristics, 2015—continued

Population characteristics	Distance to nearest food store at the:			Nearest food store is:						
	20th percentile	Median	80th percentile	< 10 miles store		10 miles to 20 miles		> 20 miles		Total rural
	Miles	*Miles*	*Miles*	*Million*	*%*	*Million*	*%*	*Million*	*%*	*Million*
Race										
American Indian or Alaska Native	1.67	4.86	13.18	0.9	73.6	73.6	14.6	0.1	11.8	1.2
Other and multiple races	0.98	2.43	5.60	3.6	94.0	94.0	5.0	0.0	0.9	3.9
Hispanic ethnicity										
Hispanic	0.93	2.24	5.31	6.1	94.2	94.2	4.8	0.0	1.0	6.4
Non-Hispanic	1.28	3.17	6.37	70.4	93.6	93.6	5.6	0.5	0.7	75.2
Age										
Children (age 17 or less)	1.24	2.95	6.15	18.7	94.0	94.0	5.2	0.1	0.7	19.9
Working age (28 to 64)	1.28	3.11	6.28	47.2	93.8	93.8	5.5	0.4	0.7	50.2
Seniors (65 or older)	1.28	3.24	6.65	10.6	92.4	92.4	6.7	0.1	0.9	11.5
Income										
Low-income people	1.28	3.35	6.88	9.8	91.8	91.8	7.0	0.1	1.2	10.7
Moderate/high-income people	1.28	3.11	6.21	66.7	94.0	94.0	5.4	0.5	0.7	71.0
All households	1.28	3.12	6.40	28.6	93.4	93.4	5.8	0.2	0.8	30.6
Household vehicle ownership										
Does not own vehicle	0.93	2.81	6.49	1.2	92.3	92.3	6.2	0.0	1.5	1.3
Owns vehicle	1.28	3.12	6.40	27.3	93.4	93.4	5.8	0.2	0.7	29.3
Household SNAP participation status										
SNAP households	1.28	3.36	6.81	3.3	92.5	92.5	6.6	0.0	0.9	3.5
Non-SNAP households	1.28	3.11	6.34	25.3	93.5	93.5	5.7	0.2	0.8	27.1

Note: SNAP = Supplemental Nutrition Assistance Program. Food store = supermarket, supercenter, or large grocery store. Low income = annual family income at or below 200 percent of the Federal poverty threshold for family size. Moderate-/high-income = annual family income above 200 percent of the Federal poverty threshold for family size.

Source: USDA, Economic Research Service.

Distance to Third-Nearest Supermarket

The estimated distance to the third-nearest food store indicates the choices available to consumers and the level of competition among stores. The same general patterns across subpopulations held for measures of distance to the third-nearest food store as they did for the nearest food store. The median distance to the third-nearest food store for the overall population was 1.67 miles in 2015 (table 4). Moderate- and high-income people resided farther from the third-nearest food store than low-income people. Furthermore, Whites lived farther from the third-nearest food store than the overall population at the 20th, 50th, and 80th percentiles. Seniors lived farther from the third-nearest food store than any other age group. Households that did not own a vehicle were closer to three food stores than those that did own a vehicle. Also, non-SNAP households lived farther from food stores than SNAP households.

Table 4

Distribution of distance to third-nearest food store: overall and by population characteristics, 2015

Population characteristics	Overall distance to third-nearest food store at the:		
	20th percentile	Median	80th percentile
	Miles		
All individuals	0.92	1.67	4.71
Income			
Low-income people	0.81	1.45	4.17
Moderate/high-income people	0.95	1.71	4.78
Race			
White	1.02	1.90	5.68
Black or African American	0.81	1.37	2.51
Asian	0.64	1.12	1.90
Native Hawaiian or Other Pacific Islander	0.77	1.25	2.27
American Indian or Alaska Native	1.01	2.44	12.53
Other and multiple races	0.67	1.18	2.32
Hispanic ethnicity			
Hispanic	0.67	1.17	2.26
Non-Hispanic	1.00	1.80	5.26
Age			
Children (age 17 or less)	0.94	1.71	4.67
Working age (28 to 64)	0.90	1.64	4.56
Seniors (65 or older)	0.97	1.77	5.50
All households	0.92	1.65	4.71
Household vehicle ownership			
Owns vehicle	0.97	1.73	4.97
Does not own vehicle	0.44	1.06	2.12
Household SNAP participation status			
SNAP households	0.84	1.50	4.52
Non-SNAP households	0.93	1.68	4.73

Note: SNAP = Supplemental Nutrition Assistance Program. Food store = supermarket, supercenter, or large grocery store. Low income = annual family income at or below 200 percent of the Federal poverty threshold for family size. Moderate-/high-income = annual family income above 200 percent of the Federal poverty threshold for family size.

Source: USDA, Economic Research Service.

Urban Areas' Distance to Third-Nearest Food Store

In urban areas, the median distance to the third-nearest food store was 1.32 miles (table 5). Low-income people in urban areas were closer to the third-nearest food store than moderate- and high-income people. Whites lived farther than other racial groups from the third-nearest food store, and Asians lived the closest. Just as in table 4 with overall estimates, in urban areas, households that owned a vehicle and non-SNAP households were farther from the third-nearest store than households that did not own vehicles and SNAP households.

Table 5

Urban areas distribution of distance to third-nearest food store: overall and by population characteristics, 2015

Population characteristics	Urban areas distance to third-nearest food store at the:		
	20th percentile	Median	80th percentile
	Miles		
All individuals	0.80	1.32	2.19
Income			
Low-income people	0.72	1.21	1.98
Moderate/high-income people	0.82	1.34	2.23
Race			
White	0.87	1.41	2.37
Black or African American	0.75	1.24	1.93
Asian	0.60	1.05	1.69
Native Hawaiian or Other Pacific Islander	0.73	1.14	1.80
American Indian or Alaska Native	0.78	1.31	2.43
Other and multiple races	0.62	1.06	1.74
Hispanic ethnicity			
Hispanic	0.63	1.06	1.75
Non-Hispanic	0.86	1.39	2.28
Age			
Children (age 17 or less)	0.82	1.34	2.24
Working age (28 to 64)	0.79	1.30	2.16
Seniors (65 or older)	0.83	1.36	2.25
All households	0.80	1.32	2.16
Household vehicle ownership			
Owns vehicle	0.85	1.36	2.22
Does not own vehicle	0.40	0.94	1.63
Household SNAP participation status			
SNAP households	0.73	1.24	2.01
Non-SNAP households	0.81	1.33	2.19

Note: SNAP = Supplemental Nutrition Assistance Program. Food store = supermarket, supercenter, or large grocery store. Low income = annual family income at or below 200 percent of the Federal poverty threshold for family size. Moderate-/high-income = annual family income above 200 percent of the Federal poverty threshold for family size.

Source: USDA, Economic Research Service.

Rural Areas' Distance to Third-Nearest Food Store

In rural areas, the median distance to the third-nearest food store was 6.06 miles (table 6). Rural SNAP households lived farther from the third-nearest store than non-SNAP households did. Rural American Indians/Alaska Natives were much farther from three food stores than other racial groups at the 20th, median, and 80th percentiles of distance.

Unlike in urban areas, in rural areas, the median distance to the third-nearest food store was greater for low-income people than for moderate- and high-income people (6.90 versus 5.94 miles) (fig. 2). In urban areas, households that owned a vehicle and non-SNAP households were farther from the

Table 6

Rural areas distribution of distance to third-nearest food store: overall and by population characteristics, 2015

Population characteristics	Rural areas distance to third-nearest food store at the:		
	20th percentile	Median	80th percentile
	Miles		
All individuals	2.97	6.06	10.77
Income			
Low-income people	3.26	6.90	11.95
Moderate/high-income people	2.93	5.94	10.58
Race			
White	3.13	6.20	10.76
Black or African American	2.49	5.32	10.92
Asian	1.55	2.53	4.64
Native Hawaiian or Other Pacific Islander	1.96	3.93	8.87
American Indian or Alaska Native	4.71	10.10	24.36
Other and multiple races	2.26	4.96	10.17
Hispanic ethnicity			
Hispanic	2.15	4.58	9.92
Non-Hispanic	3.07	6.17	10.82
Age			
Children (age 17 or less)	2.85	5.86	10.52
Working age (28 to 64)	2.96	6.02	10.66
Seniors (65 or older)	3.22	6.59	11.67
All households	3.00	6.18	10.96
Household vehicle ownership			
Owns vehicle	3.01	6.16	10.92
Does not own vehicle	2.76	6.56	11.80
Household SNAP participation status			
SNAP households	3.35	6.92	11.72
Non-SNAP households	2.97	6.09	10.85

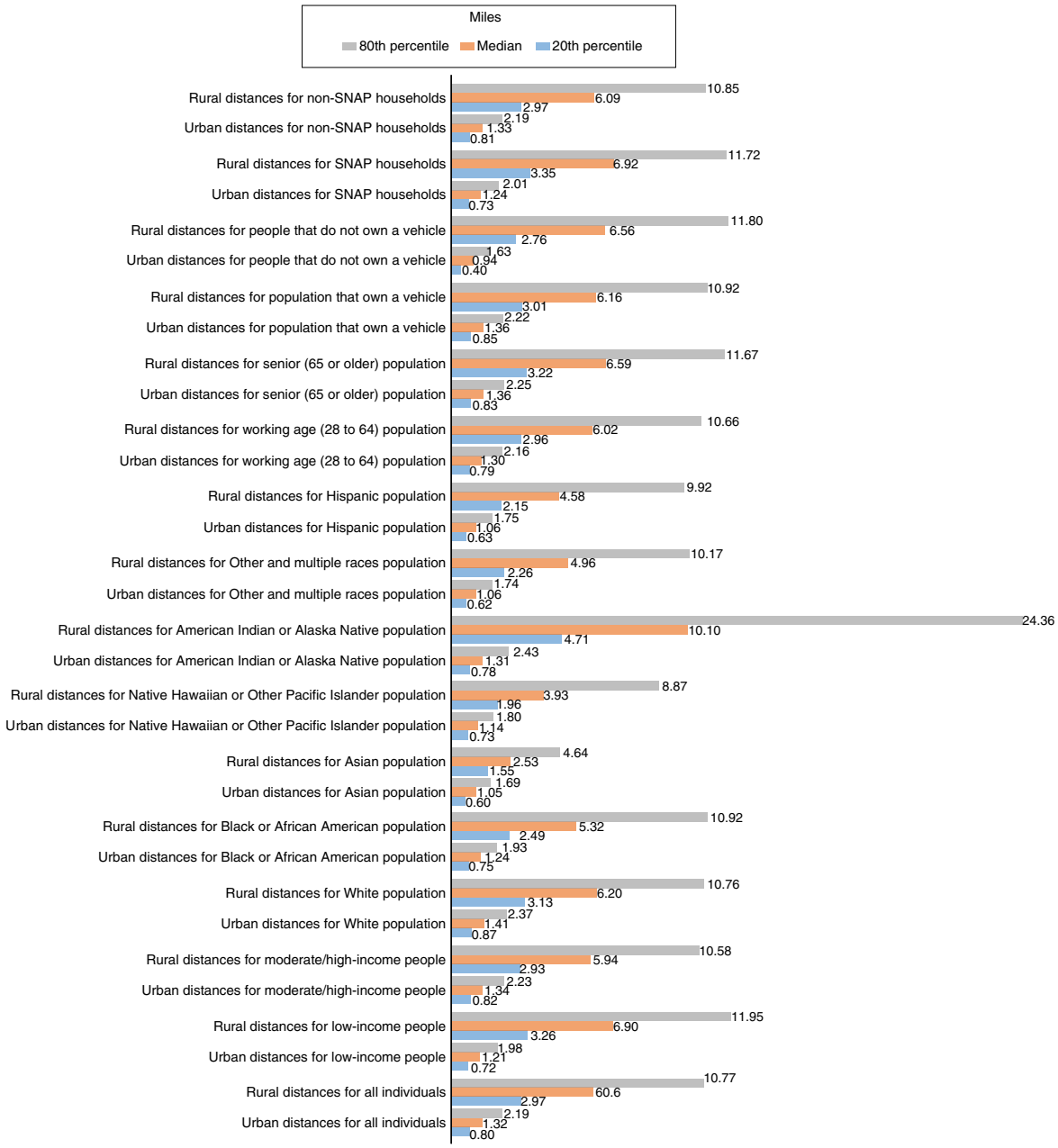
Note: SNAP = Supplemental Nutrition Assistance Program. Food store = supermarket, supercenter, or large grocery store. Low income = annual family income is at or below 200 percent of the Federal poverty threshold for family size. Moderate-/high-income = annual family income is above 200 percent of the Federal poverty threshold for family size.

Source: USDA, Economic Research Service.

third-nearest store than households that did not own vehicles and were SNAP households. This was not the case for rural households. Rural households that owned a vehicle and rural non-SNAP households lived closer to the third-nearest store at the median distance. These results reiterate previous findings that, in rural areas, those with fewer resources tend to be farther from food stores than those with more resources.

Figure 2

Distances to third-nearest food store, 2015



Note: SNAP = Supplemental Nutrition Assistance Program. Food store = supermarket, supercenter, or large grocery store. Low income = annual family income at or below 200 percent of the Federal poverty threshold for family size. Moderate-/high-income = annual family income above 200 percent of the Federal poverty threshold for family size.

Source: USDA, Economic Research Service.

Examining the distance to only one food store does not provide information on whether that food store is competitive because it may be the one and only store in the area. Obviously, areas that were far from any store had access issues. However, areas that were close to one store but relatively far from a choice of stores may have had similar access issues—including lack of access to competitive food prices, quality, and selection. Figure 3 shows a scatter plot (bottom panel) of the distance to the nearest store (measured at the census tract population-weighted centroid) relative to the distance to the third-nearest store. The plot shows that many census tracts (black dots) were either close to one and three stores or far from one and three stores. To focus on those that may have been close to one store, but far from three stores—which may indicate lack of access to a choice of stores or competitive prices—we highlight two types of tracts, in yellow and blue, and then show where those tracts are on the map.

The map illustrates (1) census tracts (yellow dots) that were close (less than 5 miles) to one store and also relatively far (between 10 to 20 miles) from a third store and (2) census tracts (blue dots) that were close to one store but far (more than 20 miles) from a third store. In the blue census tracts, households may have had relatively easy access to one store (less than 5 miles), but may have had less choice in stores because the third-nearest store was quite far. Estimates show that the majority of the blue census tracts were in portions of the Great Plains section of the Midwest, Southwest, and West—perhaps, because these areas are mostly rural. Areas where the first store was less than 5 miles away from the nearest food store and the third-nearest food store was between 10 and 20 miles away were highly concentrated in the Midwest and portions of the eastern half of the United States.

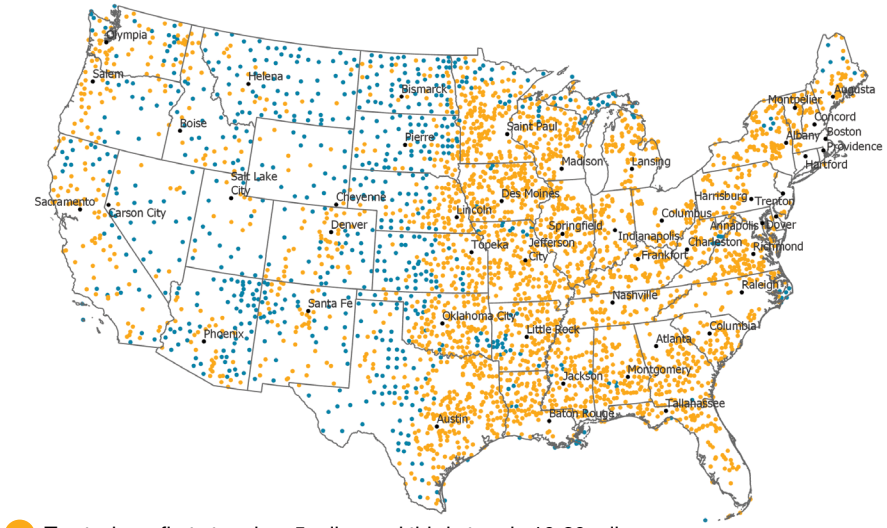
Census Tract Measures of Low Income and Low Access

We now turn to the census-tract-level measures of areas that were both low-income and low-access (LILA). In this report, we used two measures of LILA census tracts to compare food access by State, metropolitan (metro), and micropolitan (micro) areas. We considered low-income status separately from low-access status to understand the contribution of each of these components to joint LILA status.

Comparisons of metro and micro areas using other measures and components that make up LILA areas can be found in appendix B.

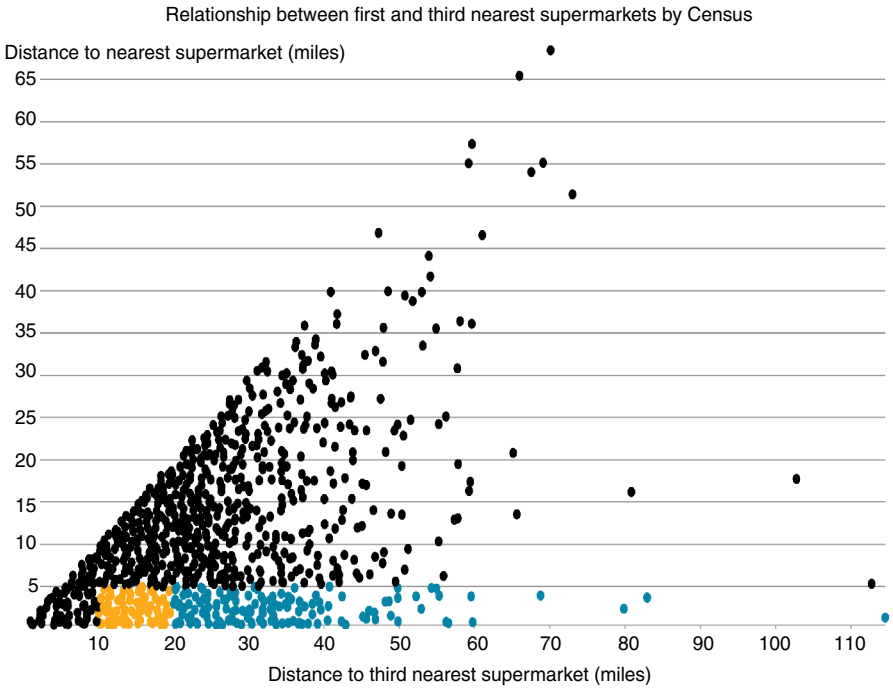
Figure 3

Selected census tract population-weighted distances to first- and third-nearest food stores, 2015



Tract where first store is < 5 miles and third store is 10-20 miles away

Tract where first store is < 5 miles and third store is > 20 miles away



Note: The bottom panel of figure 3 shows a scatter plot of distance to the nearest food store (vertical axis) and distance to the third nearest food store (horizontal axis) for the population-weighted centroid of census tracts. The yellow and blue dots on the scatter plot correspond to the yellow and blue census tracts on the map. Blue dots are tracts where the nearest food store is within 5 miles of the population-weighted tract centroid, and the third nearest food store is more than 20 miles away. Yellow dots are tracts where the nearest food store is within 5 miles of the population-weighted tract centroid, and the third nearest food store is between 10 and 20 miles. The black dots are the remainder of tracts and are too numerous to show on the map.

Source: USDA, Economic Research Service.

Prevalence of Low-Income and Low-Access Tracts and Population by State

LILA Tracts Using the 1- and 10-Mile Definition of Low Access

The prevalence of low-income tracts (LI), low-access tracts (LA), and tracts that were both low-income and low-access (LILA) at the 1- and 10-mile measure varied considerably from State to State (table 7). States with the greatest share of LI tracts in 2015 tended to be in the South. In most of these States, more than half of their tracts were LI. Mississippi had the greatest share of low-income tracts (62 percent) in 2015 (table 8). North Dakota had the lowest share of LI tracts (23 percent).

There were 10 States in which 50 percent or more of their tracts were LA (Arkansas, Georgia, Montana, Mississippi, Idaho, Alaska, New Mexico, North Dakota, Wyoming, and South Dakota) in 2015 (table 9). Many of these States were very sparsely populated so that populations tended to be farther from food stores and other retail. Of the 10 States with 50 percent or more LA tracts, South Dakota, North Dakota, Mississippi, Montana, and Arkansas had more rural tracts than urban tracts. In South Dakota, 139 tracts, or 63 percent, were LA.

Furthermore, 58 percent of LA tracts using the 1- and 10-mile measure had a significant number of people that lived more than 10 miles away from the nearest store. Sixty-eight percent of LA tracts in North Dakota and 59 percent of LA tracts in Montana were LA using the 10-mile definition (i.e., the rural part of the 1- and 10-mile definition). Previous research using a nationally representative sample of households found that households that were at least 10 miles from the nearest food store were equally likely to acquire food from large stores as households closer to large stores, but the more remote households were also more likely than households closer to large stores to acquire food from small grocery stores and convenience stores, their own production (hunting, fishing, or gardening), and from friends and family (Ver Ploeg et al., 2017).

Eight States and the District of Columbia had fewer LI tracts in 2015 than in 2010 or no change in the number of LI tracts (Arkansas, Washington, DC, Minnesota, Nebraska, North Dakota, Pennsylvania, Rhode Island, South Dakota, and Wyoming). For the majority of States, the number of LI tracts increased—a finding that may have reflected lower and then stagnating incomes in the post-Recession period covered by the 2010-14 ACS estimates (DeNavas-Walt and Proctor, 2015) and a greater concentration of low-income people in census tracts (Kneebone and Holmes, 2016). Although most States saw an increase in the number of LI tracts, only 12 States saw an increase in the number of LA tracts from 2010 to 2015 using the 1- and 10-mile LA definition (Connecticut, Georgia, Maryland, Michigan, Mississippi, Nevada, New Hampshire, Ohio, Tennessee, Utah, Vermont, and Virginia). The majority of States and Washington, DC, saw a decrease in LA tracts in 2010-15. These estimates reveal improvements in the proximity of food stores to the total population (regardless of income). This trend was similar to estimates for the entire Nation in 2010-15 (Rhone et al., 2017).

Table 7

Total State low-income (LI) and low-access (LA) census tracts using the 1- and 10-mile definition

States	Total number of tracts	Low-Income 2010		Low-Income 2015		Low-Access 2010		Low-Access 2015		Low -Income & Low Access 2010		Low-Income & Low Access 2015		Change LILA 2010 to LILA 2015	
		Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	% points
Alabama	1,179	560	47.5	627	53.2	497	42.2	490	41.6	227	19.3	246	20.9	19	1.6
Alaska	167	58	34.7	54	32.3	88	52.7	88	52.7	34	20.4	34	20.4	0	0.0
Arizona	1,526	623	40.8	667	43.7	657	43.1	656	43.0	236	15.5	258	16.9	22	1.4
Arkansas	686	315	45.9	342	49.9	354	51.6	341	49.7	166	24.2	177	25.8	11	1.6
California	8,044	3,322	41.3	3,535	43.9	2,105	26.2	1,968	24.5	537	6.7	542	6.7	5	0.1
Colorado	1,249	480	38.4	501	40.1	552	44.2	488	39.1	187	15.0	180	14.4	-7	-0.6
Connecticut	832	281	33.8	289	34.7	387	46.5	391	47.0	63	7.6	70	8.4	7	0.8
Delaware	218	77	35.3	82	37.6	108	49.5	94	43.1	30	13.8	27	12.4	-3	-1.4
District of Columbia	179	114	63.7	102	57.0	13	7.3	9	5.0	9	5.0	6	3.4	-3	-1.7
Florida	4,214	1,493	35.4	1,692	40.2	1,881	44.6	1,833	43.5	530	12.6	582	13.8	52	1.2
Georgia	1,965	943	48.0	1,034	52.6	976	49.7	982	50.0	391	19.9	444	22.6	53	2.7
Hawaii	332	93	28.0	102	30.7	125	37.7	124	37.3	31	9.3	34	10.2	3	0.9
Idaho	298	90	30.2	104	34.9	159	53.4	157	52.7	39	13.1	42	14.1	3	1.0
Illinois	3,121	1,263	40.5	1,295	41.5	1,047	33.5	994	31.8	291	9.3	268	8.6	-23	-0.7
Indiana	1,508	607	40.3	616	40.8	615	40.8	603	40.0	223	14.8	220	14.6	-3	-0.2
Iowa	825	225	27.3	235	28.5	377	45.7	348	42.2	103	12.5	96	11.6	-7	-0.8
Kansas	770	285	37.0	293	38.1	400	51.9	373	48.4	145	18.8	138	17.9	-7	-0.9
Kentucky	1,115	547	49.1	572	51.3	330	29.6	328	29.4	124	11.1	131	11.7	7	0.6
Louisiana	1,143	567	49.6	592	51.8	503	44.0	494	43.2	246	21.5	250	21.9	4	0.3
Maine	355	112	31.5	123	34.6	95	26.8	86	24.2	23	6.5	31	8.7	8	2.3
Maryland	1,399	578	41.3	579	41.4	493	35.2	496	35.5	104	7.4	112	8.0	8	0.6
Massachusetts	1,476	532	36.0	538	36.4	641	43.4	615	41.7	95	6.4	97	6.6	2	0.1
Michigan	2,774	1,096	39.5	1,172	42.2	972	35.0	979	35.3	293	10.6	333	12.0	40	1.4
Minnesota	1,336	498	37.3	483	36.2	677	50.7	619	46.3	208	15.6	172	12.9	-36	-2.7
Mississippi	662	362	54.7	408	61.6	342	51.7	348	52.6	182	27.5	207	31.3	25	3.8
Missouri	1,393	615	44.1	642	46.1	655	47.0	638	45.8	243	17.4	247	17.7	4	0.3
Montana	271	84	31.0	89	32.8	148	54.6	137	50.6	43	15.9	41	15.1	-2	-0.7

Continued—

Table 7

Total State low-income (LI) and low-access (LA) census tracts using the 1- and 10-mile definition—continued

States	Total number of tracts	Low-Income 2010		Low-Income 2015		Low-Access 2010		Low-Access 2015		Low-Income & Low-Access 2010		Low Income & Low Access 2015		Change LILA 2010 to LILA 2015	
		Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	% points
Nebraska	532	170	32.0	164	30.8	271	50.9	238	44.7	67	12.6	51	9.6	-16	-3.0
Nevada	687	212	30.9	254	37.0	223	32.5	239	34.8	40	5.8	58	8.4	18	2.6
New Hampshire	295	96	32.5	105	35.6	115	39.0	122	41.4	26	8.8	44	14.9	18	6.1
New Jersey	2,007	667	33.2	683	34.0	815	40.6	744	37.1	125	6.2	106	5.3	-19	-0.9
New Mexico	499	229	45.9	247	49.5	278	55.7	269	53.9	127	25.5	135	27.1	8	1.6
New York	4,907	2,048	41.7	2,072	42.2	1,010	20.6	907	18.5	209	4.3	182	3.7	-27	-0.6
North Carolina	2,192	889	40.6	976	44.5	963	43.9	925	42.2	349	15.9	368	16.8	19	0.9
North Dakota	205	54	26.3	47	22.9	120	58.5	112	54.6	27	13.2	17	8.3	-10	-4.9
Ohio	2,949	1,196	40.6	1,284	43.5	1,170	39.7	1,211	41.1	375	12.7	447	15.2	72	2.4
Oklahoma	1,046	450	43.0	463	44.3	490	46.8	466	44.6	199	19.0	197	18.8	-2	-0.2
Oregon	830	293	35.3	337	40.6	308	37.1	294	35.4	92	11.1	103	12.4	11	1.3
Pennsylvania	3,218	1,227	38.1	1,187	36.9	1,098	34.1	1,065	33.1	239	7.4	225	7.0	-14	-0.4
Rhode Island	242	81	33.5	81	33.5	113	46.7	98	40.5	20	8.3	11	4.5	-9	-3.7
South Carolina	1,103	485	44.0	547	49.6	498	45.1	494	44.8	188	17.0	221	20.0	33	3.0
South Dakota	222	62	27.9	62	27.9	140	63.1	139	62.6	34	15.3	35	15.8	1	0.5
Tennessee	1,497	637	42.6	700	46.8	645	43.1	658	44.0	237	15.8	270	18.0	33	2.2
Texas	5,258	2,419	46.0	2,529	48.1	2,627	50.0	2,445	46.5	1,093	20.8	1,041	19.8	-52	-1.0
Utah	588	164	27.9	182	31.0	262	44.6	263	44.7	48	8.2	58	9.9	10	1.7
Vermont	184	44	23.9	48	26.1	37	20.1	39	21.2	5	2.7	9	4.9	4	2.2
Virginia	1,900	811	42.7	843	44.4	706	37.2	727	38.3	242	12.7	281	14.8	39	2.1
Washington	1,455	520	35.7	560	38.5	635	43.6	617	42.4	174	12.0	179	12.3	5	0.3
West Virginia	484	209	43.2	212	43.8	175	36.2	174	36.0	67	13.8	63	13.0	-4	-0.8
Wisconsin	1,395	470	33.7	487	34.9	566	40.6	523	37.5	156	11.2	142	10.2	-14	-1.0
Wyoming	132	32	24.2	32	24.2	79	59.8	79	59.8	17	12.9	17	12.9	0	0.0
Total U.S.	72,864	29,285	40.4	30,870	42.6	28,541	39.4	27,527	38.0	8,959	12.4	9,245	12.7	286	0.4

Note: LILA tracts using 1- and 10-mile definition = Low-income (LI) census tracts where a significant number or share of the population is more than 1 mile (urban areas) or more than 10 miles (rural areas) from the nearest supermarket, supercenter, or large grocery store. LI census tracts = those where the poverty rate (the share of the tract population living with income at or below the Federal poverty thresholds by family size) is at least 20 percent or the median family income is at or below 80 percent of the metropolitan area or State median income.

Source: Calculated by USDA, Economic Research Service using U.S. Department of Commerce, Census Bureau's 2010 Decennial Census data and 2010-14 American Community Survey data.

Table 8

Top 10 and bottom 10, among States and Washington, DC, number and share of census tracts within a State that are low-income (LI), 2015

Order by share of LI census tracts	States	Number of LI census tracts	Share of LI census tracts	Order by share of LI census tracts	States	Number of LI census tracts	Share of LI census tracts
1	Mississippi	408	61.6	42	Montana	89	32.8
2	District of Columbia	102	57.0	43	Alaska	54	32.3
3	Alabama	627	53.2	44	Utah	182	31.0
4	Georgia	1,034	52.6	45	Nebraska	164	30.8
5	Louisiana	592	51.8	46	Hawaii	102	30.7
6	Kentucky	572	51.3	47	Iowa	235	28.5
7	Arkansas	342	49.9	48	South Dakota	62	27.9
8	South Carolina	547	49.6	49	Vermont	48	26.1
9	New Mexico	247	49.5	50	Wyoming	32	24.2
10	Texas	2,529	48.1	51	North Dakota	47	22.9

Note: LI = census tracts where the poverty rate (the share of the tract population living with income at or below the Federal poverty thresholds by family size) is at least 20 percent or median family income is at or below 80 percent of the metropolitan area or State median income.

Source: Calculated by USDA, Economic Research Service using U.S. Department of Commerce, Census Bureau's 2010 Decennial Census data and 2010-14 American Community Survey data.

Table 9

Top 10 and bottom 10, among States and Washington, DC, number and share of census tracts within a State that are low-access (LA) using the 1- and 10-mile definition, 2015

Order by share of LA census tracts	States	Number of LA census tracts	Share of LA census tracts	Order by share of LA census tracts	States	Number of LA census tracts	Share of LA census tracts
1	South Dakota	139	62.6	42	Michigan	979	35.3
2	Wyoming	79	59.8	43	Nevada	239	34.8
3	North Dakota	112	54.6	44	Pennsylvania	1,065	33.1
4	New Mexico	269	53.9	45	Illinois	994	31.8
5	Alaska	88	52.7	46	Kentucky	328	29.4
6	Idaho	157	52.7	47	California	1,968	24.5
7	Mississippi	348	52.6	48	Maine	86	24.2
8	Montana	137	50.6	49	Vermont	39	21.2
9	Georgia	982	50.0	50	New York	907	18.5
10	Arkansas	341	49.7	51	Washington, DC	9	5.0

Note: LA tracts using 1- and 10-mile definition = census tracts where at least 500 people, or 33 percent of the population, live more than 1 mile (urban areas) or more than 10 miles (rural areas) from the nearest supermarket, supercenter, or large grocery store.

Source: Calculated by USDA, Economic Research Service using U.S. Department of Commerce, Census Bureau's 2010 Decennial Census data and 2010-14 American Community Survey data.

In three States, more than 25 percent of tracts were LILA in 2015 (table 10 and fig. 4). These were Arkansas (26 percent), New Mexico (27 percent), and Mississippi (31 percent). In that same year, Washington, DC (3 percent), New York (4 percent), Rhode Island (4.5 percent), and Vermont (5 percent) had LILA tract shares that were 5 percent or less of their total tracts. A high number of LA tracts did not necessarily correspond with a high number of LILA tracts. Some States, such as North Dakota, had a high number of LA tracts, but ranked low when LI and LA tracts were combined. In 2015, 55 percent of tracts in North Dakota were LA, but only 8 percent of tracts were LILA.

Table 10

Top 10 and bottom 10, among States and Washington, DC, number and share of census tracts within a State that are low-income/low-access (LILA) using the 1- and 10-mile definition, 2015

Order by share of LILA census tracts	States	Number of LILA census tracts	Share of LILA census tracts	Order by share of LILA census tracts	States	Number of LILA census tracts	Share of LILA census tracts
1	Mississippi	207	31.3	42	North Dakota	17	8.3
2	New Mexico	135	27.1	43	Maryland	112	8.0
3	Arkansas	177	25.8	44	Pennsylvania	225	7.0
4	Georgia	444	22.6	45	California	542	6.7
5	Louisiana	250	21.9	46	Massachusetts	97	6.6
6	Alabama	246	20.9	47	New Jersey	106	5.3
7	Alaska	34	20.4	48	Vermont	9	4.9
8	South Carolina	221	20.0	49	Rhode Island	11	4.5
9	Texas	1,041	19.8	50	New York	182	3.7
10	Oklahoma	197	18.8	51	Washington, DC	6	3.4

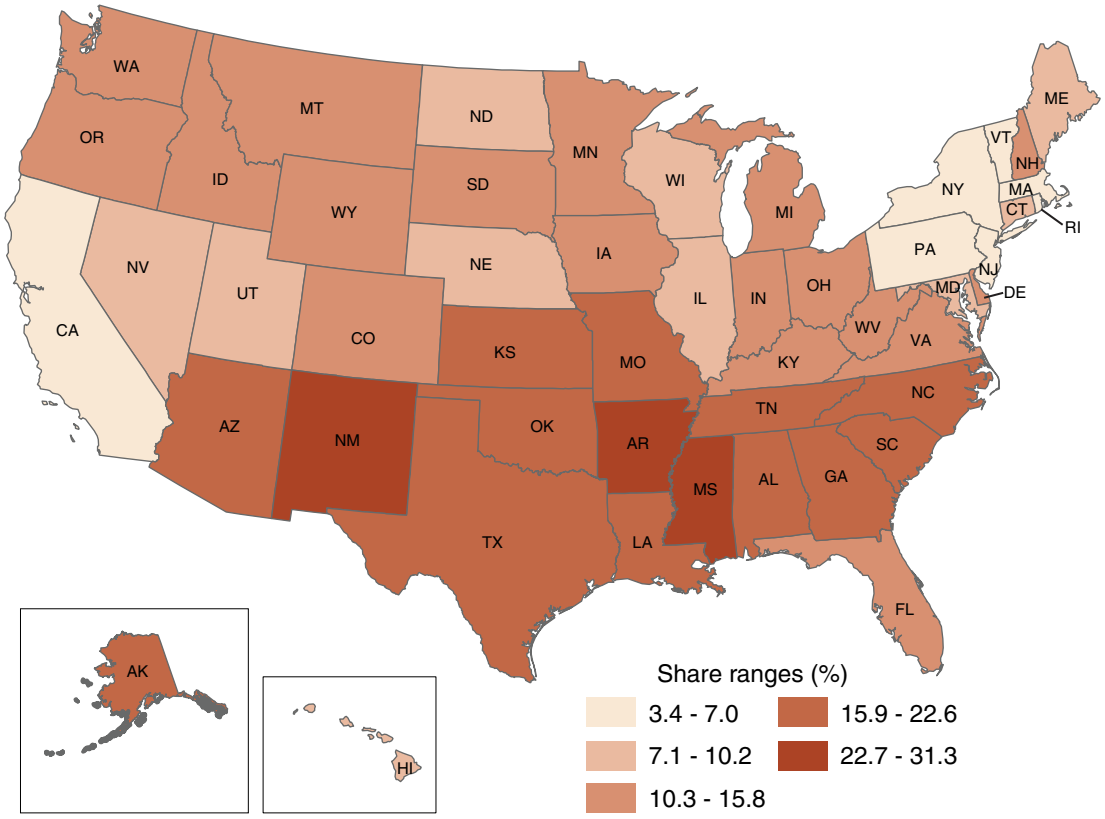
Note: LILA tracts using 1- and 10-mile definition = low-income (LI) census tracts where at least 500 people, or 33 percent of the population, live more than 1 mile (urban areas) or more than 10 miles (rural areas) from the nearest supermarket, supercenter, or large grocery store. LI census tracts = those where the poverty rate (the share of the tract population living with income at or below the Federal poverty thresholds by family size) is at least 20 percent or median family income is at or below 80 percent of the metropolitan area or State median income.

Source: Calculated by USDA, Economic Research Service using U.S. Department of Commerce, Census Bureau's 2010 Decennial Census data and 2010-14 American Community Survey data.

Twenty-one States either saw a decrease or no change in LILA tracts from 2010 to 2015. The State with the greatest absolute decrease was Texas, with a decrease in 52 LILA tracts from 1,093 in 2010 to 1,041 in 2015. In Texas, the number of LI tracts increased by 110 tracts. However, because the decrease in LA tracts was greater than the LI increase, the LILA tracts decreased from 2010 to 2015. The State with the greatest absolute increase in LILA from 2010 to 2015 was Ohio with 72 new LILA tracts. Ohio saw an increase in both LI tracts and LA tracts. On a percentage-point basis in 2010-15, New Hampshire had the greatest increase in LILA tracts, at 6 percentage points, while North Dakota had the greatest decrease in LILA tracts, at 4.9 percentage points.

Figure 4

Share of low-income/low-access (LILA) census tracts, using the 1- and 10-mile definition, 2015



Note: LILA tracts using 1- and 10-mile definition = low-income (LI) census tracts where at least 500 people, or 33 percent of the population, live more than 1 mile (urban areas) or more than 10 miles (rural areas) from the nearest supermarket, supercenter, or large grocery store. LI census tracts = those where the poverty rate (the share of the tract population living with income at or below the Federal poverty thresholds by family size) is at least 20 percent or median family income is at or below 80 percent of the metropolitan area or State median income.

Source: USDA, Economic Research Service.

LILA Tracts Using the Vehicle-Access and 20-Mile Definition of Low Access

The vehicle-access/20-mile measure includes census tracts that contained many far-from-food-store households without vehicles and populations so remote that, even for people with a vehicle, driving to a food store may have been a burden (see box, "Measures of Income and Access"). When we separated LI from this definition of LA, we found that six States (West Virginia, Mississippi, Alaska, Louisiana, South Carolina, and Georgia) had more than a third of their tracts considered LA-only in 2015 (table 11).[4] All of the LA tracts in West Virginia, Mississippi, South Carolina, and Georgia were LA because those tracts had more than 100 housing units that did not have a vehicle and were more than 0.5 mile from the nearest food store. Alaska had 12 tracts and Louisiana had 2 tracts that were LA because they had a significant number or share of the population that lived more than 20 miles from the nearest food store, regardless of vehicle access. The State with the lowest share

[4]The numbers and shares of LI tracts did not change from when the LILA 1- and 10-mile measure was used.

of LA tracts was California (11 percent). Twenty-nine States saw an increase in tracts using the vehicle-access-and-20-mile definition between 2010 to 2015 (table 12).

Despite Washington, DC, having one of the lowest shares of LILA tracts using the 1- and 10-mile definition in 2015, it had a large share of LILA tracts when the vehicle-access criterion was used. Of course, comparisons between DC—a dense urban city where many individuals do not own cars and may rely on public transportation—and the 50 States, which contain both urban and rural areas, should be conducted with caution. DC and five States had LILA tracts as more than 24 percent of their total tracts using the vehicle-access/20-mile measure in 2015 (table 13 and fig. 5). Vermont (6 percent), Hawaii (7 percent), Iowa (7 percent), California (8 percent), Utah (8 percent), and Nebraska (8 percent) had the lowest shares of vehicle-access/20-mile LILA tracts in 2015.

Table 11

Top 10 and bottom 10, among States and Washington, DC, number and share of census tracts within a State that are low-access (LA) using the vehicle-access/20-mile definition, 2015

Order by share of LA census tracts	States	Number of LA census tracts	Share of LA census tracts	Order by share of LA census tracts	States	Number of LA census tracts	Share of LA census tracts
1	West Virginia	206	42.6	42	Kansas	138	17.9
2	Mississippi	263	39.7	43	Washington	244	16.8
3	Alaska	62	37.1	44	Colorado	205	16.4
4	Louisiana	407	35.6	45	New York	783	16.0
5	South Carolina	391	35.4	46	Nebraska	80	15.0
6	Georgia	652	33.2	47	Vermont	27	14.7
7	Rhode Island	78	32.2	48	Hawaii	44	13.3
8	Kentucky	349	31.3	49	Iowa	104	12.6
9	District of Columbia	56	31.3	50	Utah	73	12.4
10	North Carolina	673	30.7	51	California	919	11.4

Note: LA tracts using vehicle access/20-mile definition = census tracts where a significant number of housing units (at least 100) do not have a vehicle and are more than 0.5 mile from the nearest food store; or low-income census tracts where a substantial number or share of people (at least 500 or 33 percent) are more than 20 miles from the nearest supermarket, supercenter, or large grocery store, regardless of the number of households without vehicles.

Source: Calculated by USDA, Economic Research Service using U.S. Department of Commerce, Census Bureau's 2010 Decennial Census data and 2010-14 American Community Survey data.

Table 12

Low-income/low-access (LILA) census tracts using the vehicle-access/20-mile definition

	Total number of tracts	Low-Income 2010		Low-Income 2015		Low Vehicle/Low Access 2010		Low Vehicle/ Low Access 2015		Low Income & Low Vehicle/Low Access 2010		Low Income & Low Vehicle/Low Access 2015		Change LILA 2010 to LILA 2015	
States		Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	% points
Alabama	1,179	560	47.5	627	53.2	354	30.0	345	29.3	256	21.7	257	21.8	1	0.1
Alaska	167	58	34.7	54	32.3	52	31.1	62	37.1	30	18.0	35	21.0	5	3.0
Arizona	1,526	623	40.8	667	43.7	328	21.5	336	22.0	247	16.2	253	16.6	6	0.4
Arkansas	686	315	45.9	342	49.9	202	29.4	209	30.5	131	19.1	154	22.4	23	3.4
California	8,044	3,322	41.3	3,535	43.9	919	11.4	919	11.4	612	7.6	612	7.6	0	0.0
Colorado	1,249	480	38.4	501	40.1	214	17.1	205	16.4	157	12.6	155	12.4	-2	-0.2
Connecticut	832	281	33.8	289	34.7	199	23.9	193	23.2	134	16.1	118	14.2	-16	-1.9
Delaware	218	77	35.3	82	37.6	54	24.8	51	23.4	32	14.7	27	12.4	-5	-2.3
Washington, DC	179	114	63.7	102	57.0	62	34.6	56	31.3	53	29.6	45	25.1	-8	-4.5
Florida	4,214	1,493	35.4	1,692	40.2	931	22.1	1068	25.3	566	13.4	654	15.5	88	2.1
Georgia	1,965	943	48.0	1,034	52.6	601	30.6	652	33.2	470	23.9	511	26.0	41	2.1
Hawaii	332	93	28.0	102	30.7	39	11.7	44	13.3	13	3.9	22	6.6	9	2.7
Idaho	298	90	30.2	104	34.9	46	15.4	60	20.1	22	7.4	24	8.1	2	0.7
Illinois	3,121	1,263	40.5	1,295	41.5	596	19.1	600	19.2	366	11.7	373	12.0	7	0.2
Indiana	1,508	607	40.3	616	40.8	324	21.5	380	25.2	224	14.9	246	16.3	22	1.5
Iowa	825	225	27.3	235	28.5	125	15.2	104	12.6	64	7.8	59	7.2	-5	-0.6
Kansas	770	285	37.0	293	38.1	128	16.6	138	17.9	74	9.6	88	11.4	14	1.8
Kentucky	1,115	547	49.1	572	51.3	338	30.3	349	31.3	248	22.2	265	23.8	17	1.5
Louisiana	1,143	567	49.6	592	51.8	447	39.1	407	35.6	317	27.7	302	26.4	-15	-1.3
Maine	355	112	31.5	123	34.6	73	20.6	80	22.5	33	9.3	44	12.4	11	3.1
Maryland	1,399	578	41.3	579	41.4	303	21.7	303	21.7	212	15.2	210	15.0	-2	-0.1
Massachusetts	1,476	532	36.0	538	36.4	453	30.7	428	29.0	220	14.9	213	14.4	-7	-0.5
Michigan	2,774	1,096	39.5	1,172	42.2	538	19.4	639	23.0	368	13.3	456	16.4	88	3.2
Minnesota	1,336	498	37.3	483	36.2	268	20.1	270	20.2	160	12.0	149	11.2	-11	-0.8
Mississippi	662	362	54.7	408	61.6	263	39.7	263	39.7	199	30.1	215	32.5	16	2.4
Missouri	1,393	615	44.1	642	46.1	365	26.2	406	29.1	238	17.1	275	19.7	37	2.7
Montana	271	84	31.0	89	32.8	80	29.5	68	25.1	34	12.5	26	9.6	-8	-3.0

Continued—

Table 12

Low-income/low-access (LILA) census tracts using the vehicle-access/20-mile definition—continued

	Total number of tracts	Low-Income 2010		Low-Income 2015		Low Vehicle/Low Access 2010		Low Vehicle/ Low Access 2015		Low Income & Low Vehicle/Low Access 2010		Low Income & Low Vehicle/Low Access 2015		Change LILA 2010 to LILA 2015	
States		Number	%	Number	%	Number	%	Number	%	Number	%	Num-ber	%	Num-ber	% points
Nebraska	532	170	32.0	164	30.8	88	16.5	80	15.0	50	9.4	42	7.9	-8	-1.5
Nevada	687	212	30.9	254	37.0	98	14.3	132	19.2	62	9.0	92	13.4	30	4.4
New Hampshire	295	96	32.5	105	35.6	67	22.7	73	24.7	38	12.9	50	16.9	12	4.1
New Jersey	2,007	667	33.2	683	34.0	463	23.1	437	21.8	236	11.8	200	10.0	-36	-1.8
New Mexico	499	229	45.9	247	49.5	114	22.8	124	24.8	82	16.4	94	18.8	12	2.4
New York	4,907	2,048	41.7	2,072	42.2	806	16.4	783	16.0	414	8.4	396	8.1	-18	-0.4
North Carolina	2,192	889	40.6	976	44.5	678	30.9	673	30.7	465	21.2	493	22.5	28	1.3
North Dakota	205	54	26.3	47	22.9	59	28.8	52	25.4	20	9.8	17	8.3	-3	-1.5
Ohio	2,949	1,196	40.6	1,284	43.5	803	27.2	887	30.1	542	18.4	604	20.5	62	2.1
Oklahoma	1,046	450	43.0	463	44.3	187	17.9	188	18.0	127	12.1	130	12.4	3	0.3
Oregon	830	293	35.3	337	40.6	190	22.9	195	23.5	104	12.5	114	13.7	10	1.2
Pennsylvania	3,218	1,227	38.1	1,187	36.9	895	27.8	906	28.2	511	15.9	493	15.3	-18	-0.6
Rhode Island	242	81	33.5	81	33.5	81	33.5	78	32.2	40	16.5	36	14.9	-4	-1.7
South Carolina	1,103	485	44.0	547	49.6	376	34.1	391	35.4	269	24.4	292	26.5	23	2.1
South Dakota	222	62	27.9	62	27.9	65	29.3	63	28.4	29	13.1	29	13.1	0	0.0
Tennessee	1,497	637	42.6	700	46.8	375	25.1	427	28.5	281	18.8	311	20.8	30	2.0
Texas	5,258	2,419	46.0	2,529	48.1	1,243	23.6	1164	22.1	918	17.5	859	16.3	-59	-1.1
Utah	588	164	27.9	182	31.0	56	9.5	73	12.4	33	5.6	45	7.7	12	2.0
Vermont	184	44	23.9	48	26.1	27	14.7	27	14.7	9	4.9	11	6.0	2	1.1
Virginia	1,900	811	42.7	843	44.4	411	21.6	443	23.3	322	16.9	325	17.1	3	0.2
Washington	1,455	520	35.7	560	38.5	212	14.6	244	16.8	124	8.5	140	9.6	16	1.1
West Virginia	484	209	43.2	212	43.8	225	46.5	206	42.6	122	25.2	120	24.8	-2	-0.4
Wisconsin	1,395	470	33.7	487	34.9	300	21.5	327	23.4	173	12.4	176	12.6	3	0.2
Wyoming	132	32	24.2	32	24.2	21	15.9	30	22.7	6	4.5	12	9.1	6	4.5
Total U.S.	72,864	29,285	40.4	30,870	42.6	16,142	22.2	16,638	22.8	10,457	14.4	10,869	14.9	412	0.6

Note: LILA tracts using vehicle access/20-mile definition = Low-income (LI) census tracts where a significant number of housing units (at least 100) do not have a vehicle and are more than 0.5 mile from the nearest food store; or low-income census tracts where a substantial number or share of people (at least 500 or 33 percent) are more than 20 miles from the nearest supermarket, supercenter, or large grocery store, regardless of vehicle availability. LI census tracts = those where the poverty rate (the share of the tract population living with income at or below the Federal poverty thresholds by family size) is at least 20 percent or median family income is at or below 80 percent of the metropolitan area or State median income.

Source: Calculated by USDA, Economic Research Service using U.S. Department of Commerce, Census Bureau's 2010 Decennial Census data and 2010-14 American Community Survey data.

Table 13

Top 10 and bottom 10, among States and Washington, DC, number and share of census tracts within a State that are low-income/low-access (LILA) using the vehicle-access/20-mile definition, 2015

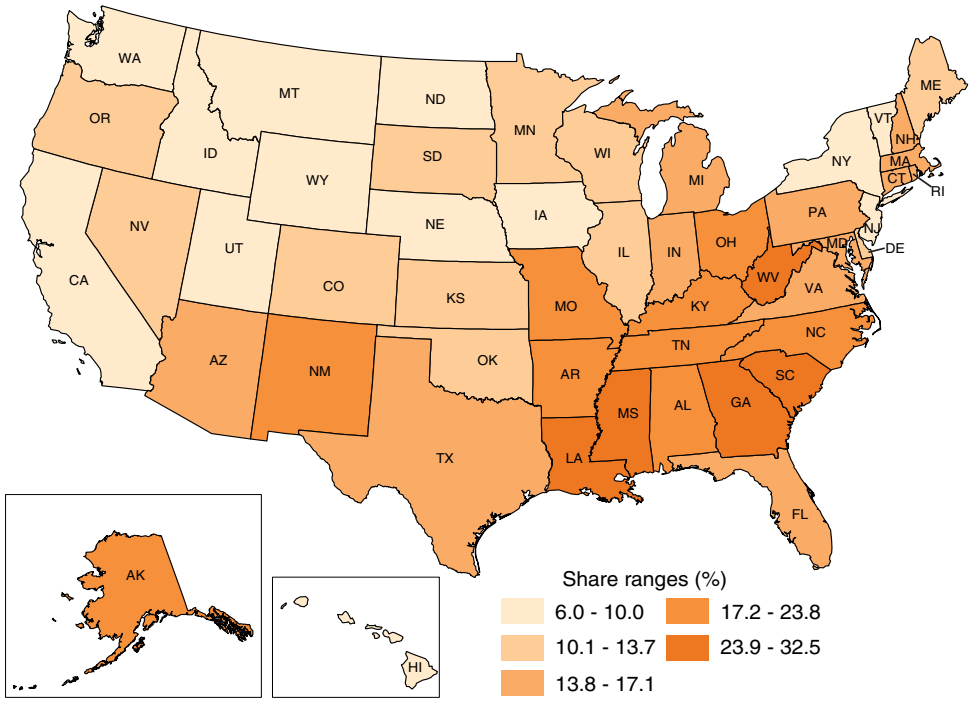
Order by share of LILA census tracts	States	Number of LILA census tracts	Share of LILA census tracts	Order by share of LILA census tracts	States	Number of LILA census tracts	Share of LILA census tracts
1	Mississippi	215	32.5	42	Wyoming	12	9.1
2	South Carolina	292	26.5	43	North Dakota	17	8.3
3	Louisiana	302	26.4	44	New York	396	8.1
4	Georgia	511	26.0	45	Idaho	24	8.1
5	Washington, DC	45	25.1	46	Nebraska	42	7.9
6	West Virginia	120	24.8	47	Utah	45	7.7
7	Kentucky	265	23.8	48	California	612	7.6
8	North Carolina	493	22.5	49	Iowa	59	7.2
9	Arkansas	154	22.4	50	Hawaii	22	6.6
10	Alabama	257	21.8	51	Vermont	11	6.0

Note: LILA vehicle access/20-mile census tracts = Low-income (LI) census tracts where a significant number of housing units (at least 100) do not have a vehicle and are more than 0.5 mile from the nearest food store; or low-income census tracts where a substantial number or share of people (at least 500 or 33 percent) are more than 20 miles from the nearest supermarket, supercenter, or large grocery store, regardless of vehicle availability. LI census tracts = those where the poverty rate (the share of the tract population living with income at or below the Federal poverty thresholds by family size) is at least 20 percent or median family income was at or below 80 percent of the metropolitan area or State median income.

Source: Calculated by USDA, Economic Research Service using U.S. Department of Commerce, Census Bureau's 2010 Decennial Census data and 2010-14 American Community Survey data.

Figure 5

Share of low-income and low-access (LILA) census tracts, using the vehicle-access/20-mile definition, 2015



Note: LILA vehicle access/20-mile census tracts = Low-income (LI) census tracts where a significant number of housing units (at least 100) do not have a vehicle and are more than 0.5 mile from the nearest food store; or low-income census tracts where a substantial number or share of people (at least 500 or 33 percent) are more than 20 miles from the nearest supermarket, supercenter, or large grocery store, regardless of vehicle availability. LI census tracts = those where the poverty rate (the share of the tract population living with income at or below the Federal poverty thresholds by family size) is at least 20 percent or median family income is at or below 80 percent of the metropolitan area or State median income.

Source: USDA, Economic Research Service.

When both components of the LILA vehicle-access/20-mile tracts (i.e., (1) low-income and (2) vehicle access and 20-mile distance from a food store) were combined, Wyoming had the greatest percentage-point increase (5 percent) between 2010 and 2015, while DC saw a 5-percentage-point decrease.

The share of LILA census tracts in a State reflect distinct regional patterns. States with the highest shares of LILA census tracts were mostly located in the South. This could have been a result of the number of people in poverty in that region who could not afford to purchase or maintain vehicles. Dutko et al. (2012) found a strong link between the presence of LILA census tracts and poverty and found that high poverty rates were usually positive predictors of LILA census tracts. Just like States with the highest shares of LILA census tracts, people living in poverty tended to be clustered in the South, demonstrating a strong regional pattern (Farrigan, 2018).

Estimates of the Population in LILA Tracts

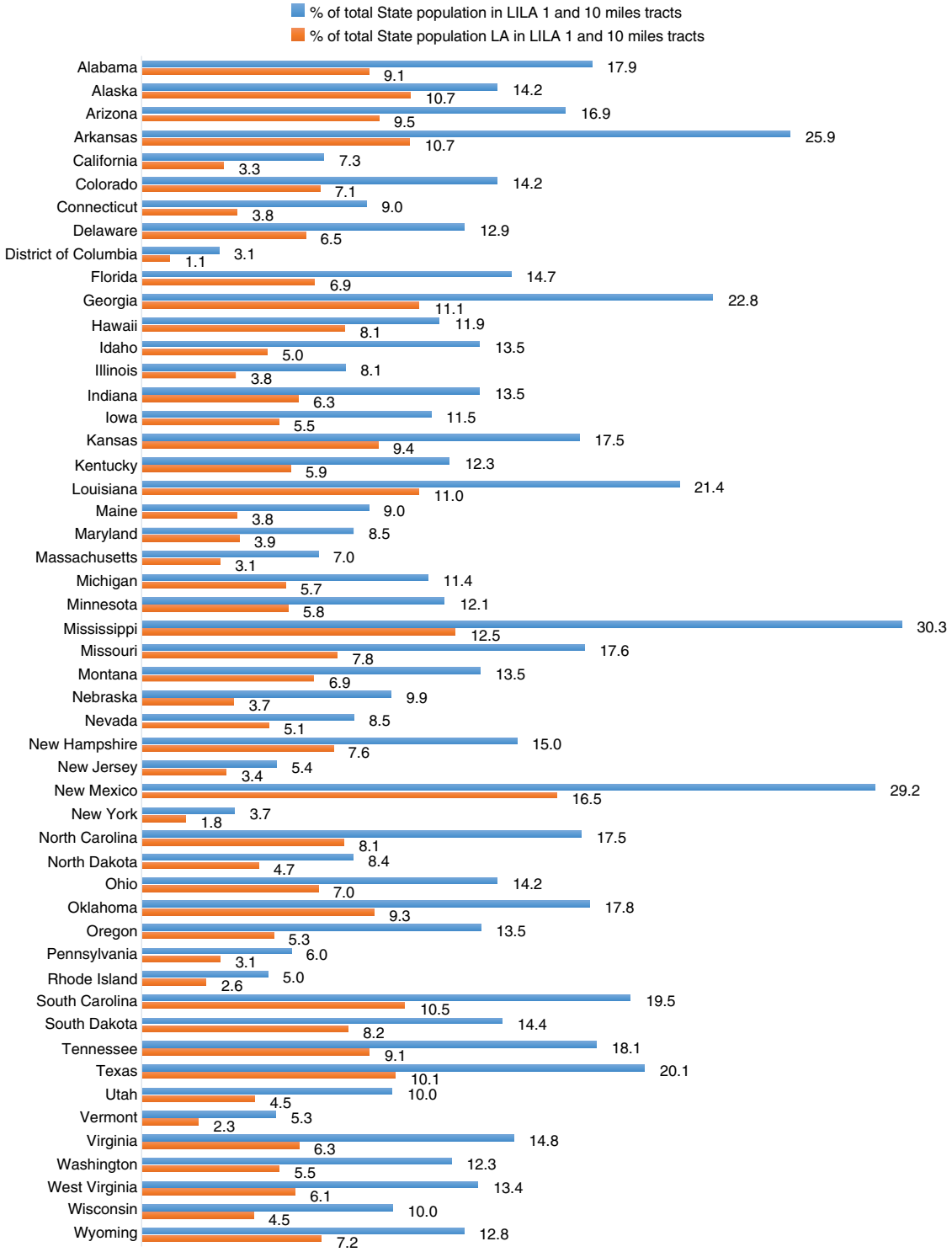
Thus far, we have considered the numbers and shares of census *tracts* in a State as our outcomes of interest. Policymakers may also want to know how many *people* lived in those LILA census tracts who were potentially affected by limited food-store access. Table 9 provides these estimates. Focusing on the State population in LILA areas reveals largely similar patterns to State LILA census tracts (see Appendix A2). For example, Mississippi (30 percent), New Mexico (29 percent), Arkansas (26 percent), and Louisiana (21 percent) had the highest shares of population in LILA 1- and 10-mile census tracts. The high population shares could have been a result of these States having had the highest share of LILA 1- and 10-mile census tracts as well. Mississippi consistently ranked among States with the highest shares of LILA tracts, population living in LILA tracts, LILA vehicle-access/20-mile tracts, and population in LILA vehicle-access/20-mile tracts.

It is important to note that not all people who were more than 1 mile or 10 miles from a food store were poor or without a vehicle. Many of these people likely had access to a car or had the means to afford alternatives, such as grocery delivery, to overcome distance barriers, at least in areas where such services were offered. To address that issue, we also examined the number and share of people in each State who actually lived more than 1 or 10 miles away from the nearest store in LILA areas (table A2; fig. 6). For example, of the 5 million people that lived in LILA census tracts in Texas, an estimated 2.5 million—or 10 percent of the State population—were more than 1 or 10 miles from the nearest food store.. In Illinois, an estimated 0.4 million of the 1 million individuals in LILA census tracts, or 4 percent of the State population, were more than 1 or 10 miles from the nearest food store.

Further, two neighbors who were equidistant from a food store or other source of healthy food may have had dissimilar access if one regularly used a car and the other did not. For example, of the 512,748 housing units in LILA vehicle-access/20-mile census tracts in South Carolina, an estimated 56,931—or 3 percent of all housing units—were far from a food store and did not have a vehicle (vehicle access was measured on the household level) (see Appendix A3). Appendix table A1 summarizes estimates of the number and share of low-income people who live in LILA 1- and 10-mile and LILA vehicle access census tracts.

Figure 6

State shares of low-income/low-access (LILA) tracts and low-access (LA) tracts in LILA tracts in 2015, using the 1- and 10-mile definition.



Note: LA 1.0- and 10-mile census tracts = those where a significant number (at least 500 people) or share of the population (at least 33 percent) are more than 1 mile if in an urban area or more than 10 miles if in a rural area from the nearest supermarket, supercenter, or large grocery store. LI census tracts = those where the poverty rate (the share of the tract population living with income at or below the Federal poverty thresholds by family size) is at least 20 percent or median family income is at or below 80 percent of the metropolitan area or State median income. LILA census tracts meet the conditions for both LI tracts and LA tracts.

Source: Calculated by USDA, Economic Research Service using U.S. Department of Commerce, Census Bureau's 2010 Decennial Census data and 2010-14 American Community Survey data.

Prevalence of Low-Income and Low-Access (LILA) Tracts and Population by Metropolitan Area

To analyze foodstore access by metropolitan and micropolitan areas, the U.S. Census Bureau August 2017 delineations of core-based statistical areas (CBSAs), metropolitan divisions and combined statistical areas (CSAs) were joined with the ERS Food Access Research Atlas for 2015. The U.S. Office of Management and Budget defines metropolitan areas as one or more urbanized areas with 50,000 or more people. Micropolitan areas are outside of the boundaries of metropolitan areas and contain urban clusters of 10,000-49,999 people. To rank each metropolitan and micropolitan area, the shares of tracts and population in LILA, LI, and LA areas were ranked from highest to lowest.

There were 383 metropolitan statistical areas (MSAs) and 550 micropolitan areas in the United States in 2017. In brief, Brownsville-Harlingen, TX; McAllen-Edinburg-Mission, TX; Merced, CA; Laredo, TX; Las Cruces, NM; Cumberland, MD-WV; Pine Bluff, AR; Grants Pass, OR; Visalia-Porterville, CA; and El Centro, CA, had the highest share of LI tracts (table 14). At least 74 percent of the tracts of these metropolitan areas were LI. Pennsylvania and Wisconsin each had three metropolitan cities areas in the bottom share of LI census tracts. Jefferson City, MO, had the lowest share (13 percent) of LI tracts; Gettysburg, PA, had the second lowest share (13 percent).

Table 14

Top 10 and bottom 10, among metropolitan statistical areas (MSAs)—shares of census tracts within MSAs that were low income (LI) and the numbers of people in them, 2015

Order by share of LI census tracts	Metropolitan Statistical Area	Number of people	Share of LI census tracts	Order by share of LI census tracts	Metropolitan Statistical Area	Number of people	Share of LI census tracts
1	Brownsville-Harlingen, TX	358,270	88.4	374	Sheboygan, WI	18,780	19.2
2	McAllen-Edinburg-Mission, TX	674,602	86.7	375	Bismarck, ND	14,933	18.5
3	Merced, CA	201,418	81.6	376	Lancaster, PA	71,226	18.4
4	Laredo, TX	186,348	78.7	377	East Stroudsburg, PA	25,214	18.2
5	Las Cruces, NM	151,660	78.0	378	Monroe, MI	23,731	17.9
6	Cumberland, MD-WV	76,610	76.7	379	Casper, WY	9,006	16.7
7	Pine Bluff, AR	69,986	76.7	380	Appleton, WI	28,023	15.7
8	Grants Pass, OR	60,157	75.0	381	Fond du Lac, WI	12,515	15.0
9	Visalia-Porterville, CA	321,833	74.4	382	Gettysburg, PA	12,783	13.0
10	El Centro, CA	132,584	74.2	383	Jefferson City, MO	18,078	12.9

Source: Calculated by USDA, Economic Research Service using U.S. Department of Commerce, Census Bureau's 2010 Decennial Census data and 2010-14 American Community Survey data and U.S. Office of Management and Budget's 2017 delineations of core-based statistical areas (CBSAs), metropolitan divisions, and combined statistical areas (CSAs).

Florida accounted for 4 out of the top 10 MSAs in share of LA census tracts using the 1- and 10-mile definition (table 15). Cheyenne, WY, had the highest share at 76 percent. On the other end of the spectrum, the two most populous U.S. cities were among the metropolitan areas with the lowest shares of LA census tracts. Ranked second from the bottom, Los Angeles-Long Beach-Anaheim, CA, had a share of low-access tracts that was 14 percent of its total; for New York-Newark-Jersey City, NY-NJ-PA, the share was 19 percent. Because New York and Los Angeles are very dense, few people live far from the nearest store. Three other California MSAs ranked among the bottom in LA shares (San Francisco-Oakland-Hayward, CA; Napa, CA; and San Jose-Sunnyvale-Santa Clara, CA).

Table 15

Top 10 and bottom 10, among metropolitan statistical areas (MSAs)—shares of census tracts within MSAs that were low access (LA) and the numbers of people in them, using the 1- and 10-mile definition, 2015

Order by share of LA 1- and 10- mile census tracts	Metropolitan Statistical Area	Number of people	Share of LA 1- and 10-mile census tracts	Order by share of LA 1- and 10- mile census tracts	Metropolitan Statistical Area	Number of people	Share of LA 1- and 10- mile census tracts
1	Cheyenne, WY	75,060	76.2	374	San Francisco-Oakland-Hayward, CA	1,012,823	20.7
2	Punta Gorda, FL	125,804	74.4	375	Harrisonburg, VA	26,441	20.0
3	Barnstable Town, MA	165,756	71.9	376	New York-Newark-Jersey City, NY-NJ-PA	4,275,290	18.6
4	Palm Bay-Melbourne-Titusville, FL	410,950	69.9	377	Binghamton, NY	57,623	18.5
5	San Angelo, TX	81,650	69.2	378	Napa, CA	22,992	17.5
6	Grand Island, NE	56,080	68.2	379	San Jose-Sunnyvale-Santa Clara, CA	334,953	17.0
7	Lake Havasu City-Kingman, AZ	151,596	67.4	380	Bloomsburg-Berwick, PA	10,808	15.8
8	Columbus, IN	52,272	66.7	381	Lewiston-Auburn, ME	21,243	14.3
9	Pensacola-Ferry Pass-Brent, FL	323,620	66.7	382	Los Angeles-Long Beach-Anaheim, CA	1,889,766	13.6
10	Port St. Lucie, FL	323,144	65.8	383	Gettysburg, PA	17,451	13.0

Source: Calculated by USDA, Economic Research Service using U.S. Department of Commerce, Census Bureau's 2010 Decennial Census data and 2010-14 American Community Survey data and U.S. Office of Management and Budget's 2017 delineations of core-based statistical areas (CBSAs), metropolitan divisions, and combined statistical areas (CSAs).

An estimated 262.6 million people, or 85 percent of the U.S. population, lived in metropolitan areas in 2015. Of those in metropolitan areas, 29.4 million (11 percent) lived in LILA tracts using the 1- and 10-mile measure. There were 36.2 million people living in LILA vehicle-access/20-mile tracts in metropolitan areas. Notably, not all people who lived in LILA census tracts using either measure were low access. Some were closer to the nearest store than the distance designation used in the LILA measures (e.g., 0.5, 1, 10, or 20 miles). Others had vehicles. Appendix table B1 and B2, provide estimates of the numbers of LILA tracts and the numbers of people in LILA tracts who were in fact low access using the 1- and 10-mile measure.

Among metropolitan areas, MSAs in Texas and Arizona had among the largest shares of LILA 1- and 10-mile tracts (table 16). Over half of McAllen, TX, tracts were LILA at the 1- and 10-mile measure.

Table 16

Top 10 and bottom 10, among metropolitan statistical areas (MSAs)—shares of census tracts within MSAs that were low income and low access (LILA) and the numbers of people in them, using the 1- and 10-mile definition, 2015

Order by share of LILA 1- and 10- mile census tracts	Metropolitan Statistical Area	Number of people	Share of LILA 1- and 10-mile census tracts	Order by share of LILA 1- and 10-mile census tracts	Metropolitan Statistical Area	Number of people	Share of LILA 1- and 10-mile census tracts
1	McAllen-Edinburg-Mission, TX	464,161	52.2	373	Bloomsburg-Berwick, PA	0	0.0
2	Lake Havasu City-Kingman, AZ	99,355	46.5	374	Burlington-South Burlington, VT	0	0.0
3	Auburn-Opelika, AL	50,237	40.7	375	Coeur d'Alene, ID	0	0.0
4	Johnson City, TN	68,148	38.6	376	Enid, OK	0	0.0
5	Waco, TX	93,675	38.6	377	Fairbanks, AK	0	0.0
6	Muskegon, MI	57,740	38.1	378	Gettysburg, PA	0	0.0
7	Sierra Vista-Douglas, AZ	43,145	37.5	379	Lebanon, PA	0	0.0
8	Las Cruces, NM	76,983	36.6	380	Napa, CA	0	0.0
9	Brownsville-Harlingen, TX	186,943	36.0	381	Parkersburg-Vienna, WV	0	0.0
10	Flagstaff, AZ	48,123	35.7	382	Sheboygan, WI	0	0.0
				383	The Villages, FL	0	0.0

Note: None of the tracts in the 11 metropolitan areas on the right were LILA 1 and 10. These are the only MSAs that had no LILA tracts. These 11 are ordered alphabetically.

Source: Calculated by USDA, Economic Research Service using U.S. Department of Commerce, Census Bureau's 2010 Decennial Census data and 2010-14 American Community Survey data and U.S. Office of Management and Budget's 2017 delineations of core-based statistical areas (CBSAs), metropolitan divisions, and combined statistical areas (CSAs).

McAllen-Edinburg-Mission, TX, also had a high share of LILA tracts based on the vehicle-access/20-mile measure, reflecting low access to vehicles and longer distances to food stores in the MSA (table 17). Five MSAs did not contain any census tracts that were LILA based on the vehicle-access/20-mile measure.

Table 17

Top 10 and bottom 10, among metropolitan statistical areas (MSAs)—shares of census tracts within MSAs that were low income and low access (LILA) and the numbers of people in them, using the vehicle-access/20-mile definition, 2015

Order by share of LILA vehicle access and 20-mile census tracts	Metropolitan Statistical Area	Number of people	Share of LILA vehicle access and 20-mile census tracts	Order by share of LILA vehicle access and 20-mile census tracts	Metropolitan Statistical Area	Number of people	Share of LILA vehicle access and 20-mile census tracts
1	Hot Springs, AR	33,078	45.0	374	Wichita Falls, TX	2,392	2.3
2	McAllen-Edinburg-Mission, TX	367,126	44.2	375	Santa Maria-Santa Barbara, CA	18,751	2.2
3	Blacksburg-Christiansburg-Radford, VA	83,647	41.7	376	Kennewick-Richland, WA	6,060	2.0
4	Florence, SC	85,620	40.8	377	Salinas, CA	4,920	1.1
5	Albany, GA	63,042	39.5	378	Provo-Orem, UT	3,584	0.8
6	Monroe, LA	64,869	39.1	379	Carson City, NV	0	0.0
7	Goldsboro, NC	41,617	38.5	380	Coeur d'Alene, ID	0	0.0
8	Shreveport-Bossier City, LA	146,887	38.5	381	Gettysburg, PA	0	0.0
9	Macon-Bibb County, GA	77,487	38.3	382	Napa, CA	0	0.0
10	Grants Pass, OR	34,893	37.5	383	Owensboro, KY	0	0.0

Source: Calculated by USDA, Economic Research Service using U.S. Department of Commerce, Census Bureau's 2010 Decennial Census data and 2010-14 American Community Survey data and U.S. Office of Management and Budget's 2017 delineations of core-based statistical areas (CBSAs), metropolitan divisions, and combined statistical areas (CSAs).

Prevalence of Low-Income and Low-Access Tracts and Population by Micropolitan Area

An estimated 27.5 million people, or 9 percent of the U.S. population, lived in micropolitan areas in 2015. For 11 micropolitan areas, all census tracts were LI tracts (table 18). For 14 micropolitan areas, 100 percent of tracts were LA using the 1- and-10-mile definition, and 7 micropolitan areas did not have any LA 1- and 10-mile-measure tracts (table 19).

Table 18

Top 11, among micropolitan statistical areas—shares of census tracts within these areas that were low-income and (LI) and the numbers of people in them, 2015

Order by share of LI census tracts	Micropolitan Statistical Area	Number of people	Share of LI census tracts
1	Clarksdale, MS	26,151	100.0
2	Fitzgerald, GA	17,634	100.0
3	Helena-West Helena, AR	21,757	100.0
4	Las Vegas, NM	29,393	100.0
5	Lewistown, PA	46,682	100.0
6	Middlesborough, KY	28,691	100.0
7	Othello, WA	18,728	100.0
8	Portales, NM	19,846	100.0
9	Rio Grande City, TX	60,968	100.0
10	Starkville, MS	47,671	100.0
11	Zapata, TX	14,018	100.0

Note: All micropolitan areas that had a 100-percent share of LI census tracts were included in the table. A large number (21) of micropolitan areas do not contain LI census tracts. The areas that had the fewest LI census tracts were not included but can be found in the appendix.

Source: Calculated by USDA, Economic Research Service using U.S. Department of Commerce, Census Bureau's 2010 Decennial Census data and 2010-14 American Community Survey data, and U.S. Office of Management and Budget's 2017 delineations of core-based statistical areas (CBSAs), metropolitan divisions, and combined statistical areas (CSAs).

Table 19

Top 14 and bottom 10—shares of census tracts within these areas that were low access (LA), using the 1- and 10-mile definition, and the numbers of people in them, 2015

Order by share of LA 1- and 10-mile census tracts	Micropolitan Statistical Area	Number of people	Share of LA 1- and 10-mile census tracts	Order by share of LA 1- and 10-mile census tracts	Micropolitan Statistical Area	Number of people	Share of LA 1- and 10-mile census tracts
1	Brookings, SD	31,965	100.0	541	Freeport, IL	4,437	7.7
2	Craig, CO	13,795	100.0	542	New Castle, IN	4,501	7.7
3	DeRidder, LA	35,654	100.0	543	Batavia, NY	6,809	6.7
4	Hereford, TX	19,372	100.0	544	Evanston, WY	0	0.0
5	Hope, AR	31,606	100.0	545	Fort Payne, AL	0	0.0
6	Lebanon, MO	35,571	100.0	546	Frankfort, IN	0	0.0
7	Los Alamos, NM	17,950	100.0	547	Hillsdale, MI	0	0.0
8	Maryville, MO	23,370	100.0	548	Huntingdon, PA	0	0.0
9	Ottawa, KS	25,992	100.0	549	Ketchikan, AK	0	0.0
10	Portales, NM	19,846	100.0	550	Spirit Lake, IA	0	0.0
11	Uvalde, TX	26,405	100.0				
12	Vernon, TX	13,535	100.0				
13	Weatherford, OK	27,469	100.0				
14	Zapata, TX	14,018	100.0				

Note: All micropolitan areas that had a 100-percent share of LA census tracts were included in the table.

Source: Calculated by USDA, Economic Research Service using U.S. Department of Commerce, Census Bureau's 2010 Decennial Census data and 2010-14 American Community Survey data, and U.S. Office of Management and Budget's 2017 delineations of core-based statistical areas (CBSAs), metropolitan divisions, and combined statistical areas (CSAs).

Combining LI and LA tracts shows that almost a quarter (21 percent) of the micropolitan population lived in LILA areas using the 1- and 10-mile measure. All of the tracts and all of the population in Portales, NM, and Zapata, TX, were LILA using the 1- and 10-mile measure in 2015 (table 20). New Mexico had five and Texas three micropolitan cities that had more than half of their tracts designated as LILA using the 1- and 10-mile measure.

All of the census tracts in Helena-West Helena, AR, were LILA using the vehicle-access/20-mile measure (table 21). Among the top 10 micropolitan statistical areas with the largest shares of LILA tracts using the vehicle-access/20-mile measure, all had more than half of all tracts and more than half of all population living in LILA tracts. Helena-West Helena, AR; Las Vegas, NM; and Gallup, NM, were among the 10 micropolitan areas with the largest shares of LILA tracts using both the 1- and 10-mile and vehicle-access/20-mile measures.

Table 20

Top 10, among micropolitan statistical areas—shares of census tracts within these areas that were low income/low access (LILA) and the numbers of people in them, using the 1- and 10-mile definition, 2015.

Order by share of LILA 1- and 10-mile census tracts	Micropolitan Statistical Area	Number of people	Share of LILA 1- and 10-mile census tracts
1	Portales, NM	19,846	100.0
2	Zapata, TX	14,018	100.0
3	Lebanon, MO	28,421	83.3
4	Taos, NM	25,228	83.3
5	Uvalde, TX	19,886	80.0
6	Lamesa, TX	9,675	75.0
7	Las Vegas, NM	22,339	71.4
8	Gallup, NM	48,490	70.6
9	Helena-West Helena, AR	16,595	66.7
10	Deming, NM	16,935	66.7

Note: A large number (89) of micropolitan areas had no LILA 1- and 10-mile census tracts. These areas are not included but can be found in the appendix.

Source: Calculated by USDA, Economic Research Service using U.S. Department of Commerce, Census Bureau's 2010 Decennial Census data and 2010-14 American Community Survey data and U.S. Office of Management and Budget's 2017 delineations of core-based statistical areas (CBSAs), metropolitan divisions, and combined statistical areas (CSAs).

Table 21

Top 10, among micropolitan statistical areas—shares of census tracts within these areas that were low income/low access (LILA), using the vehicle-access/20-mile definition, and the numbers of people in them, 2015

Order by share of LILA vehicle access and 20-mile census tracts	Micropolitan Statistical Area	Number of people	Share of LILA vehicle access and 20-mile census tracts
1	Helena-West Helena, AR	21,757	100.0
2	Cleveland, MS	27,513	87.5
3	Bennettsville, SC	26,677	85.7
4	Roanoke Rapids, NC	62,384	76.5
5	Starkville, MS	35,895	75.0
6	Las Vegas, NM	22,339	71.4
7	Indianola, MS	23,609	71.4
8	Gallup, NM	47,243	70.6
9	Big Stone Gap, VA	46,356	68.8
10	Middlesborough, KY	22,220	66.7

Note: A significant number (109) of micropolitan areas had no LILA vehicle access/20-mile census tracts. These areas are not included but can be found in the appendix.

Source: Calculated by USDA, Economic Research Service using U.S. Department of Commerce, Census Bureau's 2010 Decennial Census data and 2010-14 American Community Survey data, and U.S. Office of Management and Budget's 2017 delineations of core-based statistical areas (CBSAs), metropolitan divisions, and combined statistical areas (CSAs).

Conclusions

Some Americans and some neighborhoods have limited access to the wide variety of healthy food items offered by supermarkets, supercenters, and grocery stores (collectively referred to as "food stores"). In this report, we provide estimates of foodstore access and distances to the three nearest food stores for various subpopulations, and present estimates of foodstore access for State, metropolitan, and micropolitan areas.

In 2015, 40 percent of the U.S. population lived more than 1 mile from a food store, and for the overall population, the median distance to the nearest three food stores was 1.67 miles. Between 2010 and 2015, distance to the nearest store improved slightly for the U.S. population as a whole. Furthermore, households participating in USDA's Supplemental Nutrition Assistance Program (SNAP) in urban areas lived closer to the nearest three food stores than non-SNAP households, while SNAP households in rural areas lived farther away than did non-SNAP households.

The majority of census tracts where the nearest food store was less than 5 miles away and the third-nearest food store was more than 20 miles away were in rural areas in portions of the Great Plains, Southwest, and West. Census tracts where the nearest store was less than 5 miles away and the third-nearest store was between 10 and 20 miles away were highly concentrated in the Eastern half of the United States.

For a majority of States, the number of low-income (LI) census tracts increased and the number of low-access (LA) census tracts decreased from 2010 to 2015. When both components are combined, a majority of States saw an increase in low-income, low-access (LILA) census tracts between 2010 and 2015. Because the number of LA tracts, based on distance to the nearest store alone, has declined overall for the Nation, these findings (like other recent research—e.g., Rahkovsky and Snyder (2015) and Handbury et al. (2016)) suggest that income and resource constraints may have been a greater barrier than distance to accessing healthy food retailers.

In 2015, States such as North Dakota that are very sparsely populated tended to have a greater share of tracts with populations that were far from a grocery store. Even though North Dakota had a significant share of tracts that were LA using the 1- and 10-mile measure, it had a low share of tracts that were LI, resulting in a low share of LILA tracts in the State. Even though Washington, DC, had the greatest percentage-point decrease in LILA vehicle-access/20-mile tracts between 2010 and 2015, it still had a significant share of LI census tracts where a significant number of housing units did not have a vehicle and were more than 0.5 mile from the nearest food store. Furthermore, metropolitan areas in Texas and Arizona had among the largest shares of LILA tracts, using the 1- and 10-mile measure. States that had the greatest shares of LILA census tracts were mostly in the South, and their geography reflected the regional patterns typical of States with a high poverty rate. The nonmetro South had an average poverty rate of 20.8 percent and the metro South 15 percent over 2013-17. (Farrigan, 2019).

Using this report, policymakers, community planners, researchers, and food retailers can easily compare their State and local areas with the rest of the country. Additional access measures and data, such as access for population subgroups by age, race, Hispanic ethnicity, income, and SNAP-participation status for each census tract can be found on ERS's Food Access Research Atlas (FARA) mapping tool and can be downloaded from the ERS website.

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Measures of Income and Access

Income and access were defined as follows for this research.

Low-Income Definitions

Low-income individual: where annual family income is at or below 200 percent of the Federal poverty threshold for family size

Low-income (LI) census tract: A tract that met at least one of the following three conditions:

1. The tract's poverty rate is 20 percent or greater, or
2. The tract's median family income is less than or equal to 80 percent of the statewide median family income, or
3. The tract is in a metropolitan area and has a median family income less than or equal to 80 percent of the metropolitan area's median family income.

Low-Access Definitions

Low-access (LA) census tracts are defined in two different ways, as follows:

Low-access tract at 1 and 10 miles: A tract with at least 500 people, or 33 percent of the population, living more than 1 mile (urban areas) or more than 10 miles (rural areas) from the nearest supermarket, supercenter, or large grocery store.

Low-access tract using vehicle access and at 20 miles: A tract that meets at least one of the following conditions:

1. More than 100 housing units do not have a vehicle and are more than 0.5 mile from the nearest supermarket, supercenter, or large grocery store. Or
2. At least 500 people or 33 percent of the population are more than 20 miles from the nearest supermarket, supercenter, or large grocery store.

Low-Income and Low-Access Definitions

LILA 1.0- and 10-mile census tracts. Low-income census tracts where at least 500 people or share of the population (at least 33 percent) are more than 1.0 mile from the nearest supermarket, supercenter, or large grocery store if in an urban area or more than 10 miles if in a rural area.

LILA vehicle access/20-mile census tracts. Low-income census tracts where at least 100 housing units do not have a vehicle and are more than 0.5 mile from the nearest supermarket, supercenter, or large grocery store; or low-income census tracts where a substantial number or share of people (at least 500 or 33 percent) are more than 20 miles from the nearest store.

Appendix A: Additional State Estimates

Table A1

State low-income populations and shares of State low-income populations within low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition

State	Total State population	# of low-income people in LILA 1- and 10-mile tracts	% of low-income people in LILA 1- and 10-mile tracts	# of low-income people in LILA vehicle access and 20-mile tracts	% of low-income people in LILA vehicle access and 20-mile tracts
Alabama	4,779,736	451,668	9.4	566,792	11.9
Alaska	710,231	47,874	6.7	53,342	7.5
Arizona	6,392,017	587,579	9.2	678,693	10.6
Arkansas	2,915,918	395,192	13.6	376,008	12.9
California	37,253,956	1,413,195	3.8	1,781,081	4.8
Colorado	5,029,196	334,907	6.7	355,804	7.1
Connecticut	3,574,097	106,793	3.0	231,807	6.5
Delaware	897,934	48,364	5.4	44,940	5.0
District of Columbia	601,723	7,656	1.3	71,577	11.9
Florida	18,801,310	1,459,956	7.8	1,804,992	9.6
Georgia	9,687,653	1,163,779	12.0	1,391,053	14.4
Hawaii	1,360,301	64,911	4.8	57,581	4.2
Idaho	1,567,582	106,049	6.8	68,426	4.4
Illinois	12,830,632	469,824	3.7	750,483	5.8
Indiana	6,483,802	438,018	6.8	540,960	8.3
Iowa	3,046,355	150,020	4.9	115,385	3.8
Kansas	2,853,118	240,245	8.4	183,387	6.4
Kentucky	4,339,367	270,462	6.2	598,319	13.8
Louisiana	4,533,372	514,465	11.3	661,592	14.6
Maine	1,328,361	54,249	4.1	90,606	6.8
Maryland	5,773,552	166,836	2.9	378,196	6.6
Massachusetts	6,547,629	158,075	2.4	419,501	6.4
Michigan	9,883,640	564,569	5.7	876,297	8.9
Minnesota	5,303,925	257,555	4.9	288,738	5.4
Mississippi	2,967,297	487,875	16.4	557,576	18.8
Missouri	5,988,927	499,343	8.3	581,552	9.7
Montana	989,415	67,581	6.8	47,099	4.8
Nebraska	1,826,341	88,052	4.8	80,723	4.4
Nevada	2,700,551	118,169	4.4	210,322	7.8
New Hampshire	1,316,470	61,761	4.7	85,276	6.5
New Jersey	8,791,894	163,583	1.9	367,288	4.2
New Mexico	2,059,179	343,175	16.7	243,339	11.8
New York	19,378,102	292,420	1.5	718,633	3.7
North Carolina	9,535,483	877,945	9.2	1,259,978	13.2
North Dakota	672,591	21,949	3.3	30,691	4.6
Ohio	11,536,504	803,178	7.0	1,149,912	10.0

Continued—

Table A1

State low-income populations and shares of State low-income populations within low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition—continued

State	Total State population	# of low-income people in LILA 1- and 10-mile tracts	% of low-income people in LILA 1- and 10-mile tracts	# of low-income people in LILA vehicle access and 20-mile tracts	% of low-income people in LILA vehicle access and 20-mile tracts
Oklahoma	3,751,351	344,747	9.2	293,911	7.8
Oregon	3,831,074	247,603	6.5	320,213	8.4
Pennsylvania	12,702,379	330,205	2.6	885,197	7.0
Rhode Island	1,052,567	18,024	1.7	88,615	8.4
South Carolina	4,625,364	475,307	10.3	712,968	15.4
South Dakota	814,180	62,902	7.7	59,883	7.4
Tennessee	6,346,105	620,660	9.8	772,816	12.2
Texas	25,145,561	2,850,825	11.3	2,600,656	10.3
Utah	2,763,885	131,557	4.8	107,144	3.9
Vermont	625,741	13,731	2.2	20,694	3.3
Virginia	8,001,024	484,106	6.1	646,129	8.1
Washington	6,724,540	375,994	5.6	329,797	4.9
West Virginia	1,852,994	115,288	6.2	220,284	11.9
Wisconsin	5,686,986	250,044	4.4	349,700	6.1
Wyoming	563,626	30,808	5.5	21,444	3.8
Total U.S. population	308,745,538	19,649,073	6.4	25,147,400	8.1

Note: Low income population = annual family income is at or below 200 percent of the Federal poverty threshold for family size. LILA tracts using 1- and 10-mile definition = low-income (LI) census tracts where at least 500 people, or 33 percent of the population, live more than 1 mile (urban areas) or more than 10 miles (rural areas) from the nearest supermarket, supercenter, or large grocery store. LILA vehicle access/20-mile census tracts = Low-income (LI) census tracts where a significant number of housing units (at least 100) do not have a vehicle and are more than 0.5 mile from the nearest food store; or low-income census tracts where a substantial number or share of people (at least 500 or 33 percent) are more than 20 miles from the nearest supermarket, supercenter, or large grocery store, regardless of vehicle availability. LI census tracts = those where the poverty rate (the share of the tract population living with income at or below the Federal poverty thresholds by family size) is at least 20 percent or median family income is at or below 80 percent of the metropolitan area or State median income. LILA census tracts meet the conditions for both LI tracts and LA tracts.

Source: Calculated by USDA, Economic Research Service using U.S. Department of Commerce, Census Bureau's 2010 Decennial Census data and 2010-14 American Community Survey data.

Table A2

State populations and shares of State populations within low-income/low-access (LILA) tracts and low-access (LA) tracts—using the 1- and 10-mile definition

State	Total State population	# of people in LILA 1- and 10-mile tracts	% of total State population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total State population that are LA in LILA 1- and 10-mile tracts	# of people in LI tracts	% of total State population in LI tracts
Alabama	4,779,736	857,928	17.9	433,348	9.1	2,213,354	46.3
Alaska	710,231	100,738	14.2	76,085	10.7	187,908	26.5
Arizona	6,392,017	1,080,453	16.9	604,746	9.5	2,756,321	43.1
Arkansas	2,915,918	754,403	25.9	311,628	10.7	1,359,246	46.6
California	37,253,956	2,712,648	7.3	1,222,281	3.3	16,277,202	43.7
Colorado	5,029,196	713,595	14.2	357,724	7.1	1,965,815	39.1
Connecticut	3,574,097	320,497	9.0	136,349	3.8	1,177,047	32.9
Delaware	897,934	115,575	12.9	58,697	6.5	307,494	34.2
Washington, DC	601,723	18,591	3.1	6,769	1.1	328,585	54.6
Florida	18,801,310	2,768,485	14.7	1,298,880	6.9	7,317,620	38.9
Georgia	9,687,653	2,207,703	22.8	1,072,739	11.1	4,583,518	47.3
Hawaii	1,360,301	161,620	11.9	110,289	8.1	421,332	31.0
Idaho	1,567,582	211,344	13.5	78,470	5.0	477,119	30.4
Illinois	12,830,632	1,044,170	8.1	481,675	3.8	4,685,457	36.5
Indiana	6,483,802	874,486	13.5	405,331	6.3	2,201,052	33.9
Iowa	3,046,355	351,490	11.5	166,552	5.5	823,216	27.0
Kansas	2,853,118	498,144	17.5	268,982	9.4	989,971	34.7
Kentucky	4,339,367	532,926	12.3	257,882	5.9	2,068,268	47.7
Louisiana	4,533,372	971,739	21.4	500,457	11.0	2,046,663	45.1
Maine	1,328,361	120,207	9.0	50,584	3.8	413,125	31.1
Maryland	5,773,552	488,621	8.5	224,775	3.9	2,187,774	37.9
Massachusetts	6,547,629	461,182	7.0	205,374	3.1	2,169,831	33.1
Michigan	9,883,640	1,127,479	11.4	567,574	5.7	3,719,582	37.6
Minnesota	5,303,925	640,907	12.1	309,891	5.8	1,668,260	31.5
Mississippi	2,967,297	899,510	30.3	371,236	12.5	1,673,989	56.4
Missouri	5,988,927	1,056,922	17.6	467,231	7.8	2,460,675	41.1
Montana	989,415	133,619	13.5	68,076	6.9	297,034	30.0
Nebraska	1,826,341	181,705	9.9	67,136	3.7	533,261	29.2
Nevada	2,700,551	228,607	8.5	137,101	5.1	997,363	36.9
New Hampshire	1,316,470	196,835	15.0	100,582	7.6	438,815	33.3
New Jersey	8,791,894	472,389	5.4	297,880	3.4	2,770,751	31.5
New Mexico	2,059,179	602,195	29.2	340,752	16.5	1,043,267	50.7
New York	19,378,102	717,879	3.7	339,629	1.8	8,007,665	41.3
North Carolina	9,535,483	1,671,733	17.5	768,654	8.1	4,150,783	43.5

Continued—

Table A2

State populations and shares of State populations within low-income/low-access (LILA) tracts and low-access (LA) tracts—using the 1- and 10-mile definition—continued

State	Total State population	# of people in LILA 1- and 10-mile tracts	% of total State population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total State population that are LA in LILA 1- and 10-mile tracts	# of people in LI tracts	% of total State population in LI tracts
North Dakota	672,591	56,724	8.4	31,318	4.7	154,825	23.0
Ohio	11,536,504	1,635,548	14.2	812,533	7.0	4,215,924	36.5
Oklahoma	3,751,351	669,541	17.8	347,729	9.3	1,498,615	39.9
Oregon	3,831,074	518,052	13.5	201,431	5.3	1,575,521	41.1
Pennsylvania	12,702,379	757,360	6.0	398,461	3.1	4,167,197	32.8
Rhode Island	1,052,567	52,932	5.0	27,197	2.6	344,411	32.7
South Carolina	4,625,364	901,701	19.5	485,188	10.5	2,144,748	46.4
South Dakota	814,180	116,981	14.4	67,015	8.2	215,488	26.5
Tennessee	6,346,105	1,150,491	18.1	577,121	9.1	2,746,955	43.3
Texas	25,145,561	5,044,979	20.1	2,541,661	10.1	11,360,605	45.2
Utah	2,763,885	275,926	10.0	124,835	4.5	802,845	29.0
Vermont	625,741	33,477	5.3	14,210	2.3	161,609	25.8
Virginia	8,001,024	1,186,877	14.8	502,069	6.3	3,391,000	42.4
Washington	6,724,540	830,088	12.3	369,410	5.5	2,494,251	37.1
West Virginia	1,852,994	248,453	13.4	113,290	6.1	718,716	38.8
Wisconsin	5,686,986	568,709	10.0	253,871	4.5	1,687,704	29.7
Wyoming	563,626	72,393	12.8	40,457	7.2	126,410	22.4
Total U.S. population	308,745,538	39,416,557	12.8	19,073,154	6.2	122,526,187	39.7

Note: LA 1.0- and 10-mile census tracts = those where a significant number (at least 500 people) or share of the population (at least 33 percent) are more than 1 mile if in an urban area or more than 10 miles if in a rural area from the nearest supermarket, supercenter, or large grocery store. LI census tracts = those where the poverty rate (the share of the tract population living with income at or below the Federal poverty thresholds by family size) is at least 20 percent or median family income is at or below 80 percent of the metropolitan area or State median income. LILA census tracts meet the conditions for both LI tracts and LA tracts.

Source: Calculated by USDA, Economic Research Service using U.S. Department of Commerce, Census Bureau's 2010 Decennial Census data and 2010-14 American Community Survey data.

Table A3

Population and housing units and shares in low-income/low-access (LILA) tracts and in tracts that were low access but not low income in 2015, using the vehicle-access/20-mile definition

State	Total State population	Total State housing units	# of HU in LILA vehicle-access/20-mile tracts	% of total State HU in LILA vehicle-access/20-mile tracts	# of HU without a vehicle and >0.5 mile from a store in LILA vehicle-access/20-mile tracts	%of total State HU without a vehicle and >0.5 mile from a store in LILA vehicle-access/20-mile tracts	# of people in LILA vehicle-access/20-mile tracts	% of total State population in LILA vehicle-access/20-mile tracts	# of people more than 20 miles from a supermarket in LILA vehicle-access/20-mile tracts	% of total State population more than 20 miles from a supermarket in LILA vehicle-access/20-mile tracts
Alabama	4,779,736	1,883,791	409,094	21.7	43,414	2.3	1,038,197	21.7	2	0.0
Alaska	710,231	258,058	38,678	15.0	10,679	4.1	113,704	16.0	43,522	6.1
Arizona	6,392,017	2,380,990	412,493	17.3	49,612	2.1	1,120,970	17.5	73,208	1.1
Arkansas	2,915,918	1,147,084	265,321	23.1	26,481	2.3	677,203	23.2	49	0.0
California	37,253,956	12,577,498	1,040,983	8.3	104,832	0.8	3,151,162	8.5	15,744	0.0
Colorado	5,029,196	1,972,868	281,717	14.3	25,523	1.3	691,145	13.7	13,063	0.3
Connecticut	3,574,097	1,371,087	216,235	15.8	24,213	1.8	565,892	15.8	0	0.0
Delaware	897,934	342,297	39,296	11.5	4,287	1.3	104,127	11.6	0	0.0
Washington, DC	601,723	266,707	57,859	21.7	15,446	5.8	142,647	23.7	0	0.0
Florida	18,801,310	7,420,802	1,234,180	16.6	126,164	1.7	3,178,421	16.9	1,380	0.0
Georgia	9,687,653	3,585,584	951,911	26.5	104,953	2.9	2,546,895	26.3	0	0.0
Hawaii	1,360,301	455,338	44,786	9.8	3,548	0.8	130,611	9.6	75	0.0
Idaho	1,567,582	579,408	50,527	8.7	3,097	0.5	133,191	8.5	2,222	0.1
Illinois	12,830,632	4,836,972	554,287	11.5	80,568	1.7	1,450,388	11.3	0	0.0
Indiana	6,483,802	2,502,154	385,672	15.4	46,384	1.9	967,381	14.9	0	0.0
Iowa	3,046,355	1,221,576	98,573	8.1	10,480	0.9	242,593	8.0	0	0.0
Kansas	2,853,118	1,112,096	135,660	12.2	14,013	1.3	341,742	12.0	3,869	0.1
Kentucky	4,339,367	1,719,965	454,816	26.4	51,543	3.0	1,133,181	26.1	0	0.0
Louisiana	4,533,372	1,728,360	457,718	26.5	55,670	3.2	1,215,030	26.8	1,130	0.0
Maine	1,328,361	557,219	81,869	14.7	7,927	1.4	191,927	14.4	617	0.0
Maryland	5,773,552	2,156,411	347,090	16.1	46,770	2.2	906,620	15.7	0	0.0
Massachusetts	6,547,629	2,547,075	382,716	15.0	50,599	2.0	970,188	14.8	0	0.0

Continued—

Table A3

Population and housing units and shares in low-income/low-access (LILA) tracts and in tracts that were low access but not low income in 2015, using the vehicle-access/20-mile definition—continued

State	Total State population	Total State housing units	# of HU in LILA vehicle-access/20-mile tracts	% of total State HU in LILA vehicle-access/20-mile tracts	# of HU without a vehicle and >0.5 mile from a store in LILA vehicle-access/20-mile tracts	%of total State HU without a vehicle and >0.5 mile from a store in LILA vehicle-access/20-mile tracts	# of people in LILA vehicle-access/20-mile tracts	% of total State population in LILA vehicle-access/20-mile tracts	# of people more than 20 miles from a supermarket in LILA vehicle-access/20-mile tracts	% of total State population more than 20 miles from a supermarket in LILA vehicle-access/20-mile tracts
Michigan	9,883,640	3,872,508	632,865	16.3	85,493	2.2	1,587,001	16.1	1,935	0.0
Minnesota	5,303,925	2,087,227	254,238	12.2	27,757	1.3	629,423	11.9	4,754	0.1
Mississippi	2,967,297	1,115,768	374,389	33.6	37,324	3.3	1,002,271	33.8	263	0.0
Missouri	5,988,927	2,375,611	459,671	19.3	51,868	2.2	1,142,302	19.1	21	0.0
Montana	989,415	409,607	35,348	8.6	2,381	0.6	87,738	8.9	22,400	2.3
Nebraska	1,826,341	721,130	58,854	8.2	5,788	0.8	149,525	8.2	1,362	0.1
Nevada	2,700,551	1,006,250	141,456	14.1	21,878	2.2	369,821	13.7	9,869	0.4
New Hampshire	1,316,470	518,973	96,031	18.5	8,765	1.7	225,777	17.2	0	0.0
New Jersey	8,791,894	3,214,360	338,457	10.5	44,155	1.4	875,060	10.0	0	0.0
New Mexico	2,059,179	791,395	159,851	20.2	14,253	1.8	430,533	20.9	49,676	2.4
New York	19,378,102	7,317,755	599,601	8.2	92,601	1.3	1,509,602	7.8	0	0.0
North Carolina	9,535,483	3,745,155	903,014	24.1	92,335	2.5	2,304,399	24.2	3,544	0.0
North Dakota	672,591	281,192	26,751	9.5	2,638	0.9	64,198	9.5	4,712	0.7
Ohio	11,536,504	4,603,435	878,204	19.1	120,318	2.6	2,138,787	18.5	0	0.0
Oklahoma	3,751,351	1,460,450	205,721	14.1	20,870	1.4	528,888	14.1	4,740	0.1
Oregon	3,831,074	1,518,938	237,422	15.6	18,591	1.2	609,409	15.9	13,247	0.3
Pennsylvania	12,702,379	5,018,904	741,602	14.8	115,455	2.3	1,844,549	14.5	0	0.0
Rhode Island	1,052,567	413,600	63,810	15.4	7,283	1.8	169,387	16.1	0	0.0
South Carolina	4,625,364	1,801,181	512,748	28.5	56,931	3.2	1,317,431	28.5	0	0.0
South Dakota	814,180	322,282	38,708	12.0	3,912	1.2	104,006	12.8	16,673	2.0
Tennessee	6,346,105	2,493,552	532,250	21.3	59,034	2.4	1,354,609	21.3	0	0.0
Texas	25,145,561	8,922,933	1,524,246	17.1	159,463	1.8	4,363,493	17.4	23,986	0.1

Continued—

Table A3

Population and housing units and shares in low-income/low-access (LILA) tracts and in tracts that were low access but not low income in 2015, using the vehicle-access/20-mile definition—continued

State	Total State population	Total State housing units	# of HU in LILA vehicle-access/20-mile tracts	% of total State HU in LILA vehicle-access/20-mile tracts	# of HU without a vehicle and >0.5 mile from a store in LILA vehicle-access/20-mile tracts	% of total State HU without a vehicle and >0.5 mile from a store in LILA vehicle-access/20-mile tracts	# of people in LILA vehicle-access/20-mile tracts	% of total State population in LILA vehicle-access/20-mile tracts	# of people more than 20 miles from a supermarket in LILA vehicle-access/20-mile tracts	% of total State population more than 20 miles from a supermarket in LILA vehicle-access/20-mile tracts
Utah	2,763,885	877,692	75,895	8.6	6,415	0.7	209,971	7.6	12,008	0.4
Vermont	625,741	256,442	20,069	7.8	1,782	0.7	47,060	7.5	0	0.0
Virginia	8,001,024	3,056,058	583,496	19.1	61,545	2.0	1,432,614	17.9	1,058	0.0
Washington	6,724,540	2,620,076	278,984	10.6	24,562	0.9	694,143	10.3	7,704	0.1
West Virginia	1,852,994	763,831	193,160	25.3	21,816	2.9	459,036	24.8	0	0.0
Wisconsin	5,686,986	2,279,768	282,333	12.4	33,598	1.5	692,699	12.2	0	0.0
Wyoming	563,626	226,879	21,632	9.5	1,491	0.7	49,812	8.8	2,612	0.5
Total U.S. population	308,745,538	116,716,292	18,212,287	15.6	2,106,505	1.8	47,406,759	15.4	335,446	0.1

Note: Column 3 is the number of housing units (HUs) in LILA (low-income, low-access) vehicle-access/20-mile tracts; column 5 is the number of HUs without a vehicle and more than 0.5 mile from a store. Column 7 is the number of people in LILA tracts using the vehicle-access/20-mile measure; column 9 is the number of people more than 20 miles from a supermarket in LILA vehicle-access/20-mile tracts.

Source: Calculated by USDA, Economic Research Service using U.S. Department of Commerce, Census Bureau's 2010 Decennial Census data and 2010-14 American Community Survey data.

Appendix B: Additional Metropolitan and Micropolitan Estimates

Table B1

Total metropolitan low-income (LI), low-access (LA), and low-income/low-access (LILA) census tracts using the 1- and 10-mile definition and using the vehicle-access/20-mile definition

Metropolitan Area	Total metropolitan area tracts	# of LILA 1- and 10-mile tracts	% of total LILA 1- and 10-mile tracts	# of LA 1- and 10-mile tracts	% of total LA 1- and 10-mile tracts	# of LILA vehicle access and 20-mile tracts	% of total LILA vehicle access and 20-mile tracts	# of LI tracts	% of total LI tracts
Abilene, TX	47	11	23.4	20	42.6	5	10.6	25	53.2
Akron, OH	170	26	15.3	87	51.2	38	22.4	68	40.0
Albany, GA	43	14	32.6	21	48.8	17	39.5	31	72.1
Albany, OR	21	5	23.8	11	52.4	4	19.0	9	42.9
Albany-Schenectady-Troy, NY	218	14	6.4	88	40.4	33	15.1	70	32.1
Albuquerque, NM	203	34	16.7	88	43.3	28	13.8	89	43.8
Alexandria, LA	38	7	18.4	21	55.3	13	34.2	20	52.6
Allentown-Bethlehem-Easton, PA-NJ	179	15	8.4	76	42.5	25	14.0	52	29.1
Altoona, PA	34	7	20.6	11	32.4	9	26.5	16	47.1
Amarillo, TX	67	10	14.9	22	32.8	9	13.4	27	40.3
Ames, IA	20	4	20.0	11	55.0	3	15.0	6	30.0
Anchorage, AK	79	8	10.1	37	46.8	12	15.2	21	26.6
Ann Arbor, MI	100	20	20.0	41	41.0	20	20.0	46	46.0
Anniston-Oxford-Jacksonville, AL	31	7	22.6	15	48.4	4	12.9	14	45.2
Appleton, WI	51	1	2.0	20	39.2	3	5.9	8	15.7
Asheville, NC	105	11	10.5	42	40.0	11	10.5	33	31.4
Athens-Clarke County, GA	46	15	32.6	20	43.5	10	21.7	24	52.2
Atlanta-Sandy Springs-Roswell, GA	951	206	21.7	577	60.7	206	21.7	405	42.6
Atlantic City-Hammonton, NJ	69	14	20.3	29	42.0	20	29.0	35	50.7
Auburn-Opelika, AL	27	11	40.7	17	63.0	6	22.2	15	55.6
Augusta-Richmond County, GA-SC	119	29	24.4	62	52.1	41	34.5	65	54.6
Austin-Round Rock, TX	350	59	16.9	177	50.6	46	13.1	143	40.9
Bakersfield, CA	151	23	15.2	55	36.4	29	19.2	97	64.2
Baltimore-Columbia-Towson, MD	680	29	4.3	219	32.2	110	16.2	264	38.8

Continued—

Table B1

Total metropolitan low-income (LI), low-access (LA), and low-income/low-access (LILA) census tracts using the 1- and 10-mile definition and using the vehicle-access/20-mile definition—continued

Metropolitan Area	Total metropolitan area tracts	# of LILA 1- and 10-mile tracts	% of total LILA 1- and 10-mile tracts	# of LA 1- and 10-mile tracts	% of total LA 1- and 10-mile tracts	# of LILA vehicle access and 20-mile tracts	% of total LILA vehicle access and 20-mile tracts	# of LI tracts	% of total LI tracts
Bangor, ME	46	6	13.0	12	26.1	9	19.6	20	43.5
Barnstable Town, MA	57	9	15.8	41	71.9	4	7.0	16	28.1
Baton Rouge, LA	151	36	23.8	74	49.0	35	23.2	73	48.3
Battle Creek, MI	39	11	28.2	18	46.2	9	23.1	20	51.3
Bay City, MI	26	6	23.1	10	38.5	7	26.9	10	38.5
Beaumont-Port Arthur, TX	108	25	23.1	55	50.9	21	19.4	54	50.0
Beckley, WV	29	7	24.1	15	51.7	10	34.5	13	44.8
Bellingham, WA	34	3	8.8	15	44.1	4	11.8	11	32.4
Bend-Redmond, OR	24	3	12.5	11	45.8	3	12.5	9	37.5
Billings, MT	38	4	10.5	20	52.6	4	10.5	11	28.9
Binghamton, NY	65	3	4.6	12	18.5	13	20.0	27	41.5
Birmingham-Hoover, AL	264	53	20.1	128	48.5	60	22.7	122	46.2++
Bismarck, ND	27	2	7.4	14	51.9	3	11.1	5	18.5
Blacksburg-Christiansburg-Radford, VA	36	10	27.8	14	38.9	15	41.7	25	69.4
Bloomington, IL	46	10	21.7	20	43.5	6	13.0	19	41.3
Bloomington, IN	36	2	5.6	9	25.0	7	19.4	14	38.9
Bloomsburg-Berwick, PA	19	0	0.0	3	15.8	3	15.8	5	26.3
Boise City, ID	95	12	12.6	48	50.5	13	13.7	39	41.1
Boston-Cambridge-Newton, MA-NH	1,006	48	4.8	405	40.3	113	11.2	325	32.3
Boulder, CO	68	4	5.9	21	30.9	4	5.9	24	35.3
Bowling Green, KY	39	4	10.3	11	28.2	6	15.4	20	51.3
Bremerton-Silverdale, WA	55	5	9.1	31	56.4	3	5.5	12	21.8
Bridgeport-Stamford-Norwalk, CT	211	13	6.2	102	48.3	26	12.3	71	33.6
Brownsville-Harlingen, TX	86	31	36.0	36	41.9	19	22.1	76	88.4
Brunswick, GA	22	7	31.8	13	59.1	6	27.3	12	54.5

Continued—

Table B1

Total metropolitan low-income (LI), low-access (LA), and low-income/low-access (LILA) census tracts using the 1- and 10-mile definition and using the vehicle-access/20-mile definition—continued

Metropolitan Area	Total metropolitan area tracts	# of LILA 1- and 10-mile tracts	% of total LILA 1- and 10-mile tracts	# of LA 1- and 10-mile tracts	% of total LA 1- and 10-mile tracts	# of LILA vehicle access and 20-mile tracts	% of total LILA vehicle access and 20-mile tracts	# of LI tracts	% of total LI tracts
Buffalo-Cheektowaga-Niagara Falls, NY	298	29	9.7	96	32.2	65	21.8	126	42.3
Burlington, NC	36	9	25.0	18	50.0	6	16.7	15	41.7
Burlington-South Burlington, VT	47	0	0.0	12	25.5	4	8.5	14	29.8
California-Lexington Park, MD	18	3	16.7	7	38.9	2	11.1	4	22.2
Canton-Massillon, OH	93	6	6.5	39	41.9	16	17.2	29	31.2
Cape Coral-Fort Myers, FL	166	32	19.3	100	60.2	20	12.0	54	32.5
Cape Girardeau, MO-IL	23	5	21.7	11	47.8	3	13.0	12	52.2
Carbondale-Marion, IL	29	9	31.0	15	51.7	8	27.6	17	58.6
Carson City, NV	14	1	7.1	7	50.0	0	0.0	5	35.7
Casper, WY	18	1	5.6	9	50.0	1	5.6	3	16.7
Cedar Rapids, IA	57	3	5.3	27	47.4	5	8.8	15	26.3
Chambersburg-Waynesboro, PA	27	2	7.4	10	37.0	3	11.1	7	25.9
Champaign-Urbana, IL	52	4	7.7	19	36.5	13	25.0	23	44.2
Charleston, WV	64	13	20.3	26	40.6	20	31.3	30	46.9
Charleston-North Charleston, SC	156	26	16.7	70	44.9	31	19.9	66	42.3
Charlotte-Concord-Gastonia, NC-SC	539	83	15.4	252	46.8	90	16.7	217	40.3
Charlottesville, VA	48	6	12.5	12	25.0	7	14.6	20	41.7
Chattanooga, TN-GA	119	23	19.3	68	57.1	19	16.0	41	34.5
Cheyenne, WY	21	6	28.6	16	76.2	3	14.3	6	28.6
Chicago-Naperville-Elgin, IL-IN-WI	2,210	112	5.1	628	28.4	224	10.1	896	40.5
Chico, CA	51	14	27.5	25	49.0	12	23.5	32	62.7
Cincinnati, OH-KY-IN	498	77	15.5	258	51.8	102	20.5	201	40.4
Clarksville, TN-KY	63	16	25.4	38	60.3	9	14.3	27	42.9
Cleveland, TN	24	7	29.2	13	54.2	4	16.7	11	45.8
Cleveland-Elyria, OH	637	50	7.8	226	35.5	107	16.8	279	43.8
Coeur d'Alene, ID	25	0	0.0	13	52.0	0	0.0	6	24.0

Continued—

Table B1

Total metropolitan low-income (LI), low-access (LA), and low-income/low-access (LILA) census tracts using the 1- and 10-mile definition and using the vehicle-access/20-mile definition—continued

Metropolitan Area	Total metropolitan area tracts	# of LILA 1- and 10-mile tracts	% of total LILA 1- and 10-mile tracts	# of LA 1- and 10-mile tracts	% of total LA 1- and 10-mile tracts	# of LILA vehicle access and 20-mile tracts	% of total LILA vehicle access and 20-mile tracts	# of LI tracts	% of total LI tracts
College Station-Bryan, TX	52	16	30.8	28	53.8	12	23.1	27	51.9
Colorado Springs, CO	136	27	19.9	72	52.9	21	15.4	54	39.7
Columbia, MO	29	5	17.2	16	55.2	2	6.9	13	44.8
Columbia, SC	191	36	18.8	91	47.6	39	20.4	90	47.1
Columbus, GA-AL	78	14	17.9	31	39.7	21	26.9	44	56.4
Columbus, IN	15	3	20.0	10	66.7	3	20.0	4	26.7
Columbus, OH	433	66	15.2	183	42.3	88	20.3	198	45.7
Corpus Christi, TX	102	21	20.6	53	52.0	25	24.5	50	49.0
Corvallis, OR	18	3	16.7	11	61.1	2	11.1	9	50.0
Crestview-Fort Walton Beach-Destin, FL	52	8	15.4	32	61.5	6	11.5	12	23.1
Cumberland, MD-WV	30	10	33.3	12	40.0	8	26.7	23	76.7
Dallas-Fort Worth-Arlington, TX	1,324	184	13.9	546	41.2	157	11.9	555	41.9
Dalton, GA	26	4	15.4	8	30.8	4	15.4	13	50.0
Danville, IL	24	5	20.8	10	41.7	5	20.8	14	58.3
Daphne-Fairhope-Foley, AL	31	3	9.7	15	48.4	2	6.5	7	22.6
Davenport-Moline-Rock Island, IA-IL	104	10	9.6	32	30.8	14	13.5	42	40.4
Dayton, OH	209	42	20.1	100	47.8	50	23.9	90	43.1
Decatur, AL	36	5	13.9	10	27.8	5	13.9	12	33.3
Decatur, IL	34	5	14.7	16	47.1	10	29.4	17	50.0
Deltona-Daytona Beach-Ormond Beach, FL	133	28	21.1	85	63.9	23	17.3	51	38.3
Denver-Aurora-Lakewood, CO	621	51	8.2	201	32.4	72	11.6	211	34.0
Des Moines-West Des Moines, IA	131	14	10.7	50	38.2	10	7.6	46	35.1
Detroit-Warren-Dearborn, MI	1,298	95	7.3	423	32.6	189	14.6	538	41.4
Dothan, AL	34	4	11.8	10	29.4	4	11.8	16	47.1
Dover, DE	33	4	12.1	13	39.4	5	15.2	13	39.4

Continued—

Table B1

Total metropolitan low-income (LI), low-access (LA), and low-income/low-access (LILA) census tracts using the 1- and 10-mile definition and using the vehicle-access/20-mile definition—continued

Metropolitan Area	Total metropolitan area tracts	# of LILA 1 and 10-mile tracts	% of total LILA 1 and 10-mile tracts	# of LA 1 and 10-mile tracts	% of total LA 1 and 10-mile tracts	# of LILA vehicle access and 20-mile tracts	% of total LILA vehicle access and 20-mile tracts	# of LI tracts	% of total LI tracts
Dubuque, IA	26	6	23.1	13	50.0	3	11.5	7	26.9
Duluth, MN-WI	85	20	23.5	42	49.4	16	18.8	46	54.1
Durham-Chapel Hill, NC	108	22	20.4	50	46.3	25	23.1	49	45.4
East Stroudsburg, PA	33	1	3.0	8	24.2	2	6.1	6	18.2
Eau Claire, WI	31	4	12.9	17	54.8	4	12.9	8	25.8
El Centro, CA	31	10	32.3	13	41.9	11	35.5	23	74.2
El Paso, TX	162	43	26.5	68	42.0	31	19.1	109	67.3
Elizabethtown-Fort Knox, KY	34	8	23.5	18	52.9	3	8.8	14	41.2
Elkhart-Goshen, IN	36	8	22.2	22	61.1	10	27.8	15	41.7
Elmira, NY	22	3	13.6	7	31.8	6	27.3	11	50.0
Enid, OK	12	0	0.0	6	50.0	2	16.7	3	25.0
Erie, PA	72	12	16.7	30	41.7	23	31.9	33	45.8
Eugene, OR	86	10	11.6	32	37.2	15	17.4	42	48.8
Evansville, IN-KY	78	4	5.1	25	32.1	9	11.5	33	42.3
Fairbanks, AK	19	0	0.0	8	42.1	2	10.5	4	21.1
Fargo, ND-MN	46	3	6.5	18	39.1	4	8.7	13	28.3
Farmington, NM	33	10	30.3	21	63.6	5	15.2	14	42.4
Fayetteville, NC	77	20	26.0	39	50.6	19	24.7	34	44.2
Fayetteville-Springdale-Rogers, AR-MO	89	15	16.9	39	43.8	10	11.2	29	32.6
Flagstaff, AZ	28	10	35.7	17	60.7	6	21.4	14	50.0
Flint, MI	131	32	24.4	68	51.9	33	25.2	70	53.4
Florence, SC	49	10	20.4	15	30.6	20	40.8	31	63.3
Florence-Muscle Shoals, AL	36	3	8.3	12	33.3	4	11.1	15	41.7
Fond du Lac, WI	20	2	10.0	11	55.0	2	10.0	3	15.0
Fort Collins, CO	73	5	6.8	31	42.5	6	8.2	29	39.7
Fort Smith, AR-OK	58	13	22.4	22	37.9	11	19.0	35	60.3

Continued—

Table B1

Total metropolitan low-income (LI), low-access (LA), and low-income/low-access (LILA) census tracts using the 1- and 10-mile definition and using the vehicle-access/20-mile definition—continued

Metropolitan Area	Total metropolitan area tracts	# of LILA 1- and 1o-mile tracts	% of total LILA 1- and 10-mile tracts	# of LA 1- and 10-mile tracts	% of total LA 1- and 10-mile tracts	# of LILA vehicle access and 20-mile tracts	% of total LILA vehicle access and 20-mile tracts	# of LI tracts	% of total LI tracts
Fort Wayne, IN	110	18	16.4	53	48.2	18	16.4	42	38.2
Fresno, CA	199	30	15.1	55	27.6	45	22.6	133	66.8
Gadsden, AL	30	6	20.0	13	43.3	4	13.3	17	56.7
Gainesville, FL	61	11	18.0	19	31.1	16	26.2	39	63.9
Gainesville, GA	36	6	16.7	18	50.0	5	13.9	12	33.3
Gettysburg, PA	23	0	0.0	3	13.0	0	0.0	3	13.0
Glens Falls, NY	36	2	5.6	8	22.2	6	16.7	10	27.8
Goldsboro, NC	26	9	34.6	12	46.2	10	38.5	17	65.4
Grand Forks, ND-MN	28	8	28.6	15	53.6	4	14.3	14	50.0
Grand Island, NE	22	4	18.2	15	68.2	2	9.1	5	22.7
Grand Junction, CO	29	8	27.6	17	58.6	8	27.6	15	51.7
Grand Rapids-Wyoming, MI	205	18	8.8	88	42.9	31	15.1	71	34.6
Grants Pass, OR	16	4	25.0	5	31.3	6	37.5	12	75.0
Great Falls, MT	22	3	13.6	10	45.5	1	4.5	8	36.4
Greeley, CO	77	11	14.3	28	36.4	3	3.9	27	35.1
Green Bay, WI	68	7	10.3	25	36.8	9	13.2	26	38.2
Greensboro-High Point, NC	168	38	22.6	77	45.8	37	22.0	75	44.6
Greenville, NC	32	8	25.0	15	46.9	11	34.4	19	59.4
Greenville-Anderson-Mauldin, SC	195	45	23.1	114	58.5	40	20.5	83	42.6
Gulfport-Biloxi-Pascagoula, MS	81	24	29.6	51	63.0	14	17.3	37	45.7
Hagerstown-Martinsburg, MD-WV	46	9	19.6	23	50.0	11	23.9	23	50.0
Hammond, LA	20	7	35.0	12	60.0	7	35.0	12	60.0
Hanford-Corcoran, CA	27	6	22.2	12	44.4	2	7.4	16	59.3
Harrisburg-Carlisle, PA	124	13	10.5	58	46.8	22	17.7	40	32.3
Harrisonburg, VA	30	5	16.7	6	20.0	2	6.7	20	66.7
Hartford-West Hartford-East Hartford, CT	289	20	6.9	133	46.0	29	10.0	97	33.6

Continued—

Table B1

Total metropolitan low-income (LI), low-access (LA), and low-income/low-access (LILA) census tracts using the 1- and 10-mile definition and using the vehicle-access/20-mile definition—continued

Metropolitan Area	Total metropolitan area tracts	# of LILA 1- and 10-mile tracts	% of total LILA 1- and 10-mile tracts	# of LA 1- and 10-mile tracts	% of total LA 1- and 10-mile tracts	# of LILA vehicle access and 20-mile tracts	% of total LILA vehicle access and 20-mile tracts	# of LI tracts	% of total LI tracts
Hattiesburg, MS	28	7	25.0	13	46.4	8	28.6	17	60.7
Hickory-Lenoir-Morganton, NC	73	20	27.4	35	47.9	18	24.7	34	46.6
Hilton Head Island-Bluffton-Beaufort, SC	46	10	21.7	25	54.3	10	21.7	18	39.1
Hinesville, GA	17	5	29.4	9	52.9	2	11.8	8	47.1
Homosassa Springs, FL	27	7	25.9	14	51.9	7	25.9	14	51.9
Hot Springs, AR	20	7	35.0	11	55.0	9	45.0	14	70.0
Houma-Thibodaux, LA	44	10	22.7	22	50.0	11	25.0	17	38.6
Houston-The Woodlands-Sugar Land, TX	1,071	162	15.1	445	41.5	171	16.0	509	47.5
Huntington-Ashland, WV-KY-OH	93	8	8.6	28	30.1	17	18.3	44	47.3
Huntsville, AL	89	16	18.0	43	48.3	15	16.9	45	50.6
Idaho Falls, ID	26	1	3.8	15	57.7	3	11.5	6	23.1
Indianapolis-Carmel-Anderson, IN	397	64	16.1	179	45.1	86	21.7	177	44.6
Iowa City, IA	29	5	17.2	10	34.5	4	13.8	13	44.8
Ithaca, NY	23	5	21.7	8	34.8	6	26.1	11	47.8
Jackson, MI	38	9	23.7	17	44.7	11	28.9	16	42.1
Jackson, MS	129	38	29.5	75	58.1	29	22.5	70	54.3
Jackson, TN	35	9	25.7	17	48.6	5	14.3	17	48.6
Jacksonville, FL	259	48	18.5	145	56.0	61	23.6	101	39.0
Jacksonville, NC	32	8	25.0	18	56.3	3	9.4	12	37.5
Janesville-Beloit, WI	38	8	21.1	19	50.0	5	13.2	16	42.1
Jefferson City, MO	31	2	6.5	19	61.3	4	12.9	4	12.9
Johnson City, TN	44	17	38.6	26	59.1	8	18.2	27	61.4
Johnstown, PA	42	5	11.9	16	38.1	8	19.0	17	40.5
Jonesboro, AR	24	4	16.7	10	41.7	6	25.0	12	50.0
Joplin, MO	34	8	23.5	17	50.0	6	17.6	14	41.2

Continued—

Table B1

Total metropolitan low-income (LI), low-access (LA), and low-income/low-access (LILA) census tracts using the 1- and 10-mile definition and using the vehicle-access/20-mile definition—continued

Metropolitan Area	Total metropolitan area tracts	# of LILA 1- and 10-mile tracts	% of total LILA 1- and 10-mile tracts	# of LA 1- and 10-mile tracts	% of total LA 1- and 10-mile tracts	# of LILA vehicle access and 20-mile tracts	% of total LILA vehicle access and 20-mile tracts	# of LI tracts	% of total LI tracts
Kahului-Wailuku-Lahaina, HI	38	5	13.2	17	44.7	2	5.3	11	28.9
Kalamazoo-Portage, MI	72	10	13.9	28	38.9	13	18.1	32	44.4
Kankakee, IL	29	3	10.3	9	31.0	5	17.2	13	44.8
Kansas City, MO-KS	530	81	15.3	221	41.7	76	14.3	210	39.6
Kennewick-Richland, WA	50	4	8.0	25	50.0	1	2.0	20	40.0
Killeen-Temple, TX	89	25	28.1	57	64.0	14	15.7	36	40.4
Kingsport-Bristol-Bristol, TN-VA	75	11	14.7	29	38.7	21	28.0	39	52.0
Kingston, NY	47	7	14.9	19	40.4	8	17.0	14	29.8
Knoxville, TN	204	27	13.2	97	47.5	36	17.6	77	37.7
Kokomo, IN	20	3	15.0	8	40.0	7	35.0	10	50.0
La Crosse-Onalaska, WI-MN	30	3	10.0	12	40.0	2	6.7	8	26.7
Lafayette, LA	93	15	16.1	34	36.6	26	28.0	44	47.3
Lafayette-West Lafayette, IN	47	6	12.8	12	25.5	9	19.1	20	42.6
Lake Charles, LA	47	9	19.1	25	53.2	11	23.4	16	34.0
Lake Havasu City-Kingman, AZ	43	20	46.5	29	67.4	12	27.9	26	60.5
Lakeland-Winter Haven, FL	154	37	24.0	84	54.5	29	18.8	84	54.5
Lancaster, PA	98	2	2.0	36	36.7	5	5.1	18	18.4
Lansing-East Lansing, MI	131	23	17.6	59	45.0	25	19.1	46	35.1
Laredo, TX	61	16	26.2	24	39.3	9	14.8	48	78.7
Las Cruces, NM	41	15	36.6	21	51.2	7	17.1	32	78.0
Las Vegas-Henderson-Paradise, NV	487	34	7.0	145	29.8	64	13.1	188	38.6
Lawrence, KS	22	4	18.2	11	50.0	3	13.6	11	50.0
Lawton, OK	34	6	17.6	15	44.1	5	14.7	14	41.2
Lebanon, PA	31	0	0.0	9	29.0	4	12.9	6	19.4
Lewiston, ID-WA	16	1	6.3	6	37.5	1	6.3	6	37.5
Lewiston-Auburn, ME	28	1	3.6	4	14.3	6	21.4	10	35.7
Lexington-Fayette, KY	129	23	17.8	49	38.0	26	20.2	52	40.3

Continued—

Table B1

Total metropolitan low-income (LI), low-access (LA), and low-income/low-access (LILA) census tracts using the 1- and 10-mile definition and using the vehicle-access/20-mile definition—continued

Metropolitan Area	Total metropolitan area tracts	# of LILA 1- and 10-mile tracts	% of total LILA 1- and 10-mile tracts	# of LA 1- and 10-mile tracts	% of total LA 1- and 10-mile tracts	# of LILA vehicle access and 20-mile tracts	% of total LILA vehicle access and 20-mile tracts	# of LI tracts	% of total LI tracts
Lima, OH	33	3	9.1	10	30.3	9	27.3	14	42.4
Lincoln, NE	78	5	6.4	27	34.6	8	10.3	30	38.5
Little Rock-North Little Rock-Conway, AR	164	32	19.5	78	47.6	30	18.3	59	36.0
Logan, UT-ID	28	2	7.1	13	46.4	2	7.1	10	35.7
Longview, TX	45	11	24.4	22	48.9	7	15.6	18	40.0
Longview, WA	24	5	20.8	8	33.3	3	12.5	11	45.8
Los Angeles-Long Beach-Anaheim, CA	2,926	70	2.4	399	13.6	161	5.5	1292	44.2
Louisville/Jefferson County, KY-IN	306	21	6.9	101	33.0	50	16.3	114	37.3
Lubbock, TX	74	16	21.6	27	36.5	13	17.6	35	47.3
Lynchburg, VA	59	14	23.7	22	37.3	16	27.1	38	64.4
Macon-Bibb County, GA	60	14	23.3	25	41.7	23	38.3	36	60.0
Madera, CA	23	3	13.0	5	21.7	4	17.4	15	65.2
Madison, WI	133	14	10.5	62	46.6	15	11.3	39	29.3
Manchester-Nashua, NH	86	10	11.6	44	51.2	18	20.9	27	31.4
Manhattan, KS	18	6	33.3	10	55.6	3	16.7	9	50.0
Mankato-North Mankato, MN	23	6	26.1	11	47.8	3	13.0	9	39.1
Mansfield, OH	30	8	26.7	19	63.3	7	23.3	12	40.0
McAllen-Edinburg-Mission, TX	113	59	52.2	70	61.9	50	44.2	98	86.7
Medford, OR	41	7	17.1	20	48.8	6	14.6	18	43.9
Memphis, TN-MS-AR	314	66	21.0	150	47.8	98	31.2	164	52.2
Merced, CA	49	13	26.5	20	40.8	6	12.2	40	81.6
Miami-Fort Lauderdale-West Palm Beach, FL	1,217	61	5.0	270	22.2	149	12.2	483	39.7
Michigan City-La Porte, IN	28	8	28.6	14	50.0	6	21.4	12	42.9
Midland, MI	19	2	10.5	6	31.6	2	10.5	5	26.3
Midland, TX	29	4	13.8	13	44.8	1	3.4	8	27.6

Continued—

Table B1

Total metropolitan low-income (LI), low-access (LA), and low-income/low-access (LILA) census tracts using the 1- and 10-mile definition and using the vehicle-access/20-mile definition—continued

Metropolitan Area	Total metropolitan area tracts	# of LILA 1- and 10-mile tracts	% of total LILA 1- and 10-mile tracts	# of LA 1- and 10-mile tracts	% of total LA 1- and 10-mile tracts	# of LILA vehicle access and 20-mile tracts	% of total LILA vehicle access and 20-mile tracts	# of LI tracts	% of total LI tracts
Milwaukee-Waukesha-West Allis, WI	429	15	3.5	121	28.2	64	14.9	184	42.9
Minneapolis-St. Paul-Bloomington, MN-WI	789	55	7.0	360	45.6	84	10.6	243	30.8
Missoula, MT	20	2	10.0	9	45.0	3	15.0	7	35.0
Mobile, AL	114	22	19.3	45	39.5	14	12.3	63	55.3
Modesto, CA	94	12	12.8	24	25.5	15	16.0	56	59.6
Monroe, LA	46	11	23.9	24	52.2	18	39.1	27	58.7
Monroe, MI	39	2	5.1	9	23.1	2	5.1	7	17.9
Montgomery, AL	96	27	28.1	48	50.0	21	21.9	46	47.9
Morgantown, WV	32	2	6.3	12	37.5	6	18.8	14	43.8
Morristown, TN	21	6	28.6	12	57.1	6	28.6	9	42.9
Mount Vernon-Anacortes, WA	30	6	20.0	13	43.3	4	13.3	12	40.0
Muncie, IN	30	6	20.0	11	36.7	9	30.0	19	63.3
Muskegon, MI	42	16	38.1	27	64.3	14	33.3	23	54.8
Myrtle Beach-Conway-North Myrtle Beach, SC-NC	105	10	9.5	38	36.2	10	9.5	39	37.1
Napa, CA	40	0	0.0	7	17.5	0	0.0	12	30.0
Naples-Immokalee-Marco Island, FL	73	11	15.1	41	56.2	11	15.1	22	30.1
Nashville-Davidson--Murfreesboro--Franklin, TN	380	55	14.5	166	43.7	51	13.4	143	37.6
New Bern, NC	28	4	14.3	11	39.3	6	21.4	11	39.3
New Haven-Milford, CT	190	20	10.5	97	51.1	43	22.6	84	44.2
New Orleans-Metairie, LA	405	57	14.1	121	29.9	62	15.3	204	50.4
New York-Newark-Jersey City, NY-NJ-PA	4,693	65	1.4	875	18.6	158	3.4	1869	39.8
Niles-Benton Harbor, MI	48	9	18.8	19	39.6	10	20.8	20	41.7
North Port-Sarasota-Bradenton, FL	172	13	7.6	92	53.5	12	7.0	47	27.3
Norwich-New London, CT	66	10	15.2	38	57.6	13	19.7	16	24.2

Continued—

Table B1

Total metropolitan low-income (LI), low-access (LA), and low-income/low-access (LILA) census tracts using the 1- and 10-mile definition and using the vehicle-access/20-mile definition—continued

Metropolitan Area	Total metropolitan area tracts	# of LILA 1- and 10-mile tracts	% of total LILA 1- and 10-mile tracts	# of LA 1- and 10-mile tracts	% of total LA 1- and 10-mile tracts	# of LILA vehicle access and 20-mile tracts	% of total LILA vehicle access and 20-mile tracts	# of LI tracts	% of total LI tracts
Ocala, FL	63	13	20.6	28	44.4	19	30.2	35	55.6
Ocean City, NJ	32	4	12.5	17	53.1	6	18.8	10	31.3
Odessa, TX	28	2	7.1	11	39.3	2	7.1	10	35.7
Ogden-Clearfield, UT	117	12	10.3	63	53.8	9	7.7	33	28.2
Oklahoma City, OK	363	51	14.0	135	37.2	42	11.6	165	45.5
Olympia-Tumwater, WA	49	2	4.1	23	46.9	2	4.1	12	24.5
Omaha-Council Bluffs, NE-IA	255	25	9.8	90	35.3	22	8.6	93	36.5
Orlando-Kissimmee-Sanford, FL	390	72	18.5	201	51.5	64	16.4	157	40.3
Oshkosh-Neenah, WI	41	4	9.8	17	41.5	4	9.8	12	29.3
Owensboro, KY	29	1	3.4	7	24.1	0	0.0	9	31.0
Oxnard-Thousand Oaks-Ventura, CA	174	14	8.0	60	34.5	9	5.2	57	32.8
Palm Bay-Melbourne-Titusville, FL	113	20	17.7	79	69.9	16	14.2	37	32.7
Panama City, FL	47	4	8.5	25	53.2	4	8.5	15	31.9
Parkersburg-Vienna, WV	28	0	0.0	8	28.6	3	10.7	10	35.7
Pensacola-Ferry Pass-Brent, FL	96	17	17.7	64	66.7	17	17.7	33	34.4
Peoria, IL	94	9	9.6	41	43.6	16	17.0	31	33.0
Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	1,476	75	5.1	532	36.0	184	12.5	528	35.8
Phoenix-Mesa-Scottsdale, AZ	991	116	11.7	379	38.2	136	13.7	391	39.5
Pine Bluff, AR	30	4	13.3	8	26.7	6	20.0	23	76.7
Pittsburgh, PA	711	78	11.0	274	38.5	149	21.0	258	36.3
Pittsfield, MA	39	8	20.5	15	38.5	8	20.5	18	46.2
Pocatello, ID	22	6	27.3	14	63.6	2	9.1	10	45.5
Port St. Lucie, FL	79	14	17.7	52	65.8	14	17.7	27	34.2
Portland-South Portland, ME	116	11	9.5	39	33.6	11	9.5	32	27.6
Portland-Vancouver-Hillsboro, OR-WA	491	28	5.7	142	28.9	48	9.8	166	33.8

Continued—

Table B1

Total metropolitan low-income (LI), low-access (LA), and low-income/low-access (LILA) census tracts using the 1- and 10-mile definition and using the vehicle-access/20-mile definition—continued

Metropolitan Area	Total metropolitan area tracts	# of LILA 1- and 10-mile tracts	% of total LILA 1- and 10-mile tracts	# of LA 1- and 10-mile tracts	% of total LA 1- and 10-mile tracts	# of LILA vehicle access and 20-mile tracts	% of total LILA vehicle access and 20-mile tracts	# of LI tracts	% of total LI tracts
Prescott, AZ	42	13	31.0	27	64.3	6	14.3	18	42.9
Providence-Warwick, RI-MA	368	21	5.7	148	40.2	65	17.7	144	39.1
Provo-Orem, UT	130	8	6.2	66	50.8	1	0.8	35	26.9
Pueblo, CO	55	19	34.5	33	60.0	15	27.3	37	67.3
Punta Gorda, FL	39	8	20.5	29	74.4	3	7.7	11	28.2
Racine, WI	44	8	18.2	26	59.1	9	20.5	13	29.5
Raleigh, NC	224	26	11.6	97	43.3	42	18.8	84	37.5
Rapid City, SD	30	3	10.0	16	53.3	3	10.0	8	26.7
Reading, PA	90	1	1.1	25	27.8	3	3.3	26	28.9
Redding, CA	48	11	22.9	20	41.7	10	20.8	27	56.3
Reno, NV	113	10	8.8	47	41.6	18	15.9	39	34.5
Richmond, VA	295	57	19.3	147	49.8	53	18.0	127	43.1
Riverside-San Bernardino-Ontario, CA	822	131	15.9	347	42.2	97	11.8	423	51.5
Roanoke, VA	65	16	24.6	34	52.3	16	24.6	30	46.2
Rochester, MN	50	3	6.0	15	30.0	6	12.0	15	30.0
Rochester, NY	271	21	7.7	97	35.8	56	20.7	113	41.7
Rockford, IL	84	13	15.5	33	39.3	16	19.0	44	52.4
Rocky Mount, NC	32	7	21.9	14	43.8	8	25.0	13	40.6
Rome, GA	20	6	30.0	10	50.0	5	25.0	10	50.0
Sacramento--Roseville--Arden-Arcade, CA	486	35	7.2	161	33.1	47	9.7	189	38.9
Saginaw, MI	56	14	25.0	24	42.9	13	23.2	22	39.3
Salem, OR	70	8	11.4	27	38.6	14	20.0	27	38.6
Salinas, CA	93	8	8.6	22	23.7	1	1.1	41	44.1
Salisbury, MD-DE	98	21	21.4	45	45.9	17	17.3	47	48.0
Salt Lake City, UT	223	19	8.5	67	30.0	23	10.3	72	32.3

Continued—

Table B1

Total metropolitan low-income (LI), low-access (LA), and low-income/low-access (LILA) census tracts using the 1- and 10-mile definition and using the vehicle-access/20-mile definition—continued

Metropolitan Area	Total metropolitan area tracts	# of LILA 1- and 10-mile tracts	% of total LILA 1- and 10-mile tracts	# of LA 1- and 10-mile tracts	% of total LA 1- and 10-mile tracts	# of LILA vehicle access and 20-mile tracts	% of total LILA vehicle access and 20-mile tracts	# of LI tracts	% of total LI tracts
San Angelo, TX	26	8	30.8	18	69.2	6	23.1	10	38.5
San Antonio-New Braunfels, TX	457	88	19.3	245	53.6	103	22.5	197	43.1
San Diego-Carlsbad, CA	628	25	4.0	185	29.5	18	2.9	228	36.3
San Francisco-Oakland-Hayward, CA	977	25	2.6	202	20.7	55	5.6	343	35.1
San Jose-Sunnyvale-Santa Clara, CA	383	8	2.1	65	17.0	9	2.3	120	31.3
San Luis Obispo-Paso Robles-Arroyo Grande, CA	53	3	5.7	23	43.4	2	3.8	14	26.4
Santa Cruz-Watsonville, CA	52	6	11.5	21	40.4	2	3.8	19	36.5
Santa Fe, NM	50	6	12.0	22	44.0	2	4.0	12	24.0
Santa Maria-Santa Barbara, CA	90	2	2.2	27	30.0	2	2.2	30	33.3
Santa Rosa, CA	99	8	8.1	31	31.3	5	5.1	29	29.3
Savannah, GA	89	15	16.9	37	41.6	17	19.1	47	52.8
Scranton--Wilkes-Barre--Hazleton, PA	170	8	4.7	46	27.1	27	15.9	74	43.5
Seattle-Tacoma-Bellevue, WA	720	57	7.9	300	41.7	60	8.3	217	30.1
Sebastian-Vero Beach, FL	30	4	13.3	19	63.3	2	6.7	6	20.0
Sebring, FL	27	9	33.3	12	44.4	7	25.9	17	63.0
Sheboygan, WI	26	0	0.0	7	26.9	2	7.7	5	19.2
Sherman-Denison, TX	26	7	26.9	12	46.2	5	19.2	9	34.6
Shreveport-Bossier City, LA	104	31	29.8	54	51.9	40	38.5	52	50.0
Sierra Vista-Douglas, AZ	32	12	37.5	21	65.6	6	18.8	17	53.1
Sioux City, IA-NE-SD	41	6	14.6	20	48.8	4	9.8	14	34.1
Sioux Falls, SD	57	5	8.8	24	42.1	6	10.5	15	26.3
South Bend-Mishawaka, IN-MI	86	12	14.0	39	45.3	9	10.5	41	47.7
Spartanburg, SC	78	25	32.1	43	55.1	23	29.5	39	50.0
Spokane-Spokane Valley, WA	122	22	18.0	44	36.1	18	14.8	66	54.1
Springfield, IL	56	2	3.6	20	35.7	8	14.3	22	39.3
Springfield, MA	139	20	14.4	65	46.8	42	30.2	72	51.8

Continued—

Table B1

Total metropolitan low-income (LI), low-access (LA), and low-income/low-access (LILA) census tracts using the 1- and 10-mile definition and using the vehicle-access/20-mile definition—continued

Metropolitan Area	Total metropolitan area tracts	# of LILA 1- and 10-mile tracts	% of total LILA 1- and 10-mile tracts	# of LA 1- and 10-mile tracts	% of total LA 1- and 10-mile tracts	# of LILA vehicle access and 20-mile tracts	% of total LILA vehicle access and 20-mile tracts	# of LI tracts	% of total LI tracts
Springfield, MO	91	13	14.3	33	36.3	16	17.6	46	50.5
Springfield, OH	44	13	29.5	21	47.7	13	29.5	22	50.0
St. Cloud, MN	38	6	15.8	17	44.7	6	15.8	12	31.6
St. George, UT	21	4	19.0	13	61.9	2	9.5	10	47.6
St. Joseph, MO-KS	34	5	14.7	20	58.8	6	17.6	11	32.4
St. Louis, MO-IL	615	71	11.5	276	44.9	124	20.2	224	36.4
State College, PA	31	2	6.5	9	29.0	5	16.1	10	32.3
Staunton-Waynesboro, VA	24	3	12.5	7	29.2	4	16.7	14	58.3
Stockton-Lodi, CA	139	10	7.2	32	23.0	16	11.5	80	57.6
Sumter, SC	23	4	17.4	8	34.8	8	34.8	13	56.5
Syracuse, NY	185	6	3.2	57	30.8	31	16.8	74	40.0
Tallahassee, FL	84	16	19.0	35	41.7	28	33.3	47	56.0
Tampa-St. Petersburg-Clearwater, FL	745	99	13.3	329	44.2	95	12.8	284	38.1
Terre Haute, IN	44	11	25.0	16	36.4	6	13.6	19	43.2
Texarkana, TX-AR	34	4	11.8	14	41.2	9	26.5	14	41.2
The Villages, FL	19	0	0.0	6	31.6	3	15.8	7	36.8
Toledo, OH	164	21	12.8	51	31.1	37	22.6	78	47.6
Topeka, KS	57	9	15.8	19	33.3	9	15.8	19	33.3
Trenton, NJ	77	6	7.8	36	46.8	16	20.8	32	41.6
Tucson, AZ	241	28	11.6	104	43.2	47	19.5	102	42.3
Tulsa, OK	272	47	17.3	110	40.4	36	13.2	103	37.9
Tuscaloosa, AL	58	9	15.5	20	34.5	17	29.3	32	55.2
Twin Falls, ID	19	2	10.5	8	42.1	1	5.3	6	31.6
Tyler, TX	41	6	14.6	15	36.6	7	17.1	18	43.9
Urban Honolulu, HI	244	17	7.0	84	34.4	11	4.5	66	27.0
Utica-Rome, NY	93	11	11.8	25	26.9	19	20.4	42	45.2
Valdosta, GA	34	8	23.5	12	35.3	8	23.5	23	67.6

Continued—

Table B1

Total metropolitan low-income (LI), low-access (LA), and low-income/low-access (LILA) census tracts using the 1- and 10-mile definition and using the vehicle-access/20-mile definition—continued

Metropolitan Area	Total metropolitan area tracts	# of LILA 1- and 10-mile tracts	% of total LILA 1- and 10-mile tracts	# of LA 1- and 10-mile tracts	% of total LA 1- and 10-mile tracts	# of LILA vehicle access and 20-mile tracts	% of total LILA vehicle access and 20-mile tracts	# of LI tracts	% of total LI tracts
Vallejo-Fairfield, CA	96	6	6.3	36	37.5	5	5.2	31	32.3
Victoria, TX	25	4	16.0	13	52.0	3	12.0	11	44.0
Vineland-Bridgeton, NJ	35	8	22.9	13	37.1	13	37.1	24	68.6
Virginia Beach-Norfolk-Newport News, VA-NC	419	59	14.1	168	40.1	60	14.3	186	44.4
Visalia-Porterville, CA	78	17	21.8	26	33.3	9	11.5	58	74.4
Waco, TX	57	22	38.6	37	64.9	16	28.1	32	56.1
Walla Walla, WA	13	2	15.4	7	53.8	3	23.1	6	46.2
Warner Robins, GA	32	5	15.6	17	53.1	6	18.8	13	40.6
Washington-Arlington-Alexandria, DC-VA-MD-WV	1,357	76	5.6	435	32.1	119	8.8	463	34.1
Waterloo-Cedar Falls, IA	50	12	24.0	23	46.0	5	10.0	17	34.0
Watertown-Fort Drum, NY	26	4	15.4	6	23.1	8	30.8	10	38.5
Wausau, WI	27	3	11.1	12	44.4	3	11.1	8	29.6
Weirton-Steubenville, WV-OH	37	5	13.5	16	43.2	4	10.8	12	32.4
Wenatchee, WA	22	4	18.2	12	54.5	2	9.1	12	54.5
Wheeling, WV-OH	47	3	6.4	16	34.0	8	17.0	16	34.0
Wichita Falls, TX	43	7	16.3	23	53.5	1	2.3	16	37.2
Wichita, KS	152	31	20.4	72	47.4	29	19.1	64	42.1
Williamsport, PA	29	4	13.8	8	27.6	4	13.8	10	34.5
Wilmington, NC	61	7	11.5	30	49.2	11	18.0	24	39.3
Winchester, VA-WV	24	2	8.3	11	45.8	8	33.3	10	41.7
Winston-Salem, NC	150	31	20.7	83	55.3	37	24.7	60	40.0
Worcester, MA-CT	197	17	8.6	84	42.6	31	15.7	71	36.0
Yakima, WA	45	7	15.6	12	26.7	4	8.9	32	71.1
York-Hanover, PA	90	1	1.1	39	43.3	9	10.0	21	23.3
Youngstown-Warren-Boardman, OH-PA	155	31	20.0	63	40.6	38	24.5	76	49.0

Continued—

Table B1

Total metropolitan low-income (LI), low-access (LA), and low-income/low-access (LILA) census tracts using the 1- and 10-mile definition and using the vehicle-access/20-mile definition—continued

Metropolitan Area	Total metropolitan area tracts	# of LILA 1- and 10-mile tracts	% of total LILA 1- and 10-mile tracts	# of LA 1- and 10-mile tracts	% of total LA 1- and 10-mile tracts	# of LILA vehicle access and 20-mile tracts	% of total LILA vehicle access and 20-mile tracts	# of LI tracts	% of total LI tracts
Yuba City, CA	35	9	25.7	18	51.4	8	22.9	20	57.1
Yuma, AZ	55	14	25.5	20	36.4	5	9.1	37	67.3

Note: LILA tracts using 1- and 10-mile definition = low-income (LI) census tracts where at least 500 people, or 33 percent of the population, live more than 1 mile (urban areas) or more than 10 miles (rural areas) from the nearest supermarket, supercenter, or large grocery store. LILA vehicle access/20-mile census tracts = Low-income (LI) census tracts where a significant number of housing units (at least 100) do not have a vehicle and are more than 0.5 mile from the nearest food store; or low-income census tracts where a substantial number or share of people (at least 500 or 33 percent) are more than 20 miles from the nearest supermarket, supercenter, or large grocery store, regardless of vehicle availability. LA 1.0- and 10-mile census tracts = those where a significant number (at least 500 people) or share of the population (at least 33 percent) are more than 1 mile if in an urban area or more than 10 miles if in a rural area from the nearest supermarket, supercenter, or large grocery store. LI census tracts = those where the poverty rate (the share of the tract population living with income at or below the Federal poverty thresholds by family size) is at least 20 percent or median family income is at or below 80 percent of the metropolitan area or State median income. LILA census tracts meet the conditions for both LI tracts and LA tracts.

Source: Calculated by USDA, Economic Research Service using U.S. Department of Commerce, Census Bureau's 2010 Decennial Census data and 2010-14 American Community Survey data and U.S. Office of Management and Budget's 2017 delineations of core-based statistical areas (CBSAs), metropolitan divisions, and combined statistical areas (CSAs).

Table B2

Metropolitan populations and shares of metropolitan populations within low-income (LI) and low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition

Metropolitan Area	Total population	# of people in LILA 1- and 10-mile tracts	% of total population in LILA 1- and 10-mile tracts	# LA population in LILA 1 and 10 miles tracts	% of total LA population in LILA 1- and 10-mile tracts	# of people in LILA vehicle Access and 20-mile tracts	% of total population in LILA vehicle access and 20-mile tracts	# of people in LI tracts	% of total population in LI tracts
Abilene, TX	165,252	37,136	22.5	22,477	13.6	19,451	11.8	75,806	45.9
Akron, OH	703,200	99,049	14.1	45,615	6.5	138,618	19.7	228,217	32.5
Albany, GA	157,308	51,469	32.7	28,714	18.3	63,042	40.1	100,462	63.9
Albany, OR	116,672	27,619	23.7	12,498	10.7	23,584	20.2	46,337	39.7
Albany-Schenectady-Troy, NY	870,716	53,276	6.1	28,436	3.3	124,877	14.3	243,294	27.9
Albuquerque, NM	887,077	168,996	19.1	85,692	9.7	129,941	14.6	383,774	43.3
Alexandria, LA	153,922	22,385	14.5	17,456	11.3	44,994	29.2	64,226	41.7
Allentown-Bethlehem-Easton, PA-NJ	821,173	71,801	8.7	25,417	3.1	125,672	15.3	220,997	26.9
Altoona, PA	127,089	28,462	22.4	17,860	14.1	37,299	29.3	61,555	48.4
Amarillo, TX	251,933	53,209	21.1	20,841	8.3	36,256	14.4	103,689	41.2
Ames, IA	89,542	23,857	26.6	8,307	9.3	18,729	20.9	30,971	34.6
Anchorage, AK	380,821	34,733	9.1	23,314	6.1	49,851	13.1	98,073	25.8
Ann Arbor, MI	344,791	69,132	20.1	37,343	10.8	69,146	20.1	141,750	41.1
Anniston-Oxford-Jacksonville, AL	118,572	30,008	25.3	11,912	10.0	13,736	11.6	48,005	40.5
Appleton, WI	225,666	3,629	1.6	938	0.4	10,818	4.8	28,023	12.4
Asheville, NC	424,858	45,236	10.6	21,793	5.1	50,294	11.8	118,703	27.9
Athens-Clarke County, GA	192,541	62,598	32.5	34,448	17.9	36,876	19.2	91,977	47.8
Atlanta-Sandy Springs-Roswell, GA	5,286,728	1,179,192	22.3	572,190	10.8	1,133,385	21.4	2,055,441	38.9
Atlantic City-Hammonton, NJ	274,549	57,826	21.1	28,059	10.2	85,656	31.2	133,694	48.7
Auburn-Opelika, AL	140,247	50,237	35.8	29,479	21.0	29,917	21.3	67,461	48.1
Augusta-Richmond County, GA-SC	564,873	110,953	19.6	48,620	8.6	177,249	31.4	267,910	47.4
Austin-Round Rock, TX	1,716,289	275,258	16.0	136,226	7.9	237,213	13.8	636,705	37.1
Bakersfield, CA	839,631	134,515	16.0	72,844	8.7	177,159	21.1	528,200	62.9
Baltimore-Columbia-Towson, MD	2,710,489	115,471	4.3	51,911	1.9	426,329	15.7	920,757	34.0
Bangor, ME	153,923	20,526	13.3	10,168	6.6	38,199	24.8	61,601	40.0
Barnstable Town, MA	215,888	33,344	15.4	18,814	8.7	16,765	7.8	52,812	24.5

Continued—

Table B2

Metropolitan populations and shares of metropolitan populations within low-income (LI) and low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition—continued

Metropolitan Area	Total population	# of people in LILA 1- and 10-mile tracts	% of total population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total LA population in LILA 1- and 10-mile tracts	# of people in LILA vehicle Access and 20-mile tracts	% of total population in LILA vehicle access and 20-mile tracts	# of people in LI tracts	% of total population in LI tracts
Baton Rouge, LA	802,484	166,387	20.7	85,896	10.7	169,568	21.1	320,860	40.0
Battle Creek, MI	136,146	30,524	22.4	17,278	12.7	30,279	22.2	59,959	44.0
Bay City, MI	107,771	17,279	16.0	8,193	7.6	22,920	21.3	32,718	30.4
Beaumont-Port Arthur, TX	403,190	85,508	21.2	33,998	8.4	74,246	18.4	175,387	43.5
Beckley, WV	124,898	26,102	20.9	12,173	9.7	38,507	30.8	46,753	37.4
Bellingham, WA	201,140	21,963	10.9	3,502	1.7	25,728	12.8	62,532	31.1
Bend-Redmond, OR	157,733	18,841	11.9	10,711	6.8	22,181	14.1	56,759	36.0
Billings, MT	158,934	12,088	7.6	5,254	3.3	14,035	8.8	38,640	24.3
Binghamton, NY	251,725	16,690	6.6	5,296	2.1	41,523	16.5	93,161	37.0
Birmingham-Hoover, AL	1,128,047	187,385	16.6	102,436	9.1	239,774	21.3	453,282	40.2
Bismarck, ND	114,778	5,218	4.5	5,213	4.5	8,439	7.4	14,933	13.0
Blacksburg-Christiansburg-Radford, VA	178,237	53,611	30.1	15,611	8.8	83,647	46.9	129,883	72.9
Bloomington, IL	186,133	46,622	25.0	24,144	13.0	26,451	14.2	72,738	39.1
Bloomington, IN	159,549	11,272	7.1	4,344	2.7	34,109	21.4	64,721	40.6
Bloomsburg-Berwick, PA	85,562	0	0.0	0	0.0	17,583	20.6	27,613	32.3
Boise City, ID	616,561	80,575	13.1	29,749	4.8	88,824	14.4	210,271	34.1
Boston-Cambridge-Newton, MA-NH	4,552,402	246,423	5.4	102,487	2.3	549,848	12.1	1,373,629	30.2
Boulder, CO	294,567	21,592	7.3	13,230	4.5	23,044	7.8	114,525	38.9
Bowling Green, KY	158,599	18,684	11.8	6,100	3.8	24,875	15.7	70,316	44.3
Bremerton-Silverdale, WA	251,133	25,019	10.0	13,140	5.2	13,356	5.3	49,050	19.5
Bridgeport-Stamford-Norwalk, CT	916,829	54,712	6.0	16,982	1.9	130,787	14.3	303,646	33.1
Brownsville-Harlingen, TX	406,220	186,943	46.0	110,338	27.2	119,503	29.4	358,270	88.2
Brunswick, GA	112,370	35,189	31.3	11,964	10.6	32,865	29.2	61,867	55.1
Buffalo-Cheektowaga-Niagara Falls, NY	1,135,509	91,544	8.1	44,025	3.9	204,402	18.0	386,617	34.0
Burlington, NC	151,131	40,682	26.9	19,383	12.8	33,291	22.0	64,958	43.0

Continued—

Table B2

Metropolitan populations and shares of metropolitan populations within low-income (LI) and low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition—continued

Metropolitan Area	Total population	# of people in LILA 1- and 10-mile tracts	% of total population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total LA population in LILA 1- and 10-mile tracts	# of people in LILA vehicle Access and 20-mile tracts	% of total population in LILA vehicle access and 20-mile tracts	# of people in LI tracts	% of total population in LI tracts
Burlington-South Burlington, VT	211,261	0	0.0	0	0.0	18,846	8.9	57,225	27.1
California-Lexington Park, MD	105,151	13,365	12.7	6,418	6.1	12,351	11.7	16,631	15.8
Canton-Massillon, OH	404,422	24,152	6.0	12,889	3.2	57,474	14.2	99,581	24.6
Cape Coral-Fort Myers, FL	618,754	140,467	22.7	80,192	13.0	89,474	14.5	202,795	32.8
Cape Girardeau, MO-IL	96,275	14,828	15.4	6,832	7.1	6,668	6.9	35,061	36.4
Carbondale-Marion, IL	126,575	42,650	33.7	20,927	16.5	37,179	29.4	73,583	58.1
Carson City, NV	55,274	3,469	6.3	1,617	2.9	0	0.0	22,276	40.3
Casper, WY	75,450	4,385	5.8	4,137	5.5	4,385	5.8	9,006	11.9
Cedar Rapids, IA	257,940	11,169	4.3	10,651	4.1	20,956	8.1	53,479	20.7
Chambersburg-Waynesboro, PA	149,618	8,620	5.8	3,029	2.0	12,704	8.5	26,683	17.8
Champaign-Urbana, IL	231,891	15,849	6.8	6,696	2.9	57,171	24.7	100,963	43.5
Charleston, WV	227,078	44,488	19.6	21,445	9.4	69,489	30.6	95,442	42.0
Charleston-North Charleston, SC	664,607	101,082	15.2	52,717	7.9	131,266	19.8	247,758	37.3
Charlotte-Concord-Gastonia, NC-SC	2,217,012	335,061	15.1	164,760	7.4	373,272	16.8	813,921	36.7
Charlottesville, VA	218,705	24,477	11.2	7,102	3.2	31,434	14.4	80,251	36.7
Chattanooga, TN-GA	528,143	94,370	17.9	53,969	10.2	78,171	14.8	154,796	29.3
Cheyenne, WY	91,738	25,319	27.6	15,958	17.4	12,513	13.6	25,319	27.6
Chicago-Naperville-Elgin, IL-IN-WI	9,461,105	472,007	5.0	228,683	2.4	896,568	9.5	3,347,180	35.4
Chico, CA	220,000	62,686	28.5	21,798	9.9	53,629	24.4	138,759	63.1
Cincinnati, OH-KY-IN	2,114,580	272,843	12.9	141,007	6.7	374,235	17.7	677,892	32.1
Clarksville, TN-KY	260,625	69,490	26.7	38,134	14.6	39,145	15.0	99,847	38.3
Cleveland, TN	115,788	25,537	22.1	12,918	11.2	14,033	12.1	37,721	32.6
Cleveland-Elyria, OH	2,077,240	150,411	7.2	77,308	3.7	302,432	14.6	712,114	34.3
Coeur d'Alene, ID	138,494	0	0.0	0	0.0	0	0.0	25,525	18.4
College Station-Bryan, TX	228,660	80,167	35.1	39,517	17.3	56,848	24.9	124,841	54.6
Colorado Springs, CO	645,613	122,113	18.9	72,432	11.2	91,542	14.2	227,121	35.2

Continued—

Table B2

Metropolitan populations and shares of metropolitan populations within low-income (LI) and low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition—continued

Metropolitan Area	Total population	# of people in LILA 1- and 10-mile tracts	% of total population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total LA population in LILA 1- and 10-mile tracts	# of people in LILA vehicle Access and 20-mile tracts	% of total population in LILA vehicle access and 20-mile tracts	# of people in LI tracts	% of total population in LI tracts
Columbia, MO	162,642	32,769	20.1	15,355	9.4	11,748	7.2	59,065	36.3
Columbia, SC	767,598	142,555	18.6	68,915	9.0	152,627	19.9	319,671	41.6
Columbus, GA-AL	294,865	51,496	17.5	26,480	9.0	72,528	24.6	132,453	44.9
Columbus, IN	76,794	17,060	22.2	8,376	10.9	17,060	22.2	20,357	26.5
Columbus, OH	1,901,974	285,176	15.0	158,330	8.3	353,162	18.6	743,585	39.1
Corpus Christi, TX	428,185	93,850	21.9	55,351	12.9	121,851	28.5	214,894	50.2
Corvallis, OR	85,579	17,342	20.3	6,336	7.4	11,904	13.9	41,706	48.7
Crestview-Fort Walton Beach-Destin, FL	235,865	43,012	18.2	20,787	8.8	35,588	15.1	59,646	25.3
Cumberland, MD-WV	103,299	38,393	37.2	20,473	19.8	32,246	31.2	76,610	74.2
Dallas-Fort Worth-Arlington, TX	6,426,214	882,863	13.7	444,787	6.9	775,265	12.1	2,538,316	39.5
Dalton, GA	142,227	27,922	19.6	13,179	9.3	26,358	18.5	72,009	50.6
Danville, IL	81,625	17,982	22.0	6,630	8.1	23,295	28.5	48,469	59.4
Daphne-Fairhope-Foley, AL	182,265	18,658	10.2	9,903	5.4	13,859	7.6	35,339	19.4
Davenport-Moline-Rock Island, IA-IL	379,690	29,283	7.7	12,709	3.3	41,405	10.9	124,543	32.8
Dayton, OH	799,232	157,130	19.7	77,163	9.7	179,539	22.5	304,455	38.1
Decatur, AL	153,829	15,029	9.8	5,038	3.3	22,020	14.3	44,327	28.8
Decatur, IL	110,768	18,446	16.7	5,291	4.8	31,875	28.8	48,818	44.1
Deltona-Daytona Beach-Ormond Beach, FL	590,289	127,431	21.6	68,300	11.6	108,077	18.3	222,753	37.7
Denver-Aurora-Lakewood, CO	2,543,482	218,648	8.6	108,795	4.3	329,911	13.0	887,118	34.9
Des Moines-West Des Moines, IA	569,633	49,604	8.7	20,216	3.5	42,306	7.4	173,697	30.5
Detroit-Warren-Dearborn, MI	4,296,250	290,088	6.8	145,219	3.4	591,088	13.8	1,562,500	36.4
Dothan, AL	145,639	16,267	11.2	5,516	3.8	17,509	12.0	56,229	38.6
Dover, DE	162,310	19,075	11.8	3,411	2.1	19,313	11.9	49,807	30.7
Dubuque, IA	93,653	18,186	19.4	6,672	7.1	10,821	11.6	21,313	22.8
Duluth, MN-WI	279,771	56,271	20.1	31,278	11.2	49,351	17.6	121,503	43.4

Continued—

Table B2

Metropolitan populations and shares of metropolitan populations within low-income (LI) and low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition—continued

Metropolitan Area	Total population	# of people in LILA 1- and 10-mile tracts	% of total population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total LA population in LILA 1- and 10-mile tracts	# of people in LILA vehicle Access and 20-mile tracts	% of total population in LILA vehicle access and 20-mile tracts	# of people in LI tracts	% of total population in LI tracts
Durham-Chapel Hill, NC	504,357	110,082	21.8	44,633	8.8	114,393	22.7	209,229	41.5
East Stroudsburg, PA	169,842	3,343	2.0	3,183	1.9	11,063	6.5	25,214	14.8
Eau Claire, WI	161,151	20,724	12.9	4,564	2.8	20,726	12.9	38,217	23.7
El Centro, CA	174,528	56,366	32.3	20,095	11.5	65,714	37.7	132,584	76.0
El Paso, TX	804,123	224,631	27.9	102,724	12.8	146,802	18.3	495,180	61.6
Elizabethtown-Fort Knox, KY	148,338	29,806	20.1	13,207	8.9	13,894	9.4	46,529	31.4
Elkhart-Goshen, IN	197,559	47,738	24.2	13,985	7.1	55,024	27.9	76,623	38.8
Elmira, NY	88,830	13,191	14.8	6,259	7.0	22,629	25.5	38,395	43.2
Enid, OK	60,580	0	0.0	0	0.0	12,308	20.3	18,814	31.1
Erie, PA	280,566	51,435	18.3	25,770	9.2	80,245	28.6	115,566	41.2
Eugene, OR	351,715	44,282	12.6	15,064	4.3	72,148	20.5	170,022	48.3
Evansville, IN-KY	311,552	18,692	6.0	5,162	1.7	34,601	11.1	100,419	32.2
Fairbanks, AK	97,581	0	0.0	0	0.0	8,376	8.6	18,228	18.7
Fargo, ND-MN	208,777	15,361	7.4	5,396	2.6	16,103	7.7	50,898	24.4
Farmington, NM	130,044	39,461	30.3	30,028	23.1	21,421	16.5	59,753	45.9
Fayetteville, NC	366,383	75,448	20.6	41,685	11.4	77,864	21.3	130,845	35.7
Fayetteville-Springdale-Rogers, AR-MO	463,204	89,038	19.2	29,093	6.3	69,326	15.0	159,036	34.3
Flagstaff, AZ	134,421	48,123	35.8	26,103	19.4	29,324	21.8	70,440	52.4
Flint, MI	425,790	95,836	22.5	44,420	10.4	93,248	21.9	202,985	47.7
Florence, SC	205,566	40,535	19.7	21,819	10.6	85,620	41.7	127,584	62.1
Florence-Muscle Shoals, AL	147,137	8,166	5.5	3,159	2.1	11,249	7.6	46,425	31.6
Fond du Lac, WI	101,633	6,896	6.8	5,719	5.6	6,896	6.8	12,515	12.3
Fort Collins, CO	299,630	15,355	5.1	5,276	1.8	22,652	7.6	97,471	32.5
Fort Smith, AR-OK	280,467	58,020	20.7	21,485	7.7	58,523	20.9	157,156	56.0
Fort Wayne, IN	416,257	50,245	12.1	33,219	8.0	58,935	14.2	122,809	29.5
Fresno, CA	930,450	159,701	17.2	61,091	6.6	222,559	23.9	630,955	67.8

Continued—

Table B2

Metropolitan populations and shares of metropolitan populations within low-income (LI) and low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition—continued

Metropolitan Area	Total population	# of people in LILA 1- and 10-mile tracts	% of total population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total LA population in LILA 1- and 10-mile tracts	# of people in LILA vehicle Access and 20-mile tracts	% of total population in LILA vehicle access and 20-mile tracts	# of people in LI tracts	% of total population in LI tracts
Gadsden, AL	104,430	18,949	18.1	9,564	9.2	17,164	16.4	46,563	44.6
Gainesville, FL	264,275	49,482	18.7	23,229	8.8	76,653	29.0	154,522	58.5
Gainesville, GA	179,684	26,703	14.9	15,210	8.5	27,726	15.4	62,714	34.9
Gettysburg, PA	101,407	0	0.0	0	0.0	0	0.0	12,783	12.6
Glens Falls, NY	128,923	9,086	7.0	6,739	5.2	27,303	21.2	37,754	29.3
Goldsboro, NC	122,623	30,815	25.1	17,215	14.0	41,617	33.9	75,030	61.2
Grand Forks, ND-MN	98,461	31,396	31.9	15,703	15.9	21,168	21.5	54,534	55.4
Grand Island, NE	81,850	18,948	23.1	9,147	11.2	8,836	10.8	25,333	31.0
Grand Junction, CO	146,723	43,640	29.7	21,283	14.5	47,854	32.6	70,697	48.2
Grand Rapids-Wyoming, MI	988,938	93,251	9.4	38,218	3.9	146,169	14.8	316,509	32.0
Grants Pass, OR	82,713	25,622	31.0	12,747	15.4	34,893	42.2	60,157	72.7
Great Falls, MT	81,327	11,341	13.9	7,727	9.5	4,377	5.4	23,362	28.7
Greeley, CO	252,825	37,152	14.7	19,374	7.7	15,722	6.2	97,480	38.6
Green Bay, WI	306,241	33,768	11.0	12,948	4.2	42,897	14.0	96,847	31.6
Greensboro-High Point, NC	723,801	164,641	22.7	82,222	11.4	162,793	22.5	300,360	41.5
Greenville, NC	168,148	43,786	26.0	15,054	9.0	60,014	35.7	98,506	58.6
Greenville-Anderson-Mauldin, SC	824,112	161,711	19.6	102,681	12.5	158,820	19.3	297,100	36.1
Gulfport-Biloxi-Pascagoula, MS	370,702	92,568	25.0	52,654	14.2	59,255	16.0	138,299	37.3
Hagerstown-Martinsburg, MD-WV	251,599	33,982	13.5	20,643	8.2	42,743	17.0	93,039	37.0
Hammond, LA	121,097	40,443	33.4	30,146	24.9	39,407	32.5	62,533	51.6
Hanford-Corcoran, CA	152,982	31,156	20.4	12,605	8.2	11,471	7.5	83,830	54.8
Harrisburg-Carlisle, PA	549,475	50,695	9.2	30,499	5.6	80,035	14.6	138,778	25.3
Harrisonburg, VA	125,228	20,546	16.4	8,995	7.2	7,813	6.2	79,990	63.9
Hartford-West Hartford-East Hartford, CT	1,212,381	95,213	7.9	45,319	3.7	123,286	10.2	357,721	29.5
Hattiesburg, MS	142,842	40,651	28.5	12,009	8.4	40,153	28.1	76,747	53.7
Hickory-Lenoir-Morganton, NC	365,497	103,904	28.4	56,906	15.6	92,403	25.3	170,936	46.8

Continued—

Table B2

Metropolitan populations and shares of metropolitan populations within low-income (LI) and low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition—continued

Metropolitan Area	Total population	# of people in LILA 1- and 10-mile tracts	% of total population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total LA population in LILA 1- and 10-mile tracts	# of people in LILA vehicle Access and 20-mile tracts	% of total population in LILA vehicle access and 20-mile tracts	# of people in LI tracts	% of total population in LI tracts
Hilton Head Island-Bluffton-Beaufort, SC	187,010	53,500	28.6	31,431	16.8	61,979	33.1	84,140	45.0
Hinesville, GA	77,917	16,787	21.5	13,319	17.1	8,850	11.4	28,774	36.9
Homosassa Springs, FL	141,236	36,149	25.6	26,090	18.5	36,957	26.2	67,935	48.1
Hot Springs, AR	96,024	32,565	33.9	12,879	13.4	33,078	34.4	63,692	66.3
Houma-Thibodaux, LA	208,178	42,057	20.2	25,432	12.2	53,212	25.6	74,571	35.8
Houston-The Woodlands-Sugar Land, TX	5,920,416	864,319	14.6	395,023	6.7	935,838	15.8	2,480,950	41.9
Huntington-Ashland, WV-KY-OH	364,908	27,039	7.4	13,248	3.6	62,655	17.2	133,931	36.7
Huntsville, AL	417,593	62,156	14.9	34,937	8.4	69,258	16.6	165,433	39.6
Idaho Falls, ID	133,265	4,664	3.5	1,649	1.2	12,162	9.1	24,822	18.6
Indianapolis-Carmel-Anderson, IN	1,887,877	261,336	13.8	113,677	6.0	326,806	17.3	648,775	34.4
Iowa City, IA	152,586	24,079	15.8	7,133	4.7	22,997	15.1	58,184	38.1
Ithaca, NY	101,564	23,460	23.1	9,381	9.2	29,639	29.2	43,605	42.9
Jackson, MI	160,248	29,570	18.5	22,303	13.9	34,525	21.5	50,716	31.6
Jackson, MS	567,122	156,369	27.6	61,101	10.8	132,131	23.3	264,987	46.7
Jackson, TN	130,011	33,232	25.6	13,305	10.2	17,608	13.5	54,273	41.7
Jacksonville, FL	1,345,596	237,492	17.6	109,695	8.2	285,257	21.2	444,705	33.0
Jacksonville, NC	177,772	37,662	21.2	19,572	11.0	12,482	7.0	48,214	27.1
Janesville-Beloit, WI	160,331	27,054	16.9	15,506	9.7	16,363	10.2	59,080	36.8
Jefferson City, MO	149,807	12,108	8.1	5,797	3.9	18,078	12.1	18,078	12.1
Johnson City, TN	198,716	68,148	34.3	32,752	16.5	43,474	21.9	104,753	52.7
Johnstown, PA	143,679	12,987	9.0	8,090	5.6	20,590	14.3	39,230	27.3
Jonesboro, AR	121,026	20,000	16.5	13,702	11.3	28,457	23.5	57,635	47.6
Joplin, MO	175,518	40,208	22.9	14,246	8.1	27,683	15.8	66,781	38.0
Kahului-Wailuku-Lahaina, HI	154,924	18,562	12.0	9,670	6.2	10,112	6.5	37,123	24.0
Kalamazoo-Portage, MI	326,589	45,577	14.0	14,845	4.5	64,936	19.9	130,867	40.1

Continued—

Table B2

Metropolitan populations and shares of metropolitan populations within low-income (LI) and low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition—continued

Metropolitan Area	Total population	# of people in LILA 1- and 10-mile tracts	% of total population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total LA population in LILA 1- and 10-mile tracts	# of people in LILA vehicle Access and 20-mile tracts	% of total population in LILA vehicle access and 20-mile tracts	# of people in LI tracts	% of total population in LI tracts
Kankakee, IL	113,449	13,211	11.6	3,735	3.3	17,234	15.2	44,195	39.0
Kansas City, MO-KS	2,009,342	273,867	13.6	128,637	6.4	251,405	12.5	661,804	32.9
Kennewick-Richland, WA	253,340	23,238	9.2	11,320	4.5	6,060	2.4	117,456	46.4
Killeen-Temple, TX	405,300	106,628	26.3	73,048	18.0	62,892	15.5	144,887	35.7
Kingsport-Bristol-Bristol, TN-VA	309,544	48,425	15.6	23,703	7.7	88,743	28.7	160,869	52.0
Kingston, NY	182,493	27,655	15.2	15,379	8.4	26,594	14.6	54,083	29.6
Knoxville, TN	837,571	110,056	13.1	62,991	7.5	153,568	18.3	303,603	36.2
Kokomo, IN	82,752	11,301	13.7	5,346	6.5	29,513	35.7	39,177	47.3
La Crosse-Onalaska, WI-MN	133,665	11,793	8.8	1,816	1.4	8,819	6.6	29,840	22.3
Lafayette, LA	466,750	73,877	15.8	26,005	5.6	126,520	27.1	204,733	43.9
Lafayette-West Lafayette, IN	201,789	39,884	19.8	16,570	8.2	50,376	25.0	91,397	45.3
Lake Charles, LA	199,607	35,282	17.7	16,354	8.2	41,169	20.6	59,097	29.6
Lake Havasu City-Kingman, AZ	200,186	99,355	49.6	53,813	26.9	58,797	29.4	118,656	59.3
Lakeland-Winter Haven, FL	602,095	150,976	25.1	86,875	14.4	128,955	21.4	307,392	51.1
Lancaster, PA	519,445	7,446	1.4	3,148	0.6	18,941	3.6	71,226	13.7
Lansing-East Lansing, MI	464,036	78,612	16.9	48,218	10.4	84,004	18.1	151,537	32.7
Laredo, TX	250,304	75,482	30.2	42,100	16.8	41,372	16.5	186,348	74.4
Las Cruces, NM	209,233	76,983	36.8	56,228	26.9	36,701	17.5	151,660	72.5
Las Vegas-Henderson-Paradise, NV	1,951,269	137,804	7.1	67,740	3.5	251,969	12.9	742,130	38.0
Lawrence, KS	110,826	18,391	16.6	8,543	7.7	19,826	17.9	55,222	49.8
Lawton, OK	130,291	21,549	16.5	17,420	13.4	17,350	13.3	40,013	30.7
Lebanon, PA	133,568	0	0.0	0	0.0	17,912	13.4	25,477	19.1
Lewiston, ID-WA	60,888	4,899	8.0	1,719	2.8	3,775	6.2	22,543	37.0
Lewiston-Auburn, ME	107,702	4,411	4.1	2,631	2.4	22,549	20.9	30,836	28.6
Lexington-Fayette, KY	472,099	98,877	20.9	48,606	10.3	114,364	24.2	193,133	40.9
Lima, OH	106,331	12,166	11.4	3,157	3.0	20,547	19.3	35,963	33.8

Continued—

Table B2

Metropolitan populations and shares of metropolitan populations within low-income (LI) and low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition—continued

Metropolitan Area	Total population	# of people in LILA 1- and 10-mile tracts	% of total population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total LA population in LILA 1- and 10-mile tracts	# of people in LILA vehicle Access and 20-mile tracts	% of total population in LILA vehicle access and 20-mile tracts	# of people in LI tracts	% of total population in LI tracts
Lincoln, NE	302,157	15,717	5.2	5,499	1.8	27,484	9.1	102,539	33.9
Little Rock-North Little Rock-Conway, AR	699,757	126,235	18.0	61,563	8.8	118,939	17.0	219,646	31.4
Logan, UT-ID	125,442	6,364	5.1	2,698	2.2	11,628	9.3	46,732	37.3
Longview, TX	214,369	50,105	23.4	22,813	10.6	32,030	14.9	80,787	37.7
Longview, WA	102,410	25,012	24.4	14,371	14.0	13,028	12.7	43,599	42.6
Los Angeles-Long Beach-Anaheim, CA	12,828,837	305,572	2.4	151,977	1.2	773,372	6.0	5,641,236	44.0
Louisville/Jefferson County, KY-IN	1,235,708	71,242	5.8	36,283	2.9	173,062	14.0	390,834	31.6
Lubbock, TX	290,805	70,995	24.4	27,640	9.5	54,399	18.7	133,902	46.0
Lynchburg, VA	246,412	48,859	19.8	16,662	6.8	70,666	28.7	142,610	57.9
Macon-Bibb County, GA	232,293	51,261	22.1	23,772	10.2	77,487	33.4	121,877	52.5
Madera, CA	150,865	26,523	17.6	12,992	8.6	38,844	25.7	99,992	66.3
Madison, WI	605,435	63,063	10.4	28,412	4.7	70,432	11.6	156,394	25.8
Manchester-Nashua, NH	400,721	40,971	10.2	23,410	5.8	75,862	18.9	105,790	26.4
Manhattan, KS	92,719	38,701	41.7	28,316	30.5	17,837	19.2	49,314	53.2
Mankato-North Mankato, MN	96,740	30,349	31.4	20,720	21.4	14,157	14.6	39,049	40.4
Mansfield, OH	124,475	28,879	23.2	12,205	9.8	23,958	19.2	38,853	31.2
McAllen-Edinburg-Mission, TX	774,769	464,161	59.9	264,783	34.2	367,126	47.4	674,602	87.1
Medford, OR	203,206	44,931	22.1	23,617	11.6	26,019	12.8	87,866	43.2
Memphis, TN-MS-AR	1,324,829	274,343	20.7	152,757	11.5	373,980	28.2	600,624	45.3
Merced, CA	255,793	83,485	32.6	34,569	13.5	45,652	17.8	201,418	78.7
Miami-Fort Lauderdale-West Palm Beach, FL	5,564,635	309,352	5.6	114,196	2.1	720,651	13.0	2,255,903	40.5
Michigan City-La Porte, IN	111,467	27,531	24.7	17,715	15.9	23,204	20.8	39,531	35.5
Midland, MI	83,629	6,032	7.2	4,493	5.4	7,140	8.5	17,629	21.1
Midland, TX	141,671	18,944	13.4	5,814	4.1	4,164	2.9	35,157	24.8

Continued—

Table B2

Metropolitan populations and shares of metropolitan populations within low-income (LI) and low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition—continued

Metropolitan Area	Total population	# of people in LILA 1- and 10-mile tracts	% of total population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total LA population in LILA 1- and 10-mile tracts	# of people in LILA vehicle Access and 20-mile tracts	% of total population in LILA vehicle access and 20-mile tracts	# of people in LI tracts	% of total population in LI tracts
Milwaukee-Waukesha-West Allis, WI	1,555,908	53,834	3.5	35,158	2.3	206,449	13.3	545,677	35.1
Minneapolis-St. Paul-Bloomington, MN-WI	3,348,859	222,119	6.6	118,587	3.5	358,299	10.7	862,535	25.8
Missoula, MT	109,299	15,472	14.2	1,749	1.6	17,494	16.0	34,060	31.2
Mobile, AL	412,992	57,858	14.0	34,607	8.4	45,573	11.0	180,759	43.8
Modesto, CA	514,453	67,056	13.0	28,479	5.5	66,325	12.9	278,823	54.2
Monroe, LA	176,441	36,827	20.9	19,743	11.2	64,869	36.8	95,351	54.0
Monroe, MI	152,021	11,374	7.5	1,943	1.3	11,923	7.8	23,731	15.6
Montgomery, AL	374,536	95,247	25.4	57,074	15.2	70,236	18.8	160,385	42.8
Morgantown, WV	129,709	10,493	8.1	5,185	4.0	26,516	20.4	54,040	41.7
Morristown, TN	113,951	27,486	24.1	14,404	12.6	29,216	25.6	43,461	38.1
Mount Vernon-Anacortes, WA	116,901	29,451	25.2	12,585	10.8	20,652	17.7	48,007	41.1
Muncie, IN	117,671	21,610	18.4	9,113	7.7	24,673	21.0	58,792	50.0
Muskegon, MI	172,188	57,740	33.5	35,161	20.4	51,531	29.9	87,505	50.8
Myrtle Beach-Conway-North Myrtle Beach, SC-NC	376,722	46,226	12.3	26,767	7.1	48,513	12.9	140,388	37.3
Napa, CA	136,484	0	0.0	0	0.0	0	0.0	42,738	31.3
Naples-Immokalee-Marco Island, FL	321,520	59,947	18.6	25,273	7.9	62,519	19.4	101,800	31.7
Nashville-Davidson--Murfreesboro--Franklin, TN	1,670,890	242,737	14.5	97,388	5.8	228,881	13.7	590,516	35.3
New Bern, NC	126,802	17,487	13.8	8,084	6.4	36,545	28.8	53,199	42.0
New Haven-Milford, CT	862,477	92,820	10.8	31,654	3.7	211,784	24.6	355,983	41.3
New Orleans-Metairie, LA	1,189,866	172,062	14.5	110,580	9.3	196,816	16.5	496,071	41.7
New York-Newark-Jersey City, NY-NJ-PA	19,567,410	302,330	1.5	178,267	0.9	712,026	3.6	7,699,192	39.3
Niles-Benton Harbor, MI	156,813	26,105	16.6	10,551	6.7	30,516	19.5	61,430	39.2
North Port-Sarasota-Bradenton, FL	702,281	50,176	7.1	22,598	3.2	47,174	6.7	184,405	26.3

Continued—

Table B2

Metropolitan populations and shares of metropolitan populations within low-income (LI) and low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition—continued

Metropolitan Area	Total population	# of people in LILA 1- and 10-mile tracts	% of total population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total LA population in LILA 1- and 10-mile tracts	# of people in LILA vehicle Access and 20-mile tracts	% of total population in LILA vehicle access and 20-mile tracts	# of people in LI tracts	% of total population in LI tracts
Norwich-New London, CT	274,055	50,385	18.4	26,066	9.5	64,088	23.4	71,133	26.0
Ocala, FL	331,298	76,759	23.2	43,994	13.3	109,628	33.1	174,652	52.7
Ocean City, NJ	97,265	16,352	16.8	11,168	11.5	22,488	23.1	34,973	36.0
Odessa, TX	137,130	6,154	4.5	2,203	1.6	9,624	7.0	43,257	31.5
Ogden-Clearfield, UT	597,159	56,982	9.5	19,665	3.3	44,373	7.4	132,183	22.1
Oklahoma City, OK	1,252,987	159,867	12.8	83,703	6.7	154,159	12.3	467,627	37.3
Olympia-Tumwater, WA	252,264	11,768	4.7	8,560	3.4	13,389	5.3	60,108	23.8
Omaha-Council Bluffs, NE-IA	865,350	87,994	10.2	40,212	4.6	77,946	9.0	280,371	32.4
Orlando-Kissimmee-Sanford, FL	2,134,411	439,460	20.6	170,676	8.0	401,962	18.8	794,141	37.2
Oshkosh-Neenah, WI	166,994	15,305	9.2	4,837	2.9	16,232	9.7	45,051	27.0
Owensboro, KY	114,752	5,124	4.5	1,218	1.1	0	0.0	32,708	28.5
Oxnard-Thousand Oaks-Ventura, CA	823,318	64,204	7.8	28,012	3.4	53,946	6.6	273,566	33.2
Palm Bay-Melbourne-Titusville, FL	543,376	92,320	17.0	50,582	9.3	71,151	13.1	163,973	30.2
Panama City, FL	184,715	16,711	9.0	5,190	2.8	17,021	9.2	52,112	28.2
Parkersburg-Vienna, WV	92,673	0	0.0	0	0.0	11,355	12.3	24,892	26.9
Pensacola-Ferry Pass-Brent, FL	448,991	77,053	17.2	26,068	5.8	70,701	15.7	134,776	30.0
Peoria, IL	379,186	35,678	9.4	17,566	4.6	56,231	14.8	102,073	26.9
Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	5,965,343	279,928	4.7	172,536	2.9	762,013	12.8	2,072,738	34.7
Phoenix-Mesa-Scottsdale, AZ	4,192,887	485,608	11.6	253,537	6.0	596,579	14.2	1,629,049	38.9
Pine Bluff, AR	100,258	16,645	16.6	8,789	8.8	20,046	20.0	69,986	69.8
Pittsburgh, PA	2,356,285	216,797	9.2	131,807	5.6	431,450	18.3	692,160	29.4
Pittsfield, MA	131,219	35,706	27.2	18,364	14.0	35,692	27.2	64,980	49.5
Pocatello, ID	82,839	17,683	21.3	6,482	7.8	6,245	7.5	30,170	36.4
Port St. Lucie, FL	424,107	82,453	19.4	40,067	9.4	81,628	19.2	134,394	31.7
Portland-South Portland, ME	514,098	49,945	9.7	16,735	3.3	55,600	10.8	129,695	25.2

Continued—

Table B2

Metropolitan populations and shares of metropolitan populations within low-income (LI) and low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition—continued

Metropolitan Area	Total population	# of people in LILA 1- and 10-mile tracts	% of total population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total LA population in LILA 1- and 10-mile tracts	# of people in LILA vehicle Access and 20-mile tracts	% of total population in LILA vehicle access and 20-mile tracts	# of people in LI tracts	% of total population in LI tracts
Portland-Vancouver-Hillsboro, OR-WA	2,226,009	120,413	5.4	43,351	1.9	251,611	11.3	751,437	33.8
Prescott, AZ	211,033	63,244	30.0	36,487	17.3	28,302	13.4	85,305	40.4
Providence-Warwick, RI-MA	1,600,852	99,295	6.2	40,602	2.5	275,683	17.2	561,247	35.1
Provo-Orem, UT	526,810	33,081	6.3	16,141	3.1	3,584	0.7	148,196	28.1
Pueblo, CO	159,063	55,355	34.8	33,838	21.3	51,605	32.4	102,388	64.4
Punta Gorda, FL	159,978	28,734	18.0	12,568	7.9	11,839	7.4	38,614	24.1
Racine, WI	195,408	32,662	16.7	14,918	7.6	38,253	19.6	51,837	26.5
Raleigh, NC	1,130,490	155,586	13.8	69,742	6.2	226,921	20.1	436,974	38.7
Rapid City, SD	134,598	8,513	6.3	3,052	2.3	13,144	9.8	28,860	21.4
Reading, PA	411,442	3,330	0.8	1,291	0.3	11,512	2.8	88,880	21.6
Redding, CA	177,223	46,750	26.4	17,293	9.8	44,384	25.0	104,621	59.0
Reno, NV	425,417	38,169	9.0	25,955	6.1	76,478	18.0	155,214	36.5
Richmond, VA	1,208,101	210,033	17.4	94,832	7.8	191,830	15.9	445,566	36.9
Riverside-San Bernardino-Ontario, CA	4,224,851	726,203	17.2	372,622	8.8	560,799	13.3	2,083,368	49.3
Roanoke, VA	308,707	83,605	27.1	31,660	10.3	82,274	26.7	144,469	46.8
Rochester, MN	206,877	12,935	6.3	2,634	1.3	22,102	10.7	55,739	26.9
Rochester, NY	1,079,671	91,473	8.5	44,452	4.1	204,925	19.0	363,230	33.6
Rockford, IL	349,431	52,568	15.0	23,212	6.6	62,947	18.0	153,949	44.1
Rocky Mount, NC	152,392	33,392	21.9	11,200	7.3	40,331	26.5	56,867	37.3
Rome, GA	96,317	31,358	32.6	14,088	14.6	22,867	23.7	46,557	48.3
Sacramento--Roseville--Arden-Arcade, CA	2,149,127	157,210	7.3	70,434	3.3	225,185	10.5	819,726	38.1
Saginaw, MI	200,169	40,534	20.2	23,139	11.6	41,656	20.8	62,735	31.3
Salem, OR	390,738	55,158	14.1	16,884	4.3	89,545	22.9	156,978	40.2
Salinas, CA	415,057	33,615	8.1	11,102	2.7	4,920	1.2	198,196	47.8

Continued—

Table B2

Metropolitan populations and shares of metropolitan populations within low-income (LI) and low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition—continued

Metropolitan Area	Total population	# of people in LILA 1- and 10-mile tracts	% of total population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total LA population in LILA 1- and 10-mile tracts	# of people in LILA vehicle Access and 20-mile tracts	% of total population in LILA vehicle access and 20-mile tracts	# of people in LI tracts	% of total population in LI tracts
Salisbury, MD-DE	373,802	100,028	26.8	52,532	14.1	92,602	24.8	205,317	54.9
Salt Lake City, UT	1,087,873	96,864	8.9	37,815	3.5	103,418	9.5	327,820	30.1
San Angelo, TX	111,823	38,832	34.7	24,832	22.2	32,333	28.9	44,039	39.4
San Antonio-New Braunfels, TX	2,142,508	373,778	17.4	224,293	10.5	478,929	22.4	863,428	40.3
San Diego-Carlsbad, CA	3,095,313	116,820	3.8	34,635	1.1	77,800	2.5	1,128,249	36.5
San Francisco-Oakland-Hayward, CA	4,335,391	112,856	2.6	51,017	1.2	258,473	6.0	1,503,757	34.7
San Jose-Sunnyvale-Santa Clara, CA	1,836,911	29,655	1.6	10,799	0.6	51,783	2.8	579,850	31.6
San Luis Obispo-Paso Robles-Arroyo Grande, CA	269,637	14,092	5.2	4,864	1.8	11,197	4.2	73,725	27.3
Santa Cruz-Watsonville, CA	262,382	28,235	10.8	12,225	4.7	14,025	5.3	106,537	40.6
Santa Fe, NM	144,170	26,692	18.5	13,188	9.1	11,768	8.2	48,028	33.3
Santa Maria-Santa Barbara, CA	423,895	12,651	3.0	3,542	0.8	18,751	4.4	153,998	36.3
Santa Rosa, CA	483,878	56,311	11.6	20,813	4.3	26,360	5.4	158,451	32.7
Savannah, GA	347,611	49,228	14.2	28,125	8.1	56,856	16.4	144,451	41.6
Scranton--Wilkes-Barre--Hazleton, PA	563,631	26,671	4.7	11,421	2.0	90,875	16.1	212,823	37.8
Seattle-Tacoma-Bellevue, WA	3,439,809	269,686	7.8	115,973	3.4	307,245	8.9	1,021,710	29.7
Sebastian-Vero Beach, FL	138,028	17,572	12.7	10,415	7.5	11,468	8.3	27,966	20.3
Sebring, FL	98,786	39,545	40.0	29,171	29.5	25,974	26.3	66,398	67.2
Sheboygan, WI	115,507	0	0.0	0	0.0	9,295	8.0	18,780	16.3
Sherman-Denison, TX	120,877	32,075	26.5	12,883	10.7	26,142	21.6	35,659	29.5
Shreveport-Bossier City, LA	439,811	115,392	26.2	58,122	13.2	146,887	33.4	182,030	41.4
Sierra Vista-Douglas, AZ	131,346	43,145	32.8	27,116	20.6	19,970	15.2	59,038	44.9
Sioux City, IA-NE-SD	168,563	24,038	14.3	8,069	4.8	17,665	10.5	52,386	31.1
Sioux Falls, SD	228,261	21,527	9.4	11,486	5.0	26,661	11.7	59,425	26.0
South Bend-Mishawaka, IN-MI	319,224	38,936	12.2	20,862	6.5	29,783	9.3	120,478	37.7
Spartanburg, SC	313,268	90,697	29.0	53,635	17.1	87,058	27.8	134,647	43.0
Spokane-Spokane Valley, WA	527,753	87,159	16.5	39,392	7.5	79,665	15.1	259,481	49.2

Continued—

Table B2

Metropolitan populations and shares of metropolitan populations within low-income (LI) and low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition—continued

Metropolitan Area	Total population	# of people in LILA 1- and 10-mile tracts	% of total population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total LA population in LILA 1- and 10-mile tracts	# of people in LILA vehicle Access and 20-mile tracts	% of total population in LILA vehicle access and 20-mile tracts	# of people in LI tracts	% of total population in LI tracts
Springfield, IL	210,170	9,135	4.3	2,424	1.2	24,814	11.8	61,095	29.1
Springfield, MA	621,570	104,807	16.9	50,816	8.2	194,122	31.2	310,989	50.0
Springfield, MO	436,712	60,608	13.9	26,968	6.2	67,298	15.4	189,417	43.4
Springfield, OH	138,333	36,908	26.7	20,882	15.1	35,665	25.8	60,637	43.8
St. Cloud, MN	189,093	37,807	20.0	13,465	7.1	33,415	17.7	58,783	31.1
St. George, UT	138,115	29,393	21.3	11,331	8.2	11,539	8.4	53,026	38.4
St. Joseph, MO-KS	127,329	18,159	14.3	6,738	5.3	20,448	16.1	36,712	28.8
St. Louis, MO-IL	2,787,701	293,006	10.5	161,360	5.8	496,897	17.8	860,986	30.9
State College, PA	153,990	16,297	10.6	3,582	2.3	33,732	21.9	59,470	38.6
Staunton-Waynesboro, VA	118,502	17,169	14.5	11,892	10.0	22,447	18.9	60,204	50.8
Stockton-Lodi, CA	685,306	48,539	7.1	32,895	4.8	74,860	10.9	335,369	48.9
Sumter, SC	107,456	16,547	15.4	8,373	7.8	36,625	34.1	51,249	47.7
Syracuse, NY	662,577	18,345	2.8	9,943	1.5	96,504	14.6	221,689	33.5
Tallahassee, FL	367,413	73,089	19.9	30,398	8.3	125,558	34.2	191,428	52.1
Tampa-St. Petersburg-Clearwater, FL	2,783,243	373,833	13.4	190,996	6.9	371,639	13.4	998,125	35.9
Terre Haute, IN	172,425	43,171	25.0	17,046	9.9	25,420	14.7	65,711	38.1
Texarkana, TX-AR	149,198	17,670	11.8	6,957	4.7	35,783	24.0	55,093	36.9
The Villages, FL	93,420	0	0.0	0	0.0	12,745	13.6	20,829	22.3
Toledo, OH	610,001	78,220	12.8	34,493	5.7	121,326	19.9	238,085	39.0
Topeka, KS	233,870	30,834	13.2	16,959	7.3	31,031	13.3	63,908	27.3
Trenton, NJ	366,513	27,810	7.6	14,222	3.9	57,573	15.7	119,971	32.7
Tucson, AZ	980,263	130,313	13.3	72,090	7.4	235,480	24.0	437,934	44.7
Tulsa, OK	937,478	144,353	15.4	82,638	8.8	134,724	14.4	326,552	34.8
Tuscaloosa, AL	230,162	35,807	15.6	14,402	6.3	66,723	29.0	110,097	47.8
Twin Falls, ID	99,604	13,830	13.9	4,137	4.2	6,224	6.2	30,840	31.0
Tyler, TX	209,714	33,248	15.9	13,190	6.3	41,251	19.7	85,412	40.7

Continued—

Table B2

Metropolitan populations and shares of metropolitan populations within low-income (LI) and low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition—continued

Metropolitan Area	Total population	# of people in LILA 1- and 10-mile tracts	% of total population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total LA population in LILA 1- and 10-mile tracts	# of people in LILA vehicle Access and 20-mile tracts	% of total population in LILA vehicle access and 20-mile tracts	# of people in LI tracts	% of total population in LI tracts
Urban Honolulu, HI	953,207	74,317	7.8	56,701	5.9	53,830	5.6	253,774	26.6
Utica-Rome, NY	299,397	38,912	13.0	19,566	6.5	63,148	21.1	121,050	40.4
Valdosta, GA	139,588	33,511	24.0	14,408	10.3	47,325	33.9	90,934	65.1
Vallejo-Fairfield, CA	413,344	18,730	4.5	11,045	2.7	16,027	3.9	113,147	27.4
Victoria, TX	94,003	10,874	11.6	7,377	7.8	9,692	10.3	39,995	42.5
Vineland-Bridgeton, NJ	156,898	48,437	30.9	28,440	18.1	79,874	50.9	113,711	72.5
Virginia Beach-Norfolk-Newport News, VA-NC	1,676,822	230,379	13.7	109,330	6.5	238,572	14.2	677,096	40.4
Visalia-Porterville, CA	442,179	93,706	21.2	32,576	7.4	63,771	14.4	321,833	72.8
Waco, TX	252,772	93,675	37.1	60,294	23.9	77,086	30.5	132,244	52.3
Walla Walla, WA	62,859	12,663	20.1	2,839	4.5	13,346	21.2	28,505	45.3
Warner Robins, GA	179,605	24,486	13.6	6,850	3.8	32,914	18.3	60,329	33.6
Washington-Arlington-Alexandria, DC-VA-MD-WV	5,636,232	358,959	6.4	145,164	2.6	503,129	8.9	1,859,532	33.0
Waterloo-Cedar Falls, IA	167,819	41,071	24.5	24,635	14.7	14,630	8.7	53,217	31.7
Watertown-Fort Drum, NY	116,229	20,518	17.7	11,843	10.2	41,080	35.3	44,592	38.4
Wausau, WI	134,063	13,772	10.3	6,599	4.9	14,670	10.9	28,961	21.6
Weirton-Steubenville, WV-OH	124,454	10,158	8.2	6,575	5.3	7,919	6.4	32,314	26.0
Wenatchee, WA	110,884	24,376	22.0	13,097	11.8	15,992	14.4	62,332	56.2
Wheeling, WV-OH	147,950	8,788	5.9	3,724	2.5	16,716	11.3	31,836	21.5
Wichita Falls, TX	151,306	20,075	13.3	10,685	7.1	2,392	1.6	40,955	27.1
Wichita, KS	630,919	113,988	18.1	68,937	10.9	109,541	17.4	222,562	35.3
Williamsport, PA	116,111	13,878	12.0	7,570	6.5	15,912	13.7	34,387	29.6
Wilmington, NC	254,884	39,819	15.6	13,341	5.2	42,635	16.7	94,987	37.3
Winchester, VA-WV	128,472	10,867	8.5	7,981	6.2	42,204	32.9	51,417	40.0
Winston-Salem, NC	640,595	129,889	20.3	70,888	11.1	162,516	25.4	246,389	38.5
Worcester, MA-CT	916,980	68,945	7.5	41,470	4.5	142,537	15.5	289,713	31.6

Continued—

Table B2

Metropolitan populations and shares of metropolitan populations within low-income (LI) and low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition—continued

Metropolitan Area	Total population	# of people in LILA 1- and 10-mile tracts	% of total population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total LA population in LILA 1- and 10-mile tracts	# of people in LILA vehicle Access and 20-mile tracts	% of total population in LILA vehicle access and 20-mile tracts	# of people in LI tracts	% of total population in LI tracts
Yakima, WA	243,231	38,479	15.8	12,301	5.1	25,605	10.5	172,341	70.9
York-Hanover, PA	434,972	5,067	1.2	1,608	0.4	29,133	6.7	66,677	15.3
Youngstown-Warren-Boardman, OH-PA	565,773	85,262	15.1	53,508	9.5	121,134	21.4	217,768	38.5
Yuba City, CA	166,892	43,755	26.2	18,242	10.9	42,400	25.4	91,966	55.1
Yuma, AZ	195,751	47,151	24.1	23,063	11.8	22,359	11.4	134,415	68.7

Note: LILA tracts using 1- and 10-mile definition = low-income (LI) census tracts where at least 500 people, or 33 percent of the population, live more than 1 mile (urban areas) or more than 10 miles (rural areas) from the nearest supermarket, supercenter, or large grocery store. LILA vehicle access/20-mile census tracts = Low-income (LI) census tracts where a significant number of housing units (at least 100) do not have a vehicle and are more than 0.5 mile from the nearest food store; or low-income census tracts where a substantial number or share of people (at least 500 or 33 percent) are more than 20 miles from the nearest supermarket, supercenter, or large grocery store, regardless of vehicle availability. LA 1.0- and 10-mile census tracts = those where a significant number (at least 500 people) or share of the population (at least 33 percent) are more than 1 mile if in an urban area or more than 10 miles if in a rural area from the nearest supermarket, supercenter, or large grocery store. LI census tracts = those where the poverty rate (the share of the tract population living with income at or below the Federal poverty thresholds by family size) is at least 20 percent or median family income is at or below 80 percent of the metropolitan area or State median income. LILA census tracts meet the conditions for both LI tracts and LA tracts.

Source: Calculated by USDA, Economic Research Service using U.S. Department of Commerce, Census Bureau's 2010 Decennial Census data and 2010-14 American Community Survey data and U.S. Office of Management and Budget's 2017 delineations of core-based statistical areas (CBSAs), metropolitan divisions, and combined statistical areas (CSAs).

Table B3

Total micropolitan low-income (LI), low-access (LA), and low-income/low-access (LILA) census tracts using the 1- and 10-mile definition and using the vehicle-access/20-mile definition

Micropolitan Area	Total micropolitan area tracts	# of LILA 1- and 10-mile tracts	% of total LILA 1- and 10-mile tracts	# of LA 1- and 10-mile tracts	% of total LA 1- and 10-mile tracts	# of LILA vehicle access and 20-mile tracts	% of total LILA vehicle access and 20-mile tracts	# of LI tracts	% of total LI tracts
Aberdeen, SD	10	0	0.0	7	70.0	1	10.0	1	10.0
Aberdeen, WA	17	8	47.1	11	64.7	4	23.5	12	70.6
Ada, OK	10	1	10.0	6	60.0	0	0.0	4	40.0
Adrian, MI	23	3	13.0	9	39.1	4	17.4	5	21.7
Alamogordo, NM	16	2	12.5	9	56.3	3	18.8	7	43.8
Albemarle, NC	13	1	7.7	3	23.1	1	7.7	2	15.4
Albert Lea, MN	10	2	20.0	3	30.0	3	30.0	4	40.0
Albertville, AL	18	4	22.2	8	44.4	4	22.2	10	55.6
Alexander City, AL	10	1	10.0	1	10.0	5	50.0	7	70.0
Alexandria, MN	9	1	11.1	4	44.4	1	11.1	1	11.1
Alice, TX	7	4	57.1	5	71.4	3	42.9	4	57.1
Alma, MI	10	3	30.0	5	50.0	3	30.0	4	40.0
Alpena, MI	10	1	10.0	2	20.0	1	10.0	6	60.0
Altus, OK	8	3	37.5	6	75.0	1	12.5	4	50.0
Americus, GA	10	2	20.0	2	20.0	5	50.0	8	80.0
Amsterdam, NY	16	1	6.3	3	18.8	6	37.5	7	43.8
Andrews, TX	4	0	0.0	2	50.0	0	0.0	0	0.0
Angola, IN	9	2	22.2	3	33.3	0	0.0	2	22.2
Arcadia, FL	9	2	22.2	2	22.2	1	11.1	8	88.9
Ardmore, OK	11	1	9.1	5	45.5	1	9.1	2	18.2
Arkadelphia, AR	5	3	60.0	4	80.0	2	40.0	4	80.0
Arkansas City-Winfield, KS	11	5	45.5	8	72.7	1	9.1	7	63.6
Ashland, OH	11	1	9.1	3	27.3	2	18.2	3	27.3
Ashtabula, OH	25	6	24.0	11	44.0	7	28.0	13	52.0
Astoria, OR	12	0	0.0	2	16.7	1	8.3	3	25.0
Atchison, KS	4	0	0.0	1	25.0	1	25.0	2	50.0
Athens, OH	15	4	26.7	4	26.7	6	40.0	11	73.3
Athens, TN	10	1	10.0	4	40.0	1	10.0	2	20.0

Continued—

Table B3

Total micropolitan low-income (LI), low-access (LA), and low-income/low-access (LILA) census tracts using the 1- and 10-mile definition and using the vehicle-access/20-mile definition—continued

Micropolitan Area	Total micropolitan area tracts	# of LILA 1- and 10-mile tracts	% of total LILA 1- and 10-mile tracts	# of LA 1- and 10-mile tracts	% of total LA 1- and 10-mile tracts	# of LILA vehicle access and 20-mile tracts	% of total LILA vehicle access and 20-mile tracts	# of LI tracts	% of total LI tracts
Athens, TX	17	3	17.6	6	35.3	4	23.5	9	52.9
Atmore, AL	9	3	33.3	4	44.4	4	44.4	7	77.8
Auburn, IN	9	0	0.0	4	44.4	1	11.1	2	22.2
Auburn, NY	20	1	5.0	2	10.0	4	20.0	6	30.0
Augusta-Waterville, ME	31	0	0.0	4	12.9	3	9.7	8	25.8
Austin, MN	11	1	9.1	5	45.5	1	9.1	4	36.4
Bainbridge, GA	7	2	28.6	3	42.9	2	28.6	6	85.7
Baraboo, WI	13	1	7.7	3	23.1	1	7.7	2	15.4
Bardstown, KY	9	0	0.0	1	11.1	1	11.1	2	22.2
Barre, VT	19	2	10.5	7	36.8	2	10.5	2	10.5
Bartlesville, OK	13	3	23.1	10	76.9	0	0.0	5	38.5
Bastrop, LA	8	4	50.0	6	75.0	4	50.0	5	62.5
Batavia, NY	15	0	0.0	1	6.7	0	0.0	5	33.3
Batesville, AR	8	2	25.0	2	25.0	2	25.0	7	87.5
Bay City, TX	10	3	30.0	4	40.0	4	40.0	8	80.0
Beatrice, NE	7	0	0.0	4	57.1	1	14.3	1	14.3
Beaver Dam, WI	20	1	5.0	5	25.0	1	5.0	3	15.0
Bedford, IN	10	3	30.0	3	30.0	2	20.0	5	50.0
Beeville, TX	7	3	42.9	5	71.4	3	42.9	5	71.4
Bellefontaine, OH	11	2	18.2	2	18.2	2	18.2	5	45.5
Bemidji, MN	10	5	50.0	7	70.0	1	10.0	7	70.0
Bennettsville, SC	7	2	28.6	2	28.6	6	85.7	6	85.7
Bennington, VT	12	0	0.0	1	8.3	1	8.3	3	25.0
Berlin, NH-VT	14	4	28.6	4	28.6	5	35.7	13	92.9
Big Rapids, MI	11	3	27.3	3	27.3	3	27.3	7	63.6
Big Spring, TX	11	4	36.4	7	63.6	0	0.0	5	45.5
Big Stone Gap, VA	16	2	12.5	3	18.8	11	68.8	15	93.8
Blackfoot, ID	8	0	0.0	5	62.5	0	0.0	1	12.5

Continued—

Table B3

Total micropolitan low-income (LI), low-access (LA), and low-income/low-access (LILA) census tracts using the 1- and 10-mile definition and using the vehicle-access/20-mile definition—continued

Metropolitan Area	Total population	# of people in LILA 1- and 10-mile tracts	% of total population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total LA population in LILA 1- and 10-mile tracts	# of people in LILA vehicle Access and 20-mile tracts	% of total population in LILA vehicle access and 20-mile tracts	# of people in LI tracts	% of total population in LI tracts
Bluefield, WV-VA	27	7	25.9	10	37.0	11	40.7	20	74.1
Blytheville, AR	12	4	33.3	5	41.7	4	33.3	10	83.3
Bogalusa, LA	11	4	36.4	5	45.5	7	63.6	9	81.8
Bonham, TX	9	3	33.3	5	55.6	0	0.0	3	33.3
Boone, IA	7	1	14.3	1	14.3	0	0.0	1	14.3
Boone, NC	13	0	0.0	2	15.4	2	15.4	6	46.2
Borger, TX	7	0	0.0	2	28.6	0	0.0	3	42.9
Bozeman, MT	22	0	0.0	8	36.4	0	0.0	4	18.2
Bradford, PA	12	0	0.0	1	8.3	4	33.3	7	58.3
Brainerd, MN	26	5	19.2	7	26.9	3	11.5	17	65.4
Branson, MO	16	4	25.0	8	50.0	3	18.8	10	62.5
Breckenridge, CO	5	0	0.0	1	20.0	1	20.0	1	20.0
Brenham, TX	6	0	0.0	3	50.0	0	0.0	1	16.7
Brevard, NC	7	1	14.3	2	28.6	0	0.0	2	28.6
Brookhaven, MS	6	3	50.0	5	83.3	1	16.7	4	66.7
Brookings, OR	6	2	33.3	2	33.3	0	0.0	3	50.0
Brookings, SD	6	2	33.3	6	100.0	1	16.7	2	33.3
Brownsville, TN	6	3	50.0	3	50.0	4	66.7	5	83.3
Brownwood, TX	12	4	33.3	8	66.7	2	16.7	7	58.3
Bucyrus, OH	13	4	30.8	6	46.2	2	15.4	8	61.5
Burley, ID	11	1	9.1	5	45.5	0	0.0	3	27.3
Burlington, IA-IL	14	1	7.1	6	42.9	2	14.3	5	35.7
Butte-Silver Bow, MT	8	1	12.5	3	37.5	1	12.5	3	37.5
Cadillac, MI	12	2	16.7	4	33.3	2	16.7	8	66.7
Calhoun, GA	9	3	33.3	4	44.4	2	22.2	6	66.7
Cambridge, MD	10	5	50.0	5	50.0	3	30.0	8	80.0

Continued—

Table B3

Total micropolitan low-income (LI), low-access (LA), and low-income/low-access (LILA) census tracts using the 1- and 10-mile definition and using the vehicle-access/20-mile definition—continued

Micropolitan Area	Total micropolitan area tracts	# of LILA 1- and 10-mile tracts	% of total LILA 1- and 10-mile tracts	# of LA 1- and 10-mile tracts	% of total LA 1- and 10-mile tracts	# of LILA vehicle access and 20-mile tracts	% of total LILA vehicle access and 20-mile tracts	# of LI tracts	% of total LI tracts
Cambridge, OH	10	2	20.0	4	40.0	3	30.0	4	40.0
Camden, AR	8	4	50.0	7	87.5	3	37.5	5	62.5
Campbellsville, KY	5	0	0.0	1	20.0	1	20.0	3	60.0
Cañon City, CO	14	6	42.9	10	71.4	3	21.4	10	71.4
Canton, IL	12	3	25.0	3	25.0	0	0.0	0	0.0
Carlsbad-Artesia, NM	12	2	16.7	9	75.0	0	0.0	6	50.0
Carroll, IA	6	0	0.0	2	33.3	0	0.0	3	50.0
Cedar City, UT	8	4	50.0	4	50.0	3	37.5	7	87.5
Cedartown, GA	7	2	28.6	2	28.6	2	28.6	5	71.4
Celina, OH	9	2	22.2	3	33.3	0	0.0	2	22.2
Central City, KY	9	1	11.1	1	11.1	2	22.2	5	55.6
Centralia, IL	12	4	33.3	7	58.3	3	25.0	6	50.0
Centralia, WA	20	8	40.0	10	50.0	5	25.0	17	85.0
Charleston-Mattoon, IL	15	4	26.7	7	46.7	4	26.7	9	60.0
Chillicothe, OH	17	4	23.5	6	35.3	5	29.4	11	64.7
Claremont-Lebanon, NH-VT	57	8	14.0	12	21.1	6	10.5	17	29.8
Clarksburg, WV	28	1	3.6	6	21.4	3	10.7	10	35.7
Clarksdale, MS	7	2	28.6	2	28.6	2	28.6	7	100.0
Clearlake, CA	15	2	13.3	2	13.3	5	33.3	12	80.0
Cleveland, MS	8	4	50.0	5	62.5	7	87.5	7	87.5
Clewiston, FL	7	2	28.6	2	28.6	4	57.1	5	71.4
Clinton, IA	12	2	16.7	7	58.3	2	16.7	3	25.0
Clovis, NM	12	4	33.3	9	75.0	2	16.7	6	50.0
Coffeyville, KS	13	1	7.7	3	23.1	3	23.1	9	69.2
Coldwater, MI	12	1	8.3	2	16.7	3	25.0	5	41.7
Columbus, MS	14	1	7.1	5	35.7	5	35.7	9	64.3
Columbus, NE	7	0	0.0	5	71.4	0	0.0	0	0.0
Concord, NH	36	3	8.3	9	25.0	2	5.6	8	22.2

Continued—

Table B3

Total micropolitan low-income (LI), low-access (LA), and low-income/low-access (LILA) census tracts using the 1- and 10-mile definition and using the vehicle-access/20-mile definition—continued

Micropolitan Area	Total micropolitan area tracts	# of LILA 1- and 10-mile tracts	% of total LILA 1- and 10-mile tracts	# of LA 1- and 10-mile tracts	% of total LA 1- and 10-mile tracts	# of LILA vehicle access and 20-mile tracts	% of total LILA vehicle access and 20-mile tracts	# of LI tracts	% of total LI tracts
Connersville, IN	7	1	14.3	2	28.6	1	14.3	5	71.4
Cookeville, TN	26	4	15.4	8	30.8	3	11.5	18	69.2
Coos Bay, OR	13	3	23.1	4	30.8	2	15.4	8	61.5
Cordele, GA	6	1	16.7	1	16.7	3	50.0	5	83.3
Corinth, MS	7	2	28.6	2	28.6	3	42.9	5	71.4
Cornelia, GA	8	0	0.0	2	25.0	2	25.0	2	25.0
Corning, NY	30	2	6.7	6	20.0	6	20.0	18	60.0
Corsicana, TX	10	4	40.0	5	50.0	4	40.0	8	80.0
Cortland, NY	12	0	0.0	4	33.3	0	0.0	5	41.7
Coshocton, OH	10	2	20.0	3	30.0	2	20.0	5	50.0
Craig, CO	4	2	50.0	4	100.0	0	0.0	2	50.0
Crawfordsville, IN	9	2	22.2	4	44.4	2	22.2	3	33.3
Crescent City, CA	7	3	42.9	4	57.1	1	14.3	5	71.4
Crossville, TN	14	5	35.7	7	50.0	1	7.1	7	50.0
Cullman, AL	18	2	11.1	3	16.7	2	11.1	7	38.9
Cullowhee, NC	9	1	11.1	2	22.2	2	22.2	4	44.4
Danville, KY	13	3	23.1	4	30.8	4	30.8	7	53.8
Danville, VA	32	11	34.4	11	34.4	11	34.4	30	93.8
Dayton, TN	6	2	33.3	2	33.3	3	50.0	3	50.0
Decatur, IN	7	0	0.0	3	42.9	2	28.6	3	42.9
Defiance, OH	9	3	33.3	4	44.4	1	11.1	7	77.8
Del Rio, TX	10	5	50.0	8	80.0	4	40.0	6	60.0
Deming, NM	6	4	66.7	4	66.7	3	50.0	2	33.3
DeRidder, LA	7	2	28.6	7	100.0	2	28.6	2	28.6
Dickinson, ND	8	0	0.0	4	50.0	0	0.0	0	0.0
Dixon, IL	9	1	11.1	2	22.2	1	11.1	1	11.1
Dodge City, KS	7	2	28.6	5	71.4	1	14.3	4	57.1
Douglas, GA	9	0	0.0	2	22.2	4	44.4	7	77.8

Continued—

Table B3

Total micropolitan low-income (LI), low-access (LA), and low-income/low-access (LILA) census tracts using the 1- and 10-mile definition and using the vehicle-access/20-mile definition—continued

Micropolitan Area	Total micropolitan area tracts	# of LILA 1- and 10-mile tracts	% of total LILA 1- and 10-mile tracts	# of LA 1- and 10-mile tracts	% of total LA 1- and 10-mile tracts	# of LILA vehicle access and 20-mile tracts	% of total LILA vehicle access and 20-mile tracts	# of LI tracts	% of total LI tracts
Dublin, GA	16	5	31.3	6	37.5	4	25.0	14	87.5
DuBois, PA	20	4	20.0	9	45.0	5	25.0	13	65.0
Dumas, TX	4	0	0.0	2	50.0	0	0.0	1	25.0
Duncan, OK	11	2	18.2	7	63.6	1	9.1	2	18.2
Dunn, NC	27	3	11.1	8	29.6	4	14.8	14	51.9
Durango, CO	10	1	10.0	6	60.0		0.0	1	10.0
Durant, OK	11	3	27.3	5	45.5	1	9.1	6	54.5
Dyersburg, TN	8	2	25.0	3	37.5	2	25.0	3	37.5
Eagle Pass, TX	9	5	55.6	5	55.6	3	33.3	8	88.9
Easton, MD	10	1	10.0	2	20.0	2	20.0	3	30.0
Edwards, CO	14	1	7.1	4	28.6	0	0.0	2	14.3
Effingham, IL	8	2	25.0	4	50.0	0	0.0	3	37.5
El Campo, TX	11	1	9.1	3	27.3	0	0.0	4	36.4
El Dorado, AR	10	4	40.0	7	70.0	2	20.0	4	40.0
Elizabeth City, NC	15	4	26.7	5	33.3	6	40.0	7	46.7
Elk City, OK	4	0	0.0	2	50.0	0	0.0	1	25.0
Elkins, WV	7	1	14.3	2	28.6	1	14.3	2	28.6
Elko, NV	15	1	6.7	7	46.7	2	13.3	2	13.3
Ellensburg, WA	8	2	25.0	5	62.5	2	25.0	3	37.5
Emporia, KS	8	2	25.0	4	50.0	0	0.0	4	50.0
Enterprise, AL	14	4	28.6	6	42.9	2	14.3	9	64.3
Escanaba, MI	11	1	9.1	5	45.5	2	18.2	4	36.4
Española, NM	9	5	55.6	7	77.8	5	55.6	6	66.7
Eufaula, AL-GA	10	3	30.0	5	50.0	2	20.0	8	80.0
Eureka-Arcata-Fortuna, CA	30	7	23.3	9	30.0	5	16.7	21	70.0
Evanston, WY	3	0	0.0	0	0.0	0	0.0	1	33.3
Fairfield, IA	4	0	0.0	3	75.0	0	0.0	0	0.0
Fairmont, MN	6	2	33.3	5	83.3	1	16.7	3	50.0

Continued—

Table B3

Total micropolitan low-income (LI), low-access (LA), and low-income/low-access (LILA) census tracts using the 1- and 10-mile definition and using the vehicle-access/20-mile definition—continued

Micropolitan Area	Total micropolitan area tracts	# of LILA 1- and 10-mile tracts	% of total LILA 1- and 10-mile tracts	# of LA 1- and 10-mile tracts	% of total LA 1- and 10-mile tracts	# of LILA vehicle access and 20-mile tracts	% of total LILA vehicle access and 20-mile tracts	# of LI tracts	% of total LI tracts
Fairmont, WV	18	1	5.6	5	27.8	3	16.7	5	27.8
Fallon, NV	7	1	14.3	2	28.6	0	0.0	4	57.1
Faribault-Northfield, MN	13	0	0.0	5	38.5	1	7.7	2	15.4
Farmington, MO	11	3	27.3	5	45.5	5	45.5	7	63.6
Fergus Falls, MN	17	3	17.6	9	52.9	0	0.0	7	41.2
Fernley, NV	10	1	10.0	5	50.0	2	20.0	5	50.0
Findlay, OH	13	2	15.4	5	38.5	3	23.1	4	30.8
Fitzgerald, GA	5	2	40.0	2	40.0	3	60.0	5	100.0
Forest City, NC	13	2	15.4	3	23.1	5	38.5	8	61.5
Forrest City, AR	6	3	50.0	3	50.0	3	50.0	4	66.7
Fort Dodge, IA	12	3	25.0	5	41.7	1	8.3	6	50.0
Fort Leonard Wood, MO	9	1	11.1	6	66.7	0	0.0	2	22.2
Fort Madison-Keokuk, IA-IL-MO	21	4	19.0	10	47.6	1	4.8	10	47.6
Fort Morgan, CO	8	2	25.0	2	25.0	2	25.0	6	75.0
Fort Payne, AL	14	0	0.0	0	0.0	2	14.3	7	50.0
Fort Polk South, LA	12	2	16.7	10	83.3	1	8.3	2	16.7
Frankfort, IN	8	0	0.0	0	0.0	0	0.0	3	37.5
Frankfort, KY	16	1	6.3	7	43.8	2	12.5	4	25.0
Fredericksburg, TX	5	0	0.0	2	40.0	0	0.0	0	0.0
Freeport, IL	13	0	0.0	1	7.7	3	23.1	6	46.2
Fremont, NE	9	1	11.1	4	44.4	1	11.1	3	33.3
Fremont, OH	15	1	6.7	3	20.0	3	20.0	5	33.3
Gaffney, SC	13	4	30.8	4	30.8	6	46.2	10	76.9
Gainesville, TX	8	2	25.0	3	37.5	1	12.5	3	37.5
Galesburg, IL	16	4	25.0	7	43.8	3	18.8	8	50.0
Gallup, NM	17	12	70.6	13	76.5	12	70.6	15	88.2
Garden City, KS	13	4	30.8	7	53.8	0	0.0	7	53.8

Continued—

Table B3

Total micropolitan low-income (LI), low-access (LA), and low-income/low-access (LILA) census tracts using the 1- and 10-mile definition and using the vehicle-access/20-mile definition—continued

Micropolitan Area	Total micropolitan area tracts	# of LILA 1- and 10-mile tracts	% of total LILA 1- and 10-mile tracts	# of LA 1- and 10-mile tracts	% of total LA 1- and 10-mile tracts	# of LILA vehicle access and 20-mile tracts	% of total LILA vehicle access and 20-mile tracts	# of LI tracts	% of total LI tracts
Gardnerville Ranchos, NV	17	1	5.9	7	41.2	0	0.0	2	11.8
Georgetown, SC	15	4	26.7	8	53.3	5	33.3	8	53.3
Gillette, WY	7	0	0.0	6	85.7	0	0.0	0	0.0
Glasgow, KY	13	2	15.4	3	23.1	2	15.4	7	53.8
Glenwood Springs, CO	15	0	0.0	5	33.3	1	6.7	3	20.0
Gloversville, NY	15	1	6.7	2	13.3	4	26.7	9	60.0
Grand Rapids, MN	11	6	54.5	6	54.5	2	18.2	9	81.8
Grants, NM	7	4	57.1	5	71.4	3	42.9	5	71.4
Great Bend, KS	8	1	12.5	4	50.0	2	25.0	3	37.5
Greeneville, TN	15	3	20.0	7	46.7	1	6.7	9	60.0
Greenfield Town, MA	18	2	11.1	5	27.8	1	5.6	8	44.4
Greensburg, IN	6	1	16.7	2	33.3	0	0.0	2	33.3
Greenville, MS	19	7	36.8	8	42.1	6	31.6	18	94.7
Greenville, OH	12	2	16.7	3	25.0	4	33.3	4	33.3
Greenwood, MS	10	6	60.0	7	70.0	5	50.0	9	90.0
Greenwood, SC	20	1	5.0	5	25.0	7	35.0	10	50.0
Grenada, MS	5	1	20.0	2	40.0	2	40.0	3	60.0
Guymon, OK	5	0	0.0	4	80.0	0	0.0	0	0.0
Hailey, ID	6	0	0.0	3	50.0	0	0.0	0	0.0
Hannibal, MO	11	2	18.2	4	36.4	2	18.2	5	45.5
Harrison, AR	9	4	44.4	7	77.8	3	33.3	4	44.4
Hastings, NE	9	2	22.2	5	55.6	2	22.2	4	44.4
Hays, KS	6	1	16.7	3	50.0	1	16.7	1	16.7
Heber, UT	4	0	0.0	3	75.0	0	0.0	0	0.0
Helena, MT	17	1	5.9	8	47.1	2	11.8	3	17.6
Helena-West Helena, AR	6	4	66.7	4	66.7	6	100.0	6	100.0
Henderson, NC	10	1	10.0	3	30.0	3	30.0	5	50.0
Hereford, TX	4	1	25.0	4	100.0		0.0	1	25.0

Continued—

Table B3

Total micropolitan low-income (LI), low-access (LA), and low-income/low-access (LILA) census tracts using the 1- and 10-mile definition and using the vehicle-access/20-mile definition—continued

Micropolitan Area	Total micropolitan area tracts	# of LILA 1- and 10-mile tracts	% of total LILA 1- and 10-mile tracts	# of LA 1- and 10-mile tracts	% of total LA 1- and 10-mile tracts	# of LILA vehicle access and 20-mile tracts	% of total LILA vehicle access and 20-mile tracts	# of LI tracts	% of total LI tracts
Hermiston-Pendleton, OR	17	2	11.8	10	58.8	1	5.9	3	17.6
Hillsdale, MI	12	0	0.0	0	0.0	2	16.7	8	66.7
Hilo, HI	34	12	35.3	16	47.1	9	26.5	23	67.6
Hobbs, NM	18	3	16.7	7	38.9	0	0.0	5	27.8
Holland, MI	25	1	4.0	7	28.0	1	4.0	5	20.0
Hood River, OR	4	0	0.0	1	25.0	0	0.0	1	25.0
Hope, AR	8	5	62.5	8	100.0	4	50.0	5	62.5
Houghton, MI	13	2	15.4	4	30.8	1	7.7	7	53.8
Hudson, NY	21	3	14.3	5	23.8	2	9.5	3	14.3
Huntingdon, PA	12	0	0.0	0	0.0	2	16.7	7	58.3
Huntington, IN	9	1	11.1	5	55.6	0	0.0	2	22.2
Huntsville, TX	15	4	26.7	6	40.0	3	20.0	10	66.7
Huron, SD	6	1	16.7	3	50.0	2	33.3	2	33.3
Hutchinson, KS	17	5	29.4	8	47.1	2	11.8	10	58.8
Hutchinson, MN	7	0	0.0	3	42.9	1	14.3	1	14.3
Indiana, PA	23	3	13.0	7	30.4	4	17.4	12	52.2
Indianola, MS	7	3	42.9	3	42.9	5	71.4	6	85.7
Ionia, MI	13	1	7.7	3	23.1	2	15.4	5	38.5
Iron Mountain, MI-WI	9	2	22.2	4	44.4	0	0.0	3	33.3
Jackson, OH	7	1	14.3	2	28.6	3	42.9	6	85.7
Jackson, WY-ID	5	0	0.0	3	60.0	0	0.0	0	0.0
Jacksonville, IL	12	4	33.3	7	58.3	1	8.3	4	33.3
Jacksonville, TX	12	5	41.7	7	58.3	2	16.7	8	66.7
Jamestown, ND	6	1	16.7	3	50.0	1	16.7	2	33.3
Jamestown-Dunkirk-Fredonia, NY	35	8	22.9	9	25.7	12	34.3	26	74.3
Jasper, IN	11	0	0.0	2	18.2	0	0.0	2	18.2
Jefferson, GA	11	2	18.2	5	45.5	1	9.1	3	27.3

Continued—

Table B3

Total micropolitan low-income (LI), low-access (LA), and low-income/low-access (LILA) census using the 1- and 10-mile definition and using the vehicle-access/20-mile definition—continued

Micropolitan Area	Total micropolitan area tracts	# of LILA 1- and 10-mile tracts	% of total LILA 1- and 10-mile tracts	# of LA 1- and 10-mile tracts	% of total LA 1- and 10-mile tracts	# of LILA vehicle access and 20-mile tracts	% of total LILA vehicle access and 20-mile tracts	# of LI tracts	% of total LI tracts
Jennings, LA	7	1	14.3	2	28.6	4	57.1	5	71.4
Jesup, GA	6	2	33.3	4	66.7	2	33.3	4	66.7
Junction City, KS	8	4	50.0	6	75.0	2	25.0	6	75.0
Juneau, AK	6	0	0.0	2	33.3	0	0.0	0	0.0
Kalispell, MT	19	2	10.5	5	26.3	0	0.0	5	26.3
Kapaa, HI	16	0	0.0	7	43.8	0	0.0	2	12.5
Kearney, NE	13	1	7.7	7	53.8	1	7.7	2	15.4
Keene, NH	16	2	12.5	6	37.5	4	25.0	7	43.8
Kendallville, IN	10	1	10.0	1	10.0	1	10.0	3	30.0
Kennett, MO	10	4	40.0	5	50.0	5	50.0	9	90.0
Kerrville, TX	10	2	20.0	4	40.0	1	10.0	4	40.0
Ketchikan, AK	4	0	0.0	0	0.0	0	0.0	1	25.0
Key West, FL	30	3	10.0	14	46.7	1	3.3	5	16.7
Kill Devil Hills, NC	12	0	0.0	6	50.0	1	8.3	2	16.7
Kingsville, TX	7	4	57.1	6	85.7	3	42.9	4	57.1
Kinston, NC	15	4	26.7	7	46.7	4	26.7	9	60.0
Kirksville, MO	9	3	33.3	4	44.4	2	22.2	6	66.7
Klamath Falls, OR	20	5	25.0	11	55.0	5	25.0	10	50.0
La Grande, OR	8	3	37.5	5	62.5	0	0.0	5	62.5
Laconia, NH	15	2	13.3	3	20.0	3	20.0	4	26.7
LaGrange, GA	14	2	14.3	3	21.4	7	50.0	8	57.1
Lake City, FL	12	4	33.3	6	50.0	4	33.3	10	83.3
Lamesa, TX	4	3	75.0	3	75.0	1	25.0	3	75.0
Laramie, WY	10	3	30.0	4	40.0	3	30.0	8	80.0
Las Vegas, NM	7	5	71.4	5	71.4	5	71.4	7	100.0
Laurel, MS	18	4	22.2	6	33.3	8	44.4	10	55.6
Laurinburg, NC	7	4	57.1	5	71.4	4	57.1	6	85.7
Lawrenceburg, TN	11	0	0.0	1	9.1	2	18.2	4	36.4

Continued—

Table B3

Total micropolitan low-income (LI), low-access (LA), and low-income/low-access (LILA) census using the 1- and 10-mile definition and using the vehicle-access/20-mile definition—continued

Micropolitan Area	Total micropolitan area tracts	# of LILA 1- and 10-mile tracts	% of total LILA 1- and 10-mile tracts	# of LA 1- and 10-mile tracts	% of total LA 1- and 10-mile tracts	# of LILA vehicle access and 20-mile tracts	% of total LILA vehicle access and 20-mile tracts	# of LI tracts	% of total LI tracts
Lebanon, MO	6	5	83.3	6	100.0	2	33.3	5	83.3
Levelland, TX	7	1	14.3	6	85.7	1	14.3	1	14.3
Lewisburg, PA	10	2	20.0	5	50.0	3	30.0	4	40.0
Lewisburg, TN	6	1	16.7	3	50.0	1	16.7	1	16.7
Lewistown, PA	12	2	16.7	2	16.7	5	41.7	12	100.0
Lexington, NE	8	1	12.5	5	62.5	0	0.0	2	25.0
Liberal, KS	5	0	0.0	1	20.0	0	0.0	3	60.0
Lincoln, IL	8	1	12.5	4	50.0	1	12.5	1	12.5
Lock Haven, PA	9	0	0.0	2	22.2	2	22.2	3	33.3
Logan, WV	9	1	11.1	1	11.1	4	44.4	6	66.7
Logansport, IN	11	0	0.0	1	9.1	0	0.0	5	45.5
London, KY	29	7	24.1	7	24.1	14	48.3	26	89.7
Los Alamos, NM	4	0	0.0	4	100.0	0	0.0	0	0.0
Ludington, MI	8	1	12.5	2	25.0	2	25.0	4	50.0
Lufkin, TX	17	4	23.5	8	47.1	4	23.5	9	52.9
Lumberton, NC	31	6	19.4	6	19.4	15	48.4	30	96.8
Macomb, IL	10	4	40.0	7	70.0	2	20.0	7	70.0
Madison, IN	7	1	14.3	3	42.9	0	0.0	1	14.3
Madisonville, KY	12	3	25.0	5	41.7	4	33.3	5	41.7
Magnolia, AR	5	2	40.0	4	80.0	3	60.0	3	60.0
Malone, NY	14	4	28.6	6	42.9	3	21.4	8	57.1
Malvern, AR	7	2	28.6	5	71.4	1	14.3	2	28.6
Manitowoc, WI	19	3	15.8	7	36.8	2	10.5	7	36.8
Marietta, OH	16	2	12.5	4	25.0	2	12.5	5	31.3
Marinette, WI-MI	19	8	42.1	11	57.9	5	26.3	11	57.9
Marion, IN	16	5	31.3	7	43.8	3	18.8	8	50.0
Marion, NC	10	1	10.0	1	10.0	2	20.0	7	70.0
Marion, OH	18	8	44.4	8	44.4	3	16.7	11	61.1

Continued—

Table B3

Total micropolitan low-income (LI), low-access (LA), and low-income/low-access (LILA) census tracts using the 1- and 10-mile definition and using the vehicle-access/20-mile definition—continued

Micropolitan Area	Total micropolitan area tracts	# of LILA 1- and 10-mile tracts	% of total LILA 1- and 10-mile tracts	# of LA 1- and 10-mile tracts	% of total LA 1- and 10-mile tracts	# of LILA vehicle access and 20-mile tracts	% of total LILA vehicle access and 20-mile tracts	# of LI tracts	% of total LI tracts
Marquette, MI	24	1	4.2	7	29.2	0	0.0	10	41.7
Marshall, MN	7	1	14.3	4	57.1	1	14.3	2	28.6
Marshall, MO	8	1	12.5	4	50.0	1	12.5	3	37.5
Marshall, TX	14	2	14.3	5	35.7	2	14.3	6	42.9
Marshalltown, IA	10	2	20.0	5	50.0	1	10.0	4	40.0
Martin, TN	11	4	36.4	5	45.5	2	18.2	6	54.5
Martinsville, VA	19	8	42.1	9	47.4	9	47.4	18	94.7
Maryville, MO	5	2	40.0	5	100.0	2	40.0	2	40.0
Mason City, IA	14	2	14.3	6	42.9	1	7.1	3	21.4
Mayfield, KY	9	1	11.1	4	44.4	2	22.2	2	22.2
Maysville, KY	5	1	20.0	1	20.0	1	20.0	3	60.0
McAlester, OK	13	4	30.8	8	61.5	2	15.4	6	46.2
McComb, MS	11	5	45.5	6	54.5	5	45.5	8	72.7
McMinnville, TN	9	3	33.3	3	33.3	3	33.3	7	77.8
McPherson, KS	7	1	14.3	6	85.7	0	0.0	1	14.3
Meadville, PA	23	3	13.0	6	26.1	6	26.1	12	52.2
Menomonie, WI	8	1	12.5	4	50.0	0	0.0	2	25.0
Meridian, MS	25	8	32.0	14	56.0	8	32.0	16	64.0
Merrill, WI	10	0	0.0	3	30.0	0	0.0	1	10.0
Mexico, MO	7	1	14.3	4	57.1	1	14.3	4	57.1
Miami, OK	9	2	22.2	3	33.3	1	11.1	7	77.8
Middlesborough, KY	9	1	11.1	1	11.1	6	66.7	9	100.0
Milledgeville, GA	11	5	45.5	5	45.5	6	54.5	9	81.8
Mineral Wells, TX	9	2	22.2	7	77.8	0	0.0	4	44.4
Minot, ND	16	1	6.3	11	68.8	1	6.3	2	12.5
Mitchell, SD	5	0	0.0	4	80.0	0	0.0	0	0.0
Moberly, MO	6	2	33.3	3	50.0	1	16.7	2	33.3
Montrose, CO	10	5	50.0	5	50.0	2	20.0	6	60.0

Continued—

Table B3

Total micropolitan low-income (LI), low-access (LA), and low-income/low-access (LILA) census tracts using the 1- and 10-mile definition and using the vehicle-access/20-mile definition—continued

Micropolitan Area	Total micropolitan area tracts	# of LILA 1- and 10-mile tracts	% of total LILA 1- and 10-mile tracts	# of LA 1- and 10-mile tracts	% of total LA 1- and 10-mile tracts	# of LILA vehicle access and 20-mile tracts	% of total LILA vehicle access and 20-mile tracts	# of LI tracts	% of total LI tracts
Morehead City, NC	38	3	7.9	16	42.1	3	7.9	9	23.7
Morgan City, LA	16	6	37.5	9	56.3	8	50.0	10	62.5
Moscow, ID	7	3	42.9	6	85.7	1	14.3	3	42.9
Moses Lake, WA	16	5	31.3	10	62.5	3	18.8	9	56.3
Moultrie, GA	10	4	40.0	6	60.0	3	30.0	8	80.0
Mount Airy, NC	22	1	4.5	4	18.2	5	22.7	14	63.6
Mount Pleasant, MI	15	4	26.7	4	26.7	3	20.0	11	73.3
Mount Pleasant, TX	8	2	25.0	4	50.0	1	12.5	5	62.5
Mount Sterling, KY	11	1	9.1	1	9.1	5	45.5	10	90.9
Mount Vernon, IL	11	2	18.2	8	72.7	2	18.2	4	36.4
Mount Vernon, OH	12	3	25.0	6	50.0	2	16.7	3	25.0
Mountain Home, AR	9	0	0.0	3	33.3	0	0.0	2	22.2
Mountain Home, ID	5	1	20.0	2	40.0	0	0.0	3	60.0
Murray, KY	9	0	0.0	3	33.3	1	11.1	4	44.4
Muscatine, IA	10	0	0.0	3	30.0	1	10.0	3	30.0
Muskogee, OK	16	6	37.5	7	43.8	5	31.3	9	56.3
Nacogdoches, TX	13	3	23.1	6	46.2	5	38.5	9	69.2
Natchez, MS-LA	14	7	50.0	8	57.1	5	35.7	13	92.9
Natchitoches, LA	9	5	55.6	7	77.8	4	44.4	6	66.7
New Castle, IN	13	0	0.0	1	7.7	1	7.7	6	46.2
New Castle, PA	28	10	35.7	16	57.1	7	25.0	14	50.0
New Philadelphia-Dover, OH	21	3	14.3	5	23.8	3	14.3	9	42.9
New Ulm, MN	8	2	25.0	3	37.5	0	0.0	3	37.5
Newberry, SC	8	2	25.0	4	50.0	3	37.5	5	62.5
Newport, OR	18	3	16.7	5	27.8	1	5.6	6	33.3
Newport, TN	9	3	33.3	4	44.4	4	44.4	8	88.9
Newton, IA	9	1	11.1	5	55.6	1	11.1	2	22.2
Nogales, AZ	10	4	40.0	6	60.0	1	10.0	6	60.0

Continued—

Table B3

Total micropolitan low-income (LI), low-access (LA), and low-income/low-access (LILA) census tracts using the 1- and 10-mile definition and using the vehicle-access/20-mile definition—continued

Micropolitan Area	Total micropolitan area tracts	# of LILA 1- and 10-mile tracts	% of total LILA 1- and 10-mile tracts	# of LA 1- and 10-mile tracts	% of total LA 1- and 10-mile tracts	# of LILA vehicle access and 20-mile tracts	% of total LILA vehicle access and 20-mile tracts	# of LI tracts	% of total LI tracts
Norfolk, NE	13	1	7.7	10	76.9	1	7.7	3	23.1
North Platte, NE	10	0	0.0	4	40.0	1	10.0	1	10.0
North Vernon, IN	6	2	33.3	3	50.0	0	0.0	2	33.3
North Wilkesboro, NC	14	2	14.3	2	14.3	8	57.1	13	92.9
Norwalk, OH	13	3	23.1	5	38.5	2	15.4	3	23.1
Oak Harbor, WA	22	2	9.1	3	13.6	0	0.0	4	18.2
Ogdensburg-Massena, NY	28	11	39.3	12	42.9	11	39.3	19	67.9
Oil City, PA	16	2	12.5	2	12.5	1	6.3	9	56.3
Okeechobee, FL	12	7	58.3	8	66.7	2	16.7	8	66.7
Olean, NY	21	1	4.8	2	9.5	5	23.8	11	52.4
Oneonta, NY	17	6	35.3	10	58.8	4	23.5	9	52.9
Ontario, OR-ID	12	4	33.3	5	41.7	4	33.3	8	66.7
Opelousas, LA	19	8	42.1	9	47.4	9	47.4	15	78.9
Orangeburg, SC	20	6	30.0	7	35.0	11	55.0	14	70.0
Oskaloosa, IA	7	1	14.3	4	57.1	1	14.3	3	42.9
Othello, WA	5	2	40.0	2	40.0	0	0.0	5	100.0
Ottawa, KS	5	2	40.0	5	100.0	0	0.0	2	40.0
Ottawa-Peru, IL	40	4	10.0	21	52.5	5	12.5	9	22.5
Ottumwa, IA	13	5	38.5	8	61.5	3	23.1	8	61.5
Owatonna, MN	8	0	0.0	3	37.5	1	12.5	2	25.0
Owosso, MI	17	4	23.5	8	47.1	6	35.3	6	35.3
Oxford, MS	10	4	40.0	7	70.0	3	30.0	6	60.0
Oxford, NC	13	2	15.4	5	38.5	2	15.4	5	38.5
Ozark, AL	14	1	7.1	4	28.6	2	14.3	6	42.9
Paducah, KY-IL	26	4	15.4	11	42.3	7	26.9	12	46.2
Pahrump, NV	10	6	60.0	8	80.0	4	40.0	6	60.0
Palatka, FL	17	5	29.4	5	29.4	9	52.9	14	82.4
Palestine, TX	11	2	18.2	7	63.6	1	9.1	4	36.4

Continued—

Table B3

Total micropolitan low-income (LI), low-access (LA), and low-income/low-access (LILA) census tracts using the 1- and 10-mile definition and using the vehicle-access/20-mile definition—continued

Micropolitan Area	Total micropolitan area tracts	# of LILA 1- and 10-mile tracts	% of total LILA 1- and 10-mile tracts	# of LA 1- and 10-mile tracts	% of total LA 1- and 10-mile tracts	# of LILA vehicle access and 20-mile tracts	% of total LILA vehicle access and 20-mile tracts	# of LI tracts	% of total LI tracts
Pampa, TX	7	1	14.3	4	57.1	0	0.0	3	42.9
Paragould, AR	9	1	11.1	6	66.7	2	22.2	4	44.4
Paris, TN	9	2	22.2	4	44.4	2	22.2	3	33.3
Paris, TX	12	4	33.3	8	66.7	4	33.3	7	58.3
Parsons, KS	8	2	25.0	4	50.0	0	0.0	6	75.0
Payson, AZ	16	8	50.0	10	62.5	3	18.8	10	62.5
Pecos, TX	5	1	20.0	3	60.0	1	20.0	3	60.0
Pella, IA	8	0	0.0	3	37.5	0	0.0	1	12.5
Peru, IN	10	3	30.0	4	40.0	1	10.0	5	50.0
Picayune, MS	9	2	22.2	2	22.2	4	44.4	5	55.6
Pierre, SD	6	0	0.0	5	83.3	0	0.0	0	0.0
Pinehurst-Southern Pines, NC	18	2	11.1	8	44.4	3	16.7	7	38.9
Pittsburg, KS	11	5	45.5	7	63.6	3	27.3	8	72.7
Plainview, TX	9	1	11.1	3	33.3	0	0.0	6	66.7
Platteville, WI	12	4	33.3	7	58.3	0	0.0	4	33.3
Plattsburgh, NY	19	4	21.1	7	36.8	4	21.1	7	36.8
Plymouth, IN	12	0	0.0	4	33.3	2	16.7	2	16.7
Point Pleasant, WV-OH	13	5	38.5	6	46.2	6	46.2	10	76.9
Ponca City, OK	11	3	27.3	7	63.6	2	18.2	4	36.4
Pontiac, IL	10	1	10.0	4	40.0	0	0.0	1	10.0
Poplar Bluff, MO	10	4	40.0	6	60.0	2	20.0	6	60.0
Port Angeles, WA	22	8	36.4	12	54.5	4	18.2	13	59.1
Port Clinton, OH	13	1	7.7	6	46.2	1	7.7	1	7.7
Port Lavaca, TX	6	3	50.0	4	66.7	2	33.3	4	66.7
Portales, NM	5	5	100.0	5	100.0	2	40.0	5	100.0
Portsmouth, OH	20	3	15.0	5	25.0	4	20.0	14	70.0
Pottsville, PA	40	2	5.0	7	17.5	3	7.5	14	35.0

Continued—

Table B3

Total micropolitan low-income (LI), low-access (LA), and low-income/low-access (LILA) census tracts using the 1- and 10-mile definition and using the vehicle-access/20-mile definition—continued

Micropolitan Area	Total micropolitan area tracts	# of LILA 1- and 10-mile tracts	% of total LILA 1- and 10-mile tracts	# of LA 1- and 10-mile tracts	% of total LA 1- and 10-mile tracts	# of LILA vehicle access and 20-mile tracts	% of total LILA vehicle access and 20-mile tracts	# of LI tracts	% of total LI tracts
Price, UT	5	1	20.0	2	40.0	1	20.0	2	40.0
Prineville, OR	4	2	50.0	2	50.0	0	0.0	3	75.0
Pullman, WA	10	3	30.0	7	70.0	1	10.0	6	60.0
Quincy, IL-MO	22	2	9.1	7	31.8	3	13.6	10	45.5
Raymondville, TX	6	3	50.0	3	50.0	1	16.7	5	83.3
Red Bluff, CA	11	5	45.5	6	54.5	3	27.3	8	72.7
Red Wing, MN	10	1	10.0	3	30.0	1	10.0	1	10.0
Rexburg, ID	9	2	22.2	4	44.4	0	0.0	4	44.4
Richmond, IN	17	6	35.3	7	41.2	4	23.5	8	47.1
Richmond-Berea, KY	23	8	34.8	9	39.1	7	30.4	14	60.9
Rio Grande City, TX	15	8	53.3	8	53.3	6	40.0	15	100.0
Riverton, WY	10	1	10.0	4	40.0	1	10.0	3	30.0
Roanoke Rapids, NC	17	6	35.3	6	35.3	13	76.5	13	76.5
Rochelle, IL	11	1	9.1	3	27.3	1	9.1	2	18.2
Rock Springs, WY	12	0	0.0	5	41.7	2	16.7	2	16.7
Rockingham, NC	11	2	18.2	5	45.5	5	45.5	8	72.7
Rolla, MO	10	3	30.0	5	50.0	3	30.0	4	40.0
Roseburg, OR	22	7	31.8	12	54.5	4	18.2	13	59.1
Roswell, NM	16	5	31.3	9	56.3	3	18.8	8	50.0
Ruidoso, NM	5	2	40.0	4	80.0	1	20.0	3	60.0
Russellville, AR	17	6	35.3	11	64.7	3	17.6	7	41.2
Ruston, LA	10	5	50.0	6	60.0	4	40.0	7	70.0
Rutland, VT	20	3	15.0	7	35.0	2	10.0	6	30.0
Safford, AZ	9	1	11.1	5	55.6	1	11.1	3	33.3
Salem, OH	24	5	20.8	10	41.7	6	25.0	12	50.0
Salina, KS	14	3	21.4	8	57.1	3	21.4	6	42.9
Sandpoint, ID	9	0	0.0	4	44.4	0	0.0	2	22.2
Sandusky, OH	19	3	15.8	8	42.1	5	26.3	7	36.8

Continued—

Table B3

Total micropolitan low-income (LI), low-access (LA), and low-income/low-access (LILA) census tracts using the 1- and 10-mile definition and using the vehicle-access/20-mile definition—continued

Micropolitan Area	Total micropolitan area tracts	# of LILA 1- and 10-mile tracts	% of total LILA 1- and 10-mile tracts	# of LA 1- and 10-mile tracts	% of total LA 1- and 10-mile tracts	# of LILA vehicle access and 20-mile tracts	% of total LILA vehicle access and 20-mile tracts	# of LI tracts	% of total LI tracts
Sanford, NC	13	2	15.4	5	38.5	3	23.1	5	38.5
Sault Ste. Marie, MI	14	2	14.3	4	28.6	4	28.6	6	42.9
Sayre, PA	14	1	7.1	4	28.6	2	14.3	3	21.4
Scottsbluff, NE	13	1	7.7	5	38.5	1	7.7	4	30.8
Scottsboro, AL	11	2	18.2	3	27.3	3	27.3	7	63.6
Searcy, AR	13	3	23.1	6	46.2	2	15.4	5	38.5
Sedalia, MO	11	2	18.2	4	36.4	2	18.2	6	54.5
Selinsgrove, PA	8	1	12.5	1	12.5	2	25.0	5	62.5
Selma, AL	15	4	26.7	4	26.7	8	53.3	12	80.0
Seneca Falls, NY	10	1	10.0	3	30.0	1	10.0	4	40.0
Seneca, SC	15	3	20.0	4	26.7	4	26.7	6	40.0
Sevierville, TN	18	1	5.6	6	33.3	1	5.6	7	38.9
Seymour, IN	10	1	10.0	6	60.0	1	10.0	2	20.0
Shawano, WI	13	4	30.8	5	38.5	2	15.4	7	53.8
Shawnee, OK	16	3	18.8	6	37.5	1	6.3	5	31.3
Shelby, NC	22	6	27.3	10	45.5	6	27.3	10	45.5
Shelbyville, TN	9	3	33.3	4	44.4	3	33.3	6	66.7
Shelton, WA	14	5	35.7	5	35.7	2	14.3	10	71.4
Sheridan, WY	6	0	0.0	5	83.3	0	0.0	0	0.0
Show Low, AZ	31	17	54.8	19	61.3	15	48.4	24	77.4
Sidney, OH	10	2	20.0	4	40.0	2	20.0	2	20.0
Sikeston, MO	10	4	40.0	6	60.0	3	30.0	5	50.0
Silver City, NM	8	1	12.5	4	50.0	2	25.0	3	37.5
Snyder, TX	4	0	0.0	1	25.0	1	25.0	1	25.0
Somerset, KY	14	2	14.3	4	28.6	5	35.7	10	71.4
Somerset, PA	21	3	14.3	5	23.8	5	23.8	9	42.9
Sonora, CA	11	1	9.1	3	27.3	0	0.0	5	45.5
Spearfish, SD	5	0	0.0	3	60.0	0	0.0	1	20.0

Continued—

Table B3

Total micropolitan low-income (LI), low-access (LA), and low-income/low-access (LILA) census tracts using the 1- and 10-mile definition and using the vehicle-access/20-mile definition—continued

Micropolitan Area	Total micropolitan area tracts	# of LILA 1- and 10-mile tracts	% of total LILA 1- and 10-mile tracts	# of LA 1- and 10-mile tracts	% of total LA 1- and 10-mile tracts	# of LILA vehicle access and 20-mile tracts	% of total LILA vehicle access and 20-mile tracts	# of LI tracts	% of total LI tracts
Spencer, IA	4	0	0.0	2	50.0	0	0.0	0	0.0
Spirit Lake, IA	5	0	0.0	0	0.0	0	0.0	1	20.0
St. Marys, GA	10	2	20.0	8	80.0	1	10.0	2	20.0
St. Marys, PA	9	0	0.0	2	22.2	0	0.0	2	22.2
Starkville, MS	8	5	62.5	5	62.5	6	75.0	8	100.0
Statesboro, GA	12	3	25.0	3	25.0	5	41.7	11	91.7
Steamboat Springs, CO	8	0	0.0	3	37.5	0	0.0	0	0.0
Stephenville, TX	8	4	50.0	6	75.0	1	12.5	5	62.5
Sterling, CO	6	3	50.0	4	66.7	2	33.3	5	83.3
Sterling, IL	18	4	22.2	8	44.4	3	16.7	7	38.9
Stevens Point, WI	14	0	0.0	5	35.7	0	0.0	4	28.6
Stillwater, OK	17	5	29.4	7	41.2	3	17.6	10	58.8
Storm Lake, IA	6	1	16.7	2	33.3	0	0.0	1	16.7
Sturgis, MI	17	4	23.5	5	29.4	2	11.8	8	47.1
Sulphur Springs, TX	9	2	22.2	6	66.7	0	0.0	4	44.4
Summerville, GA	6	3	50.0	3	50.0	2	33.3	5	83.3
Summit Park, UT	13	1	7.7	7	53.8	0	0.0	1	7.7
Sunbury, PA	24	2	8.3	3	12.5	2	8.3	11	45.8
Susanville, CA	9	1	11.1	5	55.6	2	22.2	4	44.4
Sweetwater, TX	5	0	0.0	2	40.0	1	20.0	3	60.0
Tahlequah, OK	9	4	44.4	7	77.8	4	44.4	5	55.6
Talladega-Sylacauga, AL	25	5	20.0	9	36.0	8	32.0	17	68.0
Taos, NM	6	5	83.3	5	83.3	2	33.3	5	83.3
Taylorville, IL	10	0	0.0	1	10.0	0	0.0	4	40.0
The Dalles, OR	8	1	12.5	3	37.5	1	12.5	4	50.0
Thomaston, GA	7	2	28.6	2	28.6	2	28.6	5	71.4
Thomasville, GA	11	4	36.4	7	63.6	3	27.3	8	72.7
Tiffin, OH	14	3	21.4	4	28.6	3	21.4	5	35.7

Continued—

Table B3

Total micropolitan low-income (LI), low-access (LA), and low-income/low-access (LILA) census tracts using the 1- and 10-mile definition and using the vehicle-access/20-mile definition—continued

Micropolitan Area	Total micropolitan area tracts	# of LILA 1- and 10-mile tracts	% of total LILA 1- and 10-mile tracts	# of LA 1- and 10-mile tracts	% of total LA 1- and 10-mile tracts	# of LILA vehicle access and 20-mile tracts	% of total LILA vehicle access and 20-mile tracts	# of LI tracts	% of total LI tracts
Tifton, GA	9	3	33.3	3	33.3	3	33.3	7	77.8
Toccoa, GA	5	2	40.0	2	40.0	2	40.0	3	60.0
Torrington, CT	51	5	9.8	16	31.4	1	2.0	12	23.5
Traverse City, MI	32	2	6.3	5	15.6	3	9.4	5	15.6
Troy, AL	8	2	25.0	2	25.0	4	50.0	5	62.5
Truckee-Grass Valley, CA	20	4	20.0	10	50.0	2	10.0	5	25.0
Tullahoma-Manchester, TN	23	4	17.4	10	43.5	4	17.4	10	43.5
Tupelo, MS	30	6	20.0	12	40.0	4	13.3	11	36.7
Ukiah, CA	20	6	30.0	8	40.0	3	15.0	14	70.0
Union City, TN-KY	12	0	0.0	1	8.3	1	8.3	5	41.7
Urbana, OH	10	1	10.0	1	10.0	0	0.0	2	20.0
Uvalde, TX	5	4	80.0	5	100.0	3	60.0	4	80.0
Valley, AL	9	3	33.3	4	44.4	5	55.6	8	88.9
Van Wert, OH	9	0	0.0	2	22.2	0	0.0	3	33.3
Vermillion, SD	3	1	33.3	2	66.7	0	0.0	2	66.7
Vernal, UT	6	1	16.7	5	83.3	0	0.0	1	16.7
Vernon, TX	4	2	50.0	4	100.0	0	0.0	2	50.0
Vicksburg, MS	15	4	26.7	6	40.0	3	20.0	9	60.0
Vidalia, GA	9	2	22.2	3	33.3	4	44.4	7	77.8
Vincennes, IN	10	0	0.0	4	40.0	1	10.0	3	30.0
Vineyard Haven, MA	4	0	0.0	2	50.0	0	0.0	1	25.0
Wabash, IN	8	1	12.5	2	25.0	1	12.5	1	12.5
Wahpeton, ND-MN	8	0	0.0	6	75.0	0	0.0	1	12.5
Wapakoneta, OH	11	0	0.0	4	36.4	0	0.0	2	18.2
Warren, PA	13	1	7.7	3	23.1	1	7.7	5	38.5
Warrensburg, MO	9	2	22.2	6	66.7	1	11.1	3	33.3
Warsaw, IN	19	0	0.0	5	26.3	0	0.0	1	5.3

Continued—

Table B3

Total micropolitan low-income (LI), low-access (LA), and low-income/low-access (LILA) census tracts using the 1- and 10-mile definition and using the vehicle-access/20-mile definition—continued

Micropolitan Area	Total micropolitan area tracts	# of LILA 1- and 10-mile tracts	% of total LILA 1- and 10-mile tracts	# of LA 1- and 10-mile tracts	% of total LA 1- and 10-mile tracts	# of LILA vehicle access and 20-mile tracts	% of total LILA vehicle access and 20-mile tracts	# of LI tracts	% of total LI tracts
Washington Court House, OH	7	2	28.6	2	28.6	2	28.6	3	42.9
Washington, IN	7	1	14.3	1	14.3	2	28.6	2	28.6
Washington, NC	11	2	18.2	3	27.3	4	36.4	5	45.5
Watertown, SD	7	0	0.0	5	71.4	0	0.0	1	14.3
Watertown-Fort Atkinson, WI	20	2	10.0	6	30.0	1	5.0	3	15.0
Wauchula, FL	6	3	50.0	3	50.0	3	50.0	5	83.3
Waycross, GA	13	6	46.2	8	61.5	6	46.2	10	76.9
Weatherford, OK	5	2	40.0	5	100.0	0	0.0	2	40.0
West Plains, MO	8	3	37.5	4	50.0	3	37.5	6	75.0
West Point, MS	5	2	40.0	3	60.0	2	40.0	3	60.0
Whitewater-Elkhorn, WI	22	2	9.1	11	50.0	4	18.2	5	22.7
Williston, ND	7	0	0.0	4	57.1	0	0.0	0	0.0
Willmar, MN	12	2	16.7	6	50.0	2	16.7	4	33.3
Wilmington, OH	9	3	33.3	5	55.6	2	22.2	3	33.3
Wilson, NC	19	1	5.3	3	15.8	4	21.1	9	47.4
Winnemucca, NV	4	0	0.0	2	50.0	0	0.0	0	0.0
Winona, MN	10	0	0.0	4	40.0	1	10.0	3	30.0
Wisconsin Rapids-Marshfield, WI	17	2	11.8	10	58.8	2	11.8	4	23.5
Woodward, OK	5	0	0.0	4	80.0	0	0.0	0	0.0
Wooster, OH	32	3	9.4	7	21.9	4	12.5	8	25.0
Worthington, MN	6	1	16.7	3	50.0	0	0.0	2	33.3
Yankton, SD	5	1	20.0	3	60.0	1	20.0	1	20.0
Zanesville, OH	19	6	31.6	9	47.4	3	15.8	10	52.6
Zapata, TX	3	3	100.0	3	100.0	0	0.0	3	100.0

Note: LILA tracts using 1- and 10-mile definition = low-income (LI) census tracts where at least 500 people, or 33 percent of the population, live more than 1 mile (urban areas) or more than 10 miles (rural areas) from the nearest supermarket, supercenter, or large grocery store. LILA vehicle access/20-mile census tracts = Low-income (LI) census tracts where a significant number of housing units (at least 100) do not have a vehicle and are more than 0.5 mile from the nearest food store; or low-income census tracts where a substantial number or share of people (at least 500 or

Continued—

Table B3

Total micropolitan low-income (LI), low-access (LA), and low-income/low-access (LILA) census tracts using the 1- and 10-mile definition and using the vehicle-access/20-mile definition—continued

33 percent) are more than 20 miles from the nearest supermarket, supercenter, or large grocery store, regardless of vehicle availability. LA 1.0- and 10-mile census tracts = those where a significant number (at least 500 people) or share of the population (at least 33 percent) are more than 1 mile if in an urban area or more than 10 miles if in a rural area from the nearest supermarket, supercenter, or large grocery store. LI census tracts = those where the poverty rate (the share of the tract population living with income at or below the Federal poverty thresholds by family size) is at least 20 percent or median family income is at or below 80 percent of the metropolitan area or State median income. LILA census tracts meet the conditions for both LI tracts and LA tracts.

Source: Calculated by USDA, Economic Research Service using U.S. Department of Commerce, Census Bureau's 2010 Decennial Census data and 2010-14 American Community Survey data and U.S. Office of Management and Budget's 2017 delineations of core-based statistical areas (CBSAs), metropolitan divisions, and combined statistical areas (CSAs).

Table B4

Micropolitan populations and shares of micropolitan populations within low-income (LI) and low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition

Micropolitan Area	Total population	# of people in LILA 1- and 10-mile tracts	% of total population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total LA population in LILA 1- and 10-mile tracts	# of people in LILA vehicle access and 20-mile tracts	% of total population in LILA vehicle access and 20-mile tracts	# of people in LI tracts	% of total population in LI tracts
Aberdeen, SD	40,602	0	0.0	0	0.0	2,575	6.3	2,575	6.3
Aberdeen, WA	72,797	33,331	45.8	15,112	20.8	17,798	24.4	51,603	70.9
Ada, OK	37,492	2,417	6.4	1,354	3.6	0	0.0	10,774	28.7
Adrian, MI	99,892	10,822	10.8	9,244	9.3	15,047	15.1	18,317	18.3
Alamogordo, NM	63,797	12,269	19.2	2,196	3.4	19,697	30.9	30,440	47.7
Albemarle, NC	60,585	6,111	10.1	777	1.3	6,111	10.1	9,915	16.4
Albert Lea, MN	31,255	7,705	24.7	4,758	15.2	11,577	37.0	14,101	45.1
Albertville, AL	93,019	23,641	25.4	13,404	14.4	23,752	25.5	51,277	55.1
Alexander City, AL	41,616	4,051	9.7	872	2.1	21,614	51.9	28,257	67.9
Alexandria, MN	36,009	5,966	16.6	2,804	7.8	5,966	16.6	5,966	16.6
Alice, TX	40,838	17,710	43.4	7,527	18.4	13,940	34.1	17,710	43.4
Alma, MI	42,476	15,701	37.0	11,938	28.1	15,701	37.0	19,759	46.5
Alpena, MI	29,598	4,660	15.7	923	3.1	2,989	10.1	18,693	63.2
Altus, OK	26,446	10,390	39.3	2,928	11.1	4,669	17.7	12,427	47.0
Americus, GA	37,829	9,247	24.4	3,827	10.1	25,674	67.9	31,732	83.9
Amsterdam, NY	50,219	2,380	4.7	1,874	3.7	15,994	31.8	18,046	35.9
Andrews, TX	14,786	0	0.0	0	0.0	0	0.0	0	0.0
Angola, IN	34,185	10,082	29.5	7,259	21.2	0	0.0	10,082	29.5
Arcadia, FL	34,862	11,592	33.3	2,417	6.9	6,284	18.0	33,644	96.5
Ardmore, OK	47,557	4,932	10.4	1,859	3.9	4,932	10.4	7,877	16.6
Arkadelphia, AR	22,995	14,130	61.4	7,051	30.7	10,122	44.0	18,573	80.8
Arkansas City-Winfield, KS	36,311	18,814	51.8	9,013	24.8	5,191	14.3	24,791	68.3
Ashland, OH	53,139	3,837	7.2	1,128	2.1	12,190	22.9	15,273	28.7
Ashtabula, OH	101,497	21,261	20.9	11,054	10.9	30,075	29.6	49,584	48.9
Astoria, OR	37,039	0	0.0	0	0.0	4,493	12.1	11,195	30.2
Atchison, KS	16,924	0	0.0	0	0.0	3,126	18.5	6,033	35.6
Athens, OH	64,757	18,053	27.9	8,449	13.0	28,311	43.7	48,350	74.7

Continued—

Table B4

Micropolitan populations and shares of micropolitan populations within low-income (LI) and low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition—continued

Micropolitan Area	Total population	# of people in LILA 1- and 10-mile tracts	% of total population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total LA population in LILA 1- and 10-mile tracts	# of people in LILA vehicle access and 20-mile tracts	% of total population in LILA vehicle access and 20-mile tracts	# of people in LI tracts	% of total population in LI tracts
Athens, TN	52,266	6,007	11.5	1,408	2.7	6,007	11.5	9,872	18.9
Athens, TX	78,532	17,351	22.1	9,702	12.4	23,231	29.6	43,994	56.0
Atmore, AL	38,319	13,438	35.1	2,841	7.4	18,230	47.6	30,285	79.0
Auburn, IN	42,223	0	0.0	0	0.0	4,302	10.2	8,910	21.1
Auburn, NY	80,026	3,898	4.9	1,093	1.4	18,266	22.8	27,163	33.9
Augusta-Waterville, ME	122,151	0	0.0	0	0.0	10,014	8.2	27,034	22.1
Austin, MN	39,163	3,765	9.6	771	2.0	4,995	12.8	16,711	42.7
Bainbridge, GA	27,842	10,347	37.2	3,001	10.8	11,733	42.1	24,429	87.7
Baraboo, WI	61,976	6,785	10.9	2,211	3.6	6,785	10.9	9,666	15.6
Bardstown, KY	43,437	0	0.0	0	0.0	8,057	18.5	11,360	26.2
Barre, VT	59,534	9,052	15.2	2,977	5.0	9,052	15.2	9,052	15.2
Bartlesville, OK	50,976	9,281	18.2	6,797	13.3	0	0.0	13,674	26.8
Bastrop, LA	27,979	14,772	52.8	4,542	16.2	14,772	52.8	17,349	62.0
Batavia, NY	60,079	0	0.0	0	0.0	0	0.0	10,518	17.5
Batesville, AR	36,647	7,954	21.7	3,768	10.3	8,979	24.5	33,985	92.7
Bay City, TX	36,702	14,848	40.5	8,968	24.4	18,773	51.1	31,869	86.8
Beatrice, NE	22,311	0	0.0	0	0.0	2,068	9.3	2,068	9.3
Beaver Dam, WI	88,759	8,003	9.0	4,649	5.2	4,473	5.0	16,643	18.8
Bedford, IN	46,134	11,011	23.9	2,377	5.2	7,446	16.1	16,837	36.5
Beeville, TX	31,861	14,866	46.7	5,294	16.6	17,495	54.9	21,931	68.8
Bellefontaine, OH	45,858	7,015	15.3	1,717	3.7	10,966	23.9	20,020	43.7
Bemidji, MN	44,442	20,129	45.3	7,120	16.0	5,885	13.2	27,323	61.5
Bennettsville, SC	28,933	11,169	38.6	2,302	8.0	26,677	92.2	26,677	92.2
Bennington, VT	37,125	0	0.0	0	0.0	5,073	13.7	8,456	22.8
Berlin, NH-VT	39,361	10,765	27.3	5,989	15.2	17,416	44.2	37,178	94.5
Big Rapids, MI	42,798	10,051	23.5	7,119	16.6	12,514	29.2	28,099	65.7
Big Spring, TX	36,238	15,623	43.1	10,091	27.8	0	0.0	18,842	52.0

Continued—

Table B4

Micropolitan populations and shares of micropolitan populations within low-income (LI) and low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition—continued

Micropolitan Area	Total population	# of people in LILA 1- and 10-mile tracts	% of total population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total LA population in LILA 1- and 10-mile tracts	# of people in LILA vehicle access and 20-mile tracts	% of total population in LILA vehicle access and 20-mile tracts	# of people in LI tracts	% of total population in LI tracts
Big Stone Gap, VA	61,313	9,566	15.6	4,928	8.0	46,356	75.6	56,055	91.4
Blackfoot, ID	45,607	0	0.0	0	0.0	0	0.0	2,830	6.2
Bluefield, WV-VA	107,342	28,617	26.7	15,877	14.8	46,886	43.7	75,531	70.4
Blytheville, AR	46,480	19,823	42.6	5,188	11.2	16,942	36.5	39,523	85.0
Bogalusa, LA	47,168	17,254	36.6	4,228	9.0	31,056	65.8	36,345	77.1
Bonham, TX	33,915	13,802	40.7	9,246	27.3	0	0.0	13,802	40.7
Boone, IA	26,306	2,554	9.7	2,225	8.5	0	0.0	2,554	9.7
Boone, NC	51,079	0	0.0	0	0.0	5,978	11.7	30,750	60.2
Borger, TX	22,150	0	0.0	0	0.0	0	0.0	6,678	30.1
Bozeman, MT	89,513	0	0.0	0	0.0	0	0.0	12,927	14.4
Bradford, PA	43,450	0	0.0	0	0.0	16,801	38.7	24,425	56.2
Brainerd, MN	91,067	17,285	19.0	4,037	4.4	12,758	14.0	54,358	59.7
Branson, MO	83,877	18,473	22.0	13,093	15.6	18,675	22.3	47,810	57.0
Breckenridge, CO	27,994	0	0.0	0	0.0	7,285	26.0	7,285	26.0
Brenham, TX	33,718	0	0.0	0	0.0	0	0.0	3,651	10.8
Brevard, NC	33,090	4,635	14.0	1,087	3.3	0	0.0	7,141	21.6
Brookhaven, MS	34,869	17,959	51.5	4,635	13.3	5,053	14.5	22,052	63.2
Brookings, OR	22,364	7,907	35.4	1,216	5.4	0	0.0	12,712	56.8
Brookings, SD	31,965	13,905	43.5	6,841	21.4	6,516	20.4	13,905	43.5
Brownsville, TN	18,787	11,311	60.2	4,588	24.4	14,237	75.8	15,976	85.0
Brownwood, TX	38,106	12,779	33.5	5,526	14.5	7,469	19.6	22,170	58.2
Bucyrus, OH	43,784	12,401	28.3	9,302	21.2	6,576	15.0	25,234	57.6
Burley, ID	43,021	5,408	12.6	4,436	10.3	0	0.0	13,509	31.4
Burlington, IA-IL	47,656	3,116	6.5	2,281	4.8	7,025	14.7	18,496	38.8
Butte-Silver Bow, MT	34,200	4,644	13.6	993	2.9	4,644	13.6	11,943	34.9
Cadillac, MI	47,584	8,754	18.4	1,320	2.8	8,095	17.0	28,325	59.5
Calhoun, GA	55,186	20,360	36.9	11,718	21.2	15,607	28.3	37,667	68.3

Continued—

Table B4

Micropolitan populations and shares of micropolitan populations within low-income (LI) and low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition—continued

Micropolitan Area	Total population	# of people in LILA 1- and 10-mile tracts	% of total population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total LA population in LILA 1- and 10-mile tracts	# of people in LILA vehicle access and 20-mile tracts	% of total population in LILA vehicle access and 20-mile tracts	# of people in LI tracts	% of total population in LI tracts
Cambridge, MD	32,618	15,350	47.1	3,998	12.3	12,008	36.8	28,631	87.8
Cambridge, OH	40,087	8,144	20.3	5,887	14.7	10,195	25.4	14,710	36.7
Camden, AR	31,488	14,345	45.6	5,538	17.6	11,168	35.5	17,711	56.2
Campbellsville, KY	24,512	0	0.0		0.0	6,845	27.9	17,171	70.1
Cañon City, CO	46,824	24,766	52.9	14,660	31.3	12,947	27.7	37,124	79.3
Canton, IL	37,069	7,811	21.1	3,902	10.5	0	0.0	0	0.0
Carlsbad-Artesia, NM	53,829	6,616	12.3	6,154	11.4	0	0.0	17,366	32.3
Carroll, IA	20,816	0	0.0		0.0	0	0.0	8,246	39.6
Cedar City, UT	46,163	24,544	53.2	20,682	44.8	20,593	44.6	39,625	85.8
Cedartown, GA	41,475	11,438	27.6	8,387	20.2	11,657	28.1	27,628	66.6
Celina, OH	40,814	7,387	18.1	1,159	2.8	0	0.0	7,387	18.1
Central City, KY	31,499	7,434	23.6	3,744	11.9	10,626	33.7	19,171	60.9
Centralia, IL	39,437	13,362	33.9	6,228	15.8	8,731	22.1	17,931	45.5
Centralia, WA	75,455	35,758	47.4	16,401	21.7	25,125	33.3	65,649	87.0
Charleston-Mattoon, IL	64,921	16,764	25.8	5,713	8.8	19,440	29.9	39,668	61.1
Chillicothe, OH	78,064	19,129	24.5	10,816	13.9	19,657	25.2	47,638	61.0
Claremont-Lebanon, NH-VT	218,466	38,146	17.5	22,695	10.4	32,780	15.0	70,671	32.3
Clarksburg, WV	94,196	2,388	2.5	1,472	1.6	12,961	13.8	32,775	34.8
Clarksdale, MS	26,151	9,581	36.6	5,169	19.8	9,581	36.6	26,151	100.0
Clearlake, CA	64,665	8,277	12.8	2,228	3.4	20,270	31.3	50,027	77.4
Cleveland, MS	34,145	17,020	49.8	12,166	35.6	27,513	80.6	27,513	80.6
Clewiston, FL	39,140	13,108	33.5	5,264	13.5	28,024	71.6	31,936	81.6
Clinton, IA	49,116	7,516	15.3	2,007	4.1	8,768	17.9	10,868	22.1
Clovis, NM	48,376	13,751	28.4	7,431	15.4	9,209	19.0	22,625	46.8
Coffeyville, KS	35,471	2,637	7.4	2,637	7.4	8,968	25.3	20,332	57.3
Coldwater, MI	45,248	3,306	7.3	689	1.5	13,215	29.2	19,565	43.2
Columbus, MS	59,779	3,641	6.1	1,147	1.9	24,662	41.3	38,424	64.3

Continued—

Table B4

Micropolitan populations and shares of micropolitan populations within low-income (LI) and low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition—continued

Micropolitan Area	Total population	# of people in LILA 1- and 10-mile tracts	% of total population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total LA population in LILA 1- and 10-mile tracts	# of people in LILA vehicle access and 20-mile tracts	% of total population in LILA vehicle access and 20-mile tracts	# of people in LI tracts	% of total population in LI tracts
Columbus, NE	32,237	0	0.0	0	0.0	0	0.0	0	0.0
Concord, NH	146,445	12,101	8.3	5,104	3.5	8,454	5.8	29,150	19.9
Connersville, IN	24,277	4,708	19.4	1,432	5.9	4,708	19.4	16,869	69.5
Cookeville, TN	106,042	19,866	18.7	8,342	7.9	18,344	17.3	64,346	60.7
Coos Bay, OR	63,043	19,436	30.8	4,391	7.0	12,980	20.6	40,343	64.0
Cordele, GA	23,439	5,568	23.8	1,532	6.5	12,609	53.8	21,800	93.0
Corinth, MS	37,057	13,497	36.4	5,640	15.2	17,140	46.3	25,892	69.9
Cornelia, GA	43,041	0	0.0	0	0.0	15,000	34.9	15,000	34.9
Corning, NY	98,990	7,858	7.9	2,366	2.4	21,024	21.2	59,777	60.4
Corsicana, TX	47,735	18,709	39.2	7,643	16.0	23,297	48.8	35,789	75.0
Cortland, NY	49,336	0	0.0	0	0.0	0	0.0	19,204	38.9
Coshocton, OH	36,901	4,823	13.1	1,449	3.9	6,443	17.5	15,333	41.6
Craig, CO	13,795	6,131	44.4	1,829	13.3	0	0.0	6,131	44.4
Crawfordsville, IN	38,124	9,730	25.5	2,829	7.4	9,730	25.5	14,148	37.1
Crescent City, CA	28,610	8,797	30.7	5,835	20.4	3,939	13.8	14,617	51.1
Crossville, TN	56,053	24,480	43.7	11,955	21.3	6,089	10.9	31,989	57.1
Cullman, AL	80,406	8,723	10.8	1,984	2.5	10,360	12.9	28,628	35.6
Cullowhee, NC	40,271	2,835	7.0	516	1.3	16,478	40.9	21,069	52.3
Danville, KY	53,174	12,905	24.3	5,031	9.5	17,424	32.8	25,974	48.8
Danville, VA	106,561	38,664	36.3	18,038	16.9	42,256	39.7	103,218	96.9
Dayton, TN	31,809	12,973	40.8	6,751	21.2	17,802	56.0	17,802	56.0
Decatur, IN	34,387	0	0.0	0	0.0	12,361	35.9	11,745	34.2
Defiance, OH	39,037	11,745	30.1	3,521	9.0	3,699	9.5	35,370	90.6
Del Rio, TX	48,879	27,568	56.4	16,176	33.1	18,192	37.2	25,095	51.3
Deming, NM	25,095	16,935	67.5	9,344	37.2	15,571	62.0	7,565	30.1
DeRidder, LA	35,654	7,565	21.2	1,930	5.4	7,565	21.2	12,361	34.7
Dickinson, ND	24,199	0	0.0	0	0.0	0	0.0	0	0.0

Continued—

Table B4

Micropolitan populations and shares of micropolitan populations within low-income (LI) and low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition—continued

Micropolitan Area	Total population	# of people in LILA 1- and 10-mile tracts	% of total population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total LA population in LILA 1- and 10-mile tracts	# of people in LILA vehicle access and 20-mile tracts	% of total population in LILA vehicle access and 20-mile tracts	# of people in LI tracts	% of total population in LI tracts
Dixon, IL	36,031	3,519	9.8	1,922	5.3	3,519	9.8	3,519	9.8
Dodge City, KS	33,848	11,684	34.5	4,254	12.6	8,407	24.8	21,617	63.9
Douglas, GA	42,356	0	0.0	0	0.0	21,400	50.5	33,119	78.2
Dublin, GA	58,414	14,627	25.0	6,067	10.4	20,165	34.5	48,940	83.8
DuBois, PA	81,642	12,577	15.4	3,879	4.8	26,249	32.2	51,441	63.0
Dumas, TX	21,904	0	0.0	0	0.0	0	0.0	7,739	35.3
Duncan, OK	45,048	8,933	19.8	1,876	4.2	3,228	7.2	8,933	19.8
Dunn, NC	114,678	13,615	11.9	5,032	4.4	23,365	20.4	59,132	51.6
Durango, CO	51,334	4,335	8.4	548	1.1		0.0	4,335	8.4
Durant, OK	42,416	7,920	18.7	4,953	11.7	4,397	10.4	15,972	37.7
Dyersburg, TN	38,335	12,060	31.5	7,850	20.5	12,060	31.5	14,776	38.5
Eagle Pass, TX	54,258	34,812	64.2	19,668	36.2	21,766	40.1	46,801	86.3
Easton, MD	37,782	5,590	14.8	799	2.1	8,961	23.7	13,255	35.1
Edwards, CO	52,197	6,445	12.3	2,591	5.0	0	0.0	7,690	14.7
Effingham, IL	34,242	8,099	23.7	1,846	5.4	0	0.0	11,691	34.1
El Campo, TX	41,280	1,565	3.8	622	1.5	0	0.0	8,464	20.5
El Dorado, AR	41,639	15,895	38.2	5,586	13.4	7,295	17.5	15,895	38.2
Elizabeth City, NC	64,094	14,082	22.0	7,438	11.6	22,564	35.2	26,336	41.1
Elk City, OK	22,119	0	0.0	0	0.0	0	0.0	1,756	7.9
Elkins, WV	29,405	4,558	15.5	756	2.6	4,558	15.5	8,274	28.1
Elko, NV	50,805	2,669	5.3	1,691	3.3	7,451	14.7	7,451	14.7
Ellensburg, WA	40,915	13,254	32.4	6,243	15.3	13,254	32.4	15,869	38.8
Emporia, KS	33,690	10,156	30.1	2,704	8.0	0	0.0	18,140	53.8
Enterprise, AL	49,948	16,588	33.2	7,979	16.0	8,718	17.5	29,002	58.1
Escanaba, MI	37,069	1,631	4.4	1,548	4.2	6,766	18.3	11,114	30.0
Española, NM	40,246	25,200	62.6	13,162	32.7	25,200	62.6	28,699	71.3
Eufaula, AL-GA	29,970	9,542	31.8	2,048	6.8	8,847	29.5	23,612	78.8

Continued—

Table B4

Micropolitan populations and shares of micropolitan populations within low-income (LI) and low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition—continued

Micropolitan Area	Total population	# of people in LILA 1- and 10-mile tracts	% of total population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total LA population in LILA 1- and 10-mile tracts	# of people in LILA vehicle access and 20-mile tracts	% of total population in LILA vehicle access and 20-mile tracts	# of people in LI tracts	% of total population in LI tracts
Eureka-Arcata-Fortuna, CA	134,623	27,799	20.6	10,426	7.7	25,731	19.1	98,021	72.8
Evanston, WY	21,118	0	0.0	0	0.0	0	0.0	6,852	32.4
Fairfield, IA	16,843	0	0.0	0	0.0	0	0.0	0	0.0
Fairmont, MN	20,840	7,467	35.8	3,929	18.9	4,359	20.9	10,054	48.2
Fairmont, WV	56,418	3,787	6.7	1,149	2.0	7,751	13.7	13,519	24.0
Fallon, NV	24,877	3,884	15.6	1,600	6.4	0	0.0	11,254	45.2
Faribault-Northfield, MN	64,142	0	0.0	0	0.0	7,194	11.2	10,647	16.6
Farmington, MO	65,359	22,467	34.4	7,926	12.1	37,390	57.2	45,491	69.6
Fergus Falls, MN	57,303	9,796	17.1	4,721	8.2	0	0.0	25,299	44.1
Fernley, NV	51,980	1,716	3.3	672	1.3	8,883	17.1	16,589	31.9
Findlay, OH	74,782	11,981	16.0	4,698	6.3	16,189	21.6	22,494	30.1
Fitzgerald, GA	17,634	9,827	55.7	4,944	28.0	13,596	77.1	17,634	100.0
Forest City, NC	67,810	10,440	15.4	4,123	6.1	27,935	41.2	45,640	67.3
Forrest City, AR	28,258	15,977	56.5	8,110	28.7	15,977	56.5	19,186	67.9
Fort Dodge, IA	38,013	11,178	29.4	6,893	18.1	2,350	6.2	16,655	43.8
Fort Leonard Wood, MO	52,274	8,245	15.8	8,245	15.8	0	0.0	11,734	22.4
Fort Madison-Keokuk, IA-IL-MO	62,105	13,476	21.7	7,612	12.3	2,226	3.6	29,146	46.9
Fort Morgan, CO	28,159	12,613	44.8	3,385	12.0	12,613	44.8	23,750	84.3
Fort Payne, AL	71,109	0	0.0	0	0.0	14,595	20.5	39,661	55.8
Fort Polk South, LA	52,334	7,236	13.8	4,454	8.5	3,706	7.1	7,236	13.8
Frankfort, IN	33,224	0	0.0	0	0.0	0	0.0	11,865	35.7
Frankfort, KY	70,706	4,879	6.9	2,284	3.2	7,702	10.9	13,451	19.0
Fredericksburg, TX	24,837	0	0.0	0	0.0	0	0.0	0	0.0
Freeport, IL	47,711	0	0.0	0	0.0	9,120	19.1	21,769	45.6
Fremont, NE	36,691	3,819	10.4	1,672	4.6	3,819	10.4	12,377	33.7
Fremont, OH	60,944	2,964	4.9	745	1.2	9,432	15.5	17,958	29.5
Gaffney, SC	55,342	16,815	30.4	7,593	13.7	30,098	54.4	42,741	77.2

Continued—

Table B4

Micropolitan populations and shares of micropolitan populations within low-income (LI) and low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition—continued

Micropolitan Area	Total population	# of people in LILA 1- and 10-mile tracts	% of total population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total LA population in LILA 1- and 10-mile tracts	# of people in LILA vehicle access and 20-mile tracts	% of total population in LILA vehicle access and 20-mile tracts	# of people in LI tracts	% of total population in LI tracts
Gainesville, TX	38,437	8,120	21.1	2,157	5.6	6,155	16.0	11,729	30.5
Galesburg, IL	52,919	14,536	27.5	3,006	5.7	9,624	18.2	25,973	49.1
Gallup, NM	71,492	48,490	67.8	39,965	55.9	47,243	66.1	62,413	87.3
Garden City, KS	40,753	16,886	41.4	5,372	13.2	0	0.0	23,177	56.9
Gardnerville Ranchos, NV	46,997	5,398	11.5	5,398	11.5	0	0.0	6,951	14.8
Georgetown, SC	60,158	18,090	30.1	5,654	9.4	22,216	36.9	35,044	58.3
Gillette, WY	46,133	0	0.0	0	0.0	0	0.0	0	0.0
Glasgow, KY	52,272	9,552	18.3	3,114	6.0	10,684	20.4	29,696	56.8
Glenwood Springs, CO	73,537	0	0.0	0	0.0	4,741	6.4	13,428	18.3
Gloversville, NY	55,531	4,702	8.5	3,168	5.7	15,406	27.7	30,487	54.9
Grand Rapids, MN	45,058	24,644	54.7	10,383	23.0	12,896	28.6	37,580	83.4
Grants, NM	27,213	14,383	52.9	8,674	31.9	11,364	41.8	17,632	64.8
Great Bend, KS	27,674	5,975	21.6	5,473	19.8	8,921	32.2	11,494	41.5
Greeneville, TN	68,831	12,562	18.3	6,067	8.8	6,613	9.6	38,637	56.1
Greenfield Town, MA	71,372	8,477	11.9	4,561	6.4	4,264	6.0	30,556	42.8
Greensburg, IN	25,740	4,873	18.9	588	2.3	0	0.0	8,155	31.7
Greenville, MS	51,137	20,586	40.3	11,372	22.2	16,669	32.6	47,268	92.4
Greenville, OH	52,959	10,389	19.6	1,918	3.6	18,211	34.4	18,211	34.4
Greenwood, MS	42,914	24,600	57.3	10,872	25.3	23,918	55.7	37,976	88.5
Greenwood, SC	95,078	5,701	6.0	2,653	2.8	42,823	45.0	49,932	52.5
Grenada, MS	21,906	4,920	22.5	1,333	6.1	7,891	36.0	10,642	48.6
Guymon, OK	20,640	0	0.0	0	0.0	0	0.0	0	0.0
Hailey, ID	27,701	0	0.0	0	0.0	0	0.0	0	0.0
Hannibal, MO	38,948	7,936	20.4	2,654	6.8	6,657	17.1	17,151	44.0
Harrison, AR	45,233	18,831	41.6	7,956	17.6	14,578	32.2	18,831	41.6
Hastings, NE	31,364	7,122	22.7	3,533	11.3	7,122	22.7	10,831	34.5
Hays, KS	28,452	6,284	22.1	1,134	4.0	6,284	22.1	6,284	22.1

Continued—

Table B4

Micropolitan populations and shares of micropolitan populations within low-income (LI) and low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition—continued

Micropolitan Area	Total population	# of people in LILA 1- and 10-mile tracts	% of total population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total LA population in LILA 1- and 10-mile tracts	# of people in LILA vehicle access and 20-mile tracts	% of total population in LILA vehicle access and 20-mile tracts	# of people in LI tracts	% of total population in LI tracts
Heber, UT	23,530	0	0.0	0	0.0	0	0.0	0	0.0
Helena, MT	74,801	2,132	2.9	2,127	2.8	8,090	10.8	11,985	16.0
Helena-West Helena, AR	21,757	16,595	76.3	8,558	39.3	21,757	100.0	21,757	100.0
Henderson, NC	45,422	2,306	5.1	1,154	2.5	17,727	39.0	21,599	47.6
Hereford, TX	19,372	3,981	20.6	1,044	5.4		0.0	3,981	20.6
Hermiston-Pendleton, OR	87,062	16,457	18.9	3,156	3.6	7,643	8.8	24,454	28.1
Hillsdale, MI	46,688	0	0.0	0	0.0	8,058	17.3	28,975	62.1
Hilo, HI	185,079	68,741	37.1	43,918	23.7	66,669	36.0	125,952	68.1
Hobbs, NM	64,727	10,853	16.8	2,979	4.6	0	0.0	18,599	28.7
Holland, MI	111,408	1,520	1.4	635	0.6	5,497	4.9	18,720	16.8
Hood River, OR	22,346	0	0.0	0	0.0	0	0.0	5,812	26.0
Hope, AR	31,606	23,319	73.8	9,065	28.7	17,975	56.9	23,319	73.8
Houghton, MI	38,784	8,550	22.0	1,741	4.5	6,394	16.5	26,099	67.3
Hudson, NY	63,096	10,878	17.2	5,038	8.0	6,713	10.6	10,878	17.2
Huntingdon, PA	45,913	0	0.0	0	0.0	14,955	32.6	30,676	66.8
Huntington, IN	37,124	3,726	10.0	1,211	3.3	0	0.0	6,956	18.7
Huntsville, TX	82,446	22,489	27.3	6,731	8.2	14,539	17.6	47,832	58.0
Huron, SD	17,398	5,628	32.3	1,770	10.2	8,757	50.3	8,757	50.3
Hutchinson, KS	64,511	15,667	24.3	6,945	10.8	8,553	13.3	34,551	53.6
Hutchinson, MN	36,651	0	0.0	0	0.0	5,920	16.2	5,920	16.2
Indiana, PA	88,880	11,541	13.0	6,172	6.9	20,148	22.7	46,554	52.4
Indianola, MS	29,450	16,514	56.1	11,259	38.2	23,609	80.2	26,180	88.9
Ionia, MI	63,905	5,126	8.0	3,391	5.3	8,125	12.7	17,555	27.5
Iron Mountain, MI-WI	30,591	6,085	19.9	2,184	7.1	0	0.0	7,905	25.8
Jackson, OH	33,225	5,785	17.4	745	2.2	16,183	48.7	28,188	84.8
Jackson, WY-ID	31,464	0	0.0	0	0.0	0	0.0	0	0.0
Jacksonville, IL	40,902	12,985	31.7	6,120	15.0	3,554	8.7	12,985	31.7

Continued—

Table B4

Micropolitan populations and shares of micropolitan populations within low-income (LI) and low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition—continued

Micropolitan Area	Total population	# of people in LILA 1- and 10-mile tracts	% of total population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total LA population in LILA 1- and 10-mile tracts	# of people in LILA vehicle access and 20-mile tracts	% of total population in LILA vehicle access and 20-mile tracts	# of people in LI tracts	% of total population in LI tracts
Jacksonville, TX	50,845	19,875	39.1	7,838	15.4	7,776	15.3	29,559	58.1
Jamestown, ND	21,100	5,672	26.9	2,503	11.9	5,672	26.9	9,738	46.2
Jamestown-Dunkirk-Fredonia, NY	134,905	32,082	23.8	17,628	13.1	46,930	34.8	100,569	74.5
Jasper, IN	54,734	0	0.0	0	0.0	0	0.0	8,594	15.7
Jefferson, GA	60,485	9,918	16.4	6,515	10.8	4,824	8.0	14,793	24.5
Jennings, LA	31,594	2,270	7.2	1,452	4.6	17,550	55.5	21,985	69.6
Jesup, GA	30,099	9,321	31.0	2,529	8.4	13,266	44.1	23,096	76.7
Junction City, KS	34,362	17,929	52.2	12,002	34.9	9,128	26.6	23,376	68.0
Juneau, AK	31,275	0	0.0	0	0.0	0	0.0	0	0.0
Kalispell, MT	90,928	9,045	9.9	5,425	6.0	0	0.0	21,255	23.4
Kapaa, HI	67,091	0	0.0	0	0.0	0	0.0	4,483	6.7
Kearney, NE	52,591	5,475	10.4	1,682	3.2	5,475	10.4	7,749	14.7
Keene, NH	77,117	10,525	13.6	1,612	2.1	16,736	21.7	33,671	43.7
Kendallville, IN	47,536	5,057	10.6	3,782	8.0	3,195	6.7	13,078	27.5
Kennett, MO	31,953	12,524	39.2	5,607	17.5	18,401	57.6	29,994	93.9
Kerrville, TX	49,625	11,268	22.7	5,085	10.2	7,512	15.1	20,880	42.1
Ketchikan, AK	13,477	0	0.0	0	0.0	0	0.0	2,841	21.1
Key West, FL	73,090	6,231	8.5	4,609	6.3	1,662	2.3	9,975	13.6
Kill Devil Hills, NC	38,327	0	0.0	0	0.0	4,407	11.5	5,653	14.7
Kingsville, TX	32,477	20,202	62.2	8,154	25.1	19,786	60.9	20,202	62.2
Kinston, NC	59,495	15,568	26.2	8,541	14.4	15,568	26.2	32,516	54.7
Kirksville, MO	30,038	11,510	38.3	9,044	30.1	10,030	33.4	19,325	64.3
Klamath Falls, OR	66,380	14,953	22.5	9,553	14.4	16,439	24.8	29,505	44.4
La Grande, OR	25,748	9,886	38.4	4,328	16.8	0	0.0	16,798	65.2
Laconia, NH	60,088	7,981	13.3	4,142	6.9	11,836	19.7	15,403	25.6
LaGrange, GA	67,044	9,226	13.8	4,289	6.4	36,713	54.8	41,125	61.3
Lake City, FL	67,531	25,428	37.7	5,427	8.0	30,269	44.8	57,025	84.4

Continued—

Table B4

Micropolitan populations and shares of micropolitan populations within low-income (LI) and low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition—continued

Micropolitan Area	Total population	# of people in LILA 1- and 10-mile tracts	% of total population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total LA population in LILA 1- and 10-mile tracts	# of people in LILA vehicle access and 20-mile tracts	% of total population in LILA vehicle access and 20-mile tracts	# of people in LI tracts	% of total population in LI tracts
Lamesa, TX	13,833	9,675	69.9	5,068	36.6	3,839	27.8	9,675	69.9
Laramie, WY	36,299	15,531	42.8	10,550	29.1	14,146	39.0	30,790	84.8
Las Vegas, NM	29,393	22,339	76.0	14,047	47.8	22,339	76.0	29,393	100.0
Laurel, MS	84,823	24,300	28.6	6,016	7.1	41,700	49.2	50,967	60.1
Laurinburg, NC	36,157	21,365	59.1	3,911	10.8	23,460	64.9	32,552	90.0
Lawrenceburg, TN	41,869	0	0.0	0	0.0	9,642	23.0	17,226	41.1
Lebanon, MO	35,571	28,421	79.9	8,471	23.8	13,754	38.7	28,421	79.9
Levelland, TX	22,935	4,943	21.6	2,830	12.3	4,943	21.6	4,943	21.6
Lewisburg, PA	44,947	6,827	15.2	4,076	9.1	17,723	39.4	20,455	45.5
Lewisburg, TN	30,617	4,215	13.8	2,727	8.9	4,215	13.8	4,215	13.8
Lewistown, PA	46,682	11,392	24.4	6,101	13.1	21,221	45.5	46,682	100.0
Lexington, NE	26,370	5,365	20.3	2,881	10.9	0	0.0	9,453	35.8
Liberal, KS	22,952	0	0.0	0	0.0	0	0.0	15,996	69.7
Lincoln, IL	30,305	3,762	12.4	1,618	5.3	3,762	12.4	3,762	12.4
Lock Haven, PA	39,238	0	0.0	0	0.0	10,872	27.7	12,864	32.8
Logan, WV	36,743	3,921	10.7	2,702	7.4	15,577	42.4	21,025	57.2
Logansport, IN	38,966	0	0.0	0	0.0	0	0.0	18,076	46.4
London, KY	126,369	39,424	31.2	24,449	19.3	75,686	59.9	115,897	91.7
Los Alamos, NM	17,950	0	0.0	0	0.0	0	0.0	0	0.0
Ludington, MI	28,705	3,560	12.4	546	1.9	9,608	33.5	16,307	56.8
Lufkin, TX	86,771	22,200	25.6	8,394	9.7	21,442	24.7	45,619	52.6
Lumberton, NC	134,168	27,418	20.4	12,812	9.5	77,614	57.8	132,167	98.5
Macomb, IL	32,612	16,907	51.8	3,022	9.3	9,932	30.5	24,350	74.7
Madison, IN	32,428	3,884	12.0	571	1.8	0	0.0	3,884	12.0
Madisonville, KY	46,920	10,647	22.7	6,990	14.9	14,305	30.5	17,673	37.7
Magnolia, AR	24,552	10,404	42.4	3,283	13.4	15,205	61.9	15,205	61.9
Malone, NY	51,599	16,761	32.5	6,942	13.5	13,815	26.8	31,664	61.4

Continued—

Table B4

Micropolitan populations and shares of micropolitan populations within low-income (LI) and low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition—continued

Micropolitan Area	Total population	# of people in LILA 1- and 10-mile tracts	% of total population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total LA population in LILA 1- and 10-mile tracts	# of people in LILA vehicle access and 20-mile tracts	% of total population in LILA vehicle access and 20-mile tracts	# of people in LI tracts	% of total population in LI tracts
Malvern, AR	32,923	8,376	25.4	1,660	5.0	2,994	9.1	8,376	25.4
Manitowoc, WI	81,442	13,063	16.0	7,041	8.6	8,751	10.7	22,818	28.0
Marietta, OH	61,778	6,224	10.1	1,219	2.0	6,050	9.8	19,699	31.9
Marinette, WI-MI	65,778	26,696	40.6	15,299	23.3	17,133	26.0	36,838	56.0
Marion, IN	70,061	22,946	32.8	6,143	8.8	15,081	21.5	33,946	48.5
Marion, NC	44,996	3,261	7.2	614	1.4	9,477	21.1	32,089	71.3
Marion, OH	66,501	26,292	39.5	19,440	29.2	7,127	10.7	35,801	53.8
Marquette, MI	67,077	2,308	3.4	1,829	2.7	0	0.0	22,131	33.0
Marshall, MN	25,857	4,387	17.0	1,315	5.1	4,387	17.0	6,521	25.2
Marshall, MO	23,370	3,073	13.1	1,728	7.4	3,073	13.1	8,398	35.9
Marshall, TX	65,631	9,154	13.9	1,743	2.7	9,154	13.9	25,898	39.5
Marshalltown, IA	40,648	7,820	19.2	2,662	6.5	4,513	11.1	17,049	41.9
Martin, TN	35,021	10,945	31.3	3,872	11.1	9,619	27.5	19,161	54.7
Martinsville, VA	67,972	28,296	41.6	15,691	23.1	33,138	48.8	65,065	95.7
Maryville, MO	23,370	12,677	54.2	8,076	34.6	12,677	54.2	12,677	54.2
Mason City, IA	51,749	11,157	21.6	2,530	4.9	4,861	9.4	15,287	29.5
Mayfield, KY	37,121	4,279	11.5	1,418	3.8	10,657	28.7	10,657	28.7
Maysville, KY	17,490	4,048	23.1	2,530	14.5	4,048	23.1	11,088	63.4
McAlester, OK	45,837	12,874	28.1	9,638	21.0	8,307	18.1	18,248	39.8
McComb, MS	53,535	22,797	42.6	6,275	11.7	26,837	50.1	37,668	70.4
McMinnville, TN	39,839	14,908	37.4	3,825	9.6	14,830	37.2	30,891	77.5
McPherson, KS	29,180	1,805	6.2	767	2.6	0	0.0	1,805	6.2
Meadville, PA	88,765	11,900	13.4	4,138	4.7	27,113	30.5	43,200	48.7
Menomonie, WI	43,857	6,833	15.6	2,797	6.4	0	0.0	13,021	29.7
Meridian, MS	107,449	29,992	27.9	14,002	13.0	31,356	29.2	56,740	52.8
Merrill, WI	28,743	0	0.0	0	0.0	0	0.0	3,439	12.0
Mexico, MO	25,529	4,180	16.4	2,270	8.9	3,400	13.3	14,131	55.4

Continued—

Table B4

Micropolitan populations and shares of micropolitan populations within low-income (LI) and low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition—continued

Micropolitan Area	Total population	# of people in LILA 1- and 10-mile tracts	% of total population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total LA population in LILA 1- and 10-mile tracts	# of people in LILA vehicle access and 20-mile tracts	% of total population in LILA vehicle access and 20-mile tracts	# of people in LI tracts	% of total population in LI tracts
Miami, OK	31,848	7,443	23.4	4,213	13.2	2,523	7.9	22,913	71.9
Middlesborough, KY	28,691	4,747	16.5	3,576	12.5	22,220	77.4	28,691	100.0
Milledgeville, GA	55,149	22,503	40.8	13,566	24.6	35,834	65.0	46,390	84.1
Mineral Wells, TX	28,111	6,460	23.0	1,646	5.9	0	0.0	11,889	42.3
Minot, ND	69,540	5,521	7.9	5,521	7.9	3,092	4.4	8,613	12.4
Mitchell, SD	22,835	0	0.0	0	0.0	0	0.0	0	0.0
Moberly, MO	25,414	9,314	36.6	2,452	9.6	4,774	18.8	9,314	36.6
Montrose, CO	41,276	21,861	53.0	11,074	26.8	12,315	29.8	27,971	67.8
Morehead City, NC	66,469	8,805	13.2	4,775	7.2	9,408	14.2	20,422	30.7
Morgan City, LA	54,650	22,257	40.7	9,858	18.0	28,195	51.6	33,348	61.0
Moscow, ID	37,244	20,479	55.0	2,913	7.8	6,435	17.3	20,479	55.0
Moses Lake, WA	89,120	36,520	41.0	12,833	14.4	21,650	24.3	54,364	61.0
Moultrie, GA	45,498	20,350	44.7	6,066	13.3	14,749	32.4	35,406	77.8
Mount Airy, NC	73,673	4,467	6.1	645	0.9	20,815	28.3	50,888	69.1
Mount Pleasant, MI	70,311	17,579	25.0	6,821	9.7	13,688	19.5	51,884	73.8
Mount Pleasant, TX	32,334	6,618	20.5	1,537	4.8	4,516	14.0	16,771	51.9
Mount Sterling, KY	44,396	5,767	13.0	3,857	8.7	27,816	62.7	41,615	93.7
Mount Vernon, IL	38,827	5,328	13.7	2,189	5.6	5,328	13.7	10,672	27.5
Mount Vernon, OH	60,921	13,597	22.3	5,613	9.2	9,017	14.8	13,597	22.3
Mountain Home, AR	41,513	0	0.0	0	0.0	0	0.0	9,103	21.9
Mountain Home, ID	27,038	3,238	12.0	3,238	12.0	0	0.0	9,965	36.9
Murray, KY	37,191	0	0.0	0	0.0	6,572	17.7	15,144	40.7
Muscatine, IA	42,745	0	0.0	0	0.0	4,807	11.2	11,358	26.6
Muskogee, OK	70,990	20,037	28.2	7,139	10.1	20,404	28.7	33,925	47.8
Nacogdoches, TX	64,524	12,472	19.3	6,052	9.4	21,709	33.6	44,877	69.6
Natchez, MS-LA	53,119	24,505	46.1	10,379	19.5	21,909	41.2	48,902	92.1
Natchitoches, LA	39,566	23,723	60.0	9,514	24.0	21,321	53.9	27,480	69.5

Continued—

Table B4

Micropolitan populations and shares of micropolitan populations within low-income (LI) and low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition—continued

Micropolitan Area	Total population	# of people in LILA 1- and 10-mile tracts	% of total population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total LA population in LILA 1- and 10-mile tracts	# of people in LILA vehicle access and 20-mile tracts	% of total population in LILA vehicle access and 20-mile tracts	# of people in LI tracts	% of total population in LI tracts
New Castle, IN	49,462	0	0.0	0	0.0	4,359	8.8	17,230	34.8
New Castle, PA	91,108	21,818	23.9	15,504	17.0	18,522	20.3	35,433	38.9
New Philadelphia-Dover, OH	92,582	13,937	15.1	8,036	8.7	16,445	17.8	37,632	40.6
New Ulm, MN	25,893	5,152	19.9	3,303	12.8	0	0.0	6,422	24.8
Newberry, SC	37,508	13,137	35.0	9,110	24.3	16,488	44.0	23,972	63.9
Newport, OR	46,034	9,987	21.7	5,249	11.4	3,871	8.4	16,019	34.8
Newport, TN	35,662	11,878	33.3	7,229	20.3	20,824	58.4	35,658	100.0
Newton, IA	36,842	2,619	7.1	862	2.3	5,127	13.9	7,746	21.0
Nogales, AZ	47,420	14,181	29.9	6,969	14.7	3,324	7.0	22,042	46.5
Norfolk, NE	48,271	3,237	6.7	1,201	2.5	3,237	6.7	10,915	22.6
North Platte, NE	37,590	0	0.0	0	0.0	5,643	15.0	5,643	15.0
North Vernon, IN	28,525	7,339	25.7	6,100	21.4	0	0.0	7,339	25.7
North Wilkesboro, NC	69,340	8,430	12.2	1,487	2.1	39,522	57.0	64,099	92.4
Norwalk, OH	59,626	12,588	21.1	3,648	6.1	7,825	13.1	12,588	21.1
Oak Harbor, WA	78,506	6,434	8.2	6,109	7.8	0	0.0	11,542	14.7
Ogdensburg-Massena, NY	111,944	47,575	42.5	19,346	17.3	54,960	49.1	80,188	71.6
Oil City, PA	54,984	4,773	8.7	1,267	2.3	2,201	4.0	23,787	43.3
Okeechobee, FL	39,996	27,994	70.0	21,461	53.7	7,389	18.5	30,089	75.2
Olean, NY	80,317	6,490	8.1	1,165	1.5	26,848	33.4	45,905	57.2
Oneonta, NY	62,259	20,481	32.9	11,438	18.4	15,218	24.4	34,702	55.7
Ontario, OR-ID	53,936	21,162	39.2	6,499	12.1	21,809	40.4	39,430	73.1
Opelousas, LA	83,384	31,243	37.5	15,497	18.6	42,981	51.5	61,956	74.3
Orangeburg, SC	92,501	24,348	26.3	10,635	11.5	50,761	54.9	64,064	69.3
Oskaloosa, IA	22,381	3,255	14.5	1,559	7.0	3,255	14.5	9,140	40.8
Othello, WA	18,728	8,672	46.3	7,335	39.2	0	0.0	18,728	100.0
Ottawa, KS	25,992	7,662	29.5	6,825	26.3	0	0.0	7,662	29.5
Ottawa-Peru, IL	154,908	13,972	9.0	9,988	6.4	17,096	11.0	28,976	18.7

Continued—

Table B4

Micropolitan populations and shares of micropolitan populations within low-income (LI) and low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition—continued

Micropolitan Area	Total population	# of people in LILA 1- and 10-mile tracts	% of total population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total LA population in LILA 1- and 10-mile tracts	# of people in LILA vehicle access and 20-mile tracts	% of total population in LILA vehicle access and 20-mile tracts	# of people in LI tracts	% of total population in LI tracts
Ottumwa, IA	44,378	15,275	34.4	13,561	30.6	10,397	23.4	27,046	60.9
Owatonna, MN	36,576	0	0.0	0	0.0	4,112	11.2	7,719	21.1
Owosso, MI	70,648	12,741	18.0	7,822	11.1	18,961	26.8	18,961	26.8
Oxford, MS	47,351	17,414	36.8	9,676	20.4	13,932	29.4	27,470	58.0
Oxford, NC	59,916	7,789	13.0	2,895	4.8	9,313	15.5	19,938	33.3
Ozark, AL	50,251	4,351	8.7	3,260	6.5	7,869	15.7	22,493	44.8
Paducah, KY-IL	98,762	13,535	13.7	3,719	3.8	18,053	18.3	31,544	31.9
Pahrump, NV	43,946	30,694	69.8	27,997	63.7	21,573	49.1	30,694	69.8
Palatka, FL	74,364	23,209	31.2	11,287	15.2	47,932	64.5	66,121	88.9
Palestine, TX	58,458	10,782	18.4	5,119	8.8	6,405	11.0	18,844	32.2
Pampa, TX	22,535	1,659	7.4	957	4.2	0	0.0	6,024	26.7
Paragould, AR	42,090	4,004	9.5	2,599	6.2	10,591	25.2	15,646	37.2
Paris, TN	32,330	5,618	17.4	1,747	5.4	5,618	17.4	7,967	24.6
Paris, TX	49,793	16,750	33.6	6,338	12.7	14,220	28.6	26,585	53.4
Parsons, KS	21,607	6,397	29.6	3,130	14.5	0	0.0	15,255	70.6
Payson, AZ	53,597	23,035	43.0	16,140	30.1	8,638	16.1	26,053	48.6
Pecos, TX	13,783	2,392	17.4	669	4.9	2,392	17.4	8,713	63.2
Pella, IA	33,309	0	0.0	0	0.0	0	0.0	2,006	6.0
Peru, IN	36,903	10,663	28.9	7,414	20.1	2,896	7.8	16,362	44.3
Picayune, MS	55,834	13,384	24.0	5,050	9.0	26,786	48.0	33,090	59.3
Pierre, SD	21,361	0	0.0	0	0.0	0	0.0	0	0.0
Pinehurst-Southern Pines, NC	88,247	8,809	10.0	5,765	6.5	18,001	20.4	31,782	36.0
Pittsburg, KS	39,134	19,945	51.0	8,851	22.6	14,059	35.9	28,065	71.7
Plainview, TX	36,273	1,430	3.9	1,367	3.8	0	0.0	22,078	60.9
Platteville, WI	51,208	19,879	38.8	5,101	10.0	0	0.0	19,879	38.8
Plattsburgh, NY	82,128	13,140	16.0	8,276	10.1	16,724	20.4	23,884	29.1
Plymouth, IN	47,051	0	0.0	0	0.0	6,698	14.2	6,698	14.2

Continued—

Table B4

Micropolitan populations and shares of micropolitan populations within low-income (LI) and low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition—continued

Micropolitan Area	Total population	# of people in LILA 1- and 10-mile tracts	% of total population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total LA population in LILA 1- and 10-mile tracts	# of people in LILA vehicle access and 20-mile tracts	% of total population in LILA vehicle access and 20-mile tracts	# of people in LI tracts	% of total population in LI tracts
Point Pleasant, WV-OH	58,258	22,154	38.0	7,759	13.3	26,222	45.0	39,722	68.2
Ponca City, OK	46,562	14,289	30.7	9,661	20.7	10,141	21.8	16,727	35.9
Pontiac, IL	38,950	2,927	7.5	950	2.4	0	0.0	2,927	7.5
Poplar Bluff, MO	42,794	12,838	30.0	3,691	8.6	5,921	13.8	21,007	49.1
Port Angeles, WA	71,404	22,807	31.9	16,631	23.3	12,073	16.9	37,321	52.3
Port Clinton, OH	41,428	3,293	7.9	3,293	7.9	3,293	7.9	3,293	7.9
Port Lavaca, TX	21,381	14,518	67.9	11,049	51.7	11,664	54.6	19,927	93.2
Portales, NM	19,846	19,846	100.0	6,274	31.6	8,001	40.3	19,846	100.0
Portsmouth, OH	79,499	11,366	14.3	3,180	4.0	17,393	21.9	54,035	68.0
Pottsville, PA	148,289	5,098	3.4	1,129	0.8	11,296	7.6	46,488	31.3
Price, UT	21,403	4,416	20.6	1,694	7.9	4,416	20.6	8,877	41.5
Prineville, OR	20,978	9,443	45.0	3,225	15.4	0	0.0	13,711	65.4
Pullman, WA	44,776	17,659	39.4	6,216	13.9	7,383	16.5	31,129	69.5
Quincy, IL-MO	77,314	6,757	8.7	3,791	4.9	8,140	10.5	28,886	37.4
Raymondville, TX	22,134	17,025	76.9	8,665	39.1	8,299	37.5	22,134	100.0
Red Bluff, CA	63,463	30,586	48.2	11,864	18.7	18,548	29.2	45,551	71.8
Red Wing, MN	46,183	4,135	9.0	1,707	3.7	4,135	9.0	4,135	9.0
Rexburg, ID	50,778	16,924	33.3	7,857	15.5	0	0.0	25,899	51.0
Richmond, IN	68,917	23,768	34.5	12,080	17.5	19,200	27.9	32,657	47.4
Richmond-Berea, KY	99,972	33,548	33.6	18,621	18.6	31,341	31.3	60,431	60.4
Rio Grande City, TX	60,968	30,553	50.1	24,014	39.4	27,859	45.7	60,968	100.0
Riverton, WY	40,123	3,951	9.8	567	1.4	5,515	13.7	13,439	33.5
Roanoke Rapids, NC	76,790	29,113	37.9	10,627	13.8	62,384	81.2	62,384	81.2
Rochelle, IL	53,497	3,554	6.6	3,468	6.5	5,184	9.7	8,738	16.3
Rock Springs, WY	43,806	0	0.0	0	0.0	8,599	19.6	8,599	19.6
Rockingham, NC	46,639	9,030	19.4	5,106	10.9	23,474	50.3	33,497	71.8
Rolla, MO	45,156	17,746	39.3	4,759	10.5	16,509	36.6	21,598	47.8

Continued—

Table B4

Micropolitan populations and shares of micropolitan populations within low-income (LI) and low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition—continued

Micropolitan Area	Total population	# of people in LILA 1- and 10-mile tracts	% of total population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total LA population in LILA 1- and 10-mile tracts	# of people in LILA vehicle access and 20-mile tracts	% of total population in LILA vehicle access and 20-mile tracts	# of people in LI tracts	% of total population in LI tracts
Roseburg, OR	107,667	43,875	40.8	13,596	12.6	26,291	24.4	69,315	64.4
Roswell, NM	65,645	24,823	37.8	10,467	15.9	16,442	25.0	38,341	58.4
Ruidoso, NM	20,497	4,374	21.3	2,923	14.3	1,826	8.9	7,426	36.2
Russellville, AR	83,939	30,598	36.5	8,326	9.9	19,197	22.9	33,724	40.2
Ruston, LA	46,735	25,557	54.7	16,698	35.7	17,056	36.5	33,289	71.2
Rutland, VT	61,642	11,450	18.6	4,400	7.1	8,276	13.4	24,157	39.2
Safford, AZ	37,220	4,780	12.8	4,780	12.8	4,780	12.8	12,638	34.0
Salem, OH	107,841	19,826	18.4	9,948	9.2	23,406	21.7	47,236	43.8
Salina, KS	61,697	15,619	25.3	3,939	6.4	18,424	29.9	29,669	48.1
Sandpoint, ID	40,877	0	0.0	0	0.0	0	0.0	6,720	16.4
Sandusky, OH	77,079	10,223	13.3	6,061	7.9	17,859	23.2	24,965	32.4
Sanford, NC	57,866	8,361	14.4	4,343	7.5	13,131	22.7	19,417	33.6
Sault Ste. Marie, MI	38,520	5,669	14.7	2,269	5.9	12,657	32.9	19,765	51.3
Sayre, PA	62,622	3,367	5.4	2,292	3.7	7,643	12.2	10,562	16.9
Scottsbluff, NE	38,971	3,070	7.9	696	1.8	2,996	7.7	13,667	35.1
Scottsboro, AL	53,227	7,575	14.2	2,596	4.9	17,105	32.1	35,326	66.4
Searcy, AR	77,076	17,902	23.2	8,523	11.1	16,107	20.9	30,827	40.0
Sedalia, MO	42,201	6,592	15.6	3,991	9.5	5,581	13.2	19,423	46.0
Selinsgrove, PA	39,702	3,667	9.2	1,303	3.3	11,677	29.4	20,998	52.9
Selma, AL	43,820	10,658	24.3	4,570	10.4	23,577	53.8	32,885	75.0
Seneca Falls, NY	35,251	3,917	11.1	905	2.6	3,725	10.6	13,955	39.6
Seneca, SC	74,273	16,808	22.6	11,648	15.7	22,075	29.7	30,221	40.7
Sevierville, TN	89,889	3,803	4.2	2,357	2.6	4,953	5.5	26,610	29.6
Seymour, IN	42,376	4,539	10.7	580	1.4	4,539	10.7	6,852	16.2
Shawano, WI	46,181	15,419	33.4	4,346	9.4	9,139	19.8	23,239	50.3
Shawnee, OK	69,442	10,443	15.0	5,797	8.3	3,275	4.7	17,357	25.0
Shelby, NC	98,078	27,561	28.1	6,259	6.4	23,768	24.2	46,155	47.1

Continued—

Table B4

Micropolitan populations and shares of micropolitan populations within low-income (LI) and low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition—continued

Micropolitan Area	Total population	# of people in LILA 1- and 10-mile tracts	% of total population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total LA population in LILA 1- and 10-mile tracst	# of people in LILA vehicle access and 20-mile tracts	% of total population in LILA vehicle access and 20-mile tracts	# of people in LI tracts	% of total population in LI tracts
Shelbyville, TN	45,058	18,330	40.7	9,609	21.3	19,303	42.8	31,526	70.0
Shelton, WA	60,699	20,704	34.1	7,365	12.1	9,805	16.2	38,399	63.3
Sheridan, WY	29,116	0	0.0	0	0.0	0	0.0	0	0.0
Show Low, AZ	107,449	58,542	54.5	38,091	35.4	50,707	47.2	82,930	77.2
Sidney, OH	49,423	9,711	19.6	2,230	4.5	9,711	19.6	9,711	19.6
Sikeston, MO	39,191	16,639	42.5	7,632	19.5	12,333	31.5	19,890	50.8
Silver City, NM	29,514	4,280	14.5	1,094	3.7	6,134	20.8	10,414	35.3
Snyder, TX	16,921	0	0.0	0	0.0	4,849	28.7	4,849	28.7
Somerset, KY	63,063	10,328	16.4	3,132	5.0	25,601	40.6	43,872	69.6
Somerset, PA	77,742	8,315	10.7	4,741	6.1	15,421	19.8	25,979	33.4
Sonora, CA	55,365	6,433	11.6	4,465	8.1	0	0.0	24,198	43.7
Spearfish, SD	24,097	0	0.0	0	0.0	0	0.0	4,057	16.8
Spencer, IA	16,667	0	0.0	0	0.0	0	0.0	0	0.0
Spirit Lake, IA	16,667	0	0.0	0	0.0	0	0.0	3,427	20.6
St. Marys, GA	50,513	9,143	18.1	7,179	14.2	6,386	12.6	9,143	18.1
St. Marys, PA	31,946	0	0.0	0	0.0	0	0.0	4,762	14.9
Starkville, MS	47,671	31,883	66.9	19,172	40.2	35,895	75.3	47,671	100.0
Statesboro, GA	70,217	19,666	28.0	13,570	19.3	32,880	46.8	63,267	90.1
Steamboat Springs, CO	23,509	0	0.0		0.0	0	0.0	0	0.0
Stephenville, TX	37,890	22,830	60.3	11,938	31.5	6,967	18.4	26,285	69.4
Sterling, CO	22,709	11,160	49.1	2,861	12.6	11,428	50.3	21,619	95.2
Sterling, IL	58,498	12,773	21.8	4,621	7.9	10,299	17.6	21,111	36.1
Stevens Point, WI	70,019	0	0.0	0	0.0	0	0.0	17,303	24.7
Stillwater, OK	77,350	23,322	30.2	10,928	14.1	14,750	19.1	39,798	51.5
Storm Lake, IA	20,260	6,345	31.3	938	4.6	0	0.0	6,345	31.3
Sturgis, MI	61,295	13,336	21.8	6,873	11.2	6,394	10.4	24,483	39.9
Sulphur Springs, TX	35,161	7,615	21.7	2,441	6.9	0	0.0	14,648	41.7

Continued—

Table B4

Micropolitan populations and shares of micropolitan populations within low-income (LI) and low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition—continued

Micropolitan Area	Total population	# of people in LILA 1- and 10-mile tracts	% of total population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total LA population in LILA 1- and 10-mile tracts	# of people in LILA vehicle access and 20-mile tracts	% of total population in LILA vehicle access and 20-mile tracts	# of people in LI tracts	% of total population in LI tracts
Summerville, GA	26,015	18,146	69.8	7,851	30.2	11,722	45.1	23,760	91.3
Summit Park, UT	36,324	2,960	8.1	1,343	3.7	0	0.0	2,960	8.1
Sunbury, PA	94,528	10,846	11.5	3,481	3.7	10,637	11.3	39,592	41.9
Susanville, CA	34,895	1,822	5.2	1,434	4.1	5,438	15.6	9,911	28.4
Sweetwater, TX	15,216	0	0.0	0	0.0	3,976	26.1	8,210	54.0
Tahlequah, OK	46,987	23,403	49.8	6,826	14.5	23,140	49.2	29,256	62.3
Talladega-Sylacauga, AL	93,830	16,924	18.0	6,219	6.6	28,979	30.9	60,342	64.3
Taos, NM	32,937	25,228	76.6	11,653	35.4	14,222	43.2	25,228	76.6
Taylorville, IL	34,800	0	0.0	0	0.0	0	0.0	13,685	39.3
The Dalles, OR	25,213	2,899	11.5	1,547	6.1	2,899	11.5	10,971	43.5
Thomaston, GA	27,153	10,928	40.2	6,289	23.2	11,666	43.0	22,751	83.8
Thomasville, GA	44,720	15,940	35.6	7,650	17.1	13,323	29.8	30,094	67.3
Tiffin, OH	56,745	11,415	20.1	6,278	11.1	11,726	20.7	19,733	34.8
Tifton, GA	40,118	18,313	45.6	4,090	10.2	17,018	42.4	34,684	86.5
Toccoa, GA	26,175	6,601	25.2	3,280	12.5	10,746	41.1	13,524	51.7
Torrington, CT	189,927	17,135	9.0	9,785	5.2	2,565	1.4	40,318	21.2
Traverse City, MI	143,372	12,730	8.9	5,756	4.0	15,827	11.0	23,458	16.4
Troy, AL	32,899	15,076	45.8	6,330	19.2	24,045	73.1	25,713	78.2
Truckee-Grass Valley, CA	98,764	20,125	20.4	5,996	6.1	12,271	12.4	24,473	24.8
Tullahoma-Manchester, TN	100,210	15,995	16.0	6,664	6.7	19,425	19.4	45,511	45.4
Tupelo, MS	136,268	22,463	16.5	10,225	7.5	18,440	13.5	46,655	34.2
Ukiah, CA	87,841	28,622	32.6	12,745	14.5	17,221	19.6	63,855	72.7
Union City, TN-KY	38,620	0	0.0	0	0.0	4,081	10.6	14,853	38.5
Urbana, OH	40,097	4,150	10.3	626	1.6	0	0.0	8,220	20.5
Uvalde, TX	26,405	19,886	75.3	7,323	27.7	16,872	63.9	19,886	75.3
Valley, AL	34,215	9,651	28.2	4,890	14.3	23,652	69.1	30,804	90.0
Van Wert, OH	28,744	0	0.0	0	0.0	0	0.0	7,903	27.5

Continued—

Table B4

Micropolitan populations and shares of micropolitan populations within low-income (LI) and low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition—continued

Micropolitan Area	Total population	# of people in LILA 1- and 10-mile tracts	% of total population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total LA population in LILA 1- and 10-mile tracts	# of people in LILA vehicle access and 20-mile tracts	% of total population in LILA vehicle access and 20-mile tracts	# of people in LI tracts	% of total population in LI tracts
Vermillion, SD	13,864	5,243	37.8	3,161	22.8	0	0.0	10,967	79.1
Vernal, UT	32,588	3,732	11.5	1,498	4.6	0	0.0	3,732	11.5
Vernon, TX	13,535	5,692	42.1	2,666	19.7	0	0.0	5,692	42.1
Vicksburg, MS	58,377	16,704	28.6	6,908	11.8	11,967	20.5	31,152	53.4
Vidalia, GA	36,346	6,263	17.2	2,303	6.3	19,314	53.1	27,390	75.4
Vincennes, IN	38,440	0	0.0	0	0.0	4,124	10.7	9,499	24.7
Vineyard Haven, MA	16,535	0	0.0	0	0.0	0	0.0	3,949	23.9
Wabash, IN	32,888	3,235	9.8	1,070	3.3	3,235	9.8	3,235	9.8
Wahpeton, ND-MN	22,897	0	0.0	0	0.0	0	0.0	3,326	14.5
Wapakoneta, OH	45,949	0	0.0	0	0.0	0	0.0	5,538	12.1
Warren, PA	41,815	1,870	4.5	1,127	2.7	6,045	14.5	17,332	41.4
Warrensburg, MO	52,595	7,961	15.1	2,016	3.8	6,551	12.5	11,521	21.9
Warsaw, IN	77,358	0	0.0	0	0.0	0	0.0	2,932	3.8
Washington Court House, OH	29,030	8,863	30.5	2,213	7.6	9,464	32.6	13,635	47.0
Washington, IN	31,648	3,803	12.0	3,229	10.2	7,334	23.2	7,334	23.2
Washington, NC	47,759	9,260	19.4	2,114	4.4	20,662	43.3	24,131	50.5
Watertown, SD	27,227	0	0.0	0	0.0	0	0.0	5,245	19.3
Watertown-Fort Atkinson, WI	83,686	7,412	8.9	2,980	3.6	3,959	4.7	11,072	13.2
Wauchula, FL	27,731	16,106	58.1	6,359	22.9	18,799	67.8	26,772	96.5
Waycross, GA	55,070	26,338	47.8	9,284	16.9	27,444	49.8	40,020	72.7
Weatherford, OK	27,469	9,293	33.8	4,422	16.1	0	0.0	9,293	33.8
West Plains, MO	40,400	15,039	37.2	6,808	16.9	15,065	37.3	29,270	72.5
West Point, MS	20,634	7,161	34.7	4,584	22.2	8,256	40.0	10,793	52.3
Whitewater-Elkhorn, WI	102,228	8,468	8.3	4,199	4.1	17,786	17.4	21,552	21.1
Williston, ND	22,398	0	0.0	0	0.0	0	0.0	0	0.0
Willmar, MN	42,239	9,872	23.4	5,395	12.8	9,872	23.4	14,755	34.9

Continued—

Table B4

Micropolitan populations and shares of micropolitan populations within low-income (LI) and low-income/low-access (LILA) tracts using the 1- and 10-mile definition and the vehicle-access/20-mile definition—continued

Micropolitan Area	Total population	# of people in LILA 1- and 10-mile tracts	% of total population in LILA 1- and 10-mile tracts	# LA population in LILA 1- and 10-mile tracts	% of total LA population in LILA 1- and 10-mile tracts	# of people in LILA vehicle access and 20-mile tracts	% of total population in LILA vehicle access and 20-mile tracts	# of people in LI tracts	% of total population in LI tracts
Wilmington, OH	42,040	12,257	29.2	6,853	16.3	8,545	20.3	12,257	29.2
Wilson, NC	81,234	3,672	4.5	931	1.1	12,590	15.5	28,655	35.3
Winnemucca, NV	16,528	0	0.0	0	0.0	0	0.0	0	0.0
Winona, MN	51,461	0	0.0	0	0.0	4,484	8.7	13,871	27.0
Wisconsin Rapids-Marshfield, WI	74,749	9,606	12.9	3,224	4.3	9,606	12.9	17,309	23.2
Woodward, OK	20,081	0	0.0	0	0.0	0	0.0	0	0.0
Wooster, OH	114,520	10,957	9.6	4,011	3.5	12,740	11.1	27,256	23.8
Worthington, MN	21,378	4,550	21.3	534	2.5	0	0.0	8,130	38.0
Yankton, SD	22,438	3,038	13.5	2,271	10.1	3,038	13.5	3,038	13.5
Zanesville, OH	86,074	22,010	25.6	12,531	14.6	10,793	12.5	37,177	43.2
Zapata, TX	14,018	14,018	100.0	4,690	33.5	0	0.0	14,018	100.0

Note: LILA tracts using 1- and 10-mile definition = low-income (LI) census tracts where at least 500 people, or 33 percent of the population, live more than 1 mile (urban areas) or more than 10 miles (rural areas) from the nearest supermarket, supercenter, or large grocery store. LILA vehicle access/20-mile census tracts = Low-income (LI) census tracts where a significant number of housing units (at least 100) do not have a vehicle and are more than 0.5 mile from the nearest food store; or low-income census tracts where a substantial number or share of people (at least 500 or 33 percent) are more than 20 miles from the nearest supermarket, supercenter, or large grocery store, regardless of vehicle availability. LA 1.0- and 10-mile census tracts = those where a significant number (at least 500 people) or share of the population (at least 33 percent) are more than 1 mile if in an urban area or more than 10 miles if in a rural area from the nearest supermarket, supercenter, or large grocery store. LI census tracts = those where the poverty rate (the share of the tract population living with income at or below the Federal poverty thresholds by family size) is at least 20 percent or median family income is at or below 80 percent of the metropolitan area or State median income. LILA census tracts meet the conditions for both LI tracts and LA tracts.

Source: Calculated by USDA, Economic Research Service using U.S. Department of Commerce, Census Bureau's 2010 Decennial Census data and 2010-14 American Community Survey data and U.S. Office of Management and Budget's 2017 delineations of core-based statistical areas (CBSAs), metropolitan divisions, and combined statistical areas (CSAs).