SMALL CITIES, BIG MOVES

SUCCESSES AND CHALLENGES OF PUBLIC TRANSPORTATION IN SMALL URBAN AREAS

APRIL 2025

ALLIANCE FOR A JUST SOCIETY

National Campaign for Transit Justice

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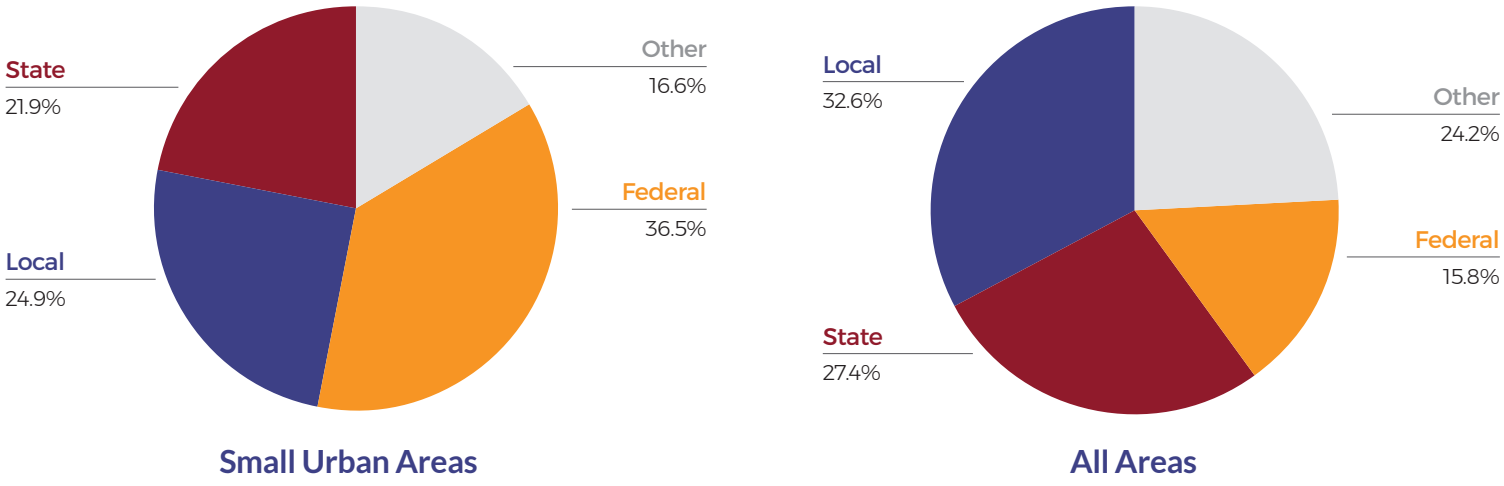
In 2023, more than 7 billion trips were taken on America's public transit systems, in towns, cities, and rural areas across the country.[1] Demand for transit is growing, as the cost of car ownership increases and fewer young people express interest in driving. Moreover, as America's population ages, an increasing number of people will lose the desire or ability to drive. Transit provides an affordable option that allows everyone—including older adults, people with disabilities, youth, and people without cars—to continue participating in the economic and social life of their community.

To meet this demand, transit leaders are finding innovative ways to provide service. Too often, however, these agencies must make difficult trade-offs, shifting and even cutting services as resources are insufficient.

This report focuses on transit in small cities—places with populations between 50,000 and 200,000, of which there are over 300 in the United States. Transit serves an essential role in these communities, yet they are rarely studied.

As Congress prepares to reauthorize the federal transit program, we offer this report to highlight this important segment of the nation's transit services. The federal reauthorization is especially important for these areas, which rely more heavily on transit funding from the federal government than their larger counterparts. (See Figures 1 and 2.)

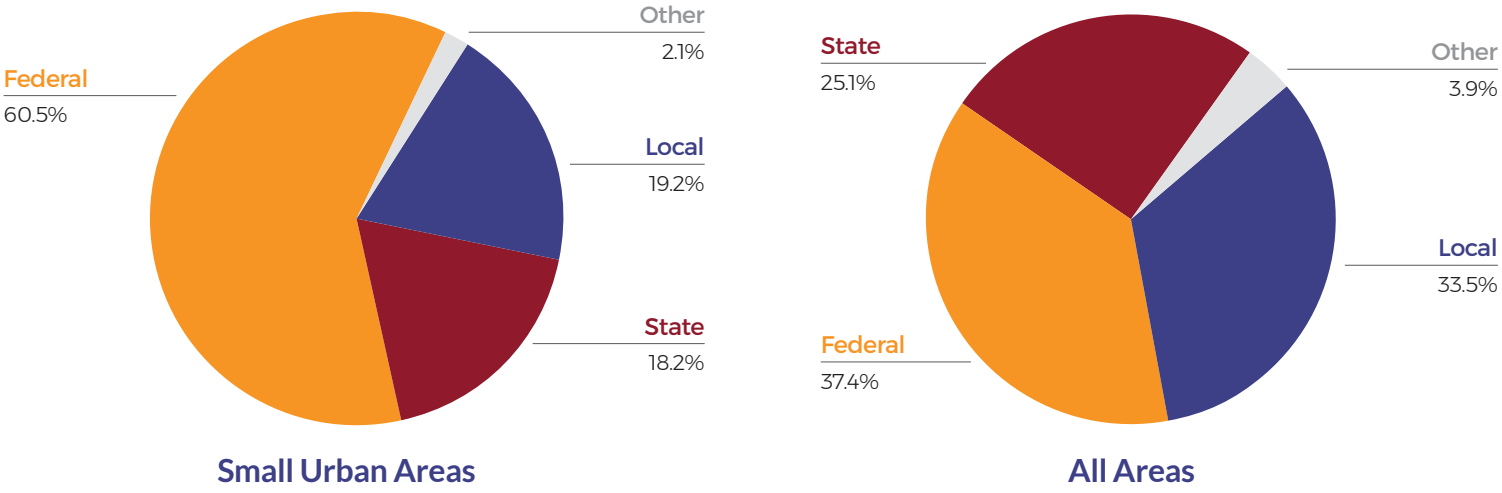
Figure 1: Operating Expenditures by Funding Source, 2023



1. American Public Transportation Association (APTA). (2023). 2023 Public Transportation Fact Book. https://www.apta.com/wp-content/uploads/APTA-2023-Public-Transportation-Fact-Book.pdf

EXECUTIVE SUMMARY

Figure 2: **Capital Expenditures by Funding Source, 2023**



*"Other" includes fares and other revenues directly generated by the transit agency, such as advertising and joint development. (Source: National Transit Database)

To gain further insight into the state of transit in small urban communities, we developed seven case studies. While each community is unique, some common themes emerged.

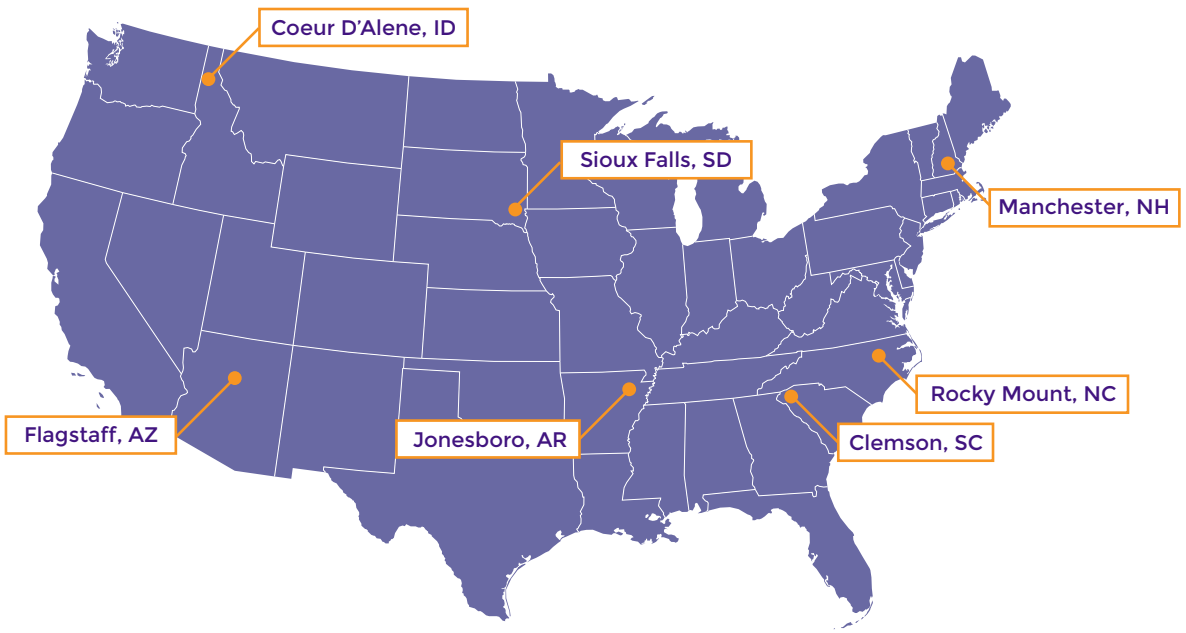
1. In every one of the case study cities, **transit plays a critical role in supporting the local economy**, regardless of the type of industries present. Case study cities used transit to support manufacturing, health care, education, and tourism, among other things.
2. **Small urban systems are modernizing**, upgrading technology, and improving the customer experience, leading to increased ridership. The case study cities have seen consistent growth since the pandemic as customers respond to these improvements.
3. Small urban cities are often the regional hub for surrounding rural areas, and **transit is an essential link between highly rural locations and regional services**.
4. Transit agencies that serve small urban cities often have less dense bureaucracies than their larger counterparts, which allows them to be **more nimble in meeting changing travel patterns and demand**.
5. **Strong local partnerships have enabled greater efficiency** and increased transit's ability to meet the demands of the local economy.
6. While progress is being made, **funding constraints are inhibiting progress and leaving unmet demand**, reducing productivity and increasing household costs.

EXECUTIVE SUMMARY

Based on the interviews conducted with transit providers and community leaders in the seven case study areas, we offer the following recommendations for federal action:

1. **Congress should increase funding for transit service in both the urban and rural programs.** Several of the case study cities make use of funding from both programs, as they serve small urban as well as rural areas. This funding would enable transit systems in these communities to meet a greater portion of the demand than they can today.
2. **Congress should reduce barriers to using federal funding efficiently by empowering transit providers to blend funding from multiple federal programs.** Funding for transit is available from a variety of federal agencies, including not only the U.S. Department of Transportation but also the Veterans Administration, Department of Defense, and Department of Health and Human Services, among others. Today, many of these federal funds come with strings attached that prevent transit providers from effectively coordinating different types of services.
3. **Congress should make it easier to use federal funding for transit by reducing the local match required for operating funding from 50% to 20%.** Most federal transportation funding requires a 20% match. Reducing the match for transit operations funding would help small communities stretch their limited resources further.
4. **Congress should fund the Federal Transit Administration to develop a team of experts who can be deployed to support staff at transit agencies that serve small urban areas.** These technical experts should have specialized knowledge of strategies appropriate to areas of this size so that they can advise agencies that are expanding or modernizing their systems.

Figure 3: **Case Study Cities**



INTRODUCTION

Whether in small towns or large cities, America's economy depends on people getting where they need to go safely and affordably. Whether it is workers getting to jobs, students going to school, or families connecting with their friends and relatives, transportation is the bedrock of our social and economic lives. For millions, that essential connection is provided by their local public transit system. Buses, vans, subways, rail, and ferries provided more than 7 billion trips in 2023.[2] America's transit systems bring people to and from work, school, doctor's appointments, shopping, places of worship, and the many other destinations that keep our nation strong and prosperous.

Like many other businesses, transit agencies across the country are modernizing their systems and services to meet 21st-century demands. Real-time arrival information tells riders when their bus or train will arrive, modern buses provide a quieter ride, and in many places, riders can plan and even pay for their trips using their phones.

DEMAND FOR TRANSIT CONTINUES TO GROW

Demand for transit continues to increase as the cost of owning a car goes up (reaching $12,297 in 2024[3]) and fewer young people express interest in car ownership. According to a recent article reviewing a Deloitte study, "Young Americans are more open to ditching their car whether they live in a dense city, suburban sprawl, or rural lands. According to Deloitte's findings, 47% of young respondents living in urban areas would be willing to give up car ownership. But shockingly, that percentage is even higher among young respondents in suburban and rural areas, 53% of whom said they would be at least somewhat willing to give up car ownership."[4] According to the survey, these young people would prefer to use other forms of transportation, including transit and other mobility services such as ride/car/bike-sharing.

Transit demand is also increasing as the population of older adults and people with disabilities grows. Approximately 11% of adults aged 65 and older seldom or never drive,[5] and only 60.4% of U.S. residents with disabilities drive, compared to 91.7% of those without disabilities. Additionally, 14.3% of individuals aged 18 to 64 with travel-limiting disabilities live in households without vehicles, a rate 9.4 percentage points higher than their nondisabled counterparts.[6]

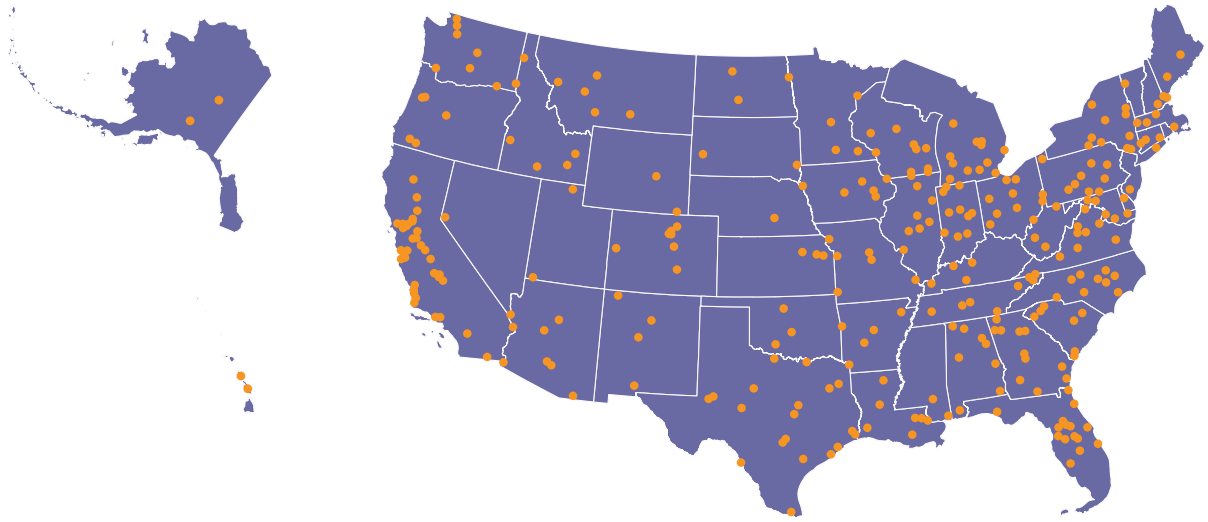
To meet this demand, transit leaders in communities of all sizes are finding innovative ways to provide service. Too often, however, these agencies must make difficult trade-offs, shifting and even cutting services as resources are insufficient.

2. American Public Transportation Association (APTA). (2023). 2023 Public Transportation Fact Book. https://www.apta.com/wp-content/uploads/APTA-2023-Public-Transportation-Fact-Book.pdf
3. American Automobile Association (AAA). (September 2024). Your driving costs: The price of new car ownership continues to climb. AAA Newsroom. https://newsroom.aaa.com/2024/09/aaa-your-driving-costs-the-price-of-new-car-ownership-continues-to-climb/
4. Autoblog. (n.d.). Nearly half of young Americans don't want to own a car. https://www.autoblog.com/news/nearly-half-of-young-americans-dont-want-to-own-a-car
5. Pew Research Center. (n.d.). 1 in 10 Americans rarely or never drive a car. https://www.pewresearch.org/short-reads/2024/11/14/1-in-10-americans-rarely-or-never-drive-a-car/
6. Bureau of Transportation Statistics (BTS). (2024). Travel patterns of adults with travel-limiting disabilities. https://www.bts.gov/sites/bts.dot.gov/files/2024-04/Travel%20Patterns%20of%20Adults%20with%20Travel-Limiting%20Disabilities_4_18_24.pdf

TRANSIT IN SMALL CITIES

In this report, we explore the state of public transportation in small urban communities, places where the population ranges from 50,000 to 200,000. There are about 320 communities in the United States in this group (see map below; more details can be found in the Appendix).

Figure 4: **Small Urban Areas**



While these communities vary significantly in their physical and cultural characteristics, many of them include features such as historical dependence on a single industry (such as logging, manufacturing, mining, or agriculture), location near recreational areas, or the presence of a college or university as a major driver of population growth. They often serve as the regional hub for surrounding rural areas, offering health care, shopping, and other services not available in smaller towns.

Figure 5: **Examples of Small City Types**

Gateway communities are those adjacent to public lands including but not limited to national parks, state parks, wildlife refuges, forests, and historic sites. These communities rely on visitation as a primary economic driver and provide support to the nation's public lands and parks.

Resource-dependent communities are those established around a single natural resource that their economic base relies or used to rely on. Examples of this typology include agricultural, trade, or mining communities. In some cases, the resource in question is no longer a major economic driver, prompting a need for new economic development strategies.

College communities are towns and cities that have a large university-associated population, including students, faculty, and staff. As a result, these communities tend to have major fluctuations in population size coinciding with school breaks.

Traditional main street communities have a walkable, centrally located downtown core with a tightly knit urban fabric and a "main street" with buildings that are often small-scale, with narrow frontages and set close to and addressing the street.

Source: Smart Growth America, "An Active Roadmap: Best Practices in Rural Mobility," July 2023, https://smartgrowthamerica.org/wp-content/uploads/2023/07/SGA-Rural-Transportation-Field-Scan_Final_7.27.pdf

INTRODUCTION

We've chosen this group because, despite the importance of small cities to our state and national economies, they are often overlooked when it comes to discussions of transit. Many reports and news articles have covered the successes and challenges of our largest urban transit systems, and transit in highly rural areas has also been the subject of several studies. As Congress prepares to reauthorize the federal transit program in the next few years, we offer this report to highlight this important segment of the nation's transit services.

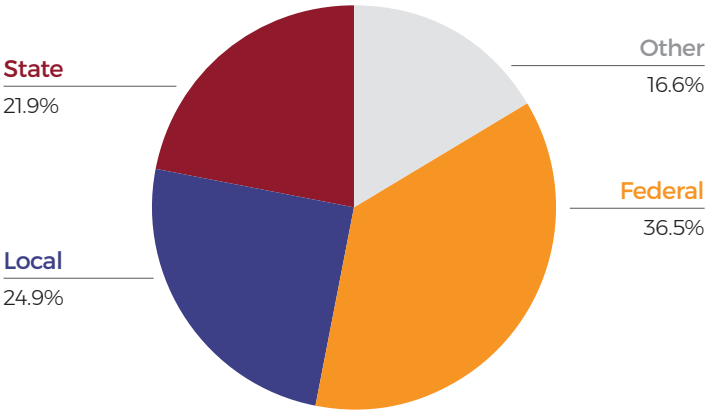
These transit agencies receive funds from the federal transit program, state and local sources, and fares. Transit agencies report their funding in two categories: operating and capital. Operating expenses are the day-to-day costs of providing the service, such as fuel, drivers, mechanics, and customer service personnel. Capital expenditures pay for physical assets, like buses, vans, and garages.

OPERATING FUNDING CLIFF

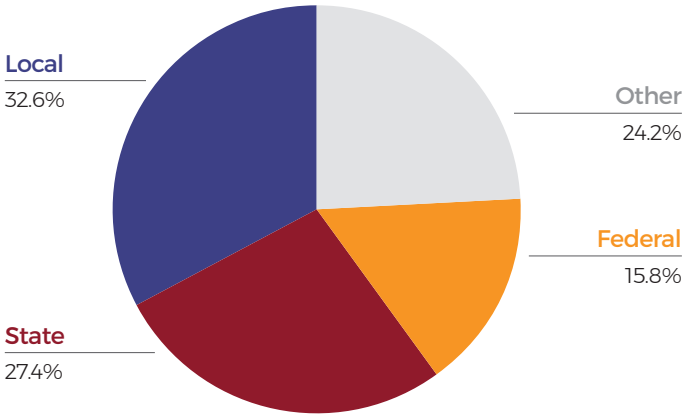
Transit agencies in small urban areas are allowed to use federal funding for either operating or capital expenses, although the required local match is higher if funds are used for operations. Because areas with a population over 200,000 are not allowed to use federal funds for operations (except in very limited circumstances), some small urban areas are facing an "operating funding cliff": if, in the next census, their population goes over 200,000, they will lose the ability to use federal funds to support transit operations, potentially requiring deep service cuts.

As the charts on the next page demonstrate, small urban areas rely more heavily on transit funding from the federal government than their larger counterparts, for both operating and capital expenditures. These areas fund more than one-third of their operations with federal funding, compared to the national average of just 15.8%. This is not surprising, as larger urban areas are more restricted in their ability to use federal funds for operations. Small urban areas also rely far more heavily on federal funding for their capital needs, with federal funding making up 60.5% of total capital expenditures in those areas, compared with 37.4% nationally.

Figure 1: **Operating Expenditures by Funding Source, 2023**

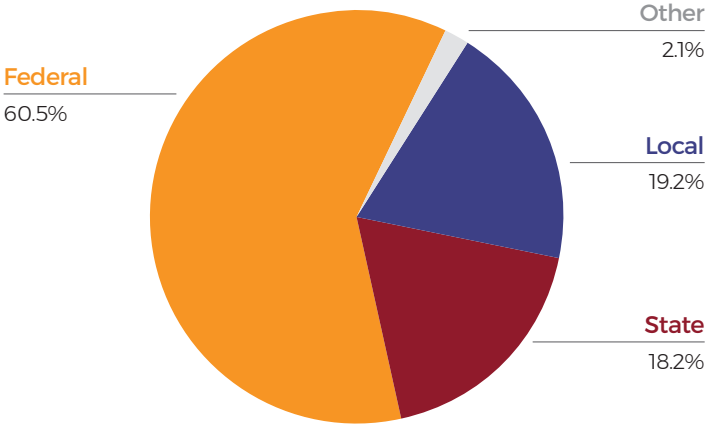


Small Urban Areas

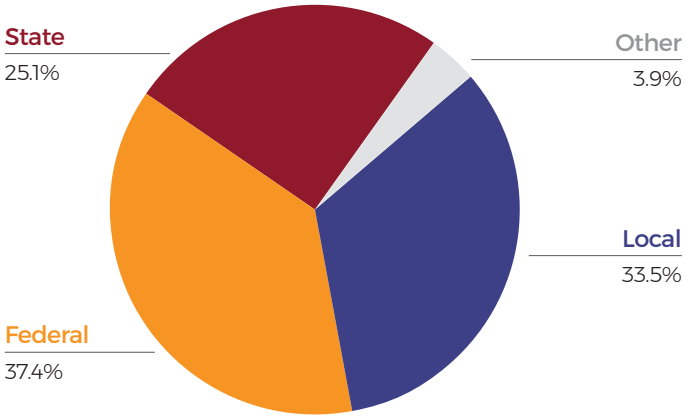


All Areas

Figure 2: **Capital Expenditures by Funding Source, 2023**



Small Urban Areas



All Areas

*"Other" includes fares and other revenues directly generated by the transit agency, such as advertising and joint development.
(Source: National Transit Database)

Small urban areas are located in 49 states (all but Rhode Island), Puerto Rico, Guam, and the Virgin Islands. Transit in these areas covers a wide range of geographies, from the six-square-mile area served by the City of Shelby, Ohio, to the 15,355 square miles served by the Concho Valley Transit District in San Angelo, Texas. These areas provided 170,635,266 trips in 2023, which was 72% of pre-pandemic ridership. Ridership has continued to recover since the pandemic and in 2023 was up 17% from the year before.[7]

7. Data is this paragraph and the next comes from the National Transit Database maintained by the Federal Transit Administration.

INTRODUCTION

In total, these transit agencies operate (directly or through contracts with other providers) more than 10,000 vehicles. Some agencies operate just a handful of buses or vans, while others operate dozens of vehicles each day. In general, services include:

- fixed-route bus service, in which buses run on regular schedules along identified routes;
- deviated fixed route, in which buses may leave their regular route to pick up or drop off passengers at a nearby location; and
- demand-response service, in which vehicles are dispatched to pick up and drop off passengers at locations determined by the passenger.

Other types of transit in these locations include commuter buses, vanpools, and in Kenosha, Wisconsin and Galveston, Texas, streetcars that run on rails. Many agencies run multiple types of service, such as fixed routes that run between major destinations and demand-response options serving communities outside the city center.

Some small urban systems may be structured and operate much like their larger counterparts, while others have more in common with rural systems (defined in the federal transit program as systems serving areas under 50,000 population). For example, in some small urban areas, transit is provided by an independent authority, while in others, a city or county department has that responsibility. Some small urban transit agencies receive funds directly from the Federal Transit Administration, as large urban systems do. Other small urban systems receive federal funds indirectly through their state department of transportation. **As Manchester, New Hampshire, transit director Michael Whitten said, "Small urban transit is the 'anti-Goldilocks'—too small for the big cities but too big to really be rural." As a result, small urban transit systems must work every day to find the approach that is "just right" for them.**

CASE STUDIES

To gain further insight into the state of transit in small urban communities, we developed seven case studies exploring the role transit plays in their economies and quality of life, as well as the opportunities and challenges they see ahead. The case study cities were selected based on several factors, including the performance of their transit systems and their location in different parts of the country. We recognize that small urban cities vary widely, and these seven case studies cannot fully represent all the various circumstances communities of this size face. Still, we believe these examples are useful for building an understanding of the landscape of small urban cities and their transit needs.

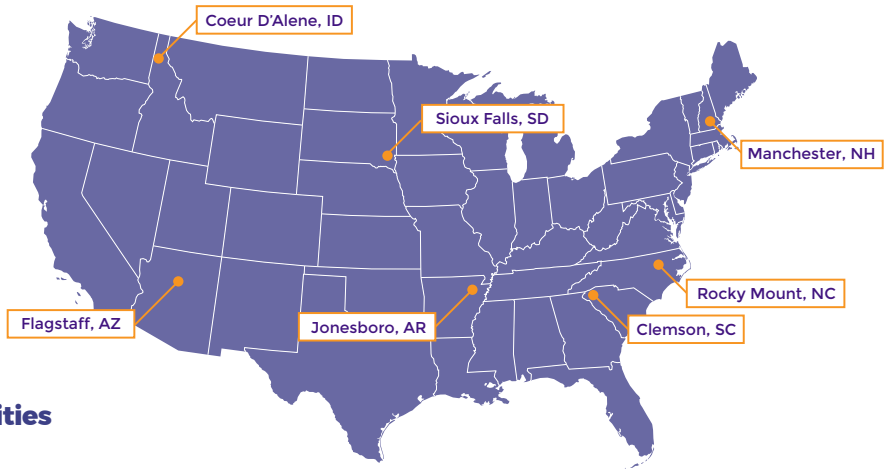


Figure 3: **Case Study Cities**

Located in different parts of the country with varying demographics (for example, the percentage of residents over 65 ranges from 9.3% in Flagstaff to 19.5% in Rocky Mount[8]), the case study communities all provide a range of transit services for their residents and visitors. While each community is unique, some common themes emerged.

1. In every one of the case study cities, transit plays a critical role in supporting the local economy, regardless of the type of industries present. Case study cities used transit to support manufacturing, health care, education, and tourism, among others.

2. Small urban systems are modernizing, upgrading technology, and improving the customer experience, leading to increased ridership. The case study cities have seen consistent growth since the pandemic as customers respond to these improvements.

3. Small urban cities are often the regional hub for surrounding rural areas, and transit is an essential link between highly rural locations and regional services.

4. Transit agencies that serve small urban cities often have less dense bureaucracies than their larger counterparts, which allows them to be more nimble in meeting changing travel patterns and demand.

5. Strong local partnerships have enabled greater efficiency and increased transit's ability to meet the demands of the local economy.

6. While progress is being made, funding constraints are inhibiting progress and leaving unmet demand, reducing productivity and increasing household costs.

8. U.S. Census Bureau. (n.d.). 2023 American Community Survey 5-Year Estimates. https://data.census.gov/table?q=age

CASE STUDIES

Figure 4: **Overview of Case Study Cities**

	Urbanized area population*	Provider of transit service	Annual ridership FY23 (unlinked passenger trips)*	Type of Service
Clemson, SC	118,369	City agency	869,103	Fixed route, paratransit
Coeur d'Alene, ID	121,831	County agency	129,071	Fixed route, paratransit, on-demand microtransit for seniors
Flagstaff, AZ	79,842	Regional transit agency	1,596,302	Fixed route, paratransit, on-demand microtransit, and vanpools
Jonesboro, AR	73,781	City agency	88,597	Fixed route, paratransit
Manchester, NH	163,289	Regional transit agency	322,285	Fixed route, paratransit, intercity
Rocky Mount, NC	63,297	City agency	322,869	Fixed route, paratransit, on-demand microtransit
Sioux Falls, SD	194,283	City agency	554,670	Fixed route, paratransit, on-demand microtransit

*Source: National Transit Database

Clemson, South Carolina

At a glance

- Urbanized area with a population of 118,369, anchored by a major university.
- Clemson Area Transit (CAT) serves 869,103 annual passengers and operates nearly 24/7.
- Ridership grew from FY '22 to FY '23 by 46.29%.
- The CAT system has been fare-free since it was founded.
- 80%-90% of funding comes from federal grants.

CAT is essential to meeting the needs of students and staff due to the fact that about 70% of Clemson's students live off campus and there is not enough parking available on campus to accommodate them all.

Clemson, South Carolina, is the hub of an urbanized area with 118,369 people.[9] The city boasts a growing nightlife and an economy centered around small businesses and the integrally attached Clemson University. The people of Clemson use the city's transit routes and services for everything from occasional needs, such as medical appointments and intercity travel, to daily trips to and from work, shopping centers, and grocery stores.

Running on weekdays and weekends alike, Clemson Area Transit (CAT), a department of the City of Clemson, supports its 869,103 annual passengers almost 24/7. Buses pick riders up as early as 5:45 a.m. and drop off others as late as 3 a.m. Since its founding, CAT has been fare-free, charging nothing for rides. **Clemson's transit managers have focused on matching their service to the demands of the region's economy,** including serving the large student population. As a result, the transit system has achieved rapid growth, including a 46.29% increase in ridership between FY22 and FY23, since coming out of the COVID-19 pandemic, adding newer buses, equipment, and staff to support more efficient and reliable service.

CAT receives 80% to 90% of its funding from federal grants. The transit system is also supported locally, including by Clemson University, neighboring municipalities, and local real estate developers, to assist with funding new routes and bus shelters. Clemson University's Senior Associate Director of Transit Operations for Parking and Transportation Services, Dr. Katerina Moreland, says the University's partnership with CAT is essential to meeting the needs of students and staff due to the fact that about 70% of Clemson's students live off campus and there is not enough parking available on campus to accommodate them all.

8. U.S. Census Bureau. (n.d.). 2020 Census urban areas. https://www2.census.gov/geo/docs/reference/ua/2020_Census_ua_list_all.xlsx

The University directly supports several CAT routes, including the Red Route, which has about 95% student riders, and the Gold Route, which serves the main campus and a major off-campus residential area.

The University directly supports several CAT routes, including the Red Route, which has about 95% student riders, and the Gold Route, which serves the main campus and a major off-campus residential area. Launched in 2023, the Gold Route has spurred a 22% increase in transit use at the university. According to Dr. Moreland, **"The university relies on Clemson Area Transit; they are a primary commute option that we promote in any venue possible."**

To support the community's needs, CAT must effectively manage its available funding. To reduce spikes in capital costs and maintain fleet efficiency, CAT replaces a fraction of its fleet every other year on a rolling basis. CAT was one of the earliest transit agencies to deploy electric buses more than 10 years ago, and the current fleet is a mix of electric and diesel buses. In July 2024, CAT won a $4.6 million grant from the Federal Transit Administration to replace three of its older diesel buses with cleaner compressed natural gas buses.

The business of running a transit system in a growing area with a vibrant university means constantly evolving to meet new demands. As CAT's now retired Interim General Manager Jerry Kerns noted, **"It's a daily task for us to try to anticipate where the growth is going to be."** CAT has plans to expand further in the coming year, branching out into outlying counties and introducing additional routes, although this expansion is not yet budgeted, as there is more demand than can be met with current resources.

Coeur d'Alene, Idaho

At a glance

- Urbanized area with a population of 121,831.
- Idaho does not provide state funding for public transit.
- Rapid growth due to its popularity as an outdoor recreation destination, attracting remote workers and retirees.
- Transit service is closely coordinated between the county and the Coeur d'Alene Tribe.

Citylink operates three fixed routes connecting Coeur d'Alene and four surrounding communities, three routes that connect with tribal areas, paratransit service, and nonemergency medical transportation through a partnership with Kootenai Health.

Coeur d'Alene, Idaho, the county seat of Kootenai County, is a prominent city in the state's northern region. Coeur d'Alene, in an urbanized area with a population of 121,831,[10] has experienced notable growth in recent years, primarily due to its rise as an outdoor recreation destination, and has attracted many remote workers and retirees. Coeur d'Alene's economy, mainly based on logging and mining in the past, is now driven by tourism and recreation, health care, retail, and construction.

Coeur d'Alene's public transportation system, Citylink, is managed by Kootenai County. In 2000, Kootenai County was designated as an Urbanized Area, and in 2005, the county became the designated recipient of Federal Transit Administration funds, marking the beginning of public transportation services in the region. Initially, the county partnered with the Panhandle Area Council to manage transit services, with the Coeur d'Alene Tribe running operations. However, in 2011, the Kootenai County Board of Commissioners hired a consultant to evaluate public transportation services, and by 2012, the county took over the administration of the system.

Citylink operates three fixed routes connecting Coeur d'Alene and four surrounding communities, three routes that connect with tribal areas, paratransit service, and nonemergency medical transportation through a partnership with Kootenai Health. Fixed-route service runs Monday through Friday from 6:00 a.m. to 7:00 p.m. and on Saturdays from 9:00 a.m. to 4:00 p.m., excluding major holidays. **Most riders today rely on Citylink service to access work, grocery shopping, medical appointments, and school.**

10. U.S. Census Bureau. (n.d.). 2020 Census urban areas. https://www2.census.gov/geo/docs/reference/ua/2020_Census_ua_list_all.xlsx

Durant, a current participant in Project SEARCH, and his family have had to get creative with their transportation plans since Citylink's fixed-route service doesn't serve the area where they live....The limited access to public transit may limit the jobs Durant can pursue after graduation.

Citylink North provides origin-to-destination Americans with Disabilities Act (ADA) complementary paratransit services within a ¾ mile radius of the regular routes, along with a supplemental "Ring-a-Ride" service for seniors aged 65 and older and individuals with disabilities in designated zones outside the paratransit service area.

The Coeur d'Alene Tribe, through a subrecipient agreement with the county, provides fixed-route transit services in Kootenai County, including driver staffing and maintenance of the fixed-route buses. Additionally, the Tribe offers deviated fixed-route and demand-response services to the communities of Worley, Plummer, Tensed, and DeSmet in the southern parts of Kootenai and Benewah Counties, using their own funding. Both the Coeur d'Alene Tribe and Kootenai County share the Citylink brand—Citylink North is overseen by Kootenai County, while the Tribe manages Citylink South. Kootenai County reimburses the Tribe for eligible expenses related to the operation of Citylink North, primarily covering driver costs and bus maintenance. Any portion of their eligible expenses not reimbursed by Kootenai County is considered a contribution to local match by the Tribe.

Among the many community members who use transit, it is particularly important for participants in Project SEARCH. This high school transition program provides education and training to young adults with intellectual and developmental disabilities. A recent program graduate, Bryce, uses Citylink to get to his job at Les Schwab Tire Center in Hayden. Bryce says that the bus gives him his independence. He doesn't have a car, and his only other way to get to work is to have his dad drive him. "My dad is not always going to be available. So, that means **if I didn't have access to the bus, I would be kind of stuck."** Durant, a current participant in Project SEARCH, and his family have had to get creative with their transportation plans since Citylink's fixed-route service doesn't serve the area where they live. Each morning, Durant's mom drives him to the Kroc Center, a community center that opens at 5:00 a.m., on her way to work. Durant waits for the bus until 6:00 a.m. Then, he rides the bus to Project SEARCH for the day and returns to the Kroc Center in the evening. This plan works out well now, but the limited access to public transit may limit the jobs Durant can pursue after graduation. Durant worked as a summer intern at Shabby Fabrics, an online quilting shop. Shabby Fabrics recently relocated its headquarters from Coeur d'Alene to neighboring Post Falls to expand its warehouse space. The new warehouse is no longer served by Citylink, which has been a challenge for some employees and is a barrier to long-term employment for Durant.

Enderud sees the value of transit in the community and knows many people rely on it to get to work and medical appointments — including her own mother, who uses the Ring-a-Ride program, a service for residents over the age of 65 who have a physical mobility challenge and/or live where public transportation is insufficient or unavailable.

Shelly Enderud, city administrator for Post Falls, expressed that the city would like to be able to fund expanded transit service and bus rider amenities, but limited resources are already stretched thin. Enderud sees the value of transit in the community and knows many people rely on it to get to work and medical appointments — including her own mother, who uses the Ring-a-Ride program, a service for residents over the age of 65 who have a physical mobility challenge and/or live where public transportation is insufficient or unavailable.

Citylink is in the process of developing a strategic service plan aimed at meeting the future transportation demands of Coeur d'Alene and surrounding communities with its limited resources. **The state of Idaho doesn't contribute any funds to Citylink. There are limited options for raising local dollars beyond soliciting local matches from communities within the service area each year,** which Chad Ingle, program manager for Kootenai County Transit Department, described as a constant cycle of "trying to sell transit on a daily, weekly, monthly basis."

David Waterhouse, who oversees fixed-route services for the Kootenai County Transit Department, has gotten to know many riders over the years, including seniors and people with disabilities who rely on Citylink's service, underscoring the value of the work he and his colleagues put in each day. **"Some people feel that public transit isn't for everyone—that it's for others, not them. We're trying to change that perception."**

Flagstaff, Arizona

At a glance

- A fast-growing urbanized area with a population of 79,842.
- 83% of city residents live within ¾ mile of transit.
- Ridership grew from FY '22 to FY '23 by 21%.
- Known for year-round outdoor recreation, it attracts both residents and visitors.
- Home to health care facilities, educational institutions, and diverse businesses, driving economic growth.

Eighty-three percent of city residents live within ¾ mile of transit, but the frequency of that service varies: The nine fixed routes include one that runs every eight minutes and one that runs once an hour, while most run at a 20- to 30-minute frequency.

High in the mountains of northern Arizona, Flagstaff is a fast-growing urbanized area of 79,842[11] people where residents and visitors alike enjoy opportunities for outdoor recreation all year round. With health care facilities, educational institutions, and a wide variety of businesses, Flagstaff also serves as the regional hub for the surrounding Coconino County, which is twice the size of the state of Maryland. As more new residents arrive, the need for affordable transportation has grown, and the Mountain Line Transit Authority has stepped up to meet the need.

Mountain Line is an independent transit authority providing service to the city of Flagstaff and the surrounding area through fixed-route service, on-demand microtransit, vanpools, and ADA paratransit. Eighty-three percent of city residents live within ¾ mile of transit, but the frequency of that service varies: The nine fixed routes include one that runs every eight minutes and one that runs once an hour, while most run at a 20- to 30-minute frequency. Service runs seven days a week, with service on weekdays starting at 6:00 a.m. and ending at 10:00 p.m. Mountain Line has also added a winter route that serves the snow recreation areas, where 2- to 3-hour traffic delays were becoming common.

Mountain Line did not cut service during the pandemic but still saw a 50% decrease in ridership across the system, with ridership on routes serving students down by 75% and a 30% decrease in ridership on all other lines. Post-pandemic, ridership has remained strong, but the agency has at times had to restrict service due to a shortage of qualified drivers (an issue affecting transit agencies nationally after the pandemic). From that challenge, a new partnership emerged.

11. U.S. Census Bureau. (n.d.). 2020 Census urban areas. https://www2.census.gov/geo/docs/reference/ua/2020_Census_ua_list_all.xlsx

Mountain Line is also a key component of the City of Flagstaff's Regional Plan 2045, which aims to create a vibrant urban core that can accommodate continued population growth and keep the regional economy strong.

The Flagstaff Unified School District (FUSD) was also facing a shortage of drivers, leading to overcrowded school buses and long rides for students. Realizing the situation was unsustainable, the school district eliminated yellow bus service for out-of-district middle school students and all high school students within the city limits. FUSD partnered with Mountain Line to encourage those students to ride the city buses instead, using passes supplied by FUSD. Mountain Line rose to the challenge, working closely with the school district to educate students and their families on nearby routes and how to use the bus system. As a result, more than 1,000 students (about 60% of those eligible) are now riding public transit to school, reducing traffic in school zones and saving money for the school district. FUSD Superintendent Mike Penca says he "doesn't know what we would have done" without Mountain Line.

Mountain Line is also a key component of the City of Flagstaff's Regional Plan 2045, which aims to create a vibrant urban core that can accommodate continued population growth and keep the regional economy strong. Flagstaff's residents have also recognized how important transit is to the daily life of their community. In 2023, when a regional hospital proposed to relocate to an area without transit access, voters rallied against the move, noting, among other things, the challenges that the lack of transit would create for patients, families, and staff.

In November 2024, voters in Flagstaff approved a nearly 70% increase in the portion of the sales tax dedicated to transit, bringing it to a half-cent per dollar and allowing the city to continue supporting Mountain Line's 5-year growth plan. The growth plan includes service to more areas, later hours on Fridays and Saturdays, and an increase in both weekday and weekend frequency. Voters supporting the tax recognized the importance to the regional economy of supporting the tourism and hospitality industry, which requires a significant weekend and evening workforce.

While city and county contributions and rider fares contribute to Mountain Line's success, federal funding provides the majority of Mountain Line's resources. All of the authority's buses have been purchased with federal funding, and the authority intends to use federal funding to replace its current buses as they reach the end of their useful life. **If federal funding were reduced, the impact would be felt by riders.** As CEO and GM Heather Dalmolin noted, "If I have to replace buses with 100% local funding, that's less service I have on the streets." On the other hand, steady, robust, and reliable federal funding provides the security needed for Mountain Line and the community it serves to make the investments needed to improve and expand service and keep the regional economy moving.

Jonesboro, Arkansas

At a glance

- Urbanized area population of 73,781.
- One-third of public transit riders do not have a driver's license.
- Local health care providers, including St. Bernards Medical Center and dialysis companies, pay for patient fares, ensuring access to life-saving treatment.
- Heavily reliant on federal funding, with few local revenue options.

A third of JET's passengers do not have driver's licenses and rely on JET for connection to critical destinations.

Located in northeast Arkansas, Jonesboro is a community in an urbanized area of 73,781[12] people with a local economy based primarily upon manufacturing and agricultural production. The city has emerged from the COVID-19 pandemic with a focus on restoring downtown activity and nightlife. These plans, as well as the community's paratransit and medical needs, are supported by Jonesboro Economical Transportation (JET), the local transit service operated by the city.

JET runs six days a week, with reduced hours on Saturdays and no service on Sundays. On weekdays, the buses run from 5:00 or 6:00 a.m. (depending on the route) to 6:00 or 7:00 p.m. Sustaining its community with an annual ridership of 85,759 unlinked passenger trips in 2022, JET provides its service with variable fares, with discounted fares for youth and elderly riders. JET's passengers use the service for a variety of reasons: About one-quarter of trips are taken to and from work, another quarter to medical appointments, and the remainder for grocery and other shopping, as well as social and leisure activities.[13] **A third of JET's passengers do not have driver's licenses and rely on JET for connection to critical destinations.**

JET has successfully developed local partnerships to support its service. Local health care providers, including the St. Bernards Medical Center and two dialysis companies, pay for their patients' fares on JET, ensuring that transportation to life-saving treatment remains available and affordable for families. In addition, the Jonesboro Chamber of Commerce advertises for JET, helping promote their services to the local community. **JET's goal is ultimately to extend services to more local and regional businesses and workplaces to better support the economy of the region.**

12. U.S. Census Bureau. (n.d.). 2020 Census urban areas. https://www2.census.gov/geo/docs/reference/ua/2020_Census_ua_list_all.xlsx
13. City of Jonesboro. (n.d.). JET Transit Study.https://www.jonesboro.org/502/JET-Transit-Study

Mr. Bilbrey said that “money is [JET’s] biggest holdback” and that with more federal funding, they could initiate studies into how they could link transit to factories and bolster the use of transit for work and other improvements to the local economy.

While JET has sought local partnerships where they could, most of their support comes from federal funding. As Mike Bilbrey, JET’s transportation options coordinator, observed, **the transit system “lives or dies by government grants.”** The city recently purchased seven new buses, replacing five older ones and expanding its fleet by two, with assistance from a Federal Transit Administration competitive grant that the city successfully applied for. JET also plans to add 40 more bus shelters around the city to better serve local businesses and residents. Mr. Bilbrey said that “money is [JET’s] biggest holdback” and that with more federal funding, they could initiate studies into how they could link transit to factories and bolster the use of transit for work and other improvements to the local economy.

Manchester, New Hampshire

At a glance

- New Hampshire's most populated city, in an urbanized area of 163,289 people.
- New Hampshire provides little to no state funding for transit, so the Manchester Transit Authority relies on local partnerships and property taxes.
- Post-pandemic ridership has surpassed 2019 levels, highlighting strong transit demand.

The MTA system supports the city's economy, connecting workers, students, and seniors to essential services while fostering unique partnerships with businesses and educational institutions to provide their service with limited resources.

Manchester is New Hampshire's most populated city, with a population of 163,289[14] in the urbanized area. Key economic drivers[15] today include biofabrication, technology, and manufacturing. The Manchester Transit Authority (MTA) is the public transportation provider for Manchester and its surrounding areas. MTA's ridership has bounced back quickly post-pandemic, already exceeding 2019 levels. The MTA system supports the city's economy, connecting workers, students, and seniors to essential services while fostering unique partnerships with businesses and educational institutions to provide their service with limited resources.

MTA operates fixed-route buses, paratransit services, and intercity express routes while maintaining flexibility to expand and innovate. **About one-third of riders use transit for work, one-third are students commuting to local universities, and one-third are seniors accessing health care and shopping.** Today, MTA operates 13 regular bus routes throughout Manchester, including a free downtown circulator known as the Green DASH (Downtown Area Shuttle). These routes primarily serve the city of Manchester, with lines extending into neighboring communities such as Bedford, Goffstown, Hooksett, and Londonderry. The MTA express routes serve Concord, Nashua, and Salem, enhancing regional connectivity.

In 2019, MTA absorbed the Cooperative Alliance for Regional Transportation (CART), which provides fixed-route and on-demand services around southern New Hampshire. Because a significant amount of on-demand trip requests in the CART service area were between senior living centers, grocery stores, and other retail destinations, MTA launched the Salem Shopper route.

14. U.S. Census Bureau. (n.d.). 2020 Census urban areas. https://www2.census.gov/geo/docs/reference/ua/2020_Census_ua_list_all.xlsx
15. City of Manchester, NH. (n.d.). Economic Development. https://www.manchesternh.gov/Departments/Economic-Development

CalLogix, a fully integrated contact center that provides customer service for a range of companies, pays the local match for the route that serves its headquarters in Bedford, New Hampshire.

This circulator route connects riders to popular destinations more efficiently and frees up the on-demand vehicles to serve riders going to other destinations. Further, MTA plans to launch a new service connecting the communities in southern New Hampshire to Manchester medical centers by the summer of 2025.

MTA prioritizes sustainable growth and is constantly identifying innovative ways to fund its service and meet the needs of its riders. MTA's executive director, Mike Whitten, said, **"If we're going to do an expansion of service, I want the riders to be able to depend on it."** Plans are underway for an autonomous downtown shuttle serving the Mill Yard, a growing tech and business hub. The goals are to improve efficiency and expand the workforce pool, as there are fewer physical and training requirements to oversee autonomous vehicles, allowing employees to focus on customer service.

Manchester is building its first dedicated transit center to replace the current configuration of sidewalk stops at the main transit hub. The $25 million project will provide riders shelter from the elements and give operators facilities for breaks between runs.

As the state of New Hampshire contributes little to no funding to MTA, they have turned to unique partnerships to cover their costs. MTA has strong partnerships with local businesses and universities, such as Southern New Hampshire University (SNHU) and CalLogix, which fund routes benefiting their facilities. Today, MTA relies heavily on local property taxes, as New Hampshire lacks income and sales taxes. Innovative funding strategies and partnerships help bridge the gap. SNHU includes transit passes for students in tuition and student fees and provides the local match for the route that serves the campus. MTA also partners with Manchester's school district to operate traditional school buses (without federal funding), establishing a unique revenue stream it uses as the local match for federal funding sources.

CalLogix, a fully integrated contact center that provides customer service for a range of companies, pays the local match for the route that serves its headquarters in Bedford, New Hampshire. CalLogix's first call center was centrally located in downtown Manchester. Many of their employees walked or used transit to get to work. In 2006, they opened a second call center in the neighboring community of Bedford. Due to client demand and a need to update technology, the company expanded its footprint at its Bedford office and closed the Manchester office.

At that time, many seasoned employees expressed that they didn't have a way to get to and from the Bedford office. That's when CalLogix CEO Sherry Leonard started looking into public transit options.

At that time, many seasoned employees expressed that they didn't have a way to get to and from the Bedford office. That's when CalLogix CEO Sherry Leonard started looking into public transit options. She found there wasn't much transit service in Bedford, and the existing routes didn't serve the company's new office. Together, Leonard and Whitten worked out an arrangement where CalLogix would contribute the local match for the route that, with a new stop, would serve their new office three times per day—at 8:30 a.m., 11:30 a.m., and 5:30 p.m. "I didn't want people to lose their jobs, especially people who've been with us for a while," said Leonard. **"Having transit service at our office has been a huge help for our business and our employees. It would be great to be able to expand it, especially during evening hours and weekends. I think other businesses could benefit from following our lead."**

Rocky Mount, North Carolina

At a glance

- Hub of the urbanized area in Edgecombe and Nash counties with a population of 63,279.
- Serves as a regional resource hub for many rural communities in northeastern North Carolina.
- Most riders rely on Tar River Transit as their only transportation option for work, medical care, and essential errands.
- Most funding goes toward operating the existing fleet, leaving little for infrastructure improvements and new vehicles.

Rocky Mount serves as a resource hub for many rural communities in the northeastern part of the state, which makes its public transit system, Tar River Transit, all the more important.

Rocky Mount, North Carolina, is the hub of the urbanized area in Edgecombe and Nash counties, with a population of 63,279.[16] Historically, Rocky Mount's economy relied on agriculture and textile manufacturing, but in recent years, it has expanded to include pharmaceuticals and manufacturing, with Pfizer as the leading employer. Rocky Mount serves as a resource hub for many rural communities in the northeastern part of the state, which makes its public transit system, Tar River Transit, all the more important.

Todd Gardner, the City of Rocky Mount's transit manager, says he **"wants public transportation to be accessible to everyone who needs it,"** which is reflected in the variety of transportation services Tar River Transit offers Rocky Mount and its surrounding areas. The services offered include these:

- Fixed-Route Bus Service: Operating within Rocky Mount, Tar River Transit provides 10 routes covering key areas, including schools, shopping centers, health care facilities, and residential areas. Services run Monday through Friday from 6:45 a.m. to 6:45 p.m. and Saturday from 9:15 a.m. to 5:45 p.m., with no service on Sundays.
- Paratransit Services: The Dial-A-Ride Transportation Service (DARTS) offers curb-to-curb transportation for individuals with disabilities who cannot access fixed-route services.
- Rural General Public Program: This service provides transportation for residents of Nash and Edgecombe counties, connecting them to destinations within Rocky Mount.
- Night Shuttle: Operating from 6 p.m. to midnight on weekdays, the Night Shuttle caters to second-shift workers and students, serving destinations within Rocky Mount and both Nash and Edgecombe Community Colleges.

16. U.S. Census Bureau. (n.d.). 2020 Census urban areas. https://www2.census.gov/geo/docs/reference/ua/2020_Census_ua_list_all.xlsx

Rocky Mount still faces challenges with limited resources for infrastructure improvements and new vehicles, as most of its funding goes toward operating its existing fleet.

These services have proven to be essential, especially as most people who use Tar River Transit don't have other ways to get to important destinations like work and medical care. Because of this need, Tar River Transit maintained full service during the COVID-19 pandemic, offering free fares to support the community. Larry Herring, a regular Tar River Transit rider who is blind, relies on the service to get to the gym, his medical appointments, and other errands. Herring would like more service hours seven days a week and stressed the importance of Tar River Transit service for him personally. **Having access to public transit "means I don't have to depend on anyone else. It gives me my independence. I set up my own schedule and rides in advance to get me to the places I need to go," Herring said.**

While state funding has remained steady over time and there was an increase in federal funding after passage of the Infrastructure Investment and Jobs Act in 2021, Rocky Mount still faces challenges with limited resources for infrastructure improvements and new vehicles, as most of its funding goes toward operating its existing fleet. Like other transit agencies of this size, Tar River Transit is considering opportunities to modernize the system and increase efficiencies by exploring microtransit and electronic fare systems.

In recent years, efforts have been made to revitalize Rocky Mount's downtown area, with an emphasis on economic development and housing. Several routes serve the downtown area, but new development offers opportunities to serve more residents. Today, resources are limited, but Gardner said, **"If I had more resources, I'd definitely be thinking about more service."**

Sioux Falls, South Dakota

At a glance

- Largest city in South Dakota in an urbanized area with a population of 194,283.
- Ridership grew from FY '22 to FY '23 by 25.7%.
- Growing demand for on-demand rides has exceeded expectations, but funding limits available service.
- Economy relies on manufacturing, food processing, health care, and finance.

Sioux Falls pursued a contract with Via Mobility, which now operates the SAM service on its behalf. This new partnership has led to significant changes, including the introduction of on-demand service in addition to fixed route and paratransit service.

Sioux Falls, South Dakota, is the center of a small urbanized area with a total population of 194,283.[17] The economy of Sioux Falls depends on manufacturing, food processing, health care, and finance. Bren Schweitzer, the transit program coordinator for the City of Sioux Falls, shared about the growing pains of living in and serving a community that's growing in population by about 2% per year but that still has a small-town mentality. Nevertheless, the city's new approach to transit has left her optimistic and excited about the future.

Schweitzer has been at the forefront of the changes to Sioux Falls's transit system, Sioux Area Metro (SAM), in the past few years. **Post-pandemic, the city has focused on modernizing its transit services to increase efficiency and convenience for its riders.** To that end, Sioux Falls pursued a contract with Via Mobility, which now operates the SAM service on its behalf. This new partnership has led to significant changes, including the introduction of on-demand service in addition to fixed route and paratransit service. In August 2024, a citywide program for on-demand service was launched, allowing riders to book a ride anywhere within the city limits Monday through Friday between 5:45 a.m. and 9:15 p.m. and between 7:45 a.m. and 6:15 p.m. on Saturdays. This app-based service integrates with the fixed-route system, taking riders curb-to-curb or connecting them to fixed routes. Riders without smartphones can book rides through a phone call, but this option is rarely used; according to Schweitzer, 90% of rides are currently booked through the app.

In the fall of 2022, SAM began offering free fares for youth riders. Children 10 and under always ride free, though they must be accompanied by an adult.

17. U.S. Census Bureau. (n.d.). 2020 Census urban areas. https://www2.census.gov/geo/docs/reference/ua/2020_Census_ua_list_all.xlsx

Tracy Bieber, a program manager for the group, has led two innovative practices called “navigation experiences,” where CHWs are given a destination and have to figure out how to get there using public transit.

Youth ages 11-18 can ride the bus unaccompanied for free with a current school ID or Freedom Pass, which can be obtained at no cost from the SAM offices or the Downtown Bus Depot.

In September 2024, Sioux Falls reduced its fixed routes from 12 to nine due to a focus on increasing frequency and creating more efficient routes that could be supplemented through on-demand rides, representing a significant shift toward a more modern, flexible, and tech-centric transit system.

Ridership in Sioux Falls has been steadily increasing post-pandemic. Implementing the aforementioned changes has contributed to the increase in ridership, which is both a metric of success and a strain on current resources. **Since launching the on-demand service, demand for rides has been higher than expected, but available funding has limited the amount of on-demand service SAM can provide.**

Historically, employment and medical care have been the top uses for public transit in Sioux Falls. Since that is the case, the Community Health Worker Collaborative of South Dakota, a statewide network of community health workers (CHWs), regularly uses the transit system in Sioux Falls to be able to assist their clients. Tracy Bieber, a program manager for the group, has led two innovative practices called “navigation experiences,” where CHWs are given a destination and have to figure out how to get there using public transit. It provides the CHWs firsthand experience navigating the system, so they can better support their clients, and it is an opportunity to gather feedback for the transit agency. In the long term, Bieber and the CHWs agree that increased funding, better stop amenities, more frequent services, and simplified technology are needed to maximize the benefits of transit in the community. While there are some issues to be worked out as riders adapt to new technologies, Bieber is optimistic that strong partnerships and a shared commitment to serving the transit riders of Sioux Falls will result in a robust transit system that meets the various needs of riders.

RECOMMENDATIONS

Transit services in small urban areas are becoming more modern and efficient as new technologies and new partnerships take effect. At the same time, demand for transit is growing, and available resources are not keeping pace. Congress has the opportunity to help meet the needs of these communities in the upcoming reauthorization of the federal transportation program. Based on the interviews conducted with transit and community leaders in the seven case study areas, we offer the following recommendations for federal action:

1. **Congress should increase funding for transit service in both the urban and rural programs. Several of the case study cities make use of funding from both programs, as they serve small urban as well as rural areas.** This funding would enable transit systems in these communities to meet a greater portion of the demand than they can today.
2. **Congress should reduce barriers to using federal funding efficiently by empowering transit providers to blend funding from multiple federal programs.** Funding for transit is available from a variety of federal agencies, including not only the U.S. Department of Transportation but also the Veterans Administration, Department of Defense, and Department of Health and Human Services. Today, many of these federal funds come with strings attached that prevent transit providers from effectively coordinating different types of services.
3. **Congress should make it easier to use federal funding for transit by reducing the local match required for operating funding from 50% to 20%.** Most federal transportation funding requires a 20% match. Reducing the match for transit operations funding would help small communities stretch their limited resources further.
4. **Congress should fund the Federal Transit Administration to develop a team of experts who can be deployed to support staff at transit agencies that serve small urban areas.** These technical experts should have specialized knowledge of strategies appropriate to areas of this size so that they can advise agencies that are expanding or modernizing their systems.

CONCLUSION

As America enters the second quarter of the 21st century, transit is experiencing a renaissance, transforming into a more modern, more convenient travel option chosen by millions daily. Transit is an essential lubricant for the smooth functioning of our economy—bringing people to work, school, and the hundreds of other places that make up a robust and vibrant community.

Small urban communities are participating in this renaissance through innovations in the service they deliver and the partnerships they develop. These communities make the most of every transit dollar, maximizing efficiencies whenever possible. Yet, demand for transit is exceeding supply. Congress can address this gap in the next transportation reauthorization by providing more robust funding for transit and empowering local communities with the tools they need to deploy those funds effectively.

APPENDIX

The federal Urbanized Area Formula Program allocates transit funds to states based in part on the population living in small urban areas in the state. There are about 320 small urban areas in the United States.

For purposes of this report, we have focused on those places that provide transit service for their community and are not primarily served by larger regional transit systems. This represents a subset of all small urban areas in the U.S. These areas are listed below, as reported in the National Transit Database for 2023, the most recent data available.

List of Small Urbanized Areas Reporting to the NTD, with 2020 Population	
Fairbanks, AK	71,396
Wasilla--Knik-Fairview--North Lakes, AK	53,444
Anniston--Oxford, AL	78,302
Auburn, AL	100,842
Decatur, AL	60,458
Dothan, AL	72,423
Fairhope--Daphne, AL	76,807
Florence, AL	78,925
Gadsden, AL	57,975
Tuscaloosa, AL	156,450
Fort Smith, AR--OK	125,811
Hot Springs, AR	59,133
Jonesboro, AR	73,781
Bullhead City, AZ--NV	54,396
Casa Grande, AZ	50,981
Flagstaff, AZ	79,842
Lake Havasu City, AZ	59,017
Maricopa, AZ	57,771
Prescott--Prescott Valley, AZ	92,427
Sierra Vista, AZ	54,274

APPENDIX

List of Small Urbanized Areas Reporting to the NTD, with 2020 Population	
Yuma, AZ--CA	135,717
Camarillo, CA	76,338
Chico, CA	111,411
Davis, CA	77,034
El Centro, CA	74,376
El Paso de Robles (Paso Robles)—Atascadero, CA	67,804
Fairfield, CA	150,122
Hanford, CA	66,638
Lodi, CA	73,090
Lompoc, CA	54,287
Madera, CA	81,635
Manteca, CA	86,674
Merced, CA	150,052
Napa, CA	84,619
Petaluma, CA	65,227
Porterville, CA	69,862
Redding, CA	120,602
San Luis Obispo, CA	56,904
Santa Cruz, CA	169,038
Santa Maria, CA	143,609
Seaside—Monterey—Pacific Grove, CA	123,495
Simi Valley, CA	127,364
Tracy—Mountain House, CA	120,912
Turlock, CA	79,203
Vacaville, CA	101,027
Vallejo, CA	175,132
Visalia, CA	160,578
Yuba City, CA	125,706
Petaluma, CA	57,975
Porterville, CA	69,862

List of Small Urbanized Areas Reporting to the NTD, with 2020 Population	
Redding, CA	120,602
San Luis Obispo, CA	56,904
Santa Cruz, CA	169,038
Santa Maria, CA	143,609
Seaside—Monterey—Pacific Grove, CA	123,495
Simi Valley, CA	127,364
Tracy—Mountain House, CA	120,912
Turlock, CA	79,203
Vacaville, CA	101,027
Vallejo, CA	175,132
Visalia, CA	160,578
Yuba City, CA	125,706
Boulder, CO	120,828
Grand Junction, CO	135,973
Greeley, CO	137,222
Pueblo, CO	120,642
Danbury, CT—NY	171,680
Norwich--New London, CT	167,432
Waterbury, CT	199,317
Beverly Hills—Homosassa Springs—Pine Ridge, FL	96,729
Fernandina Beach—Yulee, FL	50,805
Leesburg—Eustis—Tavares, FL	151,523
Ocala, FL	182,647
Panama City—Panama City Beach, FL	162,060
Port Charlotte--North Port, FL	199,998
Spring Hill, FL	169,050
St. Augustine, FL	91,786
The Villages—Lady Lake, FL	161,736
Vero Beach—Sebastian, FL	174,292
Albany, GA	85,960

APPENDIX

List of Small Urbanized Areas Reporting to the NTD, with 2020 Population	
Athens-Clarke County, GA	143,213
Dalton, GA	67,830
Gainesville, GA	164,365
Hinesville, GA	53,107
Macon-Bibb County, GA	140,111
Rome, GA	60,403
Valdosta, GA	76,769
Dededo—Apotgan—Tamuning, GU	128,164
Kahului—Wailuku, HI	57,905
Ames, IA	66,342
Cedar Rapids, IA	192,844
Dubuque, IA—IL	70,332
Iowa City, IA	126,810
Sioux City, IA—NE—SD	113,066
Waterloo, IA	114,139
Coeur d'Alene, ID	121,831
Lewiston, ID—WA	54,798
Nampa, ID	177,561
Pocatello, ID	72,211
Beloit, WI—IL	63,073
Bloomington—Normal, IL	134,100
Champaign, IL	147,452
Decatur, IL	86,287
DeKalb, IL	64,736
Kankakee, IL	66,530
Springfield, IL	159,265
Anderson, IN	79,517
Bloomington, IN	110,103
Columbus, IN	60,982
Elkhart, IN—MI	148,199

List of Small Urbanized Areas Reporting to the NTD, with 2020 Population	
Kokomo, IN	62,576
Lafayette, IN	157,100
Michigan City—La Porte, IN—MI	71,367
Muncie, IN	84,382
Terre Haute, IN	79,862
Valparaiso—Shorewood Forest, IN	51,867
Lawrence, KS	94,998
Manhattan, KS	60,454
Topeka, KS	148,956
Bowling Green, KY	97,814
Elizabethtown—Radcliff, KY	76,441
Owensboro, KY	76,433
Paducah, KY--IL	50,833
Alexandria, LA	78,305
Hammond, LA	72,526
Houma, LA	145,482
Lake Charles, LA	162,501
Monroe, LA	119,964
Slidell, LA	91,587
Leominster—Fitchburg, MA	111,790
New Bedford, MA	155,491
Pittsfield, MA	50,720
Frederick, MD	176,456
Hagerstown, MD—WV—PA—VA	197,557
Lexington Park—California—Chesapeake Ranch Estates, MD	62,352
Salisbury, MD--DE	78,075
Waldorf, MD	118,601
Bangor, ME	61,539
Lewiston, ME	60,743
Portsmouth, NH—ME	95,090

APPENDIX

List of Small Urbanized Areas Reporting to the NTD, with 2020 Population	
Battle Creek, MI	75,513
Bay City, MI	68,472
Benton Harbor—Lincoln—St. Joseph, MI	61,888
Holland, MI	107,034
Jackson, MI	84,307
Midland, MI	52,340
Monroe, MI	57,260
Muskegon—Norton Shores, MI	166,414
Port Huron, MI	82,226
Saginaw, MI	116,058
South Lyon—Hamburg—Genoa, MI	145,963
Traverse City—Garfield, MI	56,890
Duluth, MN—WI	119,411
Mankato, MN	60,206
Rochester, MN	121,587
St. Cloud, MN	117,638
Cape Girardeau, MO—IL	55,546
Columbia, MO	141,831
Jefferson City, MO	50,775
Joplin, MO	86,679
St. Joseph, MO—KS	77,187
Hattiesburg, MS	80,821
Billings, MT	128,787
Bozeman, MT	59,080
Great Falls, MT	67,097
Helena, MT	52,380
Missoula, MT	88,109
Burlington, NC	145,311
Gastonia, NC	176,897
Goldsboro, NC	54,456
Greenville, NC	120,150
High Point, NC	167,830

List of Small Urbanized Areas Reporting to the NTD, with 2020 Population	
Jacksonville, NC	111,224
Pinehurst—Southern Pines, NC	50,319
Rocky Mount, NC	63,297
Bismarck, ND	98,198
Grand Forks, ND—MN	68,160
Minot, ND	50,925
Grand Island, NE	55,099
Dover—Rochester, NH—ME	72,391
Manchester, NH	163,289
Portsmouth, NH—ME	95,090
Vineland, NJ	87,226
Farmington, NM	51,763
Las Cruces, NM	139,338
Santa Fe, NM	94,241
Bullhead City, AZ—NV	54,396
Carson City, NV	61,629
Binghamton, NY	155,942
Elmira, NY	62,468
Glens Falls, NY	71,191
Ithaca, NY	59,102
Kiryas Joel, NY	71,582
Middletown, NY	61,516
Watertown, NY	51,832
Lima, OH	68,630
Lorain—Elyria, OH	199,067
Mansfield, OH	73,545
Middletown, OH	93,608
Newark, OH	81,223

APPENDIX

List of Small Urbanized Areas Reporting to the NTD, with 2020 Population	
Sandusky—Port Clinton, OH	61,743
Springfield, OH	82,369
Steubenville—Weirton, OH—WV—PA	64,981
Enid, OK	50,194
Lawton, OK	87,464
Norman, OK	120,191
Albany, OR	62,074
Bend, OR	106,988
Corvallis, OR	66,791
Grants Pass, OR	55,724
Medford, OR	171,640
Altoona, PA	74,426
Erie, PA	187,820
Hazleton, PA	50,860
Johnstown, PA	61,521
Lebanon, PA	75,485
State College, PA	83,674
Williamsport, PA	55,344
Arecibo, PR	123,724
Barceloneta—Florida—Bajadero, PR	65,070
Fajardo, PR	68,587
Guayama, PR	52,290
Mayagüez, PR	91,583
Ponce, PR	118,345
Yauco, PR	63,885
Anderson—Clemson, SC	118,369
Bluffton East—Hilton Head Island, SC	71,824
Florence, SC	89,436
Spartanburg, SC	196,943
Sumter, SC	68,825
Rapid City, SD	85,679

List of Small Urbanized Areas Reporting to the NTD, with 2020 Population	
Sioux Falls, SD	194,283
Bristol, TN—VA	70,638
Cleveland, TN	73,918
Jackson, TN	72,809
Johnson City, TN	128,519
Kingsport, TN—VA	98,411
Morristown, TN	66,539
Murfreesboro, TN	177,313
Spring Hill, TN	60,309
Abilene, TX	118,138
Beaumont, TX	146,649
Eagle Pass, TX	54,083
Galveston—Texas City, TX	191,863
Longview, TX	107,099
Odessa, TX	154,818
Port Arthur, TX	116,819
San Angelo, TX	99,982
San Marcos, TX	70,801
Sherman—Denison, TX	66,691
Texarkana, TX—AR	78,744
Tyler, TX	131,028
Victoria, TX	65,986
Waco, TX	192,844
Wichita Falls, TX	97,039
Logan, UT	113,927
St. George, UT	134,109
Blacksburg—Christiansburg, VA	72,400
Bristol, TN—VA	70,638
Charlottesville, VA	104,191
Fredericksburg, VA	167,679
Harrisonburg, VA	73,377

APPENDIX

List of Small Urbanized Areas Reporting to the NTD, with 2020 Population	
Lynchburg, VA	125,596
Staunton—Waynesboro, VA	59,065
Williamsburg, VA	89,585
Winchester, VA	83,377
Virgin Islands, VI	87,146
Burlington, VT	118,032
Bellingham, WA	128,979
Lewiston, ID—WA	54,798
Longview, WA—OR	69,841
Mount Vernon, WA	66,825
Walla Walla, WA—OR	50,013
Wenatchee, WA	78,142
Yakima, WA	133,145
Beloit, WI—IL	63,073
Eau Claire, WI	105,475
Fond du Lac, WI	54,731
Janesville, WI	72,285
Kenosha, WI	125,865
La Crosse, WI—MN	98,872
Oshkosh, WI	76,190
Racine, WI	134,877
Sheboygan, WI	74,369
Wausau, WI	77,429
Beckley, WV	57,468
Charleston, WV	140,958
Hagerstown, MD—WV—PA—VA	197,557
Morgantown, WV	77,620
Parkersburg, WV—OH	62,500
Wheeling, WV--OH	57,695
Casper, WY	67,751
Cheyenne, WY	79,250

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Any errors are Alliance for a Just Society's alone.

ABOUT ALLIANCE FOR A JUST SOCIETY

Alliance for a Just Society (AJS) is a national center for innovative organizing and strategy based in Seattle, Washington. We build powerful organizations and communities. We fight for racial, social, and economic justice.