BY THE NUMBERS: DEFINITION, DEMOGRAPHICS, AND CLIMATE RISKS OF U.S. COASTAL CITIES

URBAN OCEAN LAB

September 2022

By Lauren Linsmayer, Lara Croushore, Jenisha Shrestha, Sheetal Shah, Megan Davis, Jean Flemma, and Ayana Elizabeth Johnson.

With support from research fellows Sonia Wang, Benita Lily Cheng, Eana Bacchiocchi, Madeleine Traynor, Alexandra Swanson, Laier-Rayshon Smith, and Mahak Agrawal.

Twenty percent of the U.S. population lives in coastal cities. It is critical to address the specific impacts they face from coastal climate hazards.

Urban Ocean Lab's mission is to cultivate rigorous, creative, equitable, and practical climate and ocean policy for the future of coastal cities. To inform this work, it is key to know more about the people who call these complex and increasingly vulnerable urban areas home. This memo presents our definition of "coastal city" and an analysis of the demographics of coastal city populations. We find that 20 percent of the U.S. population lives in coastal cities, and approximately 60 percent of those residents identify as Black, Indigenous, and People of Color (BIPOC), compared to the national average of almost 37 percent. This study's findings and methodology are foundational to developing more equitable and effective policy solutions to confront our climate crisis and increase resilience in coastal urban areas.

INTRODUCTION

For the first time in history, over half of the global population, 4.2 billion people, lives in cities. This proportion is expected to grow to 68 percent by 2050, an additional 2.5 billion people. The U.S. is on an even more extreme path toward urbanization: it is projected that 90 percent of the U.S. population will live in cities by 2050 (compared to the current 80 percent), if recent urban population growth rates continue.

Due to the size and density of their populations, infrastructure, and economies, cities consume over two-thirds of the world's energy and are responsible for 70 percent of global carbon emissions. Cities are also at high risk from climate impacts such as extreme heat, storms, and floods, which exacerbate existing socio-economic inequities. And cities situated on or near a coast experience additional climate impacts from rising seas, erosion, increased "sunny day" (or high-tide) flooding, and increasingly intense coastal storms.

Impacts to U.S. coastal cities have cascading effects across the country due to the size and scale of our coastal economy, which, as of 2018, supported 58.3 million jobs and contributed $9.5 trillion to GDP—46 percent of total GDP. For example, Hurricane Sandy in 2012 caused $74 billion dollars in damages to homes, businesses, and critical infrastructure (such as ports) that sent shockwaves through the U.S. and global economy.

While climate change-fueled events are sometimes dramatic (like hurricanes), they are more often incremental (like sea level rise), which can mask the urgent need for action—and leave coastal cities and communities unprepared for increasing climate risks.

A NEW DEFINITION OF "COASTAL CITY"

Policy solutions for coastal cities can be more effectively formulated and implemented when there is a shared understanding of the places and people that constitute such cities. Yet, this information is surprisingly elusive, perhaps because there is no single, widely accepted definition of "coastal city." In the U.S., "coastal counties"—including shoreline and watershed counties—have become the common level of geographic resolution, as social science datasets are frequently collected and reported using county boundaries. As of 2018 (the most recent data available), nearly 40 percent of the U.S. population (about 127 million people) lived in coastal counties.

But there are no common and consensus definitions of "city,"[1] "coastal," or "coastal city"—they vary depending on the context and use. For example, "city" can be determined by population size, density, or incorporated status, while "coastal" can indicate distance from shore, tidal influence, or elevation relative to sea level.

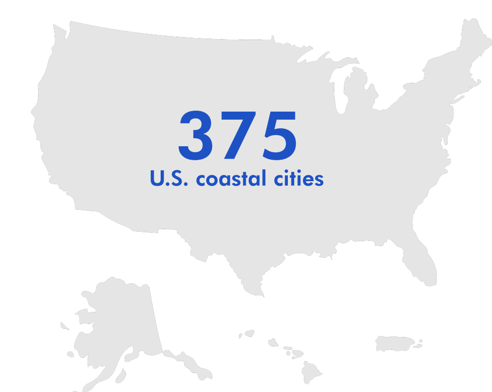
Non-standardized and amorphous definitions limit our ability to assess the impact of a wide range of coastal hazards on people, the economy, and infrastructure. They also inhibit our ability to accurately evaluate the equity implications of how coastal hazards affect different urban populations—particularly historically-disadvantaged communities. Without a solid understanding—or, for that matter, a definition—of a "coastal city," it is difficult to understand the scope of the challenges we face from New York City, to Honolulu, to Chicago and Anchorage.

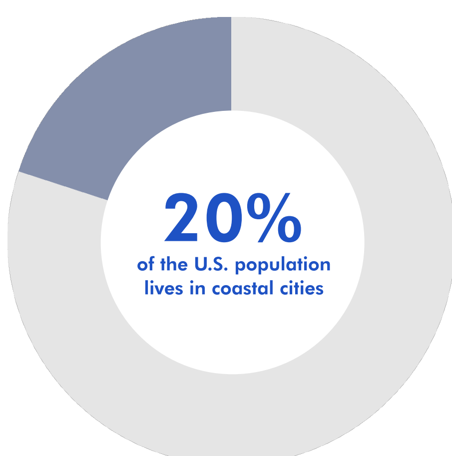
Urban Ocean Lab's definition of a "coastal city":
A densely inhabited place within a coastal county with a population of 50,000 or more.

Applying this definition, we identified coastal cities in the U.S. and calculated the total number of people living in U.S. coastal cities and some key demographics (i.e. race and ethnicity, income, education, age, sex, home ownership, birth place, and citizenship status) using spatially-explicit census survey data and our own analyses. Note that we include the Great Lakes as coastal (see methodology for further information).

KEY FINDINGS

- There are 375 coastal cities in the U.S. They collectively comprise around 0.5 percent of the total U.S. land area, and have a combined population of over 65 million people, or 20 percent of the total population.
- Nearly 60 percent of the population of U.S. coastal cities identify as Black, Indigenous, and People of Color (BIPOC), compared with the national average of approximtely 37 percent.
- Compared to national averages, coastal cities have higher poverty and unemployment rates; a higher percentage of residents who are foreign-born and non-U.S. citizens; a higher percentage of residents who lack a high school diploma; and a greater percentage of renters relative to homeowners.





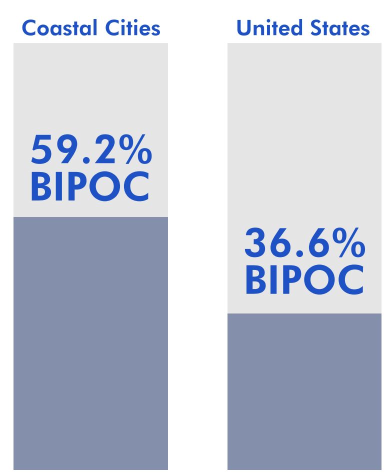


TABLE 1: POPULATION SIZE AND LAND AREA FOR U.S. COASTAL CITIES AND NATIONWIDE

	U.S. Coastal Cities	U.S. Total
Total population	65,054,677	324,697,795
% of total U.S. population	20.0%	100%
Land area (sq. miles)	15,910	3,535,932
% of total U.S. land area	0.5%	100%

TABLE 2: DEMOGRAPHIC FINDINGS FOR U.S. COASTAL CITIES AND NATIONWIDE[2]

U.S. Census Demographic Category	U.S. Coastal Cities		U.S. Total
	Mean and Standard Deviation	Maximum and Minimum	
Race & Ethnicity			
BIPOC Population[3]	59.2% (± 24.5%)	99.4% (Mayagüez, PR) 7.9% (Duluth, MN)	36.6%
Hispanic or Latino	29.9% (± 24.7%)	99.2% (Mayagüez, PR) 2.3% (Sterling Heights, MI)	18.0%
Black or African American	17.7% (± 15.6%)	82.7% (East Orange, NJ) 0.1% (Ponce, PR)	12.3%
Asian	11.1% (± 13.5%)	67.4% (Cupertino, CA) 0.0% (Ponce, PR)	5.5%
American Indian or Alaska Native	0.3% (± 0.5%)	7.4% (Anchorage, AK) 0.0% (23 coastal cities)	0.7%
Native Hawaiian or Other Pacific Islander	0.2% (± 0.6%)	7.9% (Honolulu, HI) 0.0% (78 coastal cities)	0.2%
White population	37.8% (± 23.9%)	89.9% (St. Clair Shores, MI) 0.4% (Mayagüez, PR)	60.7%
Some other race	0.4% (± 0.8%)	9.2% (Brockton, MA) 0.0% (6 coastal cities)	0.2%
Two or more races	2.6% (± 1.7%)	15.0% (Honolulu, HI) 0.0% (Mayagüez, PR)	2.5%
Income & Education			
25 years and older with no high school diploma	15.1% (± 8.8%)	55.0% (Florence-Graham, CA) 2.2% (Newport Beach, CA)	12.0%
Living in poverty[4]	16.0% (± 7.3%)	55.1% (Mayagüez, PR) 2.4% (Sammamish, WA)	13.4%
Unemployed	6.2% (± 2.4%)	27.0% (Mayagüez, PR) 2.1% (Mount Pleasant, SC)	5.3%
Homeownership			
Homeowners	48.5% (± 13.8%)	94.0% (Levittown, NY) 18.7% (New Brunswick, NJ)	64.0%
Renters	51.5% (± 13.8%)	81.3% (New Brunswick, NJ) 6.0% (Levittown, NY)	36.0%
Foreign-Born & Citizenship			
Foreign-born	26.1% (± 14.4%)	74.4% (Hialeah, FL) 1.5% (Ponce, PR)	13.6%
Non-citizen	12.6% (± 7.3%)	36.4% (Doral, FL) 0.9% (Ponce, PR)	6.8%
Age & Sex			
Under 18 years	21.5% ± 4.1%)	52.0% (Lakewood, NJ) 11.8% (Somerville, MA)	22.6%
65 years and older	14.0% (± 4.5%)	41.8% (Bonita Springs, FL) 4.3% (Lakewood, NJ)	15.6%
Female	51.2% (± 1.5%)	55.0% (Greenville, NC) 38.8% (Jacksonville, NC)	50.8%
Male	48.8% (± 1.5%)	61.2% (Jacksonville, NC) 45.0% (Greenville, NC)	49.2%

Source (Tables 1 and 2): 2019 U.S. Census American Community Survey 5-Year Estimates Subject Tables[5,6]

DISCUSSION

Climate change affects everyone, but it does not affect everyone equally. Research shows that social, economic, political, and historical factors can contribute to an individual or community's ability to prepare for, cope with, and respond to climate change. Our analysis examined several demographic indicators for socially vulnerable populations—race and ethnicity, age, sex, income, education, home ownership, and citizenship status—across U.S. coastal cities. We found that coastal cities, relative to the U.S. overall, have populations that are more likely to bear a disproportionate burden of the negative impacts from climate change. This information is foundational to designing more equitable and effective climate policy in coastal cities.

COASTAL CITY POPULATIONS ARE DIVERSE AND VULNERABLE TO CLIMATE IMPACTS

Race & Ethnicity

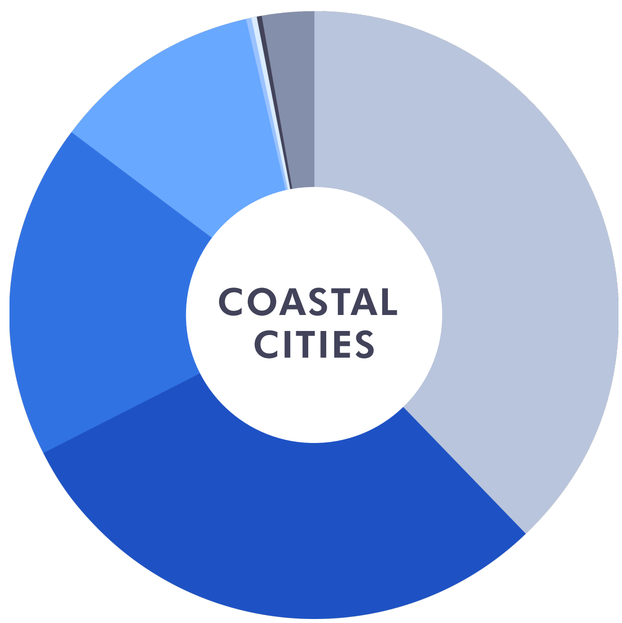
Most notably, our analysis found that 59.2 percent of the population of coastal cities identify as BIPOC—compared to the national average of 36.6 percent. Our analysis also revealed that there is a high degree of variation in BIPOC populations across coastal cities—ranging from nearly 100 percent in Mayagüez, Puerto Rico to approximately 8 percent in Duluth, Minnesota. Further, among the 375 coastal cities analyzed, the city of East Orange, New Jersey had the highest Black or African American population (83 percent) and Cupertino, California the highest Asian population (67 percent).

According to the Environmental Protection Agency (EPA), compared to all other demographic groups, Black, African American, Hispanic, and Latino individuals face higher risks from climate-related impacts such as extreme heat, air pollution, and flooding. These populations are at greater risk because of our country's legacy of discriminatory housing and economic policies, such as "redlining," that have marginalized communities socially, politically, and economically. Nationally, nearly two-thirds of the population living in formerly redlined neighborhoods, generally concentrated in urban areas, are people of color—typically Black and Latino—and three-quarters have low-to-moderate household incomes.

Residents of formerly redlined neighborhoods disproportionately suffer negative health impacts: They are exposed to higher levels of air pollution, face increased climate risks from rising seas and extreme weather events, and experience greater burdens from extreme heat. Temperatures in formerly redlined urban areas are up to 7°C warmer, due to lack of tree canopy and the urban heat island effect, resulting in higher rates of temperature-related mortality.

BIPOC communities are disproportionately impacted by air pollution from nearby industrial and roadway sources, including fossil-fueled power plants, heavy machinery, and ground transportation (particularly diesel-powered vehicles). Burning fossil fuels contributes to climate change, and can also create ambient fine particulate matter air pollution (PM2.5), which is responsible for up to 200,000 excess deaths each year in the U.S., with Black, Hispanic, and Asian individuals, and people of color being most negatively affected.

BIPOC communities also face higher flooding risk as they are more likely to live in low-lying, flood-prone coastal areas. In Louisiana, for example, the worst and costliest flood damage following Hurricane Katrina in 2005 was concentrated in seven ZIP codes, four of which had populations that were at least 75 percent Black. Similarly, in Chicago, just 13 (out of 59) ZIP codes represent nearly 75 percent of flood damage claims paid between 2007 and 2016, and 93 percent of residents were people of color. And in Alaska and the Pacific Northwest, Indigenous communities are being forced to relocate away from their tribal lands, due to rising sea levels, flooding, and coastal erosion.



59.2% of people in U.S. coastal cities identify as BIPOC, compared to 36.6% nationally.

- Hispanic or Latino
- Black or African American
- Asian
- American Indian or Alaska Native
- Native Hawaiian or Other Pacific Islander
- Other race
- Two races or more
- White

Income & Education

Our analysis shows that from 2015-2019, coastal cities had an average unemployment rate of over 6 percent, and that 16 percent of the population was characterized as living in poverty, both slightly higher than the national averages. Mayagüez, Puerto Rico had the highest unemployment (27 percent) and poverty levels (55 percent) of any U.S. coastal city, while the lowest unemployment rate was in Mount Pleasant, South Carolina (2 percent) and the lowest poverty rate was in Sammamish, Washington (2 percent). Global economic inequality is on the rise due to climate change, and this is especially extreme for coastal cities, which account for 8 of the top 10 cities in the U.S. with the highest income inequality. This is meaningful, as there is a direct correlation between a person's income and their vulnerability to climate change —with low-income communities in the U.S. both at a higher risk of exposure to climate impacts and less likely to have the means to evacuate before a climate event. Specifically, low-income communities tend to live in high risk flood zones. In Houston—where 20 percent of the population is living in poverty, according to our analysis— the poorest residents are more likely to live on the lowest-lying land, making them more vulnerable to climate-related events, such as Hurricane Harvey.

On top of this unequal vulnerability, after climate disasters White and/or wealthier disaster victims often receive more federal dollars for recovery than low-income people and people of color. This disparity in disaster relief exacerbates existing wealth inequality, particularly along the lines of race, education, and homeownership in coastal cities that already face significant wealth gaps. These disparities are only expected to increase, with the poorest counties projected to experience greater economic losses from climate change than wealthier counties.

Our analysis also found that coastal cities have more individuals over 25 years of age without a high school diploma than the national average. Lower educational attainment levels, particularly lacking a high school diploma combined with having a low income, can contribute to an individual's vulnerability to climate impacts. In the U.S., workers in certain weather-exposed industries often lack a high school diploma—31 percent in agriculture and 19 percent in construction—and are especially vulnerable to extreme temperatures and face reductions in labor hours due to high-temperature days. Further, individuals with lower educational attainment are more likely to be exposed to ambient air pollution and related health effects.

Renters & Homeowners

Coastal cities have substantially more renters than the national average, according to our analysis. This is notable because renters are more vulnerable to disasters than homeowners. Typically, renters have lower incomes and are rent-burdened (with some spending up to half their income on housing), and therefore have fewer resources— social and financial—to prepare for and recover from disasters. Moreover, the affordable housing shortage leaves low-income renters with few alternatives— affordable properties are often poorly constructed and maintained, lacking in sanitation, or located in higher risk areas, such as within the floodplain. Often, renters have less access to post-disaster recovery and reconstruction support. Further, in most cases, flooding events are not covered by renters insurance, and the cost of flood insurance can be prohibitive.

Foreign-Born & Citizenship Status

We found that coastal cities have a higher percentage of the population that is foreign-born (26 percent) and noncitizen (13 percent) compared to the national averages (14 percent and 7 percent, respectively). According to the Department of Homeland Security, foreign-born noncitizens have comparatively less access to quality healthcare and financial support, lower levels of English proficiency, and higher levels of poverty than U.S. citizens. Certain immigrant communities and people with limited English proficiency are more vulnerable to the health impacts of climate change, due to their higher likelihood of living in risk-prone locations (such as urban heat islands, and coastal and flood-prone areas), or areas with inadequate infrastructure or high levels of air pollution. In our analysis, the coastal cities with the highest percentage of foreign-born (74 percent) and noncitizen (36 percent) populations were in Miami-Dade County, Florida, where the rate of sea level rise has tripled and sunny day flooding is up 400 percent since 2006.

Age & Sex

Our analysis found that, very similar to the national averages, nearly 22 percent of the population of coastal cities are children and youth (under 18 years), 14 percent are elderly (65 years and older), and 51 percent are female. Many studies have demonstrated that these groups face higher levels of social vulnerability from climate risks. For example, weaker physiological defense systems in children and youth make them more susceptible than adults to immediate and lifelong impacts from heat-related illnesses, floods and fires, and exposure to environmental toxins and air pollution. For the elderly, underlying health conditions, disabilities, and limited mobility contribute to their vulnerability—heat related mortality in people older than 65 has increased by 53.7 percent in the last two decades. Globally, women are more likely than men to experience climate-related health issues and food insecurity as well as suffer from mental illness or partner violence following extreme weather or climate events.

POLICY IMPLICATIONS FOR U.S. COASTAL CITIES

As climate risks increase globally, so do the threats to the 65 million people who live in U.S. coastal cities. These threats are heightened for vulnerable populations, which comprise a majority of the population of coastal cities, according to this analysis.

Coastal cities and communities are on the frontlines of climate impacts, and can also lead the way in developing innovative policy solutions that can be replicated across cities and scaled to other levels of government. While some cities are already taking action and implementing science-based and forward-thinking strategies, we need more comprehensive and equitable policy solutions to help coastal cities and communities prepare for and adapt to climate impacts. And for these policies to be effective, they need to respond to the unique characteristics of individual coastal cities, which vary dramatically in size (from just under 1 square mile in West New York, New Jersey to over 1,700 square miles in Anchorage, Alaska), population (from just over 50,000 people in Cerritos, California to over 8 million people in New York City, New York), and demographics.

The longer we wait to act, the greater the risks will be to the lives and livelihoods of the 20 percent of the U.S. population living in coastal cities. The analysis presented here only strengthens Urban Ocean Lab's resolve to collaboratively develop policy recommendations to help create more climate-ready coastal cities. Successfully implemented, such policy solutions will enable coastal cities and the people who call them home to better address the climate crisis, create good jobs, and build healthier and more equitable communities.

METHODOLOGY

Defining a "coastal city"

To determine what areas are "coastal," we relied on the National Oceanic and Atmospheric Administration's (NOAA) definition of coastal shoreline counties: "those counties directly adjacent to the open ocean, major estuaries, and the Great Lakes, and which due to their proximity to these waters, bear a great proportion of the full range of effects from coastal hazards[7] (not just coastal inundation) and host the majority of economic production associated with coastal and ocean resources." The U.S. population that resides in the coastal shoreline counties can be thought of as "the population most directly affected by the coast." While not explicitly stated in the definition above, NOAA's table of coastal counties also includes U.S. territories.

Defining "cities" was more complex. Across the United States, there are many definitions in use, based on geographic boundaries, population sizes, density, infrastructure, forms of government, and political jurisdiction, among other factors. To standardize across geographies, the U.S. Census Bureau uses a statistical definition called "census places" to refer to areas such as municipalities, cities, towns, villages, boroughs, and other more densely populated places. Within these census places, there are two categories of importance for this analysis: "incorporated places" and "census-designated places," both of which can be colloquially thought of as cities. Incorporated places are geographic areas with legally-defined municipal boundaries that have unified governmental functions, such as schools, police, and sanitation for a population. On the other hand, census-designated places are unincorporated population centers—such as Honolulu, Hawaii and San Juan, Puerto Rico—that are locally recognized but not governed by a local municipal corporation. Because the Census does not recognize incorporated places in Hawaii and the U.S. territories, we used the broader definition of "census places" so that our definition would be geographically inclusive.

Finally, to determine a population minimum for coastal cities, we used the Census threshold for "urbanized areas", which is a population of 50,000 or more. A purely density-based population threshold would exclude large but more sparsely populated coastal cities, such as Anchorage, Alaska.

Taken together, our definition of "coastal city" is: a densely inhabited place within a coastal county with a population of 50,000 or more.

Identifying geographic boundaries of coastal cities

To calculate the number of coastal cities in the U.S., we used Census Tiger/Line Shapefiles (five-year average 2015-2019) from the U.S. Census American Community Survey (ACS), which provide geographic boundaries, land area, and accompanying demographic data for census places. With shapefiles provided by NOAA, we used Geographic

Information System (GIS) analysis to identify census places that have their geographic center[8] within a NOAA-defined coastal shoreline county.[9] We also included independent cities that are surrounded by NOAA coastal shoreline counties.[10] Next, we filtered out any census places with populations under 50,000. This resulted in identifying 375 census places within coastal shoreline counties that meet the population requirement and can therefore be defined as "coastal cities."

Calculating coastal city populations and demographics

We used ACS 5-Year Data from 2019 to obtain population estimates by demographic characteristics for all 375 coastal cities.[11] We chose to use ACS 5-Year Data instead of ACS 1-Year Data to ensure more accurate estimates for areas with smaller populations where the ACS sample sizes are too low to provide reliable single-year estimates.

Regarding the race and ethnicity data, up until 2020, the Census allowed people to report themselves both in terms of race (White, Black or African American, American Indian and Alaskan Native, Asian, and Native Hawaiian and other Pacific Islander) and ethnicity (of Hispanic or Latino origin). To estimate the size of BIPOC populations, we first isolated each non-overlapping combination of racial and ethnic category, and then added the totals, excluding White populations (non-Hispanic or Latino), Two or more races (non-Hispanic or Latino), and Some other race (non-Hispanic or Latino). We then isolated the demographic variables of interest for each of the 375 coastal cities, reporting key statistics in Tables 1 and 2. Finally, we compared these statistics against U.S. national averages using the 2019 five-year ACS data available on the Census Bureau data portal.

NOTES ON ANALYSIS AND FUTURE STUDIES

While Urban Ocean Lab's definition of "coastal city" and findings provide valuable insights, we also identified some limitations that present opportunities for additional analyses.

Demographic data gaps and fluctuations

While data for this analysis comes from the 2015-2019 ACS 5-Year estimates, the COVID-19 pandemic has since caused demographics to fluctuate—in particular, shifting population distributions, reducing population growth rates, and impacting unemployment rates.

Estimation of BIPOC populations

The findings for BIPOC populations do not include people who reported themselves as "two or more races" or "some other race". While we recognize that the "two or more races" category includes multiracial people who identify as BIPOC —such as someone who is both Black or African American and White—this category also includes people who reported themselves as White and "some other race," which we cannot definitively determine to be BIPOC or not. As we were unable to isolate the data in the "two or more races" category, we have not included it in our BIPOC population estimates. Thus, the BIPOC population estimates are likely slightly conservative.

Definition of "coastal city"

While not all 375 coastal cities in our analysis directly touch a shoreline, they are all located in a coastal shoreline county and bear a great proportion of the full range of effects from coastal hazards (not just inundation). For example, some are located upstream on major tributaries of tidally influenced rivers. Future analyses may wish to further refine the definition of "coastal city" to include different parameters for "coastal" such as distance from shore. Additionally, our definition of coastal city focuses on census places because it is a nationally standardized way of determining city boundaries. However, future analyses may wish to use a definition of city that is specific to the geographic area of study.

Additional areas for future analysis

Future studies could quantify the disproportionate climate risks to socially-vulnerable groups in coastal cities under different global emissions scenarios. It would also be informative to examine additional dimensions of vulnerability such as by industry and occupation, or to conduct additional economic analyses to calculate potential climate impacts on employment and GDP in coastal cities. Given that this study averaged results from all coastal cities, future studies could also examine regional and city-to-city variability in population demographics and vulnerability.

ACKNOWLEDGEMENTS

Special thanks to Kytt MacManus of Columbia University for providing external review and to Ernest Beck of Ernest Beck Communications for editorial assistance.

ENDNOTES

1. There are recent international efforts endorsed by the UN Statistical Commission to standardize the definitions of cities, urban, and rural areas, though they have not been adopted across the U.S.
2. A table of the raw data for all 375 coastal cities can be found here.
3. “BIPOC Population” includes all non-White populations. See methodology for more information.
4. People and families are classified as being in poverty if their income is less than their poverty threshold.
5. At the time of this analysis, 2019 was the latest data available.
6. ACS data are collected from the 50 states, District of Columbia, and Puerto Rico. Other U.S. territories are not included in the dataset, and are thus not in our analysis.
7. This includes coastal high hazard velocity areas (V-zones), which are defined by the Federal Emergency Management Agency as areas that are subject to inundation by a 1-percent-annual-chance flood event with additional hazards associated with storm-induced waves. In addition, coastal hazards include sea level rise, harmful algal blooms, tsunamis, storm surge, and erosion.
8. Geographic center–or centroid–refers to a point feature representing the geometric center of each census place polygon on the ACS shapefile. We chose to use centroids because we were primarily interested in places that are located entirely inside a coastal county.
9. San Francisco was the only coastal city we manually included in our analysis because the offshore Farallon Islands caused the geographic center for the polygon to fall in the ocean and thus outside of its own census place boundaries.
10. Richmond, VA is the only independent city that met our criteria for coastal cities.
11. The specific ACS tables referenced include: Sex by Age (#B01001), Hispanic or Latino Origin by Race (#B03002), Educational Attainment (#S1501), Ratio of Income to Poverty Level in the Past 12 Months (#C17002), Employment Status for the Population 16 Years and Older (#B23025), Selected Housing Characteristics (#DP04), Place of Birth by Nativity and Citizenship Status (#B05002), Nativity and Citizenship Status in the United States (#B05001), Nativity and Citizenship Status in Puerto Rico (#B05001PR), and Age and Sex (#S0101).

LIST OF U.S. COASTAL CITIES

Mobile, AL
Anchorage, AK
Alameda, CA
Alhambra, CA
Aliso Viejo, CA
Anaheim, CA
Antioch, CA
Arcadia, CA
Baldwin Park, CA
Bellflower, CA
Berkeley, CA
Brentwood, CA
Buena Park, CA
Burbank, CA
Camarillo, CA
Carlsbad, CA
Carson, CA
Castro Valley, CA
Cerritos, CA
Chula Vista, CA
Compton, CA
Concord, CA
Costa Mesa, CA
Cupertino, CA
Daly City, CA
Diamond Bar, CA
Downey, CA
Dublin, CA
East Los Angeles, CA
El Cajon, CA
El Monte, CA
Encinitas, CA
Escondido, CA
Fairfield, CA
Florence-Graham, CA
Fountain Valley, CA
Fremont, CA
Fullerton, CA
Gardena, CA
Garden Grove, CA
Gilroy, CA
Glendale, CA
Glendora, CA
Hacienda Heights, CA
Hawthorne, CA
Hayward, CA
Huntington Beach, CA
Huntington Park, CA
Inglewood, CA
Irvine, CA
Laguna Niguel, CA
La Habra, CA
Lake Forest, CA
Lakewood, CA
La Mesa, CA
Lancaster, CA
Livermore, CA
Long Beach, CA
Los Angeles, CA
Lynwood, CA
Milpitas, CA
Mission Viejo, CA
Montebello, CA
Monterey Park, CA
Mountain View, CA
Napa, CA
National City, CA
Newport Beach, CA
Norwalk, CA
Novato, CA
Oakland, CA
Oceanside, CA
Orange, CA
Oxnard, CA
Palmdale, CA
Palo Alto, CA
Paramount, CA
Pasadena, CA
Petaluma, CA
Pico Rivera, CA
Pittsburg, CA
Placentia, CA
Pleasanton, CA
Pomona, CA
Redondo Beach, CA
Redwood City, CA
Richmond, CA
Rosemead, CA
Rowland Heights, CA
Salinas, CA
San Clemente, CA
San Diego, CA
San Francisco, CA
San Jose, CA
San Leandro, CA
San Marcos, CA
San Mateo, CA
San Rafael, CA
San Ramon, CA
Santa Ana, CA
Santa Barbara, CA
Santa Clara, CA
Santa Clarita, CA
Santa Cruz, CA
Santa Maria, CA
Santa Monica, CA
Santa Rosa, CA
Santee, CA
Simi Valley, CA
South Gate, CA
South San Francisco, CA
South Whittier, CA
Sunnyvale, CA
Thousand Oaks, CA
Torrance, CA
Tustin, CA
Union City, CA
Vacaville, CA
Vallejo, CA
Ventura, CA
Vista, CA
Walnut Creek, CA
Watsonville, CA
West Covina, CA
Westminster, CA
Whittier, CA
Yorba Linda, CA
Bridgeport, CT
Danbury, CT
Meriden, CT
Milford, CT
New Haven, CT
Norwalk, CT
Stamford, CT
Stratford, CT
Waterbury, CT
West Haven, CT
Wilmington, DE
Washington, D.C.
Boca Raton, FL
Bonita Springs, FL
Boynton Beach, FL
Bradenton, FL
Brandon, FL
Cape Coral, FL
Clearwater, FL
Coconut Creek, FL
Coral Gables, FL
Coral Springs, FL
Country Club, FL
Davie, FL
Daytona Beach, FL
Deerfield Beach, FL
Delray Beach, FL
Deltona, FL
Doral, FL
Fort Lauderdale, FL
Fort Myers, FL
Fountainebleau, FL
Hialeah, FL
Hollywood, FL
Homestead, FL
Jacksonville, FL
Jupiter, FL
Kendale Lakes, FL
Kendall, FL
Largo, FL
Lauderhill, FL
Lehigh Acres, FL
Margate, FL
Melbourne, FL
Miami, FL
Miami Beach, FL
Miami Gardens, FL
Miramar, FL
North Miami, FL
North Port, FL
Palm Bay, FL
Palm Beach Gardens, FL
Palm Coast, FL
Palm Harbor, FL
Pembroke Pines, FL
Pensacola, FL
Pinellas Park, FL
Plantation, FL
Pompano Beach, FL
Port Charlotte, FL
Port Orange, FL
Port St. Lucie, FL
Riverview, FL
St. Petersburg, FL
Sarasota, FL
Spring Hill, FL
Sunrise, FL
Tamarac, FL
Tamiami, FL
Tampa, FL
The Hammocks, FL
Town 'n' Country, FL
Wellington, FL
Wesley Chapel, FL
Weston, FL
West Palm Beach, FL
Savannah, GA
Honolulu, HI
Arlington Heights, IL
Berwyn, IL
Chicago, IL
Cicero, IL
Des Plaines, IL
Evanston, IL
Hoffman Estates, IL
Mount Prospect, IL
Oak Lawn, IL
Oak Park, IL
Palatine, IL

Schaumburg, IL
Skokie, IL
Tinley Park, IL
Waukegan, IL
Gary, IN
Hammond, IN
Kenner, LA
Lake Charles, LA
Metairie, LA
New Orleans, LA
Port Arthur, LA
Portland, ME
Baltimore, MD
Bowie, MD
Columbia, MD
Dundalk, MD
Ellicott City, MD
Glen Burnie, MD
Severn, MD
Towson, MD
Waldorf, MD
Boston, MA
Brockton, MA
Brookline, MA
Cambridge, MA
Fall River, MA
Framingham, MA
Haverhill, MA
Lawrence, MA
Lowell, MA
Lynn, MA
Malden, MA
Medford, MA
Methuen, MA
New Bedford, MA
Newton, MA
Peabody, MA
Quincy, MA
Revere, MA
Somerville, MA
Taunton, MA
Waltham, MA
Weymouth, MA
Dearborn, MI
Dearborn Heights, MI
Detroit, MI
Livonia, MI
St. Clair Shores, MI
Sterling Heights, MI
Taylor, MI
Warren, MI
Westland, MI
Duluth, MN
Gulfport, MS
Bayonne, NJ
Camden, NJ
East Orange, NJ
Elizabeth, NJ
Hoboken, NJ
Jersey City, NJ
Lakewood, NJ
Newark, NJ
New Brunswick, NJ
Perth Amboy, NJ
Plainfield, NJ
Toms River, NJ
Union City, NJ
Vineland, NJ
West New York, NJ
Brentwood, NY
Buffalo, NY
Cheektowaga, NY
Hempstead, NY
Irondequoit, NY
Levittown, NY
Mount Vernon, NY
New Rochelle, NY
New York, NY
Rochester, NY
Tonawanda, NY
White Plains, NY
Yonkers, NY
Greenville, NC
Jacksonville, NC
Wilmington, NC
Cleveland, OH
Elyria, OH
Lakewood, OH
Lorain, OH
Parma, OH
Toledo, OH
Eugene, OR
Springfield, OR
Erie, PA
Philadelphia, PA
Bayamón, PR
Carolina, PR
Guaynabo, PR
Mayagüez, PR
Ponce, PR
San Juan, PR
Cranston, RI
Pawtucket, RI
Providence, RI
Warwick, RI
Charleston, SC
Mount Pleasant, SC
North Charleston, SC
Summerville, SC
Atascocita, TX
Baytown, TX
Beaumont, TX
Brownsville, TX
Corpus Christi, TX
Galveston, TX
Harlingen, TX
Houston, TX
League City, TX
Pasadena, TX
Pearland, TX
Spring, TX
Victoria, TX
Alexandria, VA
Arlington, VA
Centreville, VA
Chesapeake, VA
Dale City, VA
Hampton, VA
Newport News, VA
Norfolk, VA
Portsmouth, VA
Reston, VA
Richmond, VA
Suffolk, VA
Virginia Beach, VA
Auburn, WA
Bellevue, WA
Bellingham, WA
Burien, WA
Everett, WA
Federal Way, WA
Kent, WA
Kirkland, WA
Lakewood, WA
Marysville, WA
Olympia, WA
Redmond, WA
Renton, WA
Sammamish, WA
Seattle, WA
Shoreline, WA
South Hill, WA
Tacoma, WA
Green Bay, WI
Kenosha, WI
Milwaukee, WI
Racine, WI
West Allis, WI