

91 STAT. 1474

PUBLIC LAW 95-207—DEC. 13, 1977

AMENDMENT TO THE EDUCATION AMENDMENTS OF 1976

20 USC 2502.

Sec. 16. Section 332 of the Education Amendments of 1976 is amended—

- (1) in subsection (b) (2), by striking out "3 per centum" and inserting in lieu thereof "1 per centum", and by striking out "the Commonwealth of Puerto Rico"; and
- (2) in subsection (b) (3) (B), by striking out "and the District of Columbia" and inserting in lieu thereof "the District of Columbia, and the Commonwealth of Puerto Rico".

Approved December 13, 1977.

LEGISLATIVE HISTORY:

HOUSE REPORTS: No. 95-150 (Comm. on Education and Labor) and No. 95-816 (Comm. of Conference).

SENATE REPORTS: No. 95-428 accompanying S. 1328 and 95-513 (both from Comm. on Human Resources).

CONGRESSIONAL RECORD, Vol. 123 (1977):

Apr. 5, considered and passed House.

Oct. 20, considered and passed Senate, amended, in lieu of S. 1328.

Nov. 22, Senate agreed to conference report.

Nov. 29, House agreed to conference report.

WEEKLY COMPILATION OF PRESIDENTIAL DOCUMENTS, Vol. 13, No. 51:

Dec. 13, Presidential statement.

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[FR Doc. 78-34810 Filed 12-15-78; 8:45 am]

FEDERAL REGISTER, VOL. 43, NO. 243—MONDAY, DECEMBER 18, 1978

MONDAY, DECEMBER 18, 1978

PART III



**DEPARTMENT OF
TRANSPORTATION**

**Urban Mass
Transportation
Administration**



**REPORTING
REQUIREMENTS AND
FORMULA
APPORTIONMENTS FOR
URBANIZED AREAS**

**for
signature
and
approval**

[4910-57-M]

Title 49—Transportation

CHAPTER VI—URBAN MASS TRANSPORTATION ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

[Docket Number 78-A]

PART 630—UNIFORM SYSTEM OF ACCOUNTS AND RECORDS AND REPORTING SYSTEM

Reporting Requirements for Urbanized Areas—UMTA Circular 2710

AGENCY: Urban Mass Transportation Administration (UMTA), DOT.

ACTION: Emergency regulation; request for comments.

SUMMARY: This regulation requests data from all urbanized areas for apportioning funds under section 5 of the Urban Mass Transportation Act of 1964 (49 U.S.C. 1604) as amended by section 103(a) of Pub. L. 93-503 (88 Stat. 1565; November 26, 1974), the National Mass Transportation Act of 1974, and the Federal Public Transportation Act of 1978 (FPTA), Title III of Pub. L. 95-599. In so doing it:

1. Requests fixed guideway and commuter rail data required by the FPTA to apportion additional appropriated fiscal year 1979 funds. These data include fixed guideway route miles, commuter rail train miles and commuter rail route miles operated in each urbanized area. This regulation establishes a mechanism for submission of these data and apportionment of funds.

2. Requests bus data which is required to conduct the bus related section 5 capital fund apportionment study. Congress has directed UMTA to conduct a study of alternative means of apportioning funds authorized for the procurement of buses and related equipment and the construction of related facilities. To accomplish this UMTA must obtain from each urbanized area data relating to the characteristics and operations of their bus fleets.

DATES: Effective date: November 6, 1978. Comments must be received on or before February 18, 1979.

ADDRESS: Comments on these regulations are invited and should be sent to UMTA Docket No. 78-A, Urban Mass Transportation Administration, Room 9320, UCC-10, 400-7th Street, SW., Washington, D.C. 20590. All comments and suggestions received will be available for examination at the above address between 8:30 a.m. and 5:00 p.m., ET, Monday through Friday.

FOR FURTHER INFORMATION CONTACT:

Peter Benjamin, Director of Program Analysis, Urban Mass Transportation Administration, 400-7th Street, SW., Washington, D.C. 20590, Phone 202-472-2435.

SUPPLEMENTARY INFORMATION: Information regarding the interim apportionment of fiscal year 1979 funds to all urbanized areas is contained in the Notice section of this FEDERAL REGISTER. (See FR Doc. 78-34827) Instructions for applying for formula apportioned funds are published in UMTA Circular 9050.1, "Application Instruction for Section 5 Operating Assistance Projects," for operating support, and UMTA Order 1000.2, "External Operating Manual," for capital support. This rule amends Part 630 of 49 CFR to add a new Subpart D.

This rule does not constitute a significant regulation for the purpose of the DOT Order implementing E.O. 12044 and does not require a regulatory analysis since Congress has mandated these requirements and no alternative mechanisms exist.

Since this information is necessary to administer financial assistance programs and a portion of the dispersal of funds cannot be apportioned without this data, the Urban Mass Transportation Administration has determined that it is necessary to publish this rule as an emergency regulation as defined in E.O. 12044 and make it effective immediately. However, UMTA invites public comment for the next 60 days and will revise this regulation if it is warranted.

These data are required to be collected to administer the provisions of section 5 of the UMT Act as amended, and to respond to the Congressional mandate of section 319(a) of FPTA for a report by January 1, 1980. The data are being requested through the statutory mechanism established in section 15 of the UMT Act, as amended.

In consideration of the foregoing a new Subpart D is added to Part 630, Chapter VI, Title 49, Code of Federal Regulations, to read as follows:

1. The table of Subparts is revised to read:

Subpart D—Apportionment Factors

- 630.30 Purpose.
- 630.31 Scope.
- 630.32 Reporting requirements for fixed guideway and commuter rail systems.
- 630.33 Reporting requirements for bus systems.
- 630.34 Failure to report data.
- 630.35 Waivers.

2. Subpart D is added to read as follows:

Subpart D—Apportionment Factors

Sec.

630.30 Purpose.

630.31 Scope.

630.32 Reporting requirements for fixed guideway and commuter rail systems.

630.33 Reporting requirements for bus systems.

630.34 Failure to report data.

630.35 Waivers.

Appendix A—Reporting Requirements for Fixed Guideway and Commuter Rail Systems

Appendix B—Reporting Requirements for Bus Systems

Appendix C—UMTA Regional Offices

AUTHORITY: Secs. 304, 319, Pub. L. 95-599, 92 Stat. 2689 (49 U.S.C. 1604, 1607 note; 49 CFR 1.51)

Subpart D—Apportionment Factors

§ 630.30 Purpose.

The purpose of this subpart is to establish special data reporting requirements under section 15 of the Urban Mass Transportation Act (49 U.S.C. 1611) for designated recipients who receive Federal assistance under section 5 of the Act (49 U.S.C. 1604). These data are necessary to calculate the apportionments for urbanized areas because of changes to the section 5 program made by the Surface Transportation Assistance Act of 1978 (Pub. L. 95-599).

§ 630.31 Scope.

(a) Section 630.32 establishes the reporting requirements for designated recipients and/or metropolitan planning organizations as identified in Appendix A to this part for urbanized areas that contain fixed guideway and commuter rail systems.

(b) Section 630.33 establishes a one-time reporting requirement for designated recipients and/or metropolitan planning organizations as identified in Appendix B to this part for urbanized areas that contain bus systems.

(c) If an urbanized area contains both a fixed guideway system and a bus system, then the designated recipient must comply with the reporting requirements of both §§ 630.32 and 630.33.

§ 630.32 Reporting requirements for fixed guideway and commuter rail systems.

The required reporting entity in each urbanized area served by fixed guideway and/or commuter rail service, operated by or under contract for a public transportation agency, must submit data in accordance with the definitions, timetables, and procedures set forth in Appendix A to this part.

§ 630.33 Reporting requirements for bus systems.

The required reporting entity in each urbanized area served by bus service, operated by or under contract

for a public transportation agency, must submit data in accordance with the definitions, timetable, and procedures set forth in Appendix B to this part.

§ 630.34 Failure to report data.

(a) Failure to report fixed guideway and commuter rail data in the manner required by § 630.32 will require UMTA to estimate data for that urbanized area so that a national apportionment can be calculated. Although UMTA will estimate an apportionment of these funds for areas that have not submitted data, the funds will not be available to that area until the area has submitted the required data. If an area submits these data after the deadline, and use of the submitted data would have resulted in an apportionment which is greater than UMTA's calculation, the amount available to that area shall be limited to amount initially apportioned by UMTA. If the use of data submitted after the deadline would have resulted in an apportionment which is less than UMTA's calculation, only the amount resulting from the use of the submitted data will be made available to that area. Excess funds resulting from such a restriction will be added to the total amount for the next year's apportionment to all areas in this category.

(b) Failure to report bus data in the manner required by § 630.33 will make the designated recipient ineligible to receive section 5 grants after March 1, 1979.

§ 630.35 Waivers.

The Administrator has the authority to waive data reporting requirements established by this subpart when such a waiver would be in the public interest.

(49 U.S.C. 1604, 1611; sec. 319 of the Surface Transportation Assistance Act of 1978, Pub. L. 95-599, 92 Stat. 2689; 49 CFR 1.51)

NOTE.—The Urban Mass Transportation Administration has determined that this document does not contain a significant proposal according to the criteria established by the Department of Transportation pursuant to E.O. 12044.

Issued on: December 1, 1978.

RICHARD S. PAGE,
Urban Mass Transportation
Administrator.

APPENDIX A—REPORTING REQUIREMENTS FOR
FIXED GUIDEWAY AND COMMUTER RAIL SYSTEMS

I. Responsibility for data submission
Data required under this Appendix for fixed guideway and commuter rail systems shall be submitted by:

(A) The single Section 5 designated recipient where there is only one such recipient for that urbanized area; or

(B) In all other cases, the Metropolitan Planning Organization (MPO). UMTA will accept only the data submitted by the MPO for these areas. In areas where there is more than one MPO, it will be the responsibility of the various MPOs jointly to designate a single MPO with responsibility for submitting the data.

II. Deadline for data submission.

Data for Federal fiscal year 1979 apportionments must be submitted within 60 days from the date of this FEDERAL REGISTER. The data should be sent to the appropriate Regional Office. A list of UMTA Regional Offices is provided in Appendix C.

For apportionments of Section 5 funds for fiscal year 1980 and future years, the required data shall be submitted to the appropriate UMTA Regional Office by May 1 preceding the beginning of the next fiscal year.

III. Data required.

A. Standard Data Collection Period. The law requires that apportionments be based upon data for the previous fiscal year. Because the fiscal years of the various operators differ, it is necessary to define a standard data collection period. The standard data collection period is accordingly defined as the operator's most recent fiscal year ending on or before the January 1 prior to the beginning of the Federal fiscal year of the apportionment. The following table explains this more fully:

For apportionments in fiscal year—	Commuter rail & fixed guideway data must be submitted to UMTA regional office by May 1, of—	For the standard data collection period ending on or before January 1 of—
1980.....	1979	1979
1981.....	1980	1980
1982.....	1981	1981

If there is more than one operator within an urbanized area, and these operators have different fiscal calendars, the data from each shall correspond to its own fiscal calendar, collected in accordance with the above schedule.

B. Required Information. Data should be presented in a format similar to that shown as Attachment #1. All data submitted by the responsible agency identified in paragraph I of this Appendix must be accompanied by a signature of an authorized certifying official stating: "I hereby certify that the data submitted are correct." If the data submitted are not accompanied by this certification, the data will not be accepted. The data should be aggregated for all operators serving the urbanized area. In cases where there is more than one State within an urbanized area, the data must be disaggregated into each State part.

1. Fixed Guideway Route Miles. The data required are the route miles of fixed guideway existing within the confines of the urbanized area at the end of the standard data collection period, and owned and maintained by or under a contract for a public transportation agency.

A fixed guideway route mile is a length of one statute mile of a single or contiguous group of rail transit tracks, guideway lanes, or tracks, or roadway lanes, with each of the following characteristics:

a. It is permanently and physically separated from other transportation facilities

and is at all times dedicated exclusively to use by transit and/or other high occupancy vehicles and emergency vehicles.

b. It has operating upon it transit vehicles which are available to the general public and are carrying passengers; and/or it is available and used for the operation of private and public high occupancy vehicles.

Where separate such tracks or lanes converge and become contiguous or coincident, the converged portion is considered to be a single "route" for the purpose of determining route mileage. The number of tracks or lanes that may be contiguous in any given portion is not a consideration in the calculation of the fixed guideway route mileage. Also, the term "fixed guideway route mile" is not intended to apply to separately numbered or labelled transit operating routes, such as bus or rapid transit train routes. Where more than one public transit mode shares the same right-of-way, each gets credit for the fixed guideway route mileage separately. Examples of this situation are where heavy and light rail lines share a tunnel, and where light rail and bus services share an exclusive guideway. However, high occupancy automotive vehicle operations, such as car pools and van pools, do not count as a public transit mode in this regard.

Excluded from the computation of fixed guideway route mileage are commuter rail tracks, tracks and lanes in maintenance and storage yards, lanes separated from conventional roadway lanes by painted markings and insubstantial barriers such as traffic cones, and test track mileage not in revenue service. Only the fixed guideway route mileage within the confines of the urbanized area is eligible for inclusion. When running in mixed traffic, trolley bus routes and streetcar/light rail routes are not eligible for inclusion.

2. Commuter Rail Route Miles. The data required are the route miles of commuter rail service existing within or outside of but still serving the urbanized area, operated and maintained by or under contract for a public transportation agency, on the last day of standard data collection period.

A commuter rail route mile is a length of one statute mile of a single or contiguous group of tracks over which commuter rail service is operated. Where separate such tracks converge and become coincident or contiguous, the converged portion is considered to be a single "route" for the purpose of determining route mileage. The number of commuter rail tracks that may be contiguous in any given portion is not a consideration in the calculation of commuter rail route mileage. Also, the term "commuter rail route mile" is not intended to apply to separately numbered or labelled commuter rail routes. In cases where the commuter rail tracks are contiguous or coincident with guideway of another transit mode, each mode gets credit separately in its appropriate category for the route mileage involved.

Only those route miles over which commuter rail trains are operating and carrying passengers or are available to the general public for carrying passengers may be included in the calculation of commuter rail route mileage. Excluded from the calculation are route miles to, from, and within storage and maintenance areas.

In cases where the same commuter rail service traverses two urbanized areas, the commuter rail route mileage from this serv-

ice attributable to each urbanized area is determined as follows:

a. Each urbanized area gets credit for the route mileage within its confines.

b. Any route mileage in a non-urbanized area between the two is pro-rated between them according to the ratio of the financial support for the service provided directly by or attributable to each area to the total of the financial support for the service provided by or attributable to both of them. If a regional or state organization provides financial support for the service such that amounts are not provided by or attributable to both urbanized areas, the non-urbanized route mileage is attributed equally between the two.

For the purposes of this calculation, commuter rail service is that provided by the operation of a commuter rail transit train. A commuter rail transit train is one or more linked railroad passenger cars moving together along a railroad track and operated on a regular basis by, or under contract for, a transit operator for the purpose of transporting passengers within urbanized areas, or between urbanized areas and outlying areas. Commuter rail service is typically characterized as urban passenger train service for local short-distance travel between a central city and adjacent suburbs, using both locomotive-hauled and self-propelled railroad passenger cars. It does not include heavy rail rapid transit or light rail/street-car transit service.

Rail passenger service of a predominantly intercity nature is excluded, except where a portion of it is operated under contract to a public transit agency for commuter purposes. In such cases, only the portion of the service provided under the contract is eligible for inclusion in the commuter rail route mileage figure.

3. *Commuter Rail Train Miles.* The data required are the total commuter rail train miles operated within the urbanized area, and outside of but still serving the urbanized area, by or under contract to a public transit agency, during the standard data collection period.

A commuter rail train mile is a distance of one statute mile travelled by a commuter rail transit train while it is carrying passengers or is available to the general public to carry passengers. Excluded from the commuter rail train mileage figure is any dead-head mileage, such as mileage to and from storage and maintenance facilities.

The description of commuter rail transit trains, the allocation of mileage between urbanized areas for commuter rail service operating between them, and the exclusion/inclusion of intercity service, is as described in subparagraph 2 "Commuter Rail Route Miles," above.

IV. *Audit Requirement.* The agency submitting the data to UMTA must have an independent auditor review the commuter rail and fixed guideway data submitted to verify its accuracy and the method of accumulating the data. This audit report must be submitted to the appropriate UMTA Regional Office within two months of the specified date of submission of the data by the same agency which submitted the data.

The audit must be conducted by a certified accounting firm. The cost of this audit is an eligible section 5 operating assistance expense.

The audit report may be in any format but must be a formal report containing the specific data requested in this Appendix as well as an evaluation of the method of data accumulation. The information used to support the data submitted must be available to

UMTA for review for 3 years after the data is supplied. UMTA may conduct its own audits, in addition to the independent audit, at any time to verify the data and the supporting information.

After the publication of the apportionments based on submitted data, but before receipt of the audit report, one-half of the additional amounts apportioned to each area will be available. If the urbanized area's audit confirms the data submitted, the remaining half of the additional funds will be made available to that area. If the audit report provides data which would have caused an apportionment which is greater than the amount actually apportioned, the amount made available shall be limited to that apportioned. If the audit report provides data which would have caused an apportionment which is less than the amount actually apportioned only the amount resulting from the data verified by the audit shall be made available. Excess funds resulting from such a restriction will be added to the total amount for the next year's apportionment to all areas in this category.

V. *Additional Information.* It is anticipated that the final fiscal year 1979 apportionment will be published in the FEDERAL REGISTER three months after the date of this regulation. Apportionments for future years will be published in the FEDERAL REGISTER approximately one month after UMTA appropriations for that fiscal year have been enacted.

The definitions of the data requested will remain the same for future fiscal years unless amended by a new FEDERAL REGISTER regulation. If a change does occur, it will be published in the FEDERAL REGISTER. All questions are to be submitted to the appropriate UMTA Regional Office.

[4910-57-C]

ATTACHMENT 1

SAMPLE Format for Submission of Data for Apportionment
of Fiscal Year 1979 Section 5 Operations Assistance
Based on the "Federal Public Transportation Act of 1978

URBANIZED AREA: _____

FACTOR

NUMBER

1/ Part: _____
(State)

1/ Part: _____
(State)

Fixed Guideway Route Miles

Commuter Rail Route Miles

Commuter Rail Train Miles

I hereby certify that the data submitted are correct.

a. _____
Typed name and title of certifying
representative

b. _____
Signature

c. _____
Date

1/ NOTE: These columns are to be completed for
those urbanized areas which are considered part of
more than one State. The blank should be filled in
with the name of the State.

APPENDIX B—REPORTING REQUIREMENTS FOR BUS SYSTEM

I. *Responsibility for data submission* Data required under this Appendix for bus systems shall be submitted by:

(A) The single Section 5 designated recipient where there is only one such recipient for that urbanized area; or

(B) In all other cases, the Metropolitan Planning Organization (MPO). UMTA will accept only the data accepted by the MPO for these areas. In areas where there is more than one MPO, it will be the responsibility of the various MPO's to designate a single MPO with responsibility for submitting the data.

II. *Deadline for data submission.* Data must be collected for each operator of bus transit service for a data collection period corresponding to the operator's most recent fiscal year ending on or before January 1, 1979. The data must be sent to the appropriate UMTA Regional Office by March 1, 1979. A list of UMTA Regional Offices is provided in Appendix C. If the available records do not permit identification of the required data for that time period, the data may instead be reported for any one-year period, as close to that time period as possible, for which it can be made available. If this is the case, the time period of the data collection must be indicated.

III. *Data required.* The new legislation mandates that UMTA carry out a study of alternative methods of distributing funds apportioned for the purchase of buses and related equipment and the construction of bus related facilities. In order to perform this study, data for a one year period on all bus operations is required from each urbanized area.

Data should be presented in a format similar to that shown as Attachment #1. All data submitted by the responsible agency identified in paragraph I of this Appendix must be accompanied by a signature of an authorized certifying official stating: "I hereby certify that the data submitted are correct." If the data submitted are not accompanied by this certification, the data will not be accepted. The data should be identified separately for each operator serving the urbanized area. In cases where there is more than one State within an urbanized area, the data must be disaggregated into each State part. If any of the data called for here have been previously submitted as part of a section 15 report, this previous report may be cited and these particular data need not be repeated here.

If an accurate and complete collection of data is not possible, then estimates of these incomplete data, developed by justifiable approximations and extrapolations of existing data, may be substituted. If this is done, a description of the estimation procedure must accompany the data.

A. *Required Data—1. Bus Fleet Age Distribution.* The data shall represent the situation on the last day of the data collection period. The following shall be provided for

each bus, including trolleybuses, operated by or under contract to a public transit agency in the urbanized area, and over twenty-two feet in length:

- a. Year of manufacture
- b. Year of acquisition by the operator
- c. Number of seats
- d. Type (e.g., trolleybus, diesel, gasoline, propane)
- e. Length of bus
- f. Total mileage operated by bus

2. *Bus Revenue Vehicle Miles.* The required data are the total transit bus revenue vehicle miles operated within the urbanized area, and outside of but still serving the urbanized area, by or under contract to a public transit agency, during the data collection period.

A transit bus revenue vehicle mile is a distance of one statute mile travelled by a transit bus while it is carrying passengers, or is available to the general public to carry passengers. Excluded from this is any deadhead mileage, such as mileage to and from storage and maintenance facilities. Also excluded is mileage operated during charter service. However, mileage operated during commuter subscription service and school tripper service is eligible for inclusion.

In cases where a particular transit bus service traverses two urbanized areas, the bus revenue vehicle mileage from this service attributable to each is determined as follows:

a. Vehicle revenue mileage from this service operated within the confines of each urbanized area is attributed to that urbanized area.

b. Vehicle revenue mileage operated in a non-urbanized area between the two urbanized areas is pro-rated between them according to the ratio of the financial support for the service provided directly by or attributable to each area to the total of the financial support for the service provided by or attributable to both of them. If a regional or state organization provides financial support for the service such that amounts are not provided by or attributable to both urbanized areas, the non-urbanized vehicle revenue mileage is to be divided equally among the two urbanized areas.

Vehicle revenue mileages for all buses over twenty-two feet in length must be included in the data submitted. Data need not be disaggregated by individual bus or by category or type of bus, however. Only a single total value for the urbanized area, or for each state part of a multi-state urbanized area, is required.

3. *Bus Revenue Seat Miles.* The data required are the total transit bus revenue seat miles operated within the urbanized area, and outside of but still serving the urbanized area, by or under contract to a public transit agency, during the data collection period. This figure is calculated by determining for each transit bus operating in the fleet the product of the revenue miles it has travelled, as described in section 2, "Bus Revenue Vehicle Miles," above, and the

number of passenger seats it carries, and summing those products for all such buses.

In cases where a particular transit service traverses two urbanized areas, the bus revenue seat mileage attributable to each is calculated in the same manner as for bus revenue seat mileages for all buses including trolleybuses over twenty-two feet in length must be included in the data submitted. Data need not be disaggregated by individual bus or by category or type of bus, however. Only a single total value for the urbanized area, or for each state part of a multi-state urbanized area, is required.

4. *Bus Route Miles.* The data required are the total transit bus revenue route miles within the urbanized area, and outside of but still serving the urbanized area, operated by or under contract for a public transit agency, at the end of the data collection period.

A transit bus revenue route mile is a distance of one statute mile along a route on which transit buses regularly travel while carrying passengers or while available to the general public to carry passengers. Excluded from this is any deadhead route mileage, such as mileage to and from maintenance and storage facilities. Also excluded is mileage operated during charter service. However, commuter subscription service, if operated on defined routes, is eligible for inclusion.

For these purposes, the length of a route is the round-trip distance traversed by a bus in travelling completely over the route and returning to the starting point to begin another circuit of the route. If a route is only defined in one direction, then this one-directional distance is the route length.

In cases where two or more separately numbered or labelled bus routes join and progress together for some distance along a street or highway, these routes are considered separate over this joined distance and their lengths are measured separately. Any routes separately distinguished by number, letter, name, or color, for reasons of differing paths, stop patterns, or schedules, are considered as separate routes for these purposes. In cases where a particular transit route traverses two urbanized areas, the bus revenue route mileage attributable to each urbanized area is determined as described for bus revenue vehicle miles, section 2 above.

Bus revenue route mileage for all routes operated with buses, including trolleybuses, over twenty-two feet in length must be included in the data submitted. Data need not be disaggregated by route or type of bus, however. Only a single total figure for the urbanized area, or for each state part of a multi-state urbanized area, is required.

IV. *Audit requirement.* No audit will be required of this data. UMTA will rely on the certification submitted by the designated recipient.

V. *Additional information.* Questions should be directed to the appropriate UMTA Regional Office.

SAMPLE FORMAT FOR SUBMITTAL OF BUS OPERATIONS
DATA REQUIRED TO CONDUCT STUDY OF BUS FUNDING APPORTIONMENT UNDER
FEDERAL PUBLIC TRANSPORTATION ACT OF 1978

A. Bus Fleet Age Distribution

[illegible]

RULES AND REGULATIONS

ATTACHMENT 1(cont.)

SAMPLE FORMAT FOR SUBMITTAL OF BUS OPERATING DATA
REQUIRED TO CONDUCT STUDY OF BUS FUNDING APPORTIONMENT
UNDER FEDERAL PUBLIC TRANSPORTATION ACT OF 1978, cont.

Name of Urbanized Area _____ page _____
State Part of Urbanized _____
Area (if applicable) _____
Operator _____

B. Bus Revenue Vehicle Miles _____

C. Bus Revenue Seat Miles _____

D. Bus Revenue Route Miles _____

I hereby certify that the data submitted are correct.

a. _____
Typed name and title of
certifying representative

b. _____
Signature

c. _____
Date

APPENDIX C—UMTA REGIONAL OFFICES

I—Peter N. Stowell, Regional Director,
Transportation Systems Center, Kendall
Square, 55 Broadway, Cambridge, MA
02142, Tel: (617) 494-2055.

II—Hiram Walker, Regional Director,
Suite 1811, 26 Federal Plaza, New York, NY
10007, Tel: (212) 264-8162.

III—Franz K. Gimmler, Regional Direc-
tor, Suite 1010, 434 Walnut Street, Philadel-
phia, PA 19106, Tel: (215) 597-8098.

IV—Doug Campion, Regional Director,
Suite 400, 1720 Peachtree Road, N.W., At-
lanta, GA 30309, Tel: (404) 881-3948.

V—Theodore Weigle, Regional Director,
Suite 1740, 300 S. Wacker Drive, Chicago, IL
60606, Tel: (312) 353-2789.

VI—Glen Ford, Regional Director, Suite
9A32, 819 Taylor Street, Fort Worth, TX
76102, Tel: (817) 334-3787.

VII—Lee Waddleton, Regional Director,
Suite 303, 6301 Rock Hill Road, Kansas
City, MO 64131, Tel: (816) 926-5053.

VIII—Lou Mraz, Regional Director, Suite
1822, Prudential Plaza, 1050 17th Street,
Denver, CO 80265, Tel: (303) 837-3242.

IX—Dee Jacobs, Regional Director, Suite
620, Two Embarcadero Center, San Francis-
co, CA 94111, Tel: (415) 556-2884.

X—F. William Fort, Regional Director,
Suite 3106, Federal Building, 915 Second
Avenue, Seattle, WA 98174, Tel: (206) 442-
4210.

[FR Doc. 78-34826 Filed 12-15-78; 8:45 am]

[4910-57-M]

DEPARTMENT OF TRANSPORTATION**Urban Mass Transportation Administration**

(Attachment to UMTA Circular 9050.1)

**URBANIZED AREA FORMULA
APPORTIONMENTS**

AGENCY: Urban Mass Transportation Administration.

ACTION: Notice of Formula Apportionments For Urbanized Areas Under Section 5 of The Urban Mass Transportation Act.

SUMMARY: This Notice apportions funds to urbanized areas under Section 5 of the Urban Mass Transportation Act of 1964 (49 USC 1604) as amended by Section 103(a) of the National Mass Transportation Act of 1974 (Public Law 93-503 88 Stat. 1565; November 26, 1974), and the Federal Public Transportation Act of 1978 (FPTA), Title III of Pub. L. 95-599. This Notice:

1. Describes the formula apportionment mechanism of Section 5 as amended by the recently enacted FPTA.

2. Lists amounts previously apportioned under Section 5 to urbanized areas in fiscal years 1977 and 1978 which remain available to urbanized areas to the extent that the funds have not already been utilized.

3. Provides a partial apportionment under Section 5 for fiscal year 1979 based on those formula elements in the FPTA utilizing population and population density factors.

A final rule issued in the Regulations section of this issue of the **FEDERAL REGISTER** requires the submittal of data to UMTA by all the urbanized areas so that the apportionment of Section 5 funds for fiscal year 1979 can be completed. Instructions for applying for formula apportioned funds are published in UMTA Circular 9050.1, "Application Instructions for Section 5 Operating Assistance Projects," for operating support, and UMTA Order 1000.2, "External Operating Manual," for capital support.

EFFECTIVE DATE: November 6, 1978.

**FOR FURTHER INFORMATION
CONTACT:**

Peter Benjamin, Director of Program Analysis, UMTA, 400 Seventh Street, S.W., Washington, D.C. 20590, Phone 202-472-2435.

RICHARD S. PAGE,
Urban Mass Transportation
Administrator.

Notice is hereby given of the following background information and formula apportionments for grants under Section 5 of the UMT Act as amended.

BACKGROUND INFORMATION

A program of Federal Assistance to urban mass transportation systems through grants on a formula basis for capital and operating assistance was enacted November 26, 1974 as Section 5 of the Urban Mass Transportation Act of 1964, as amended. An aggregate amount of \$3,975 million was authorized for this program for fiscal years 1975 through 1980. In fiscal years 1977 and 1978, \$650 million and \$775 million, respectively, were apportioned. FPTA authorized \$6,525 million for Section 5 for fiscal years 1979 through 1982 of which a total of \$1,515 million is authorized for fiscal year 1979. The Department of Transportation and Related Agencies Appropriations Act of 1979 (Pub. L. 95-335) provides for an apportionment of \$1,375 million in fiscal year 1979.

I. PREVIOUS APPORTIONMENT MECHANISM

The previous legislation in effect from fiscal years 1975 through 1978, Section 5(b)(1) of the Urban Mass Transportation Act of 1964, as amended, directed the Secretary of Transportation to apportion authorized funds "on the basis of a population and population density formula" as follows:

(A) One-half of the funds apportioned according to population. Each urbanized area's share is proportional to the ratio of that area's population to the total population of all urbanized areas.

(B) The other half of the funds are apportioned according to the product of population and population density. Each urbanized area's share is proportional to the ratio of the product of population and population density for that area to the total of the products of population and population density for all the urbanized areas.

II. NEW APPORTIONMENT MECHANISM

The Federal Public Transportation Act of 1978 changes the formula for the operating assistance program. Section 5(a) of the UMT Act, as amended (the "Act") directs the Secretary to apportion the funds appropriated to the urbanized areas on the basis of several factors. These factors, and the amounts attributable to each in fiscal year 1979, are as follows:

A. Under paragraph (a)(1) of Section 5 of the Act, \$850 million to be apportioned among all the urbanized areas on the basis of their populations and population densities. These funds are available for capital or operating purposes, and are apportioned by population and population density as in the previous legislation.

B. Under paragraph (a)(4) of Section 5 of the Act, \$300 million to be apportioned among all the urbanized areas on the basis of their populations and

population densities, in the same manner as described in A above. These funds are available only for the purchase of buses and related equipment, or the construction of bus related facilities.

C. Under paragraph (a)(3) of Section 5 of the Act, \$75 million to be apportioned among all the urbanized areas on the basis of their fixed guideway and commuter rail route mileages and commuter rail train mileages. In future years, these funds are expected to be available for capital and operating expenses related to both fixed guideway and commuter rail systems. Also, in future years, the amounts apportioned on the basis of fixed guideways are expected to be available for both fixed guideway and commuter rail purposes, and the amounts apportioned on the basis of commuter rail are expected to be available for commuter rail and fixed guideway purposes. Because of restrictions in the Appropriations Act, (Pub. L. 95-335), pending clarification from Congress, in fiscal year 1979:

● These funds are available only for operating support for commuter rail systems. These funds are not available for operating support for other rail modes such as rapid rail or light rail, for fixed guideway systems such as busways, or for capital expenditures for any type system.

● The following apportionment mechanism will be applied in fiscal years 1980, 1981, and 1982. The exact mechanism to be used in fiscal year 1979 is under review, pending resolution of possibly conflicting wordings of the authorization and appropriations acts.

These funds are apportioned as follows:

1. One-third of the amount appropriated is to be apportioned according to the number of fixed guideway route miles in each urbanized area. Each eligible urbanized area's share is proportional to the ratio of the fixed guideway route miles (excluding commuter rail) within the area to the total of all such fixed guideway route miles in all the urbanized areas. No single State's portion of an urbanized area shall receive more than 30% of the amount apportioned under this subcategory.

2. The remainder of the appropriation to be apportioned based upon the commuter rail service serving each urbanized area. No single eligible state's portion of an urbanized area shall receive more than 30% nor less than 1/2 of 1% of the amount apportioned under this subcategory. The funds are apportioned as follows:

a. 1/3 of the total appropriation to be apportioned according to commuter rail route miles. Each eligible urbanized area's share is proportional to the

ratio of the commuter rail route miles within or serving the area to the total of all such commuter rail route miles within or serving all the urbanized areas.

b. $\frac{1}{2}$ of the total appropriation to be apportioned according to commuter rail train miles. Each eligible urbanized area's share is proportional to the ratio of the commuter rail train miles operated within or serving the area to the total of all such commuter rail train miles operated within or serving all the urbanized areas.

D. Under paragraph (a)(2) of Section 5 of the Act, \$150 million is to be apportioned on the basis of population and population density. These funds, which are available for capital or operating purposes, are apportioned as follows:

1. 85% of the funds are apportioned among urbanized areas with populations greater than 750,000. Each such urbanized area's share is determined in a manner identical to that described in A, with the exception that the population and population density of each such urbanized area is compared to the totals for those urbanized areas over 750,000 population instead of for all urbanized areas in the country.

2. 15% of the funds are apportioned among urbanized areas with populations less than 750,000. Each such urbanized area's share is determined in a manner identical to that described in A, with the exception that the population and population density of each such urbanized area is compared to the totals for those urbanized areas under 750,000 population instead of for all urbanized areas in the country.

Appendix A contains further details of the apportionment mechanism.

III. APPORTIONMENTS FOR FISCAL YEARS 1977 AND 1978, AND PARTIAL APPORTIONMENT FOR FISCAL YEAR 1979

Appendix B contains the apportionments to the urbanized areas for fiscal years 1977 and 1978. In fiscal years 1977 and 1978, \$650 million and \$775 million, respectively, were made available. These funds remain available for obligation for two fiscal years following the year in which they were apportioned.

Also shown is a partial apportionment for 1979 under the Act. The amounts shown are those apportioned on the bases of population and population density, as described in part II, above. A total of \$1,300 million is apportioned. The first column lists each urbanized area's share of the capital and operating support described in part II A., the second column lists the funds apportioned for bus and related

facility capital expenditures described in part II B., and the third and fourth columns lists the supplemental funds apportioned, respectively, to urbanized areas with populations greater than and less than 750,000 as described in part II D. The fifth column lists the total of this partial apportionment for each urbanized area. These funds are now available and will remain available for three fiscal years following fiscal year 1979.

In Appendix B, amounts apportioned to urbanized areas greater than 200,000 in population are available directly to those urbanized areas. Amounts apportioned to urbanized areas under 200,000 in population are available to the Governors of the state(s) in which the urbanized area or a portion of an urbanized area is located. Amounts for these areas are listed under their states, and a state total is shown. For the FY 1979 partial apportionment, total amounts attributable to each urbanized area under 200,000 in population are also shown.

The tables in Appendix B contain round-off errors for some items of information. In cases of differences, the controlling apportionments will be the urbanized area aggregate for multi-state urbanized areas over 200,000 in population and the state aggregate for urbanized areas under 200,000 in population. Further, for the fiscal year 1979 apportionments, the apportionments listed under the individual headings of the "apportionment basis" control where there are differences with the column entitled "total apportionment."

The apportionments listed in Appendix B are final for factors of the apportionment that are based on population and population density. Your attention is directed to a final rule published in the rules section of this issue of the Federal Register which describes the data that must be submitted from each urbanized area to complete this apportionment and to apportion funds for future fiscal years. Failure of an urbanized area to provide this information could affect the apportionment to that urbanized area in fiscal year 1979 and the following fiscal years.

APPENDIX A: EXPLANATION OF POPULATION AND POPULATION DENSITY BASED FORMULA AND DATA SOURCES

Section 5(b)(1) of the Urban Mass Transportation Act of 1964, prior to amendment in 1978, directed the Secretary to apportion authorized funds "on the basis of a formula under which urbanized areas are entitled to receive an amount equal to the sum of:

(A) One-half of the total amount so apportioned multiplied by the ratio which the population of such urbanized area or part thereof, as designated by the Bureau of Census; bears to the total population of all urbanized areas in all States as shown in the latest available Census; and

(b) One-half of the total amount so apportioned multiplied by a ratio for that urbanized area determined on the basis of population weighted by a factor of density, as determined by the Secretary."

Formula funds were apportioned on this basis up through Fiscal Year 1978.

Sections 5(a)(1) and 5(a)(3) of the Urban Mass Transportation Act as amended in 1978, (the "Act") provide similar instruction for apportioning formula funds for fiscal years 1979, 1980, 1981, and 1982. Section 5(a)(2) of this Act specifies that a category of funds apportioned on this basis be directed 85% to urbanized areas greater than 750,000 population and 15% to those under 750,000 with the difference that apportionments in each of these two groups be based upon the respective total populations and density-weighted populations for each group, instead of upon the totals for all the urbanized areas in the country.

In order to determine urbanized area's apportionment under this procedure, a factor was developed for each urbanized area representing its share of the funds apportioned. The general expression of this factor for any urbanized areas is as follows:

factor for i-th urbanized area =

$$\left[\frac{\left(\frac{P_i}{\sum_{j=1}^N P_j} \right) + \left(\frac{P_i d_i}{\sum_{j=1}^N P_j d_j} \right)}{2} \right]$$

Where:

P_i = population of i-th urbanized area
 P_j = population of j-th urbanized area
 d_i = density of i-th urbanized area
 d_j = density of j-th urbanized area
 N = is the number of urbanized areas used as the basis for the factor. In all cases but one, N is all 279 urbanized areas. The one exception occurs in the case of the funds specified in Section 5(a)(2)(A) of

the Act as being directed 85% towards urbanized areas greater than 750,000 in population and 15% towards those less than 750,000 in population. For this case, N is the number of urbanized areas greater than or less than 750,000 in population, as appropriate for the particular urbanized area for which the factor is being determined.

An urbanized area's apportionment of a given category of funds, such as those authorized under Section 5(a)(1) or 5(a)(2) of the Act, is then calculated by multiplying its factor by the total amount appropriated to be apportioned in that category.

In cases wherein the urbanized area is divided by two or more State boundaries, an apportionment factor is calculated for the whole area. State allocation is made on the basis of the ratios of each State urbanized area component factor to the total of all component factors, and applying those ratios to the apportionment factor of the whole urbanized area.

The primary source of data was the Bureau of the Census Report of the County and City Data Book of 1972. Additional Bureau of the Census reports, PC(1) and HC(3) series, were consulted to verify data items and multi-state components. Population densities are calculated by the Bureau of the Census on a land area to the nearest whole square mile. Due to rounding in computation, the various splits of the funds apportioned in multi-state urbanized areas and for urbanized areas less than 200,000 in population, for which the apportionment is calculated for the state as a whole, may not add to the printed totals for the urbanized area or state. In each case, the total apportioned to the urbanized area for urbanized areas over 200,000 population, or to the state for urbanized areas under 200,000 population, represents the proper amount apportioned.

APPENDIX B: UMTA SECTION 5 FORMULA APPORTIONMENTS FOR FISCAL YEARS 1977 AND 1978 AND INTERIM APPORTIONMENT FOR FISCAL YEAR 1979

National Mass Transportation Assistance Act of 1974 Section 5 Apportionments to Urbanized Areas Over 200,000 Population

State and urbanized areas	FY 1977 Alloc.	FY 1978 Alloc.
Akron, Ohio.....	2,416,726	2,879,096
Albany-Schenectady-Troy, N.Y.....	2,340,359	2,799,965
Albuquerque, N. Mex.....	1,310,008	1,561,927
Allentown-Bethlehem-Easton, Pa.-N.J.....	1,865,799	2,224,604
(Part: New Jersey).....	131,494	156,780
(Part: Pennsylvania).....	1,734,305	2,067,824
Atlanta, Ga.....	5,240,228	6,247,964
Aurora-Elgin, Ill.....	1,093,138	1,303,356
Austin, Tex.....	1,250,191	1,490,611

National Mass Transportation Assistance Act of 1974 Section 5 Apportionments to Urbanized Areas Over 200,000 Population—Continued

State and urbanized areas	FY 1977 Alloc.	FY 1978 Alloc.
Baltimore, Md.....	9,597,944	11,443,703
Baton Rouge, La.....	1,156,800	1,379,260
Birmingham, Ala.....	2,415,075	2,879,511
Boston, Mass.....	14,147,828	16,868,566
Bridgeport, Conn.....	1,869,644	2,229,189
Buffalo, N.Y.....	6,588,531	7,855,556
Canton, Ohio.....	1,167,831	1,392,413
Charleston, S.C.....	960,447	1,145,147
Charlotte, N.C.....	1,239,482	1,477,843
Chattanooga, Tenn.-Ga.....	882,555	1,052,275
(Part: Georgia).....	115,544	137,763
(Part: Tennessee).....	767,010	914,512
Chicago, Ill.....	41,484,830	49,462,690
(Part: Illinois).....	39,202,217	46,741,111
(Part: Indiana).....	2,282,611	2,721,574
Cincinnati, Ohio-Ky.....	5,420,295	6,462,658
(Part: Kentucky).....	907,306	1,081,786
(Part: Ohio).....	4,512,988	5,380,869
Cleveland, Ohio.....	9,198,205	10,967,091
Colorado Springs, Colo.....	857,375	1,022,254
Columbia, S.C.....	1,023,016	1,218,749
Columbus, Ga.-Ala.....	830,173	989,819
(Part: Alabama).....	89,666	106,908
(Part: Georgia).....	740,507	882,911
Columbus, Ohio.....	3,885,009	4,632,125
Corpus Christi, Tex.....	799,863	953,682
Dallas, Tex.....	5,346,860	6,375,102
Davenport-Rock Island-Moline, Iowa-Ill.....	1,109,469	1,322,826
(Part: Illinois).....	616,756	735,362
(Part: Iowa).....	492,712	587,463
Dayton, Ohio.....	3,231,664	3,853,139
Denver, Colo.....	5,295,734	6,314,144
Des Moines, Iowa.....	1,083,118	1,291,408
Detroit, Mich.....	22,664,997	27,023,654
El Paso, Tex.....	1,537,189	1,832,802
Flint, Mich.....	1,635,787	1,950,361
Fort Lauderdale-Hollywood, Fla.....	2,823,322	3,366,269
Fort Wayne, Ind.....	1,091,580	1,301,498
Fort Worth, Tex.....	2,578,129	3,073,923
Fresno, Calif.....	1,284,980	1,532,091
Grand Rapids, Mich.....	1,509,067	1,799,271
Harrisburg, Pa.....	1,136,014	1,354,477
Hartford, Conn.....	2,346,933	2,798,266
Honolulu, Hawaii.....	2,316,743	2,762,271
Houston, Tex.....	7,966,502	9,498,521
Indianapolis, Ind.....	3,367,132	4,014,658
Jacksonville, Fla.....	1,946,189	2,320,456
Kansas City, Mo.-Kans.....	4,583,124	5,464,493
(Part: Kansas).....	1,535,129	1,830,346
(Part: Missouri).....	3,047,994	3,634,146
Lansing, Mich.....	1,091,592	1,301,513
Las Vegas, Nev.....	940,116	1,120,907
Lawrence-Haverhill, Mass.-N.H.....	851,699	1,015,485
(Part: Massachusetts).....	787,844	939,352
(Part: New Hampshire).....	63,854	76,132
Little Rock-North Little Rock, Ark.....	941,183	1,122,179
Los Angeles-Long Beach.....	51,909,102	61,891,633
Louisville, Ky.-Ind.....	3,707,655	4,420,666
(Part: Indiana).....	375,065	447,192
(Part: Kentucky).....	3,332,590	3,973,473
Madison, Wis.....	957,813	1,142,007
Memphis, Tenn.-Miss.....	3,277,149	3,907,369
(Part: Mississippi).....	42,845	51,084
(Part: Tennessee).....	3,234,303	3,856,284
Miami, Fla.....	7,094,041	8,458,280
Milwaukee, Wis.....	5,636,395	6,720,317
Minneapolis-St. Paul.....	7,236,737	8,628,417
Mobile, Ala.....	951,416	1,134,380
Nashville-Davidson, Tenn.....	1,587,513	1,892,803
New Haven, Conn.....	1,684,396	2,008,317
New Orleans, La.....	5,922,601	7,061,563
Newport News-Hampton, Va.....	1,051,053	1,253,178
New York, N.Y., Northeastern N.J.....	115,563,412	137,787,169
(Part: New Jersey).....	23,111,747	27,556,316
(Part: New York).....	92,451,660	110,230,845

National Mass Transportation Assistance Act of 1974 Section 5 Apportionments to Urbanized Areas Over 200,000 Population—Continued

State and urbanized areas	FY 1977 Alloc.	FY 1978 Alloc.
Norfolk-Portsmouth, Va.....	2,780,215	3,314,872
Oklahoma City, Okla.....	2,208,886	2,633,672
Omaha, Nebr.-Iowa.....	2,379,944	2,837,624
(Part: Iowa).....	233,607	278,531
(Part: Nebraska).....	2,146,336	2,559,093
Orlando, Fla.....	1,288,249	1,535,989
Oxnard-Ventura-Thousand Oaks, Calif.....	1,011,153	1,205,605
Peoria, Ill.....	1,041,485	1,241,770
Philadelphia, Pa.-New Jersey.....	25,090,471	29,915,565
(Part: New Jersey).....	3,561,975	4,246,970
(Part: Pennsylvania).....	21,528,494	25,668,592
Phoenix, Ariz.....	3,587,862	4,277,836
Pittsburgh, Pa.....	8,740,362	10,421,202
Portland, Oreg.-Wash.....	3,904,084	4,654,869
(Part: Oregon).....	3,596,697	4,288,369
(Part: Washington).....	307,387	366,499
Providence-Pawtucket-Warwick, R.I.-Mass.....	3,852,084	4,592,869
(Part: Massachusetts).....	262,923	313,485
(Part: Rhode Island).....	3,589,160	4,279,383
Richmond, Va.....	1,912,754	2,280,590
Rochester, N.Y.....	3,261,642	3,888,882
Rockford, Ill.....	1,014,680	1,209,810
Sacramento, Calif.....	2,823,687	3,366,704
Salt Lake City, Utah.....	2,111,397	2,517,434
San Antonio, Tex.....	3,848,958	4,589,161
San Bernardino-Riverside, Calif.....	2,291,205	2,731,822
San Diego, Calif.....	5,716,050	6,815,290
San Francisco-Oakland.....	16,724,135	19,940,318
San Jose, Calif. (Inc).....	5,267,823	6,280,866
San Juan, P.R.....	6,552,533	7,812,636
Scranton, Pa.....	827,755	986,937
Seattle-Everette, Wash.....	5,780,982	6,892,710
Shreveport, La.....	1,015,348	1,210,606
South Bend, Ind.-Mich.....	1,310,793	1,562,866
(Part: Indiana).....	1,219,440	1,453,947
(Part: Michigan).....	91,352	108,919
Spokane, Wash.....	1,065,091	1,269,915
Springfield-Chicopee-Holyoke, Mass.-Conn.....	2,114,994	2,521,722
(Part: Connecticut).....	249,992	298,066
(Part: Massachusetts).....	1,865,001	2,223,654
St. Louis, Mo.-Ill.....	10,163,614	12,118,155
(Part: Illinois).....	1,345,786	1,604,590
(Part: Missouri).....	8,817,825	10,513,560
St. Petersburg, Fla.....	2,341,098	2,791,308
Syracuse, NY.....	1,985,746	2,367,619
Tacoma, Wash.....	1,460,908	1,741,851
Tampa, Fla.....	1,679,629	2,002,634
Toledo, Ohio-Mich.....	2,261,304	2,696,169
(Part: Michigan).....	41,781	49,814
(Part: Ohio).....	2,219,523	2,646,354
Trenton, N.J.-Pa.....	1,498,815	1,787,047
(Part: New Jersey).....	1,352,807	1,612,961
(Part: Pennsylvania).....	146,008	174,085
Tucson, Ariz.....	1,336,873	1,593,963
Tulsa, Okla.....	1,502,912	1,791,932
Washington, D.C.-Maryland-Virginia.....	14,935,418	17,807,612
(Part: Maryland).....	4,792,690	5,714,360
(Part: District of Columbia).....	6,788,416	8,093,880
(Part: Virginia).....	3,354,308	3,999,367
West Palm Beach, Fla.....	1,171,979	1,397,358
Wichita, Kans.....	1,387,435	1,654,249
Wilkes-Barre, Pa.....	996,397	1,188,011
Wilmington, Del.-NJ.....	1,828,724	2,180,399
(Part: Delaware).....	1,748,169	2,084,355
(Part: New Jersey).....	80,554	96,044
Worcester, Mass.....	1,144,334	1,364,397
Youngstown-Warren, Ohio.....	1,867,725	2,226,902

NOTICES

National Mass Transportation Assistance
Act of 1974 Section 5 Apportionments to
Urbanized Areas Under 200,000 Population

State and urbanized areas	FY 1977 Alloc.	FY 1978 Alloc.
State—Alabama		
Huntsville, Ala		
Montgomery, Ala		
Tuscaloosa, Ala		
Gadsden, Ala		
Florence, Ala		
Anniston, Ala		
Governors apportionment		
for Alabama	2,158,419	2,573,503
State—Alaska		
Anchorage, Alaska		
Governors apportionment		
for Alaska	445,952	531,712
State—Arizona		
Governors apportionment		
for Arizona		
State—Arkansas		
Fort Smith, Ark.-Okla		
Pine Bluff, Ark		
Texarkana, Tex.-Ark		
Governors apportionment		
for Arkansas	629,635	750,720
State—California		
Bakersfield, Calif		
Stockton, Calif		
Santa Barbara, Calif		
Modesto, Calif		
Seaside-Monterey, Calif		
Santa Rosa, Calif		
Santa Cruz, Calif		
Salinas, Calif		
Antioch-Pittsburg, Calif		
Simi Valley, Calif		
Governors apportionment		
for California	4,714,759	5,621,451
State—Colorado		
Pueblo, Colo		
Boulder, Colo		
Governors apportionment		
for Colorado	907,995	1,082,611
State—Connecticut		
Stamford, Conn.		
Waterbury, Conn		
New London-Norwich, Conn		
New Britain, Conn		
Norwalk, Conn		
Meriden, Conn		
Bristol, Conn		
Danbury, Conn		
Governors apportionment		
for Connecticut	4,040,021	4,816,952
State—Delaware		
Governors apportionment		
for Delaware		
State—District of Columbia		
Governors apportionment		
for Dist. of Columbia		
State—Florida		
Melbourne-Cocoa, Fla		
Sarasota-Bradenton, Fla		
Pensacola, Fla		
Daytona Beach, Fla		
Tallahassee, Fla		
Gainesville, Fla		
Fort Myers, Fla		
Lakeland, Fla		
Governors apportionment		
for Florida	3,647,339	4,348,755
State—Georgia		
Savannah, Ga		
Augusta, Ga.-S.C		
Macon, Ga		
Albany, Ga		
Governors apportionment		
for Georgia	2,166,856	2,583,561
State—Hawaii		
Governors apportionment		
for Hawaii		
State—Idaho		
Boise, Idaho		
Governors apportionment		
for Idaho	392,124	467,533
State—Illinois		
Joliet, Ill		
Springfield, Ill		

National Mass Transportation Assistance
Act of 1974 Section 5 Apportionments to
Urbanized Areas Under 200,000
Population—Continued

State and urbanized areas	FY 1977 Alloc.	FY 1978 Alloc.
Champaign-Urbana, Ill		
Decatur, Ill		
Alton, Ill		
Bloomington-Normal, Ill		
Dubuque, Iowa-Ill		
Governors apportionment		
for Illinois	3,162,213	3,770,336
State—Indiana		
Evansville, Ind		
Muncie, Ind		
Terre Haute, Ind		
Anderson, Ind		
Lafayette-West Lafayette, Ind		
Governors apportionment		
for Indiana	2,284,482	2,723,808
State—Iowa		
Cedar Rapids, Iowa		
Waterloo, Iowa		
Sioux City, Iowa-Nebr.-S. Dak		
Dubuque, Iowa-Ill		
Governors apportionment		
for Iowa	1,603,535	1,911,910
State—Kansas		
Topeka, Kans		
St. Joseph, Mo.-Kans		
Governors apportionment		
for Kansas	577,313	688,336
State—Kentucky		
Huntington-Ashland, W. Va.-Ky.-Ohio		
Lexington, KY		
Clarksville, Ky.-Tenn		
Owensboro, KY		
Governors apportionment		
for Kentucky	1,422,856	1,696,483
State—Louisiana		
Monroe, LA		
Lake Charles, LA		
Lafayette, LA		
Alexandria, LA		
Governors apportionment		
for Louisiana	1,459,457	1,740,125
State—Maine		
Portland, Maine		
Lewiston-Auburn, Maine		
Governors apportionment		
for Maine	636,429	758,821
State—Maryland		
Governors apportionment		
for Maryland		
State—Massachusetts		
Lowell, Mass		
Brockton, Mass		
Fall River, Mass.-R.I		
New Bedford, Mass		
Fitchburg-Leominster, Mass		
Pittsfield, Mass		
Governors apportionment		
for Massachusetts	3,360,902	4,007,232
State—Michigan		
Ann Arbor, Mich		
Kalamazoo, Mich		
Saginaw, Mich		
Muskegon-Muskegon Heights, Mich		
Jackson, Mich		
Bay City, Mich		
Battle Creek, Mich		
Governors apportionment		
for Michigan	3,744,872	4,465,044
State—Minnesota		
Duluth-Superior, Minn		
Moorhead, N. Dak.-Minn		
La Crosse, Wis.-Minn		
Rochester, Minn		
St. Cloud, Minn		
Governors apportionment		
for Minnesota	1,075,401	1,282,212
State—Mississippi		
Jackson, Miss		
Biloxi-Gulfport		

National Mass Transportation Assistance
Act of 1974 Section 5 Apportionments to
Urbanized Areas Under 200,000
Population—Continued

State and urbanized areas	FY 1977 Alloc.	FY 1978 Alloc.
Governors apportionment		
for Mississippi	1,320,542	1,574,493
State—Missouri		
Springfield, MO		
St. Joseph, Mo.-Kans		
Columbia, MO		
Governors apportionment		
for Missouri	1,020,061	1,216,229
State—Montana		
Billings, Mont		
Great Falls, Mont		
Governors apportionment		
for Montana	658,985	785,712
State—Nebraska		
Lincoln, Nebr.		
Sioux City, Iowa-Nebr.-S. Dak		
Governors apportionment		
for Nebraska	741,969	884,657
State—Nevada		
Reno, Nev		
Governors apportionment		
for Nevada	442,893	528,065
State—New Hampshire		
Manchester, N.H		
Nashua, N.H		
Governors apportionment		
for New Hampshire	645,124	769,188
State—New Jersey		
Atlantic City, N.J		
Vineland-Millville, N.J		
Governors apportionment		
for New Jersey	774,966	923,999
State—New Mexico		
Governors apportionment		
for New Mexico		
State—New York		
Utica-Rome, N.Y		
Binghamton, N.Y		
Poughkeepsie, N.Y		
Elmira, N.Y		
Governors apportionment		
for New York	2,329,380	2,777,340
State—North Carolina		
Fayetteville, N.C		
Raleigh, N.C		
Greensboro, N.C		
Winston-Salem, N.C		
Durham, N.C		
Gastonia, N.C		
High Point, N.C		
Asheville, N.C		
Burlington, N.C		
Wilmington, N.C		
Governors apportionment		
for North Carolina	4,434,739	5,287,582
State—North Dakota		
Fargo-Moorhead, N. Dak.-Minn		
Governors apportionment		
for North Dakota	278,138	331,627
State—Ohio		
Lorain-Elyria, Ohio		
Huntington-Ashland, W. Va.-Ky.-Ohio		
Springfield, Ohio		
Wheeling, W. Va.-Ohio		
Hamilton, Ohio		
Steubenville-Weirton, Ohio-W. Va		
Mansfield, Ohio		
Lima, Ohio		
Parkersburg, W. Va.-Ohio		
Governors apportionment		
for Ohio	2,770,929	3,303,805
State—Oklahoma		
Lawton, Okla		
Fort Smith, Ark.-Okla		
Governors apportionment		
for Oklahoma	400,851	477,937
State—Oregon		
Eugene, Oreg		
Salem, Oreg		

*National Mass Transportation Assistance
Act of 1974 Section 5 Apportionments to
Urbanized Areas Under 200,000
Population—Continued*

State and urbanized areas	FY 1977 Alloc.	FY 1978 Alloc.
Governors apportionment for Oregon.....	1,010,958	1,205,375
State—Pennsylvania		
Erie, Pa.		
Reading, Pa.		
York, Pa.		
Lancaster, Pa.		
Johnstown, Pa.		
Altoona, Pa.		
Williamsport, Pa.		
Governors apportionment for Pennsylvania.....	4,209,935	5,019,543
State—Puerto Rico		
Ponce, P.R.		
Mayaguez, P.R.		
Chauas, P.R.		
Governors apportionment for Puerto Rico.....	1,915,745	2,284,160
State—Rhode Island		
Fall River, Mass.-R.I.		
Governors apportionment for Rhode Island.....	52,852	63,016
State—South Carolina		
Greenville, S.C.		
Augusta, Ga.-S.C.		
Spartanburg, S.C.		
Governors apportionment for South Carolina.....	1,028,478	1,226,263
State—South Dakota		
Sioux City, Iowa-Nebr.-S. Dak.		
Sioux Falls, S. Dak.		
Governors apportionment for South Dakota.....	343,596	409,672

*National Mass Transportation Assistance
Act of 1974 Section 5 Apportionments to
Urbanized Areas Under 200,000
Population—Continued*

State and urbanized areas	FY 1977 Alloc.	FY 1978 Alloc.
State—Tennessee		
Knoxville, Tenn.		
Kingsport, Tenn.-Va.		
Clarksville, Ky.-Tenn.		
Governors apportionment for Tennessee.....	1,186,575	1,414,764
State—Texas		
Lubbock, Tex.		
Amarillo, Tex.		
Waco, Tex.		
Port Arthur, Tex.		
Beaumont, Tex.		
Wichita Falls, Tex.		
McAllen-Pharr-Edinburg, Tex.		
Abilene, Tex.		
Texas City-La Marque, Tex.		
Odessa, Tex.		
Killeen, Tex.		
Laredo, Tex.		
San Angelo, Tex.		
Galveston, Tex.		
Midland, Tex.		
Tyler, Tex.		
Texarkana, Tex.-Ark.		
Sherman-Denison, Tex.		
Brownsville, Tex.		
Bryan-College Station, Tex.		
Marligen-San Benito, Tex.		
Governors Apportionment for Texas.....	6,841,983	6,157,763
State—Utah		
Ogden, Utah.		
Provo-Orem, Utah		

*National Mass Transportation Assistance
Act of 1974 Section 5 Apportionments to
Urbanized Areas Under 200,000
Population—Continued*

State and urbanized areas	FY 1977 Alloc.	FY 1978 Alloc.
Governors Apportionment for Utah.....	1,034,048	1,232,904
State—Virginia		
Roanoke, Va.		
Petersburg-Colonial Heights, Va.		
Lynchburg, Va.		
Kingsport, Tenn.-Va.		
Governors apportionment for Virginia.....	1,387,415	1,654,227
State—Washington		
Richland-Kennewick, Wash		
Yakima, Wash		
Governors apportionment for Washington.....	550,661	656,558
State—West Virginia		
Huntington-Ashland, W. Va.-Ky.-Ohio		
Charleston, W. Va.		
Wheeling, W. Va.-Ohio		
Steubenville-Weirton, Ohio- W. Va.		
Governors apportionment for West Virginia.....	1,835,732	2,188,760
State—Wisconsin		
Duluth-Superior, Minn.-Wis		
Appleton, Wis		
Green Bay, Wis		
Racine, Wis		
Kenosha, Wis		
La Crosse, Wis.-Minn.		
Oshkosh, Wis.		
Governors apportionment for Wisconsin.....	2,959,518	3,528,661

Urbanized area	Apportionment basis				Total apportionment
	All areas population and population density	Business and related capital expenses	Areas with population over 750,000	Areas with population under 750,000	
INTERIM FISCAL YEAR 1979 UMTA SECTION 5 APPORTIONMENTS TO URBANIZED AREAS OVER 200,000 POPULATION					
Akron.....	\$3,157,719	\$1,114,489		\$274,689	\$4,546,897
Albany-Schenecady-Troy.....	\$3,070,930	\$1,083,858		\$272,278	\$4,427,066
Albuquerque.....	\$1,713,082	\$604,617		\$148,649	\$2,466,348
Allentown-Bethlehem-Eas.....	\$2,439,889	\$861,137		\$219,191	\$3,520,217
(Part: New Jersey).....	\$171,952	\$60,689		\$15,500	\$248,141
(Part: Pennsylv/ania).....	\$2,267,937	\$800,448		\$203,692	\$3,272,077
Atlanta.....	\$6,852,606	\$2,418,587	\$1,512,998		\$10,784,170
Aurora-Elgin.....	\$1,429,488	\$504,525		\$125,942	\$2,059,955
Austin.....	\$1,634,865	\$577,011		\$144,270	\$2,356,145
Baltimore.....	\$12,551,158	\$4,429,820	\$2,697,131		\$19,678,110
Baton Rouge.....	\$1,512,737	\$533,907		\$132,905	\$2,179,550
Birmingham.....	\$3,158,174	\$1,114,650		\$272,834	\$4,545,658
Boston.....	\$18,501,007	\$6,529,767	\$4,017,913		\$29,048,687
Bridgeport.....	\$2,444,918	\$862,912		\$213,539	\$3,521,369
Buffalo.....	\$8,615,771	\$3,040,860	\$1,851,732		\$13,508,363
Canton.....	\$1,527,163	\$538,999		\$135,113	\$2,201,275
Charleston.....	\$1,255,969	\$443,283		\$107,701	\$1,806,952
Charlotte.....	\$1,620,861	\$572,068		\$140,884	\$2,333,813
Chattanooga.....	\$1,154,109	\$407,332		\$97,262	\$1,658,704
(Part: Georgia).....	\$151,095	\$53,328		\$12,774	\$217,197
(Part: Tennessee).....	\$1,003,014	\$354,005		\$84,489	\$1,441,507
Chicago.....	\$54,249,398	\$19,146,846	\$11,642,898		\$85,039,142
(Part: Illinois).....	\$51,264,445	\$18,093,333	\$10,981,426		\$80,339,205
(Part: Indiana).....	\$2,984,953	\$1,053,513	\$661,472		\$4,699,938
Cincinnati.....	\$7,088,076	\$2,501,674	\$1,551,621		\$11,141,371
(Part: Kentucky).....	\$1,186,476	\$418,756	\$261,172		\$1,866,404
(Part: Ohio).....	\$5,901,599	\$2,082,917	\$1,290,449		\$9,274,966
Cleveland.....	\$12,028,422	\$4,245,325	\$2,642,911		\$18,916,659
Colorado Springs.....	\$1,121,182	\$395,711		\$96,034	\$1,612,927
Columbia.....	\$1,337,790	\$472,161		\$114,903	\$1,924,854
Columbus.....	\$1,085,609	\$383,156		\$91,700	\$1,560,465
(Part: Alabama).....	\$117,254	\$41,384		\$9,563	\$168,201
(Part: Georgia).....	\$968,355	\$341,772		\$82,138	\$1,392,265
Columbus.....	\$5,080,395	\$1,793,080	\$1,111,353		\$7,984,828
Corpus Christi.....	\$1,045,974	\$369,167		\$86,883	\$1,502,025

NOTICES

INTERIM FISCAL YEAR 1979 UMTA SECTION 5 APPORTIONMENTS TO URBANIZED AREAS OVER 200,000 POPULATION—
Continued

Urbanized area	Apportionment basis				Total apportionment
	All areas population and population density	Business and related capital expenses	Areas with population over 750,000	Areas with population under 750,000	
Dallas.....	\$6,992,046	\$2,467,781	\$1,562,296		\$11,022,124
Davenport-Rock Island-M.....	\$1,450,842	\$512,062		\$124,128	\$2,087,032
(Part: Illinois).....	\$806,527	\$284,656		\$70,011	\$1,161,195
(Part: Iowa).....	\$644,315	\$227,405		\$54,116	\$925,837
Dayton.....	\$4,226,022	\$1,491,537		\$372,651	\$6,090,211
Denver.....	\$6,925,190	\$2,444,185	\$1,511,053		\$10,880,428
Des Moines.....	\$1,416,384	\$499,900		\$121,674	\$2,037,958
Detroit.....	\$29,638,846	\$10,460,769	\$6,400,403		\$46,500,018
El Paso.....	\$2,010,170	\$709,472		\$175,866	\$2,895,507
Flint.....	\$2,139,106	\$754,978		\$190,750	\$3,084,834
Fort Lauderdale-Hollywo.....	\$3,692,036	\$1,303,072		\$323,758	\$5,318,866
Fort Wayne.....	\$1,427,450	\$503,806		\$126,682	\$2,057,938
Fort Worth.....	\$3,371,399	\$1,189,906		\$281,163	\$4,842,468
Fresno.....	\$1,680,358	\$593,068		\$149,397	\$2,422,823
Grand Rapids.....	\$1,973,395	\$696,492		\$169,987	\$2,839,874
Harrisburg.....	\$1,485,566	\$524,314		\$131,043	\$2,140,913
Hardford.....	\$3,069,066	\$1,083,200		\$274,752	\$4,427,018
Honolulu.....	\$3,029,588	\$1,069,266		\$273,284	\$4,372,138
Houston.....	\$10,417,733	\$3,676,847	\$2,286,455		\$16,381,035
Indianapolis.....	\$4,403,173	\$1,554,061	\$980,874		\$6,938,108
Jacksonville.....	\$2,545,016	\$898,241		\$209,937	\$3,653,195
Kansas City.....	\$5,993,314	\$2,115,287	\$1,333,187		\$9,441,789
(Part: Kansas).....	\$2,007,476	\$708,521	\$444,099		\$3,160,097
(Part: Missouri).....	\$3,985,838	\$1,406,766	\$889,088		\$6,281,692
Lansing.....	\$1,427,466	\$503,812		\$126,145	\$2,057,423
Las Vegas.....	\$1,229,382	\$433,900		\$103,790	\$1,767,072
Lawrence-Haverhill.....	\$1,113,758	\$393,091		\$95,787	\$1,602,636
(Part: Massachusetts).....	\$1,030,258	\$363,620		\$88,957	\$1,482,835
(Part: New Hampshire).....	\$83,501	\$29,471		\$6,830	\$119,801
Little Rock-North Littl.....	\$1,230,777	\$434,392		\$105,690	\$1,770,859
Los Angeles-Long Beach.....	\$67,881,147	\$23,958,051	\$14,561,930		\$106,401,128
Louisville.....	\$4,848,471	\$1,711,225		\$433,454	\$6,993,150
(Part: Indiana).....	\$490,469	\$173,107		\$43,016	\$706,591
(Part: Kentucky).....	\$4,358,003	\$1,538,119		\$390,438	\$6,286,559
Madison.....	\$1,252,524	\$442,067		\$110,180	\$1,804,772
Memphis.....	\$4,285,501	\$1,512,530		\$381,827	\$6,179,858
(Part: Mississippi).....	\$56,028	\$19,774		\$4,961	\$80,763
(Part: Tennessee).....	\$4,229,473	\$1,492,755		\$376,866	\$6,099,095
Miami.....	\$9,276,823	\$3,274,173	\$2,000,284		\$14,551,280
Milwaukee.....	\$7,370,670	\$2,601,413	\$1,626,211		\$11,598,293
Minneapolis-St. Paul.....	\$9,463,425	\$3,340,032	\$2,100,499		\$14,903,956
Mobile.....	\$1,244,159	\$439,115		\$102,764	\$1,786,039
Nashville-Davidson.....	\$2,075,978	\$732,698		\$169,200	\$2,977,876
New Haven.....	\$2,202,671	\$777,413		\$195,373	\$3,175,458
New Orleans.....	\$7,744,940	\$2,733,508	\$1,662,610		\$12,141,058
Newport News-Hampton.....	\$1,374,453	\$485,101		\$115,584	\$1,975,138
New York.....	\$151,121,410	\$53,336,965	\$32,107,851		\$236,566,225
(Part: New Jersey).....	\$30,223,057	\$10,666,961	\$6,629,310		\$47,519,329
(Part: New York).....	\$120,898,348	\$42,670,004	\$25,478,541		\$189,046,890
Norfolk-Portsmouth.....	\$3,635,666	\$1,283,176		\$310,879	\$5,229,721
Oklahoma City.....	\$2,888,544	\$1,019,486		\$240,920	\$4,148,950
Omaha.....	\$3,112,233	\$1,098,435		\$276,101	\$4,486,770
(Part: Iowa).....	\$305,486	\$107,818		\$25,040	\$438,345
(Part: Nebraska).....	\$2,806,748	\$990,617		\$251,061	\$4,048,425
Orlando.....	\$1,684,634	\$594,577		\$144,568	\$2,423,778
Oxnard-Ventura-Thousand.....	\$1,322,277	\$466,686		\$112,865	\$1,901,828
Peoria.....	\$1,361,941	\$489,685		\$116,856	\$1,959,483
Philadelphia.....	\$32,810,617	\$11,580,218	\$7,056,539		\$51,427,374
(Part: New Jersey).....	\$4,657,968	\$1,643,989	\$1,021,515		\$7,323,471
(Part: Pennsylvania).....	\$28,152,649	\$9,936,229	\$6,035,023		\$44,103,902
Phoenix.....	\$4,691,820	\$1,655,936	\$1,043,784		\$7,391,540
Pittsburgh.....	\$11,429,704	\$4,034,013	\$2,509,237		\$17,972,955
Portland.....	\$5,105,340	\$1,801,885	\$1,120,854		\$8,028,078
(Part: Oregon).....	\$4,703,373	\$1,660,014	\$1,031,532		\$7,394,919
(Part: Washington).....	\$401,967	\$141,871	\$89,321		\$633,158
Providence-Pawtucket-WA.....	\$5,037,340	\$1,777,885	\$1,103,497		\$7,918,721
(Part: Massachusetts).....	\$343,822	\$121,349	\$76,842		\$542,014
(Part: Rhode Island).....	\$4,693,517	\$1,656,535	\$1,026,655		\$7,376,707
Richmond.....	\$2,501,293	\$882,809		\$219,250	\$3,603,353
Rochester.....	\$4,265,224	\$1,505,373		\$387,414	\$6,158,012
Rockford.....	\$1,326,889	\$468,314		\$118,160	\$1,913,363
Sacramento.....	\$3,692,514	\$1,303,240		\$320,458	\$5,316,212
Salt Lake City.....	\$2,761,058	\$974,491		\$239,593	\$3,975,142
San Antonio.....	\$5,033,251	\$1,776,442	\$1,099,714		\$7,909,407
San Bernadino-Riverside.....	\$2,996,191	\$1,057,479		\$252,111	\$4,305,782
San Diego.....	\$7,474,834	\$2,638,177	\$1,639,831		\$11,752,841
San Francisco-Oakland.....	\$21,870,026	\$7,718,832	\$4,730,315		\$34,319,174
San Jose.....	\$6,888,691	\$2,431,303	\$1,500,937		\$10,820,930

INTERIM FISCAL YEAR 1979 UMTA SECTION 5 APPORTIONMENTS TO URBANIZED AREAS OVER 200,000 POPULATION—
Continued

Urbanized area	Apportionment basis				Total apportionment
	All areas population and population density	Business and related capital expenses	Areas with population over 750,000	Areas with population under 750,000	
San Juan	\$8,568,697	\$3,024,246	\$1,807,703		\$13,400,646
Scranton	\$1,082,448	\$382,040		\$91,906	\$1,556,394
Seattle-Everett	\$7,559,746	\$2,668,146	\$1,661,870		\$11,889,762
Shreveport	\$1,327,762	\$468,622		\$114,714	\$1,911,098
South Bend	\$1,714,112	\$604,981		\$149,864	\$2,468,956
(Part Indiana)	\$1,594,652	\$562,818		\$139,832	\$2,297,302
(Part Michigan)	\$119,460	\$42,162		\$10,032	\$171,655
Spokane	\$1,392,811	\$491,580		\$122,377	\$2,006,768
Springfield-Chicopee-Ho	\$2,765,759	\$976,150		\$235,756	\$3,977,665
(Part Connecticut)	\$326,912	\$115,381		\$28,192	\$470,484
(Part Massachusetts)	\$2,438,847	\$860,770		\$207,564	\$3,507,181
St. Louis	\$13,290,875	\$4,690,897	\$2,883,466		\$20,865,238
(Part: Illinois)	\$1,759,873	\$621,132	\$390,296		\$2,771,301
(Part: Missouri)	\$11,531,002	\$4,069,765	\$2,493,169		\$18,093,937
St. Petersburg	\$3,061,436	\$1,080,507		\$270,176	\$4,412,118
Syracuse	\$2,596,744	\$916,498		\$234,615	\$3,747,857
Tacoma	\$1,910,418	\$674,265		\$165,672	\$2,750,354
Tampa	\$2,196,438	\$775,213		\$192,162	\$3,163,813
Toledo	\$2,957,089	\$1,043,678		\$259,785	\$4,260,552
(Part: Michigan)	\$54,635	\$19,283		\$4,446	\$78,364
(Part: Ohio)	\$2,902,453	\$1,024,395		\$255,339	\$4,182,188
Trenton	\$1,959,987	\$691,760		\$178,300	\$2,830,047
(Part: New Jersey)	\$1,769,055	\$624,372		\$161,524	\$2,554,951
(Part: Pennsylvania)	\$190,932	\$67,388		\$16,776	\$275,096
Tucson	\$1,748,218	\$617,018		\$152,862	\$2,518,098
Tulsa	\$1,965,345	\$693,651		\$166,778	\$2,825,775
Washington	\$19,530,925	\$6,893,268	\$4,200,043		\$30,624,235
(Part: Maryland)	\$6,267,363	\$2,212,010	\$1,375,508		\$9,854,881
(Part: District of Columbia)	\$8,877,159	\$3,133,115	\$1,860,597		\$13,870,872
(Part: Virginia)	\$4,386,402	\$1,548,142	\$963,937		\$6,898,483
West Palm Beach	\$1,532,587	\$540,913		\$130,320	\$2,203,819
Wichita	\$1,814,338	\$640,354		\$159,014	\$2,613,706
Wilkes-Barre	\$1,302,980	\$459,875		\$113,487	\$1,876,343
Wilmington	\$2,391,406	\$844,026		\$212,974	\$3,448,406
(Part: Delaware)	\$2,286,067	\$806,847		\$204,244	\$3,297,159
(Part: New Jersey)	\$105,339	\$37,178		\$8,730	\$151,247
Worcester	\$1,496,436	\$528,154		\$131,393	\$2,155,983
Youngstown-Warren	\$2,442,410	\$862,027		\$215,483	\$3,519,920

INTERIM FISCAL YEAR 1979 UMTA SECTION 5 APPORTIONMENTS TO GOVERNORS FOR URBANIZED AREAS UNDER 200,000 POPULATION

Alabama	\$2,322,553	\$996,195	\$236,117	\$4,054,865
Huntsville	\$663,774	\$234,273	\$53,705	\$951,752
Montgomery	\$814,998	\$287,646	\$71,034	\$1,173,678
Tuscaloosa	\$446,957	\$157,750	\$37,766	\$642,463
Gadsden	\$308,760	\$108,974	\$25,040	\$442,774
Florence	\$301,853	\$106,536	\$24,885	\$433,275
Anniston	\$286,211	\$101,016	\$23,697	\$410,924
Alaska	\$583,169	\$205,824	\$49,419	\$838,412
Anchorage	\$583,169	\$205,824	\$49,419	\$838,412
Arizona				
Arkansas	\$823,371	\$290,602	\$69,824	\$1,183,797
Fort Smith	\$337,412	\$119,086	\$27,434	\$483,932
Pine Bluff	\$368,222	\$129,961	\$32,328	\$530,510
Texarkana	\$117,738	\$41,554	\$10,062	\$169,355
California	\$6,185,463	\$2,176,046	\$544,570	\$8,886,079
Bakersfield	\$1,088,350	\$384,124	\$96,033	\$1,568,507
Stockton	\$1,039,437	\$366,860	\$92,695	\$1,498,992
Santa Barbara	\$849,159	\$299,703	\$75,881	\$1,224,743
Modesto	\$656,772	\$231,802	\$57,976	\$946,550
Seaside-Monterey	\$640,775	\$226,156	\$57,837	\$924,768
Santa Rosa	\$390,853	\$137,948	\$33,018	\$561,819
Santa Cruz	\$395,420	\$139,560	\$33,678	\$568,658
Salinas	\$444,995	\$157,057	\$40,455	\$642,506
Antioch-Pittsburg	\$346,910	\$122,439	\$30,183	\$499,531
Simi Valley	\$312,793	\$110,398	\$26,816	\$450,006
Colorado	\$1,187,380	\$419,075	\$107,288	\$1,713,744
Pueblo	\$656,175	\$231,591	\$58,260	\$946,027
Boulder	\$531,204	\$187,484	\$49,028	\$767,716
Connecticut	\$5,283,109	\$1,864,627	\$453,635	\$7,601,370
Stanford	\$1,074,072	\$379,084	\$93,399	\$1,546,555
Waterbury	\$906,997	\$320,116	\$78,765	\$1,305,878
New London-Norwich	\$709,510	\$250,415	\$59,586	\$1,019,512
New Britain	\$843,522	\$297,714	\$75,074	\$1,216,310
Norwalk	\$611,848	\$215,946	\$53,033	\$880,827
Meriden	\$463,252	\$163,501	\$37,958	\$664,710
Bristol	\$370,716	\$130,841	\$31,253	\$532,809

NOTICES

INTERIM FISCAL YEAR 1979 UMTA SECTION 5 APPORTIONMENTS TO GOVERNORS FOR URBANIZED AREAS UNDER 200,000
POPULATION—Continued

Urbanized area	Apportionment basis				Total apportion- ment
	All areas population and population density	Business and related capital expenses	Areas with population over 750,000	Areas with population under 750,000	
Danbury	\$303,192	\$107,009		\$24,568	\$434,769
Delaware					
District of Columbia					
Florida	\$4,769,603	\$1,683,389		\$403,562	\$6,856,555
Melbourne-Cocoa	\$886,218	\$312,783		\$73,783	\$1,272,784
Sarasota-Bradenton	\$850,436	\$300,154		\$71,354	\$1,221,944
Pensacola	\$946,357	\$334,008		\$81,832	\$1,362,197
Daytona Beach	\$538,111	\$189,922		\$43,990	\$772,023
Tallahassee	\$449,177	\$158,533		\$38,994	\$646,705
Gainesville	\$386,628	\$136,457		\$33,276	\$556,361
Port Myers	\$337,343	\$119,062		\$27,960	\$484,365
Lakeland	\$375,332	\$132,470		\$32,374	\$540,176
Georgia	\$2,833,584	\$1,000,088		\$245,493	\$4,079,165
Savannah	\$936,656	\$330,584		\$81,137	\$1,348,377
Augusta	\$748,659	\$264,232		\$65,364	\$1,078,255
Macon	\$725,926	\$256,209		\$62,739	\$1,044,874
Albany	\$422,344	\$149,062		\$36,253	\$607,659
Hawaii					
Idaho	\$512,779	\$180,981		\$44,974	\$738,733
Boise	\$512,779	\$180,981		\$44,974	\$738,733
Illinois	\$4,135,207	\$1,459,485		\$368,000	\$5,962,692
Joliet	\$926,383	\$326,959		\$81,050	\$1,334,391
Springfield	\$801,791	\$282,985		\$71,864	\$1,156,641
Champaign-Urbana	\$831,471	\$293,460		\$77,614	\$1,202,545
Decatur	\$581,119	\$205,101		\$50,576	\$836,795
Alton	\$528,816	\$186,641		\$45,367	\$760,824
Bloomington-Normal	\$453,391	\$160,020		\$40,502	\$653,913
Dubuque	\$12,237	\$4,319		\$1,027	\$17,582
Indiana	\$2,987,403	\$1,054,378		\$264,830	\$4,306,611
Evansville	\$934,761	\$329,916		\$83,577	\$1,348,254
Muncie	\$606,937	\$214,213		\$54,525	\$875,675
Terre Haute	\$463,141	\$163,462		\$40,127	\$666,730
Anderson	\$412,644	\$145,639		\$34,680	\$592,963
Lafayette-West Lafayette	\$569,921	\$201,148		\$51,920	\$822,989
Iowa	\$2,096,934	\$740,094		\$178,092	\$3,015,120
Cedar Rapids	\$705,971	\$249,166		\$60,087	\$1,015,224
Waterloo	\$554,200	\$195,600		\$46,019	\$795,819
Sioux City	\$423,859	\$149,597		\$35,094	\$608,550
Dubuque	\$412,904	\$145,731		\$36,892	\$595,526
Kansas	\$754,950	\$266,453		\$65,222	\$1,086,625
Topeka	\$749,535	\$264,542		\$64,795	\$1,078,872
St. Joseph	\$5,415	\$1,911		\$427	\$7,753
Kentucky	\$1,860,659	\$656,704		\$166,859	\$2,684,222
Huntington-Ashland	\$282,097	\$99,564		\$23,940	\$405,600
Lexington	\$1,113,571	\$393,025		\$100,832	\$1,607,428
Clarksburg	\$72,457	\$25,573		\$6,159	\$104,189
Owensboro	\$392,534	\$138,541		\$35,929	\$567,005
Louisiana	\$1,908,525	\$673,597		\$165,161	\$2,747,282
Monroe	\$494,828	\$174,574		\$42,338	\$711,540
Lake Charles	\$511,006	\$180,355		\$44,400	\$735,761
Lafayette	\$490,349	\$173,064		\$43,369	\$706,782
Alexandria	\$412,541	\$145,603		\$35,054	\$593,197
Maine	\$832,255	\$293,737		\$68,823	\$1,194,815
Portland	\$550,072	\$194,143		\$46,353	\$790,568
Lewiston-Auburn	\$282,183	\$99,594		\$22,470	\$404,247
Maryland					
Massachusetts	\$4,395,030	\$1,551,187		\$385,530	\$6,331,746
Lowell	\$1,107,119	\$390,748		\$97,249	\$1,595,116
Brockton	\$887,770	\$313,330		\$77,693	\$1,278,794
Fall River	\$812,670	\$286,825		\$72,708	\$1,172,202
New Bedford	\$929,257	\$327,973		\$84,076	\$1,341,306
Pittsfield	\$359,895	\$126,951		\$29,273	\$515,918
Pittsfield	\$298,519	\$105,360		\$24,531	\$428,410
Michigan	\$4,897,146	\$1,728,404		\$428,888	\$7,054,438
Ann Arbor	\$1,242,136	\$438,401		\$112,392	\$1,792,929
Kalamazoo	\$806,160	\$284,527		\$68,448	\$1,159,135
Saginaw	\$951,830	\$335,940		\$84,796	\$1,372,566
Muskegon-Muskegon Heights	\$555,393	\$196,021		\$47,039	\$798,454
Jackson	\$423,492	\$149,468		\$36,121	\$609,081
Bay City	\$475,760	\$167,915		\$41,844	\$685,520

INTERIM FISCAL YEAR 1979 UMTA SECTION 5 APPORTIONMENTS TO GOVERNORS FOR URBANIZED AREAS UNDER 200,000
POPULATION—Continued

Urbanized area	Apportionment basis				Total apportionment
	All areas population and population density	Business and related capital expenses	Areas with population over 750,000	Areas with population under 750,000	
Battle Creek	\$442,374	\$156,132		\$38,248	\$636,754
Minnesota	\$1,406,298	\$496,340		\$121,371	\$2,024,009
Duluth-Superior	\$496,770	\$175,330		\$40,696	\$712,797
Fargo-Moorhead	\$205,681	\$72,593		\$18,306	\$296,581
La Crosse	\$14,793	\$5,221		\$1,212	\$21,227
Rochester	\$381,551	\$134,665		\$34,308	\$550,524
St. Cloud	\$307,502	\$108,530		\$26,849	\$442,881
Mississippi	\$1,726,864	\$609,481		\$148,375	\$2,484,721
Jackson	\$1,099,909	\$338,203		\$95,557	\$1,583,669
Biloxi-Gulfport	\$626,955	\$221,278		\$52,819	\$901,052
Missouri	\$1,333,929	\$470,798		\$112,654	\$1,917,381
Springfield	\$627,093	\$221,327		\$52,866	\$901,285
St. Joseph	\$427,259	\$150,797		\$36,857	\$614,913
Columbia	\$279,577	\$98,674		\$22,931	\$401,182
Montana	\$861,750	\$304,147		\$75,712	\$1,241,609
Billings	\$412,961	\$145,751		\$35,897	\$594,609
Great Falls	\$448,788	\$158,396		\$39,815	\$646,999
Nebraska	\$970,269	\$342,448		\$85,077	\$1,397,794
Lincoln	\$929,939	\$328,214		\$81,691	\$1,339,844
Sioux City	\$40,331	\$14,234		\$3,386	\$57,951
Nevada	\$579,169	\$204,412		\$50,365	\$833,946
Reno	\$579,169	\$204,412		\$50,365	\$833,946
New Hampshire	\$843,626	\$297,750		\$72,008	\$1,213,384
Manchester	\$534,058	\$188,491		\$46,042	\$768,592
Nashua	\$309,567	\$109,259		\$25,966	\$444,792
New Jersey	\$1,013,418	\$357,677		\$84,005	\$1,455,100
Atlantic City	\$701,263	\$247,504		\$59,327	\$1,008,094
Vineland-Millville	\$312,156	\$110,173		\$24,878	\$447,006
New Mexico					
New York	\$3,046,115	\$1,075,100		\$284,897	\$4,386,112
Utica-Rome	\$1,010,042	\$356,485		\$87,025	\$1,453,553
Binghamton	\$1,050,256	\$370,678		\$93,015	\$1,513,950
Poughkeepsie	\$526,374	\$185,779		\$44,276	\$756,428
Elmira	\$459,445	\$162,157		\$40,580	\$662,182
North Carolina	\$5,799,284	\$2,046,806		\$493,204	\$8,339,294
Fayetteville	\$873,284	\$308,218		\$74,567	\$1,256,069
Raleigh	\$818,555	\$288,902		\$69,765	\$1,177,222
Greensboro	\$861,964	\$304,222		\$74,473	\$1,240,660
Winston-Salem	\$766,391	\$270,491		\$66,319	\$1,102,201
Durham	\$557,710	\$196,839		\$47,906	\$802,454
Gastonia	\$464,399	\$163,906		\$38,546	\$666,850
High Point	\$473,083	\$166,970		\$39,633	\$679,686
Asheville	\$372,786	\$131,572		\$31,388	\$535,745
Burlington	\$310,984	\$109,759		\$26,252	\$446,996
Wilmington	\$300,127	\$105,927		\$25,355	\$431,410
North Dakota	\$363,720	\$128,372		\$32,771	\$524,863
Fargo-Moorehead	\$363,720	\$128,372		\$32,771	\$524,863
Ohio	\$3,623,529	\$1,278,893		\$312,870	\$5,215,292
Lorain-Elyria	\$974,163	\$343,822		\$81,657	\$1,399,642
Huntington-Ashland	\$156,198	\$55,129		\$13,289	\$224,615
Springfield	\$629,489	\$222,172		\$56,568	\$908,229
Wheeling	\$242,783	\$85,688		\$22,300	\$350,771
Hamilton	\$506,118	\$178,630		\$43,540	\$728,288
Steubenville/Weirton	\$273,797	\$96,634		\$23,668	\$394,100
Mansfield	\$399,275	\$140,920		\$33,618	\$573,813
Lima	\$402,758	\$142,150		\$34,903	\$579,811
Parkersburg	\$38,950	\$13,747		\$3,327	\$56,023
Oklahoma	\$524,190	\$185,008		\$44,644	\$753,843
Lawton	\$515,573	\$181,967		\$43,971	\$741,510
Fort Smith	\$8,618	\$3,042		\$673	\$12,333
Oregon	\$1,322,025	\$466,597		\$114,374	\$1,902,996
Eugene	\$792,030	\$279,540		\$68,511	\$1,140,081
Salem	\$529,985	\$187,057		\$45,863	\$762,914
Pennsylvania	\$5,505,306	\$1,943,049		\$493,958	\$7,942,312
Erie	\$1,223,790	\$431,926		\$110,820	\$1,766,536
Reading	\$1,185,065	\$418,258		\$107,535	\$1,710,858
York	\$784,243	\$276,792		\$69,675	\$1,130,710
Lancaster	\$717,947	\$253,393		\$63,238	\$1,034,578
Johnstown	\$623,745	\$220,145		\$55,636	\$899,526
Altoona	\$583,426	\$205,915		\$53,051	\$842,392
Williamsport	\$387,088	\$136,619		\$34,003	\$557,711
Puerto Rico	\$2,505,208	\$884,191		\$238,687	\$3,628,086

NOTICES

INTERIM FISCAL YEAR 1979 UMTA SECTION 5 APPORTIONMENTS TO GOVERNORS FOR URBANIZED AREAS UNDER 200,000
POPULATION—Continued

Urbanized area	Apportionment basis				Total apportion- ment
	All areas population and population density	Business and related capital expenses	Areas with population over 750,000	Areas with population under 750,000	
Ponce	\$1,292,012	\$456,004		\$124,059	\$1,872,075
Mayaguez	\$538,113	\$189,922		\$49,662	\$777,697
Caguas	\$675,083	\$238,264		\$64,966	\$978,313
Rhode Island	\$69,115	\$24,394		\$5,512	\$99,021
Fall River	\$69,115	\$24,394		\$5,512	\$99,021
South Carolina	\$1,344,935	\$474,683		\$114,296	\$1,933,913
Greenville	\$851,813	\$300,640		\$72,774	\$1,225,227
Augusta	\$105,033	\$37,070		\$8,623	\$150,727
Spartanburg	\$388,089	\$136,972		\$32,898	\$557,959
South Dakota	\$449,319	\$158,583		\$39,239	\$647,140
Sioux City	\$3,805	\$1,343		\$305	\$5,454
Sioux Falls	\$445,513	\$157,240		\$38,933	\$641,686
Tennessee	\$1,551,678	\$547,651		\$130,656	\$2,229,984
Knoxville	\$1,032,767	\$364,506		\$88,226	\$1,485,499
Kingsport	\$313,324	\$110,585		\$25,713	\$449,622
Clarksville	\$205,587	\$72,560		\$16,716	\$294,863
Texas	\$8,947,224	\$3,157,844		\$756,907	\$12,861,976
Lubbock	\$779,709	\$275,191		\$65,824	\$1,120,724
Amarillo	\$675,139	\$238,284		\$57,367	\$970,791
Waco	\$551,819	\$194,760		\$45,020	\$791,599
Port Arthur	\$568,687	\$200,713		\$47,142	\$816,542
Beaumont	\$564,627	\$199,280		\$46,718	\$810,625
Wichita Falls	\$537,357	\$189,655		\$46,098	\$773,111
McAllen-Pharr-Edinburg	\$539,784	\$190,512		\$47,160	\$777,456
Abilene	\$407,337	\$143,766		\$32,879	\$583,982
Texas City-La Marque	\$367,826	\$129,821		\$29,408	\$527,054
Odessa	\$516,767	\$182,388		\$45,846	\$745,001
Killeen	\$374,060	\$132,021		\$31,385	\$537,465
Laredo	\$439,588	\$155,149		\$38,906	\$633,643
San Angelo	\$328,650	\$115,994		\$27,670	\$472,314
Galveston	\$363,906	\$128,437		\$31,748	\$524,092
Midland	\$310,103	\$109,448		\$26,097	\$445,648
Tyler	\$334,427	\$118,033		\$28,806	\$481,266
Texarkana	\$183,881	\$64,899		\$15,339	\$264,120
Sherman-Denison	\$270,600	\$95,506		\$22,442	\$388,548
Brownsville	\$342,704	\$120,954		\$30,592	\$494,251
Bryan-College Station	\$248,379	\$87,663		\$20,525	\$356,567
Harlingen-San Benito	\$241,877	\$85,368		\$19,935	\$347,180
Utah	\$1,352,218	\$477,254		\$114,968	\$1,944,440
Ogden	\$843,354	\$297,654		\$72,771	\$1,213,779
Provo-Orem	\$508,865	\$179,599		\$42,197	\$730,662
Virginia	\$1,814,314	\$640,346		\$155,304	\$2,609,964
Roanoke	\$869,056	\$306,726		\$74,699	\$1,250,481
Petersburg-Colonial Hl.	\$559,532	\$197,482		\$48,122	\$805,136
Lynchburg	\$364,941	\$128,803		\$30,737	\$524,481
Kingsport	\$20,786	\$7,336		\$1,746	\$29,868
Washington	\$720,096	\$254,152		\$61,124	\$1,035,372
Richland-Kennewick	\$329,440	\$116,273		\$26,841	\$472,554
Yakima	\$390,656	\$137,878		\$34,284	\$562,818
West Virginia	\$2,400,576	\$847,262		\$210,590	\$3,458,428
Huntington-Ashland	\$588,314	\$207,640		\$53,180	\$849,134
Charleston	\$901,265	\$318,094		\$78,060	\$1,297,418
Wheeling	\$352,804	\$124,519		\$30,683	\$508,066
Steubenville-Weirton	\$188,561	\$66,551		\$15,804	\$270,915
Parkersburg	\$369,632	\$130,458		\$32,865	\$532,955
Wisconsin	\$3,870,144	\$1,365,934		\$343,687	\$5,579,765
Duluth-Superior	\$136,695	\$48,245		\$10,745	\$195,686
Appleton	\$846,784	\$298,865		\$75,653	\$1,221,302
Green Bay	\$638,024	\$225,185		\$53,085	\$916,295
Racine	\$837,959	\$295,750		\$76,204	\$1,209,913
Kenosha	\$648,260	\$228,798		\$59,769	\$936,827
La Crosse	\$355,553	\$125,489		\$31,039	\$512,082
Oshkosh	\$406,870	\$143,601		\$37,191	\$587,661

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