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DEPARTMENT OF TRANSPORTATION

**Urban Mass Transportation
Administration**

■

**CAPITAL AND
OPERATING ASSISTANCE
FORMULA GRANTS;
INTERIM GUIDELINES
AND PROCEDURES**

**Advanced Notice of
Proposed Rulemaking**

**DEPARTMENT OF
TRANSPORTATION**

Urban Mass Transportation Administration
[49 CFR Ch. VI]

[UMTA Docket No. 74-04]

**URBAN MASS TRANSPORTATION
PROGRAMS**

**Interim Guidelines and Procedures for
Capital and Operating Assistance For-
mula Grants; Advanced Notice of Pro-
posed Rulemaking**

The purpose of this notice is to promulgate interim standards, guidelines and procedures to implement 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 Assistance Act of 1974. As soon as possible the Urban Mass Transportation Administration intends to issue formal regulations which will incorporate the procedures and policies set forth in these guidelines.

Section 5 creates a new program of federal assistance to urban mass transportation systems through grants on a formula basis which may be used by the recipients either for capital or operating assistance. An aggregate amount of \$3.975 billion is authorized for this program for fiscal years 1975 through 1980.

This legislation is of great significance for the future of mass transportation, and represents a major opportunity to improve the quality of life, particularly for those living and working in our urban centers. It is our intent to implement the provisions of this legislation cooperatively with states and local areas, in a manner which maximizes local decisionmaking, while carrying out the federal oversight required by the law.

The resources and flexibility provided by this Act, when used in conjunction with the resources and flexibility provided by the Federal-Aid Highway Act of 1973, give states and local areas an opportunity to deal comprehensively with their urban transportation problems. For the first time, federal funds will be available to assist localities in meeting the operating, as well as the capital costs of maintaining and improving their mass transportation service. Metropolitan areas now have an opportunity to assess their total transit service needs and to meet them with federal assistance. The Department of Transportation encourages communities to use this opportunity to re-examine their needs and reassess their priorities—taking the widest possible perspective in considering uses for these federal resources.

An attachment to this Notice describes the formula for apportioning these funds and lists the annual amounts to be made available to each urbanized area with a population of 200,000 or over. Funds attributable to urbanized areas with a population of under 200,000

will be apportioned directly to the Governor of each state.

The Act calls for federal approvals at several stages of the process for utilizing the funds distributed under section 5. It is anticipated that this can be accomplished expeditiously, with a minimum of pre-emption of local decisions. The basic elements of this program are outlined below, and are explained more fully in the attached guidelines.

1. The Governor, responsible local officials, and publicly-owned operators of mass transportation services, with the concurrence of the UMTA Administrator, shall jointly designate the recipient(s) for section 5 funds in urbanized areas of 200,000 or more population. In any case in which a statewide or regional agency or instrumentality is responsible under state laws for the financing, construction, and operation, directly, by lease, contract, or otherwise, of public transportation services, they must include such agency as a designated recipient. For areas under 200,000, the Governor is the recipient.

2. A single annual program of projects for each urbanized area shall be submitted for UMTA approval by the recipient(s), through the Metropolitan Planning Organization. This program must be consistent with the comprehensive urban transportation planning process required by the federal statutes governing the Federal Highway and Urban Mass Transportation Administrations. (Areas which desire project approval prior to June 30, 1975, should submit their proposed program by March 1, 1975. Funds apportioned in FY-1975 will, however, remain available until September 30, 1977.)

3. For each section 5 project included in the approved program of projects, the recipient shall submit an application for UMTA approval (Areas which desire project approval prior to June 30, 1975, should submit applications by May 1, 1975.)

4. An agreement for undertaking each section 5 project shall be executed between UMTA and the recipient. Cash disbursement will be made by UMTA in accordance with performance under the terms of the project agreement.

This notice and the attached guidelines have been prepared to provide preliminary guidance on the implementation of section 5. Information on other provisions of the Act will be forthcoming at a later date.

Interested parties and government agencies are invited to submit, at their earliest convenience, written comments, views, or data concerning the interim guidelines promulgated hereby, to the Chief Counsel, Urban Mass Transportation Administration, Room 9320, 400 7th St. SW, Washington, D.C. 20590.

All such submissions received, as well as the experience gained through the administration of the section 5 program, will be considered in the preparation of the formal regulations. Such formal regulations will be published in the FEDERAL REGISTER for notice and comment prior to final promulgation.

Issued at Washington, D.C. January 2, 1975.

FRANK C. HERRINGER,
Urban Mass Transportation
Administrator.

URBAN MASS TRANSPORTATION ACT OF 1964
AS AMENDED

PRELIMINARY GUIDELINES FOR PROJECT DEVELOPMENT FOR SECTION 5 FUNDS

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- B. Designation of Recipients.
- C. Allocation for Urbanized Areas Under 200,000.
- D. Planning Requirement.
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Introduction.

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- 4. Protection of the Interest of Employees.
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- 6. Public Hearing.
 - 7. Other General Requirements.
- Specific Requirements for Capital Assistance Applications.**
- Specific Requirements for Operating Assistance Applications.**

A. INTRODUCTION AND DEFINITIONS

Section 5 of the Urban Mass Transportation Act of 1964, as amended (the Act) provides a six year mass transportation assistance program for urbanized areas apportioned on the basis of a statutory formula. Urbanized areas may use section 5 funds by developing specific capital assistance and/or operating assistance projects under the statutory requirements of the Act as described in these guidelines. Apportioned funds will be made available subject to required UMTA approvals, and cash disbursements will be consistent with current UMTA practices. Funds apportioned in each year of the program are available for project approval through the end of the second fiscal year following the fiscal year in which they are apportioned.

The Act requires that projects be developed through a continuing, cooperative and comprehensive urban transportation planning process, resulting in plans and programs for a unified or officially coordinated urban transportation system consistent with the planned development of the urban area. UMTA makes an annual determination that these planning requirements are met prior to making section 5 approvals.

The Governor, responsible local officials and publicly-owned operators of mass transportation services will designate recipients for funds under section 5 for urbanized areas of 200,000 or more population. In any case, however, in which a statewide or regional agency is responsible under state laws for the financing, construction and operation—directly, by lease, contract or otherwise—of public transportation services, they must include such agency as a designated recipient. In urbanized areas of under 200,000 population, the Governor or his designee is the recipient. The recipient will receive and disburse section 5 funds and must have legal capacity to enter into project agreements with UMTA.

The Act requires the submission of a program of projects to UMTA for use of section 5 funds. The annual program of Section 5 projects must be consistent with the current approved Transit Development Program and the comprehensive planning process.

The amount of Federal assistance requested under section 5 cannot exceed the apportioned funds available to the area. Section 5 requires that the program of projects results from the planning process undertaken cooperatively by the State, responsible local officials, and local transit operators. The submission of the program of projects by Section 5 recipients will be through the Metropolitan Planning Organization which must endorse the program.

This Act declares it to be in the national interest to encourage and promote the development of transportation systems embracing various modes of transport. In support of this objective, UMTA invites the inclusion of projects in the annual program which are designed to supplement regular route service such as neighborhood and community-level transit service. Such projects may include demand-responsive transportation, jitneys and special services for the elderly, handicapped and transit disadvantaged. Both private and public mass transportation operators are eligible for assistance under section 5 of the Act.

Approval for funding of projects will be based upon submissions required under the Act. The capital assistance project application will follow the existing format for projects funded under section 3 of the Act, with the additions required by section 5. The Federal share will be up to 80 percent for capital assistance projects.

An operating assistance project application must address the statutory requirements as described in these guidelines. The Federal share for an operating assistance project may be up to 50 percent of the project cost, subject to the availability of section 5 funds and local matching share.

Section 15 of the Act requires that UMTA prescribe a uniform system of accounts and records to replace the various systems currently in use. No project shall be approved after July 1, 1978, unless the recipient or user of the funds is subject to both the reporting system and the uniform system of accounts records. Until such a uniform system is prescribed, UMTA will accept the system currently used.

DEFINITIONS

"Governor" means the Governor, or his designee, of any one of the fifty States or of Puerto Rico, and the Mayor of the District of Columbia.

"Local fiscal year" is the fiscal year of the mass transportation operator.

"Mass Transportation" means transportation by bus, or rail or other conveyance, either publicly or privately owned, which provides to the public, general or special service (but not including school buses or charter or sightseeing service) on a regular and continuing basis.

"Metropolitan Planning Organization" means the organization designated by the Governor as being responsible, together with the State, for carrying out the provisions of 23 U.S.C. 134 (Federal-Aid Highway planning requirements), and capable of meeting the requirements of 49 U.S.C. 1603(a), (Urban Mass Transportation planning requirements).

"Project application" means the surveys, plans, specifications, and estimates required to be submitted under section 5(b)(1) of the Act. Surveys, plans, specifications, and estimates consist of the documentation specified in these guidelines.

"Recipient" means a Governor (or his designee) or any agency designated under section 5(b)(2) of the Act that has the responsibilities or capacities listed in Part B of these procedures.

"Responsible Local Officials" are principal elected officials of general purpose local gov-

ernments, acting through the Metropolitan Planning Organization designated by the Governor.

"Urbanized area" means an area so designated by the Bureau of the Census, within boundaries which shall be fixed by responsible State and local officials in cooperation with each other, and in consultation with the publicly-owned operators of mass transportation services subject to approval of the Administrator of UMTA. At a minimum, such boundaries shall encompass the entire urbanized area within the State as designated by the Bureau of the Census.

B. DESIGNATION OF RECIPIENTS

REQUIREMENTS

Section 5 funds will be made available to urbanized areas through recipients which must be public entities and legally capable of receiving and dispensing Federal funds. The Governor, responsible local officials and publicly-owned operators of mass transportation services must jointly designate recipient(s) for urbanized areas of 200,000 or more population. In any case in which a statewide or regional agency or instrumentality is responsible under State laws for the financing, construction and operation—directly, by lease, contract or otherwise—of public transportation services, the Governor, responsible local officials and publicly-owned operators must include such agency as a designated recipient. The Governor is the recipient for urbanized areas under 200,000 population.

Section 5 of the Act requires that the recipient must have the legal capacity to assume all of the following specific responsibilities:

- (1) Receive and dispense Federal funds for transit purposes;
- (2) Submit a program of projects to UMTA and the Governor through the Metropolitan Planning Organization;
- (3) Submit project applications to UMTA;
- (4) Enter into formal project agreements with UMTA;
- (5) Certify that a public hearing has been conducted.

The recipient must have the legal capacity to enter into a formal project agreement (contract) with UMTA. However, it need not be the direct user of funds or provider of services. Thus, public entities, such as general purpose governments and agencies thereof, councils of government, planning organizations, transit or transportation authorities, which can satisfy the foregoing requirements, may be designated as recipients.

The designation of a single recipient is encouraged for an urbanized area, for contiguous urbanized areas, or for multistate urbanized areas; however, several recipients may be designated.

PROCEDURES FOR DESIGNATION

Submission to UMTA. Designation shall be accompanied by documentation indicating the joint concurrence of the Governor, responsible local officials and publicly-owned operators of mass transportation services. On behalf of the parties to this designation, the Governor will submit the names of the recipients to the Administrator, including an opinion of each designated recipient's counsel as to its legal capacity to perform the functions of a recipient.

Administrator's Concurrence. Designations must be concurred in by the Administrator. Notification of the Administrator's concurrence will be made to the recipients.

Designation By The Administrator. It is envisioned that all concerned parties will concur on the identity of the recipients. However, in the event that agreement cannot be reached, the Administrator has the authority

to designate a recipient, in order to allow needed funds to flow to an area.

Revisions to Designations. Designations may be revised at any time under the same process used for initial designations.

C. ALLOCATION FOR URBANIZED AREAS UNDER 200,000

Funds attributable to urbanized areas under 200,000 in each State will be apportioned to the Governor for expenditure in these urbanized areas in amounts which he or she shall determine consistent with the comprehensive planning requirements. Nothing in these guidelines precludes the development of a formula by the Governor for distribution of the funds; however, a formula is not a requirement.

The Governor shall determine the amounts to be available to each such urbanized area. It is expected that over the life of the program period (6 years), each urbanized area will receive fair and equitable treatment. In general, this will result in every urbanized area receiving an amount approximating the amount attributable to it under the apportionment formula.

Funds apportioned for urbanized areas under 200,000 shall not be made available for expenditure in urbanized areas of 200,000 or more population.

D. PLANNING REQUIREMENT

BACKGROUND

UMTA currently makes an annual determination of the eligibility of urbanized areas for UMTA assistance under the planning requirements of the Act. This determination encompasses the geographic area for which urban transportation planning is being conducted, and takes into account the organizational arrangements, the planning process and the resulting plans and programs. The planning requirements of the Act are amended to require that projects be developed through a continuing, cooperative and comprehensive urban transportation planning process. This process must result in plans and programs for a unified or officially coordinated urban transportation system, consistent with the planned development of the urban area.

In accordance with the FHWA and UMTA intent to combine procedures for urban transportation planning, a proposed regulation has recently been issued which will merge the administration of the respective statutory planning requirements in urbanized areas. When promulgated, this proposed regulation [39 FR 39660 (1974)—Urban Transportation Planning] will be sufficient to implement the planning requirements of Section 5. However, until it is revised to reflect this new Section and finally promulgated, UMTA will continue to make an annual determination based on the following criteria.

ANNUAL DETERMINATION

UMTA will annually review the status of planning in the area and determine the eligibility of the area for UMTA assistance under the planning requirements of the Act. The determination will take into account, but not be limited to:

Existence of a Metropolitan Planning Organization, designated by the Governor.

Existence of an effective decision-making process.

Existence of an adequate on-going transportation planning process consistent with the planned development of the urban area.

Existence of a Transit Development Program resulting from the transportation planning process with an endorsed program of section 5 projects.

PROPOSED RULES

A finding of current validity of the transportation plan by the Metropolitan Planning Organization.

Existence of an adequate unified work program.

Existence of current and valid agreements establishing responsibilities for carrying out transportation planning.

A deficiency in any particular factor will not necessarily result in a negative determination. UMTA, consistent with its current practice, may make a positive determination with conditions that specify corrective actions to be taken or with limitations as to the categories of projects that may be approved. In order to make this determination, UMTA may request information relating to these requirements from the Metropolitan Planning Organization.

PROJECT REVIEW

No project will be approved unless it is developed through the continuing, cooperative and comprehensive urban transportation planning process and included in plans and programs for a unified or officially coordinated urban transportation system consistent with the planned development of the urbanized area. Prior to project approval, UMTA will determine that the area has met the planning requirements of the Act and that the project is included in the approved annual program of projects.

E. BOUNDARIES FOR URBANIZED AREAS

Section 5 permits the fixing of boundaries to define the geographic extent of projects funded under section 5. The boundaries shall be fixed so that they encompass at a minimum, the entire urbanized area designated within a State by the Census Bureau and, if desired, adjacent areas which may be included by responsible State and local officials in cooperation with each other and in consultation with publicly-owned operators of mass transportation services. All Section 5 projects consisting of the construction or improvement of fixed facilities shall be within these boundaries. All other Section 5 capital assistance, as well as operating assistance projects, must serve mass transportation within the urbanized area but need not be constrained by these boundaries.

Boundaries set for the purpose of section 5 and for the Title 23 Highway Program should be the same. Regulations governing the establishment of boundaries under Title 23 were proposed in 39 FR 36350 (1974)—Urban Area Boundaries. Prior to final promulgation, the regulations will be revised to include the section 5 requirement. Proposed boundaries must be submitted for approval to the UMTA and FHWA Administrators.

These boundaries should not be confused with the boundaries used for apportionment of section 5 funds. The computation for apportionment of section 5 funds is based exclusively on the geographic boundaries defined by the Bureau of the Census and will not be affected by boundaries established for project purposes.

F. PROGRAM REQUIREMENT

BACKGROUND

This section defines the steps to be followed in the programming of section 5 projects.

UMTA currently requires a Transit Development Program (TDP) which is a product of the urban transportation planning process and is a staged multiyear program of Federally and non-Federally funded mass transportation improvements. The TDP is necessary to satisfy the requirement that projects approved under Section 5 are needed to carry out a program for a unified or

officially coordinated urban transportation system as part of the comprehensively planned development of urban areas. If a current TDP is on file with UMTA, it need not be resubmitted.

In addition to the TDP, an annual program of projects will now be required to identify the capital and operating projects to be submitted for approval under section 5. Project applications will not be considered unless the project has been included in an approved annual program of projects.

As described under the Planning Requirement section of these guidelines, joint programming procedures are being proposed by UMTA and FHWA (39 FR 39665 [1974]—Transportation Improvement Program). When adopted, these joint regulations will include section 5 projects and will replace the requirements outlined in this section of the guidelines.

GENERAL REQUIREMENT

The recipient(s) shall submit to the Administrator, through the Metropolitan Planning Organization, a single annual program of projects for use of section 5 funds for each urbanized area both over and under 200,000 population. The annual program of projects shall identify the operating and capital projects proposed for Federal assistance in the local fiscal year for which assistance is sought and shall encompass the geographic area for which long-range transportation planning is being conducted. Where more than one urbanized area is included in this geographic area, only one annual program of projects is to be submitted. The annual program of projects may indicate use of apportioned funds in or for a multistate urbanized area without constraint as to State boundaries. The program of projects may be amended at any time through the process by which it was originally developed.

PROGRAM CONTENT

The annual program of projects shall consist of projects with a total Federal funding requirement not to exceed the amount of section 5 funds apportioned to the urbanized area or, in the case of urbanized areas under 200,000, shall not exceed the amount of funds apportioned to the Governor and made available by the Governor to the urbanized area. The annual program of projects shall include:

A narrative description of how the program of projects relates to the Transit Development Program and how each project contributes to a unified or officially coordinated transportation system.

Descriptive material sufficient to identify each project.

The name of the recipient who will submit a formal project application to UMTA, and the name of the entity that will actually carry out the project.

An expression of intent to submit a program of actions for improving the efficiency of transit services with the FY 1976 program of projects.

PROJECT INITIATION FOR INCLUSION IN THE PROGRAM OF PROJECTS

Section 5 operating and capital assistance projects to be included in the program of projects may be initiated by recipients, local public and private operators of mass transportation services, or principal elected officials of general purpose local governments in consultation with local operators of mass transportation services.

ACTION REQUIRED BY METROPOLITAN PLANNING ORGANIZATION

The Metropolitan Planning Organization shall annually endorse the program of proj-

ects as a product of the continuing comprehensive planning process. The Metropolitan Planning Organization shall then forward the endorsed program to the Administrator and to the Governor(s).

APPROVAL

UMTA shall provide a 30-day review period from the date of submission during which the Governor may submit comments to UMTA unless the Governor has indicated that no comments will be forthcoming.

Upon the determination of the Administrator that the program or portion thereof is in conformance with these procedures and that the urbanized area is eligible under the planning requirements for assistance, notice of program acceptance will be given to the recipients and the Metropolitan Planning Organization. When so notified, the area becomes eligible for Section 5 assistance, and the recipients may submit project applications to UMTA.

REQUIREMENTS TO CONSERVE ENERGY AND TO IMPROVE THE EFFICIENCY OF TRANSIT SERVICE

UMTA intends to promulgate special requirements to conserve energy and improve the efficiency of transit service pursuant to section 5(d)(2) of the Act. The requirements will take the form of a regulation stipulating the submission of a short-range, staged implementation plan for Fiscal Year 1976. Beginning in Fiscal Year 1977, an annual program of projects shall not be approved unless it contains documented evidence of reasonable progress in the implementation of the staged plan.

It is anticipated that the energy conservation and transit efficiency improvement plan will be required to:

1. Indicate measures that will be adopted to increase the efficiency, effectiveness and fuel economy of transit operations, such as: designation of a coordinated network of exclusive or reserved transit lanes on expressways, arterials and city streets wherever such lanes can substantially contribute to more efficient, rapid and reliable movement of transit vehicles, especially during peak periods; procedures to enforce such lanes; improved scheduling and dispatching techniques; real-time bus control; traffic signal preemption; and other actions designed to give buses preference or to facilitate their movement in mixed flow of traffic.

2. Consider the need for and assess the feasibility of additional traffic management, pricing and regulatory measures which might contribute to conserving energy and to improving the efficiency of the overall transportation system, such as: parking restrictions; use of differential tolls and transit fares to promote off-peak travel; promotion of staggered work hours; creation of transitways; provision of fringe parking along principal transit routes; and other actions designed to make more efficient use of the existing transportation facilities.

3. Identify positive management actions on the part of transit operators which would improve the efficiency and productivity of transit operations.

G. PROJECT APPLICATION

INTRODUCTION

A project application is to be submitted for each capital or operating assistance project contained in the annual program of projects approved by UMTA. Capital and operating assistance projects must meet certain general requirements as well as specific requirements applicable to the type of project for which funding is sought. The following material describes those requirements and provides information regarding the content of the project application.

GENERAL REQUIREMENTS FOR CAPITAL AND OPERATING PROJECTS

1. Maintenance of Effort.

a. Requirement—The maintenance of effort requirement is imposed to ensure that State and local support, and mass transportation non-fare box revenues will be maintained for provision of mass transportation services.

The level of effort which must be maintained during the local fiscal year for which assistance is sought is equal to the average amount of State and local government funds and non-fare box mass transportation revenues expended on the operation of mass transportation service in the two immediately preceding local fiscal years. The local fiscal years are those of the operator of mass transportation services. Failure to maintain this effort disqualifies a mass transportation operator from receiving assistance under section 5. The following items are to be included in the maintenance of effort calculation:

State and local government funds applied to mass transportation operating expenses.

Mass transportation system non-fare box revenues such as advertising, concessions, and property leases.

Cost of contributed services necessary for the operation of mass transportation services which are not otherwise reimbursed.

While the maintenance of effort shall be maintained in total, nothing precludes changes within the individual amounts comprising the total maintenance of effort. The maintenance of effort sum shall not include revenues from fare collections, school bus and charter bus services revenues, State and local government funds applied to the acquisition of property and capital facilities or to the repayment of long-term debt, income not directly attributable to the provisions of mass transportation services, cost of contributed property and capital facilities and amounts made available through the Federal Revenue Sharing Program.

It is also expected that current exemptions from State and local taxes will be maintained.

b. Documentation—The calculation of the required maintenance of effort for operators of mass transportation services requesting assistance under section 5 shall be a part of the project application. This shall consist of a "Statement of Revenues and Expenses" and a "Statement of Changes in Financial Position" indicating projected or actual amounts for the local fiscal year for which assistance is sought and showing actual amounts for the two immediately preceding local fiscal years. The statements shall indicate and summarize the items included in the maintenance of effort calculation. Contributed services shall be documented as to their valuation and as to the basis for allocation of benefits to transportation operations.

In the event that accounting principles and practices have changed during the local fiscal years reported, a restatement of the changed reporting period will be necessary for comparison purposes. Such changes in accounting principles shall be described and the effects of such changes documented. For purposes of reporting to UMTA, changes in accounting principles will be subject to UMTA approval.

The following certification must be made by an independent certified public accountant with regard to the financial statements: "The comparative financial statements relating to maintenance of effort, fairly present the actual and projected sources of funds and results of operations for all local fiscal years reported, in conformity with generally

accepted accounting principles applied on a consistent basis."

2. Improve or Continue Service.

a. Requirement—The operators of mass transportation services receiving Section 5 assistance shall use the assistance to improve or continue such services. However, improvement and continuation does not preclude selected reductions and reallocations of services where the changes can be shown to improve the overall mobility within the urbanized area.

b. Documentation—The project application shall contain assurances that the project will be used to improve or continue mass transportation services.

c. Notice—UMTA may issue further guidelines pursuant to this requirement.

3. Fares: Elderly and Handicapped.

a. Requirement—In order to receive section 5 assistance, an operator of mass transportation services must provide for charging no more than one-half of the peak hour fare to elderly and handicapped persons during non-peak hours. As defined in 16(d) of the Act, "handicapped person" means any individual who, by reason of illness, injury, age, congenital malfunction or other permanent or temporary incapacity or disability, is unable without special facilities or special planning or design to utilize mass transportation facilities and services as effectively as persons who are not so affected. The definition of "elderly" may be determined by the operator but must include, as a minimum, persons 65 years of age and over. The one-half fare requirement must be met prior to execution of the formal project agreement.

b. Documentation—The project application shall include a description of the procedure for carrying out this requirement.

4. Protection of the Interests of Employees.

a. Requirement—Section 13c of the Act requires that fair and equitable arrangements as determined by the Secretary of Labor must be made to protect the interests of employees affected by section 5 assistance. Such arrangements shall include provisions protecting individual employees against a worsening of their positions with respect to their employment.

b. Notice—UMTA is currently discussing with the Secretary of Labor a simplified procedure for meeting the section 13c requirement. Documentation procedures will be announced as soon as possible. In the interim, the existing Section 13c procedure will be applicable.

5. Social, Environmental and Economic Impact.

a. Requirement—The requirements under Protection of the Environment on pages IIB-8 through IIB-11 of the UMTA "External Operating Manual" for environmental analysis must be met. Additional considerations are required for projects funded under section 5. The analysis must document consideration of the best overall public interest, taking into account the need for fast, safe and efficient transportation, public services, and conservation of environment and natural resources, and the cost of eliminating or minimizing adverse social, economic, and environmental effects such as:

Air, noise and water pollution.

Destruction or disruption of manmade and natural resources, aesthetic values, community cohesion and the availability of public facilities and services.

Adverse employment effects, and tax and property value losses.

Injurious displacement of people, businesses and farms.

Disruption of desirable community and regional growth.

For construction projects, the required environmental, social and economic analysis

must include analysis of the effects of the proposed location and design consideration given to various alternatives considered.

Operating assistance projects and capital assistance projects for rolling stock may involve few of the listed impacts. Where no significant impact on the environment is expected, this should be substantiated in a statement declaring that the effects are negative.

The above provisions are not applicable to projects for preliminary engineering.

b. Documentation—The detailed environmental, social and economic analysis of section 5 projects should be contained in a report to be submitted to UMTA as a part of the project application. A draft of the report shall be available for the required public hearing.

6. Public Hearing.

a. Requirement—The recipient shall hold a public hearing on each proposed section 5 project. A public hearing may be held before the project application is submitted to UMTA.

The recipient shall publish a notice of intent to hold the public hearing in newspapers of general circulation in the locality, including newspapers oriented to the minority communities. This notice shall be advertised at least twice, with the first advertisement occurring not less than 30 days before the date of the hearing. The notice shall indicate that the proposed project application, the program of section 5 projects, the Transit Development Program and the draft report describing the environmental, social and economic impacts of the proposed project or projects, will be made available on a reasonable basis for public inspection.

The notice shall describe the proposed project in detail sufficient to inform members of the general public of: (1) The purpose or intent of the public hearing; (2) the nature and location of the project; (3) the estimated cost and method of financing the project; (4) the number of families and businesses likely to be displaced by the project; (5) any significant effects anticipated as a result of the project; (6) conformance to comprehensive land use and transportation planning; and (7) any other features of the project which raise significant economic, social or environmental issues.

In addition to publication, the notice shall also be provided to the principal elected public official of each general purpose unit of government within whose jurisdiction the proposed project will be located. In the case of fixed facilities the notice shall be provided to the principal elected official of the general purpose unit of government in which the project is to be physically located. In the case of projects involving non-fixed facilities or the payment of operating expenses, the notice must be provided to the principal elected official of each general purpose unit of government within the service area of the mass transportation operator receiving the assistance. The notice may also include a statement that, should the Urban Mass Transportation Administration prepare a formal statement of the environmental impacts of the project, the availability of such statement from UMTA will be made known by publication in the same manner as publication of the notice of hearing.

b. Documentation—The applicant must submit a copy of the published notice, a transcript of the public hearing, and the final report on environmental, social and economic impacts of the project with the plans, specifications and estimates. If impact issues were raised at the public hearing that were not addressed in the draft report available at the hearing, supplemental material should be added prior to submittal of the final report to UMTA.

PROPOSED RULES

The final report shall also include the views, if any, of the principal elected officials of any jurisdiction in which the project is to be located. In addition, it shall address any views of those elected officials in whose jurisdiction a project involving the improvement or construction of a fixed facility is to be located with respect to corridor, location and design.

If UMTA determines that the notice of public hearing or the hearing itself was inadequate to give parties with significant social, economic or environmental interests an adequate opportunity to present their views with regard to the proposed project, it may require the applicant to hold an additional hearing. If there is any substantial change in the scope of the project after a hearing is held, an additional hearing will be required.

7. Other General Requirements.

Other General Requirements which must be met by capital and operating assistance projects, funded under section 5, are listed below with page reference (where available) to UMTA's External Operating Manual or to the Act.

- a. Protection of Private Transportation Companies (p. IIB-6).
- b. Charter Bus Operations, section 3(f), UMT Act.
- c. School Bus Operations, section 3(g), UMT Act.
- d. Non-discrimination in Program Benefits (Title VI Civil Rights Assurance) (p. IIB-13 and Appendix 3, Exhibit N.).
- e. Special Needs of the Elderly and Handicapped (p. IIB-14).
- f. Review of Area Planning (p. IIB-7).

SPECIFIC REQUIREMENTS FOR CAPITAL ASSISTANCE APPLICATIONS

Capital assistance projects funded under section 5 shall meet the General Requirements listed above. The requirements for capital assistance projects described in section IIB of the UMTA External Operating Manual shall also be met. In those cases, where the requirements are duplicative (such as Environment and Public Hearing), the section 5 requirement will take precedence.

UMTA encourages the use of section 5 funds for routine bus purchases. Any application for section 3 capital grant funds for assistance in annual or periodic bus replacement programs will describe, as an element of project justification, the attempts made by the applicant to use section 5 funds and Federal-Aid Urban System funds to meet the need of all or part of its bus replacement program.

Eligible projects include the acquisition, construction, and improvement of facilities and equipment for use, by operation, lease or otherwise, in mass transportation service. Eligible projects may include the designing, engineering, locating, surveying, mapping, acquisition of right-of-way, relocation assistance, and acquisition and replacement of housing sites necessary to carry out the project.

The Federal share of the net project cost shall not exceed 80 percent. Additional requirements which must be met by capital assistance projects funded under section 5 and their references in the current UMTA External Operating Manual are:

- a. Use of Project Equipment, (p. IIB-12).
- b. Amount of Capital Grant and Net Project Cost (p. IIB-2).
- c. Relocation Requirements (p. II-13).
- d. Provisions of the Davis-Bacon Act (p. IIB-31).

SPECIFIC REQUIREMENTS FOR OPERATING ASSISTANCE APPLICATIONS

1. Definition of Operating Assistance Project—An operating assistance project repre-

sents the eligible operating expenses incurred or projected during a local fiscal year by a mass transportation operator or system serving an urbanized area. A project may combine assistance for more than one operator, i.e., the project may cover an entire transportation system.

2. Project Period—The project period shall be for the local fiscal year except that for the first year only those expenses which are incurred on or after November 26, 1974, can be included. Should the first year commence prior to November 26, 1974, it will be necessary to allocate operating expenses to the portion of the project period prior to November 26, 1974, and to the portion of the project period falling after November 26, 1974. Apportioned funds may be used in one or more local fiscal years, so that less than the total apportionment may be used for any one local fiscal year. However, a separate application must be made for each local fiscal year's expenses for which assistance is sought.

3. Federal Share—The Federal share of an operating assistance project shall be limited to:

(1) Up to 50 percent of the total eligible expenses incurred in operating a public transportation system in the fiscal years for which assistance is sought;

(2) Availability of section 5 funds apportioned to the urbanized area in which the public transportation system operates;

(3) Availability of local share, as defined below, to match Federal funds.

Federal funds must be applied to eligible operating expenses.

4. Local Share for Operating Assistance Projects—Federal funds must be matched by one or more of the following sources:

(1) State and local government funds.

(2) Non-fare box transit system operating revenues such as advertising, concessions, and property leases; but not school and charter bus revenues.

(3) The cost of contributed services necessary for the operation of mass transportation services (any such cost must be documented as to its valuation and as to the basis for allocation of such cost to transit operations).

(4) Undistributed cash surpluses.

(5) Replacement or depreciation funds or reserves available in cash.

(6) New capital.

To be eligible as local share, funds from the above sources must be expended for mass transportation services for the local fiscal year of the project. Local share shall not include amounts made available through other Federal programs including Federal General Revenue Sharing except to the extent specifically permitted by law.

5. Project Documentation—The operating assistance project shall be described as follows:

(a) A "Statement of Revenues and Expenses" and a "Statement of Changes in Financial Position" shall specify the results of operations and the source and application of Federal, State and local Government funds and other transportation revenues. Contributed property and services shall be shown as a footnote to the above statements or on a separate statement. Encumbrances need not be included. (This documentation requirement will be satisfied by the documentation requirement for maintenance of effort.)

(b) An explanation shall be given of changes from the preceding fiscal year to include, but not limited to the following:

Projected changes in level of service.

Projected changes in expenses for providing the existing level of service.

Anticipated changes in revenues and contributed services.

6. Definition of Eligible Expenses—Eligible expenses are those operating expenses in-

curred on an accrual basis during the project period by a mass transportation operator (operators) in an urbanized area. Such expenses, to be eligible, whether charged to the project on a direct or indirect basis, must be in conformance with the requirements of Federal Management Circular 74-4 (FMC 74-4), "Cost Principles Applicable to Grants and Contracts with State and Local Governments," (formerly OMB Circular A-87) except as modified or further clarified herein.

(a) For purposes of interpretation of FMC 74-4, the term "grantee" shall refer to the private or public entity providing the transportation service, the term "grant program" shall refer to the improvement and/or continuance of mass transportation service and the cost allocation plan shall be submitted directly to UMTA upon approval of the project application by UMTA.

(b) Eligible operating expenses shall be limited to direct labor, material and overhead expenses as well as expenses for contractual services directly incident to the management and operation of transportation services. Supportive services provided by general purpose local governments or planning agencies must have a direct benefit to the provision of transportation services. Consistent with the provisions of FMC 74-4, the cost allocation plan shall document the basis for allocation of such supportive services expenses to transit operations.

(c) Operating expenses incurred prior to the enactment of the National Mass Transportation Assistance Act of 1974 (November 26, 1974) are not allowable.

(d) Expenses incurred by a mass transportation operator in the development of a program of projects, where this technical support is unique to the operation of a system or directs time and resources from the operation of the system, may be included as expenses of the transportation operator. However, where this technical support duplicates staff capability of other agencies or where such support is provided by contract with another public or private entity, such expenses are ineligible.

(e) Expenses incurred by the Governor, the designated recipient or other party in its capacity as an intermediary for providing Section 5 funds between UMTA and the entity providing the mass transportation service are not eligible operating expenses.

(f) Expenses that are reimbursed by other Federal programs or other urban transportation activities of DOT are not eligible.

(g) For public mass transportation operators, depreciation is not allowable. For private mass transportation operators, depreciation is allowable to the extent that (a) capital equipment and facilities acquisition are not subsidized by Federal, State and local government funds; (b) such depreciation has not been previously recognized for income tax purposes; and (c) the depreciation method shall not cause depreciation to be accelerated beyond the IRS guidelines.

(h) For public mass transportation operators, proceeds from the sale of capital equipment and facilities will not offset eligible operating expenses. If such equipment or facilities had originally been acquired with UMTA assistance, a pro rata share of the net proceeds will be refunded to UMTA. For private mass transportation operators, proceeds from the sale of equipment or facilities in excess of the depreciated value of such equipment or facilities shall offset eligible operating expenses.

(i) For private mass transportation operators, provision for income taxes is not an eligible operating expense.

(j) Pension benefits and contributions to a pension plan are eligible only if they are actually paid.

(k) Interest and other financial costs associated with borrowings to provide working capital to pay current operating expenses are eligible operating expenses.

(l) Costs of advisory councils are eligible only with prior UMTA approval.

(m) Interest income earned on working capital will offset eligible operating expenses.

Any category of expense not described in FMC 74-4 or above, may be submitted to UMTA for a determination as to eligibility.

Changes in accounting principles which affect the method by which operating expenses are compiled will be documented as described under the maintenance of effort section. In addition, an explanation shall be given for expenses which are currently carried as operating expenses of the transportation operator but which previously were not carried as such.

SCHEDULE OF APPORTIONMENTS

Under section 5(b) (1) funds are authorized for apportionment to Governors and urbanized areas for each of six years. The amounts are as follows:

Fiscal year:	<i>In millions</i>
1975 -----	\$300
1976 -----	500
1977 -----	650
1978 -----	775
1979 -----	850
1980 -----	900
6-Year total -----	3,975

Under this program funds are to be apportioned to urbanized areas (as defined by the Bureau of the Census) according to a formula under which one-half is proportional to urbanized area population and one-half is proportional to population weighted by a factor of density. In the attached projections, the second-half of this formula is computed on the basis of the product of an area's population times its population density

expressed as percent per square mile of land area. A mathematical specification of the formula is attached as a technical appendix.

Amounts attributable to urbanized areas of 200,000 population and above are apportioned directly to the urbanized for use by recipients to be designated by the Governors, responsible local officials, and public transit operators, in accordance with a single program of projects for the urbanized area. Apportionments for multi-State urbanized areas have been computed on the basis of the area as a whole, although these apportionments have been broken down into State portions in order to illustrate the sub-allocation that would result from applying the same formula within such areas as has been used in computing the initial apportionment among all urbanized areas.

Amounts attributable to urbanized areas with population less than 200,000 are apportioned to the Governors of each State. In order to project these apportionments, the proportions attributable to each such area have been individually computed and then accumulated into a single State proportion of the total funds to be apportioned. In this computation, multi-State urbanized areas were first treated as a whole to arrive at its proportionate share of the total and then each State's share of that total was computed on the basis of the same formula approach.

Both tables show the population, land area and density figures used in the computation, the composite proportion of the total fund allocable to that area, or portions thereof, resulting from application of the formula; (factor weight); and the dollar allocation resulting from that factor weight to the next lowest even dollar amount.

Data on population and population density has been taken from the latest available Bureau of the Census reports of the 1970 Census. Specific sources are cited in the Technical Appendix.

PROPOSED RULES

NATIONAL MASS TRANSPORTATION ASSISTANCE ACT OF 1974:

PROJECTED APPORTIONMENTS FOR URBANIZED AREAS OF 200,000 POPULATION AND ABOVE

As explained in the introductory note, apportionments are made directly to urbanized areas of greater than 200,000 population. The following projected apportionments have been computed on the basis of the entire urbanized area, taken as a whole, even if the area includes portions in more than one State. In the case of multi-State urbanized areas, the projected apportionments for the entire area have been broken down into State portions to illustrate the suballocation that would result from applying the same formula within such areas as has been applied among all urbanized areas.

STATE AND URBANIZED AREAS:	# OF UZAS:	POPULATION	LAND AREA	DENSITY	FACTOR	ANNUAL PROGRAM APPORTIONMENTS (IN DOLLARS)	SIX-YEAR TOTAL					
					--WEIGHT--	FY 1975	FY 1976	FY 1977	FY 1978	FY 1979	FY 1980	
NEW YORK, N.Y.-NORTH	16206841	2425	6683	.177850596	53355178	88925298	115602864	137834178	151172984	160065536	160065536	706956038
(PART: NEW YORK)	11369576	1153	9853	.142279863	42683959	71139931	92481893	110266866	120937865	128051877	128051877	565562391
(PART: NEW JERSEY)	4837265	1271	3805	.035570725	10671217	17785362	23120966	27567305	30235111	32013652	32013652	141393613
LOS ANGELES-LONG BE	8351266	1572	5313	.079888811	23966643	39944405	51927716	61913813	67905479	71899929	71899929	317557985
CHICAGO, ILL.-NORTH	6714578	1277	5257	.063845765	19153729	31922882	41499739	49480455	54268892	57461188	57461188	253786885
(PART: ILLINOIS)	6185156	1072	5768	.060332585	18099775	30166292	39216172	46757741	51282689	54299326	54299326	239821995
(PART: INDIANA)	529422	204	2583	.003513177	1053952	1756588	2283564	2722211	2986199	3161858	3161858	13964872
PHILADELPHIA, PA.-N.	4021066	752	5349	.038614551	11584365	19307275	25099453	29926269	32822363	34753096	34753096	153492821
(PART: PENNSYLVANIA)	3277021	530	6180	.033132403	9939720	16566201	21536057	25677605	28162538	29819162	29819162	131701283
(PART: NEW JERSEY)	744045	221	3357	.005482147	1644644	2741073	3563394	4248662	4659824	4933932	4933932	21791529
DETROIT, MICH	3970584	872	4553	.034882151	10464645	17441075	22673393	27033660	29644923	31393935	31393935	138565531
BOSTON, MASS	2652575	664	3992	.021774180	6532254	10887090	14153214	16874985	18508050	19594762	19594762	86522355
WASHINGTON, D.C.-MD.	2481489	495	5018	.022985905	6895771	11492952	14940835	17614071	19538016	20687314	20687314	91368959
(PART: WASHINGTON, D.C.)	756510	61	12221	.010447032	3134109	5223516	6790569	8096448	8879976	9402329	9402329	41526947
(PART: MARYLAND)	1009138	250	4034	.007376330	2212899	3688165	4794613	5716654	6269879	6638697	6638697	29320907
CLEVELAND, OHIO	1959880	646	3033	.014156776	4247032	7078388	9201902	10971498	12033257	12741098	12741098	56273175
ST. LOUIS, MO.-ILL.	1882944	461	4088	.015642254	4692676	7821126	10167463	12122743	13295913	14078028	14078028	62177949
(PART: MISSOURI)	1568468	336	4656	.013570947	4071283	6785473	8821113	10517481	11535302	12213851	12213851	53944503
(PART: ILLINOIS)	314476	123	2540	.002071307	621392	1035653	1346349	1605262	1760610	1866176	1866176	8233442
PITTSBURGH, PA	1846042	596	3095	.013452098	4035629	6726048	8743861	10425373	11434281	12106888	12106888	53472080
MINNEAPOLIS-ST. PAUL	1704429	721	2363	.011138127	3341438	5569063	7239781	8632046	9467406	10024314	10024314	44274048
HOUSTON, TEX	1677863	539	3115	.012261060	3678317	6130529	7969687	9502318	10421899	11034953	11034953	48737703
BALTIMORE, MD	1579781	310	5103	.014771409	4431422	7385704	9401414	11487839	12555695	13294268	13294268	58116342
DALLAS, TEX	1338684	674	1986	.008229501	2468850	4114750	5349174	6377861	6995074	7406550	7406550	32712259
MILWAUKEE, WIS	1252457	457	2744	.008674929	2602478	4337464	5638702	6723068	7373688	7807434	7807434	34482836
SEATTLE-EVERETT, WAS	1238107	413	2997	.008897403	2669220	4448701	5783310	6895485	7562791	8007662	8007662	35367169
MIAMI, FLA	1219661	259	4715	.010917923	3275376	5458961	7096648	8461388	9280233	9826130	9826130	43398736
SAN DIEGO, CALIF	1198323	381	3148	.00897433	2639229	4398716	5718330	6818008	7478717	7917689	7917689	34969789
ATLANTA, GA	1127778	435	2686	.008085203	2419560	4032601	5242380	6250530	6855421	7258682	7258682	32059174
CINCINNATI, OHIO-KY	1110514	335	3314	.008342209	2502662	4171104	5422434	6465210	7090876	7507988	7507988	33160274
(PART: OHIO)	913536	267	3415	.006945788	2083736	3472894	4514761	5382984	5903919	6251209	6251209	27609503
(PART: KENTUCKY)	196978	67	2913	.001306420	418926	698210	907673	1082225	1186957	1256778	1256778	5550769
KANSAS CITY, MO.-KAN	1101787	493	2234	.007053954	2116186	3526977	4585069	5466813	5995860	6348558	6348558	28039463
(PART: MISSOURI)	751579	358	2098	.004691238	1407371	2345619	3049304	3635708	3987551	4222114	4222114	18647667
(PART: KANSAS)	350208	115	2594	.002362716	708814	1181358	1535745	1811104	2088308	2126444	2126444	9391791

PROPOSED RULES

STATE AND URBANIZED AREAS:	# OF UZAS	POPULATION	LAND AREA	DENSITY	FACTOR --WEIGHT--	ANNUAL PROGRAM APPORTIONMENTS (IN DOLLARS)						SIX-YEAR ---TOTAL---
						FY 1975	FY 1976	FY 1977	FY 1978	FY 1979	FY 1980	
BUFFALO,N.Y		10,66594	214	5085	.010139871	3041961	5069935	6590914	7858397	8618988	9125883	40305978
DENVER,COLO		1047311	293	3577	.008150454	2445136	4075227	5297794	6316600	6927885	7354008	32398050
SAN JOSE,CALIF		1025273	277	3699	.008107476	2432242	4053738	5269858	6283292	6891353	7296728	32227211
NEW ORLEANS,LA		961728	184	5227	.009114973	2734491	4557486	5928731	7064102	7747725	8203475	36232010
PHOENIX,ARIZ		863357	388	2228	.005522135	1656640	2761067	3589386	4279653	4693813	4969921	21950480
PORTLAND,OREG.-WASH		824926	267	3092	.006088888	1802606	3004344	3905646	4656732	5107384	5407819	23884531
(PART:OREGON)		751756	235	3196	.005535591	1660677	2761795	3598133	4250082	4705251	4982032	22003970
(PART:WASHINGTON)		73170	31	2315	.000473097	141929	236548	307512	366649	402132	425787	1880557
SAN JUAN,P.R.		820442	103	7965	.010084135	3025240	5042067	6554686	7815202	8571513	9075721	40084429
INDIANAPOLIS,IND		820259	381	2152	.005182418	1554725	2591209	3368571	4016373	4405055	4664176	20600109
PROVIDENCE-PAWTUCKE		795311	244	3258	.005928632	1778589	2964316	3853610	4594688	5039336	5335769	23566308
(PART:RHODE ISLAND)		729337	211	3450	.005523960	1657188	2761980	3590573	4281068	4695365	4971564	21957738
(PART:MASSACHUSETTS)		65974	32	2017	.000404672	121401	202336	263036	313620	343971	364204	1608568
COLUMBUS,OHIO		790019	235	3369	.005979290	1793787	2989645	3886537	4633948	5082395	5381361	23767673
SAN ANTONIO,TEX		772513	223	3466	.005923793	1771737	2961896	3850464	4590938	5035222	5331413	23547070
LOUISVILLE,KY.-IND		739396	210	3514	.005706313	1711893	2853156	3709102	4422391	4850365	5135681	22682568
(PART:KENTUCKY)		657908	182	3606	.005129056	1538716	2564528	3333885	3975017	4359697	4616150	20387993
(PART:INDIANA)		81488	28	2910	.000577256	173176	288628	375216	447373	490667	519530	2294590
DAYTON,OHIO		685942	224	3060	.004973787	1492135	2486893	3232960	3854683	4227117	4474407	19770795
FORT WORTH,TEX		676944	396	1708	.003968111	1190433	1984055	2579271	3075284	3372893	3571299	15773235
NORFOLK-PORTSMOUTH,		668259	299	2235	.004279071	1283721	2139535	2781395	3316279	3637210	3851164	17009304
MEMPHIS,TENN.-MISS		663976	196	3396	.005043750	1513124	2521874	3278436	3908905	4287186	4539374	20048999
(PART:TENNESSEE)		655045	192	3399	.004977808	1493342	2488904	3235574	3957800	4231136	4480027	19786783
(PART:MISSISSIPPI)		8931	2	3189	.000065941	19782	32970	42861	51104	56050	59347	262114
SACRAMENTO,CALIF		633732	244	2595	.004292410	1287723	2146205	2790065	3326616	3648547	3863169	17062325
FORT LAUDERDALE-HOL		613767	212	2893	.004345334	1303600	2172667	2824466	3367633	3693533	3910800	17272699
ROCHESTER,N.Y		601361	146	4127	.005019809	1505942	2509904	3262874	3890350	4266836	4517827	19953733
SAN BERNARDINO-RIVE		583597	310	1894	.003526471	1057941	1763235	2292205	2733014	2997499	3173823	14017717
OKLAHOMA CITY,OKLA		579788	339	1710	.003399793	1019937	1699896	2209865	2634838	2889823	3059813	13514172
BIRMINGHAM,ALA		558099	225	2485	.003717049	1115114	1858524	2416081	2880712	3159491	3345344	14775266

PROPOSED RULES

STATE AND URBANIZED AREAS:	# OF UZAS	POPULATION	LAND AREA	DENSITY	FACTOR --WEIGHT--	ANNUAL PROGRAM APPORTIONMENTS (IN DOLLARS)						SIX-YEAR --TOTAL--
						FY 1975	FY 1976	FY 1977	FY 1978	FY 1979	FY 1980	
AKRON, OHIO	542775	204	2667	.003716494	1114948	1958246	2415720	2880281	3159019	3344844	14773058	
JACKSONVILLE, FLA	529585	351	1508	.002995488	898646	1497743	1947066	2321502	2546164	2695939	11907060	
SPRINGFIELD-CHICOPE (PART: MASSACHUSETTS)	514308	238	2163	.003255225	976567	1627612	2115895	2522798	2766940	2929702	12939514	
(PART: CONNECTICUT)	456135	214	2131	.002870461	861138	1435230	1865799	2224607	2439891	2583415	11410080	
ST. PETERSBURG, FLA	58173	23	2444	.000384763	115429	192381	250096	298191	327048	346287	1529432	
OHAMA, NEBR.-IOVA	491579	161	3085	.003603133	1080939	1801566	2342035	2792427	3062662	3242819	14522448	
(PART: NEBRASKA)	426929	109	3906	.003303345	991003	1651612	2147173	2560091	2807842	2973010	13130791	
(PART: IOWA)	64847	41	1547	.000359559	107867	179719	233713	278658	305625	3123603	1429245	
TOLEDO, OHIO-MICH	487789	166	2947	.003480335	1044100	1740167	2262217	2697258	2958284	3132301	13834327	
(PART: OHIO)	475928	156	3043	.003416028	1024808	1708014	2220417	2647421	2903623	3074425	13578708	
(PART: MICHIGAN)	11861	9	1303	.000064307	19292	32153	41799	49837	54660	57676	255617	
ALBANY-SCHENECTADY-SALT LAKE CITY, UTAH	486525	151	3233	.003614294	1084288	1807147	2349290	2801877	3072149	3252864	14366815	
HARTFORD, CONN	479342	184	2601	.003249647	974894	1624823	2112270	2518475	2762199	2924682	12917343	
NASHVILLE-DAVIDSON, MONOLULU-HAWAII	465001	131	3563	.003612073	1083621	1806036	2347846	2799355	3070261	3250865	14357984	
RICHMOND, VA	448444	344	1306	.002443451	733035	1221725	1588242	1893673	2076932	2199105	9712712	
BRIDGEPORT, CONN	442397	115	3847	.003565588	1069676	1782794	2317631	2763330	3030749	3203029	14173209	
YOUNGSTOWN-WARREN, O	416563	145	2881	.002943893	883167	1471946	1913530	2281516	2502308	2649503	11701970	
TULSA, OKLA	413366	149	2778	.002877550	863265	1438775	1870407	2230100	2445917	2589795	11438259	
WILMINGTON, DEL.-N.J	395540	129	3076	.002874576	862372	1437287	1868473	2227795	2443388	2587118	11426433	
(PART: NEW JERSEY)	376169	96	3910	.003056161	916848	1528980	1986504	2368524	2597736	2750545	12148237	
TAMPA, FLA	371499	180	2063	.002313167	693950	1156583	1503558	1792703	1966191	2081850	9194835	
ALLEN TOWN-BETHLEHEM (PART: PENNSYLVANIA)	371267	110	3381	.002814527	844358	1402263	1824442	2181257	2392347	2533074	11187741	
(PART: NEW JERSEY)	349674	96	3616	.002690543	807162	1345271	1748852	2085170	2286961	2421488	10694904	
ANDERSON, INDIANA	21593	13	1648	.000123984	37195	61991	80589	96087	105386	111585	492833	
GRAND RAPIDS, MICH	368742	131	2826	.002585098	775529	1292548	1680313	2003450	2197332	2326588	10275760	
NEW HAVEN, CONN	363517	99	3691	.002871569	861470	1435784	1866519	2225465	2440832	2594411	11414481	
EL PASO, TEX	338316	91	3681	.002669193	800758	1334596	1734975	2068624	2268814	2402274	10610041	
NEW YORK, N.Y.	25201	6	3818	.000202375	60712	101187	131543	156840	172018	182137	804437	
NEW YORK, N.Y.	352703	146	2412	.002322615	696784	1161307	1509699	1800026	1974222	2090353	9232391	
NEW YORK, N.Y.	348341	107	3246	.002592407	777722	1298203	1695064	2009114	2203545	2333166	10304814	
EL PASO, TEX	337471	119	2826	.002365670	709760	1182934	1537815	1833548	2010989	2129282	9404328	

PROPOSED RULES

STATE AND URBANIZED AREAS:	W OF UZAS	POPULATION	LAND AREA	DENSITY	FACTOR --WEIGHT--	ANNUAL PROGRAM APPORTIONMENTS (IN DOLLARS)						SIX-YEAR ---TOTAL---
						FY 1975	FY 1976	FY 1977	FY 1978	FY 1979	FY 1980	
TACOMA, WASH		332521	129	2584	.002248481	674544	1124240	1461512	1742572	1911208	2023633	8937709
FLINT, MICH		330128	96	3425	.002517583	755274	1258791	1636428	1951126	2139945	2265824	10007308
ORLANDO, FLA		305479	132	2320	.001982758	594827	991379	1288792	1536637	1683344	1784482	7881461
WICHITA, KANS		302334	105	2877	.002135382	640614	1067691	1387998	1654920	1815074	1921844	8488141
ALBUQUERQUE, N. MEX		297451	114	2600	.002016231	604869	1008115	1310549	1562578	1713796	1814607	8014514
TUCSON, ARIZ		294184	105	2810	.002057566	617269	1028782	1337417	1594613	1748930	1851809	8178820
SOUTH BEND, IND.-MIC		288572	103	2807	.002017425	605227	1008712	1311326	1563504	1714811	1815682	8019262
(PART: INDIANA)		265148	90	2936	.001876823	563046	938411	1219934	1454537	1595299	1689140	7460367
WEST PALM BEACH, FLA		23424	12	1873	.000140502	42180	70301	91391	108966	119512	126542	558892
CHARLOTTE, N. C		287561	136	2108	.001803817	541145	901908	1172480	1397957	1533244	1623435	7170169
TRENTON, N. J. - PA		279530	106	2645	.001907681	572304	953840	1239992	1478452	1621528	1716913	7583029
(PART: NEW JERSEY)		274148	65	4192	.002306737	692021	1153368	1499378	1787720	1960726	2076063	9169276
(PART: PENNSYLVANIA)		242673	54	4420	.002082020	624605	1041009	1353312	1613564	1769716	1873817	8276023
NEWPORT NEWS-HAMPTO		31475	10	2997	.000224717	67415	112358	146066	174155	191009	202245	893248
DAVENPORT-ROCK ISLA		268263	143	1872	.001617711	485313	808855	1051511	1253725	1375053	1455939	6430396
(PART: ILLINOIS)		266119	118	2248	.001707598	512279	853798	1109938	1323388	1451458	1536838	6787699
(PART: IOWA)		139824	52	2688	.000949247	284774	474623	617010	735666	806859	854322	3773254
AUSTIN, TEX		126295	66	1902	.000758351	227505	379175	492927	587721	644597	682515	3014440
FRESNO, CALIF		264499	86	3083	.001924141	577242	962070	1250691	1491209	1635519	1731727	7648458
MOBILE, ALA		262908	79	3324	.001977673	593301	988836	1285487	1532696	1681021	1779905	7861246
DES MOINES, IOWA		257816	168	1531	.001464376	439312	732187	951844	1134891	1244719	1317938	5820891
BATON ROUGE, LA		255824	109	2345	.001667037	500110	833518	1083573	1291953	1416980	1500332	6626466
WORCESTER, MASS		249463	85	2949	.001780411	534123	890205	1157266	1379818	1513349	1602369	7077130
PEORIA, ILL		247416	84	2931	.001761225	528367	880612	1144796	1364949	1497041	1585102	7000867
OXNARD-VENTURA-THOU		247121	107	2316	.001602961	480888	801480	1041924	1242294	1362516	1442664	6371766
CANTON, OHIO		244653	112	2194	.001556283	466884	778141	1011583	1206118	1322840	1400654	6186220
COLUMBIA, S.C		244279	77	3164	.001797379	539213	898689	1168296	1392968	1527772	1617641	7144579
		241781	103	2341	.001574534	472360	787266	1023446	1220263	1338353	1417080	6258768

STATE AND URBANIZED AREAS:	# OF UZAS	POPULATION	LAND AREA	DENSITY	FACTOR --WEIGHT--	ANNUAL PROGRAM APPORTIONMENTS (IN DOLLARS)						SIX-YEAR ---TOTAL---
						FY 1975	FY 1976	FY 1977	FY 1978	FY 1979	FY 1980	
HARRISBURG, PA	24,0751	78	3071	.001748414	524524	874207	1136468	1355020	1486151	1573572	6949942	
LAS VEGAS, NEV	236681	121	1953	.001446960	434098	723480	940524	1121394	1229916	1302264	5751666	
SHREVEPORT, LA	234564	94	2487	.001562724	468817	781362	1015770	1211111	1328315	1406452	6211827	
AURORA-ELGIN, ILL	232917	77	3033	.001682426	504727	841213	1093576	1303880	1430062	1514183	6687641	
SPOKANE, WASH	229620	78	2951	.001639264	491779	819631	1065521	1270429	1393374	1475337	6516071	
LANSING, MICH	229518	73	3127	.001680043	504012	840021	1092027	1302033	1428036	1512038	6678167	
CHARLESTON, S.C	228399	99	2302	.001478234	443470	739117	960852	1145631	1258498	1330410	5875978	
FORT WAYNE, IND	225184	69	3264	.001680019	504005	840009	1092011	1302014	1428015	1512016	6678070	
CHATTANOOGA, TENN., -6	223580	117	1916	.001358367	407509	679183	882938	1052733	1154611	1222529	5399503	
(PART: GEORGIA)	28947	15	1982	.000177836	53350	88918	115593	137823	151160	160052	706896	
(PART: TENNESSEE)	194633	102	1906	.001180530	354159	590265	767344	914910	1003450	1062477	4692605	
WILKES-BARRE, PA	222830	83	2701	.001533548	460064	766774	996806	1188499	1303515	1380193	6095851	
LITTLE ROCK-NORTH L	222616	95	2336	.001448583	434574	724291	941578	1122651	1231295	1303724	5758113	
CORPUS CHRISTI, TEX	212820	130	1633	.001231107	369332	615553	800219	954107	1046441	1107996	4893648	
COLUMBUS, GA.-ALA	208616	106	1964	.001277742	383322	638870	830531	990249	1096080	1149967	5079019	
(PART: GEORGIA)	183335	87	2097	.001139732	341919	569865	740825	883291	968771	1025758	4530629	
(PART: ALABAMA)	25281	18	1344	.000138010	41402	69004	89706	106957	117308	124208	548585	
ROCKFORD, ILL	206084	61	3378	.001561061	468498	780830	1015079	1210286	1327411	1485494	6207998	
MADISON, WIS	205457	90	2275	.001474153	442245	737076	958198	1142467	1253029	1326737	5859752	
COLORADO SPRINGS, CO	204766	90	2275	.001319597	395079	659798	857737	1022687	1121657	1187637	5245395	
SCRANTON, PA	204205	98	2075	.001274016	382204	637007	828110	987362	1082913	1146614	5064210	
LAWRENCE-HAVERHILL,	200280	84	2373	.001310855	393256	655427	852055	1015912	1114226	1179769	5210645	
(PART: MASSACHUSETTS)	182438	71	2544	.001212574	363772	606286	788172	939744	1030687	1091316	4819977	
(PART: NEW HAMPSHIRE)	17842	12	1404	.000098281	29484	49140	63882	76167	83538	88452	390663	

PROPOSED RULES

12/15/74

NATIONAL MASS TRANSPORTATION ASSISTANCE ACT OF 1974:

PROJECTED APPORTIONMENTS FOR URBANIZED AREAS LESS THAN 200,000 POPULATION

STATE AND URBANIZED AREAS:	# OF UZAS	POPULATION	LAND AREA	DENSITY	FACTOR	ANNUAL PROGRAM APPORTIONMENTS (IN DOLLARS)	SIX-YEAR TOTAL					
						FY 1975	FY 1976	FY 1977	FY 1978	FY 1979	FY 1980	
ALABAMA												
ANNISTON, ALA	58851	37	1574	.000336870								
FLORENCE, ALA	62926	42	1498	.000355281								
GADSDEN, ALA	67706	55	1227	.000363416								
HUNTSVILLE, ALA	146565	123	1191	.000781274								
MONTGOMERY, ALA	138983	51	2720	.000959215								
TUSCALOOSA, ALA	85875	44	1965	.000526060								
TOTAL STATE APPORTIONMENT:						996634	1661057	2159374	2574638	2823797	2989903	13205403
ALASKA												
ANCHORAGE, AK	110782	55	2033	.000686378								
TOTAL STATE APPORTIONMENT:						205913	343188	446145	531942	583420	617739	2728347
ARIZONA												
TOTAL STATE APPORTIONMENT:						0	0	0	0	0	0	0
ARKANSAS												
FORT SMITH, ARK, *OKL	73422	57	1279	.000397138								
PINE BLUFF, ARK	60907	21	2928	.000433377								
TEXARKANA, TEX, *ARK	21682	9	2258	.00138514								
TOTAL STATE APPORTIONMENT:						290726	484544	629907	751044	823725	872180	3852126

* INDICATES A MULTI-STATE URBANIZED AREA

PROPOSED RULES

STATE AND URBANIZED AREAS:	# OF UZAS	POPULATION	LAND AREA	DENSITY	FACTOR --WEIGHT--	ANNUAL PROGRAM APPORTIONMENTS (IN DOLLARS)	FY 1975	FY 1976	FY 1977	FY 1978	FY 1979	FY 1980	SIX-YEAR TOTAL
CALIFORNIA													
ANTIOCH, PITTSBURG	59585	22	2672	.000408297									
BAKERSFIELD, CALIF	176155	57	3080	.001280925									
MODESTO, CALIF	106107	34	3093	.000772983									
SALINAS, CALIF	62456	15	4164	.000523721									
SANTA BARBARA, CALIF	129774	37	3498	.000999401									
SANTA CRUZ, CA	73758	34	2144	.000465399									
SANTA ROSA, CALIF	75083	38	1966	.000460026									
SEASIDE-MONTEREY, CA	93284	24	3871	.000754142									
STIMI VALLEY, CALIF	56936	25	2296	.000368148									
STOCKTON, CALIF	160373	47	3427	.001223347									
TOTAL STATE APPORTIONMENT:						2176916	3628194	4716652	5623700	6167929	6530750	28844141	
COLORADO													
BOULDER, COLO	68634	14	4868	.000625175									
PUEBLO, COLO	103300	32	3279	.000772277									
TOTAL STATE APPORTIONMENT:						419235	698725	908343	1083024	1187833	1257706	5554866	
CONNECTICUT													
BRISTOL, CONN	71732	37	1923	.000436326									
DANBURY, CONN	66651	55	1214	.000356863									
MERIDEN, CONN	98454	71	1393	.000545251									
NEW BRITAIN, CONN	131349	39	3359	.000992770									
NEW LONDON, NORWICH	139121	75	1845	.000835084									
NORWALK, CONN	106707	42	2571	.000720119									
STAMFORD, CONN	184898	70	2657	.001264135									
WATERBURY, CONN	156986	60	2621	.001067496									
TOTAL STATE APPORTIONMENT:						1865412	3109021	4041727	4818982	5285336	5596238	24716716	
DELAWARE													
TOTAL STATE APPORTIONMENT:						0	0	0	0	0	0	0	0

* INDICATES A MULTI-STATE URBANIZED AREA

PROPOSED RULES

STATE AND URBANIZED AREAS:	# OF UZAS	POPULATION	LAND AREA	DENSITY	FACTOR --WEIGHT--	ANNUAL PROGRAM APPORTIONMENTS (IN DOLLARS)						SIX-YEAR TOTAL	
						FY 1975	FY 1976	FY 1977	FY 1978	FY 1979	FY 1980		
FLORIDA													
DAYTONA BEACH, FA		115176	85	1355	.000633362								
FORT MYERS, FA		69129	43	1593	.000397052								
GAINESVILLE, FLA		69329	29	2391	.000455048								
LAKELAND, FA		66739	27	2445	.000441752								
MELBOURNE-COCOA, FA		178948	107	1676	.001043073								
PENSACOLA, FLA		166619	66	2509	.001113824								
SARASOTA-MIRADENTON		167298	92	1826	.001000952								
TALLAHASSEE, FLA		77851	30	2612	.000520662								
TOTAL STATE APPORTIONMENT:					.005613726	1684117	2806863	3648921	4350636	4771666	5052353	22314556	
GEORGIA													
ALBANY, GA		76512	33	2326	.000497085								
AUGUSTA, GA.-S.C		126770	43	2927	.000881136								
MACON, GA		128065	51	2496	.000854386								
SAVANNAH, GA		163753	64	2555	.001102406								
TOTAL STATE APPORTIONMENT:					.003335011	1000503	1667505	2167756	2584633	2834759	3001510	13256666	
HAWAII													
TOTAL STATE APPORTIONMENT:					.0	0	0	0	0	0	0	0	0
IDAHO													
BOISE CITY, IDAHO		85187	29	2898	.000603513								
TOTAL STATE APPORTIONMENT:					.000603513	181053	301756	392283	467722	512986	543161	2398961	

* INDICATES A MULTI-STATE URBANIZED AREA

PROPOSED RULES

STATE AND URBANIZED AREAS:	# OF UZAS	POPULATION	LAND AREA	DENSITY	FACTOR --WEIGHT--	ANNUAL PROGRAM APPORTIONMENTS (IN DOLLARS)									
						FY 1975	FY 1976	FY 1977	FY 1978	FY 1979	FY 1980	SIX-YEAR ---TOTAL---			
ILLINOIS															
ALTON, ILL		95998	42	2313	.000622399										
BLOOMINGTON-NORMAL,		69392	20	3487	.000533610										
CHAMPAIGN-URBANA+ILL		100417	18	5487	.00078550										
DECATUR, ILL		99693	37	2680	.000683950										
DUBUQUE, IOWA-ILL	*	2408	1	1852	.000014402										
JOLIET, ILL		155500	55	2827	.001090306										
SPRINGFIELD, ILL		120794	34	3606	.000943651										
TOTAL STATE APPORTIONMENT:						1460060	2433434	3163463	3771821	4136837	4380181				19345796
INDIANA															
ANDERSON, IND		80704	43	1860	.000485676										
EVANSVILLE, IND		142476	41	3518	.001100149										
LAFAYETTE-WEST LAFA		79117	19	4254	.000670747										
MUNCIE, IND		50427	25	3691	.000714320										
TERRE HAUTE, IND		80908	32	2560	.000545098										
TOTAL STATE APPORTIONMENT:						1054796	1757994	2285392	2724890	2988590	3164390				13976052
IOWA															
CEDAR RAPIDS, IOWA		132008	62	2129	.000830910										
DUBUQUE, IOWA-ILL	*	63142	17	3547	.000485959										
ST LOUX CITY, IOWA-	*	87157	55	1578	.000498882										
WATERLOO, IOWA		112881	69	1627	.000652291										
TOTAL STATE APPORTIONMENT:						740412	1234021	1604227	1912732	2097835	2221237				9810464
KANSAS															
ST. JOSEPH, MO.--KANS	*	1283	1	855	.000006373										
TOPEKA, KANS		132108	53	2502	.00082173										
TOTAL STATE APPORTIONMENT:						266563	444273	577555	688623	755264	799691				3531969
KENTUCKY															
HUNTINGTON-ASHLAND,	*	53316	23	2278	.000332022										
LEXINGTON, KY		159538	40	3998	.001310582										
OMENSBORO, KY		53133	12	4405	.000461977										
TOTAL STATE APPORTIONMENT:						631374	1052290	1367977	1631049	1788893	1894122				8365705

* INDICATES A MULTI-STATE URBANIZED AREA

PROPOSED RULES

STATE AND URBANIZED AREAS:	N OF UZAS	POPULATION	LAND AREA	DENSITY	FACTOR --WEIGHT--	ANNUAL PROGRAM APPORTIONMENTS (IN DOLLARS)						
						FY 1975	FY 1976	FY 1977	FY 1978	FY 1979	SIX-YEAR FY 1980 ---TOTAL---	
LOUISIANA												
ALEXANDRIA, LA		77609	37	2092	.000485551							
LAFAYETTE, LA		78544	25	3154	.000577111							
LAKE CHARLES, LA		88260	34	2635	.000601433							
MONROE, LA		90567	40	2259	.000502162							
TOTAL STATE APPORTIONMENT:					.002246257	673877	1123128	1460066	1740840	1909318	2021631	8928068
MAINE												
LEWISTON-AUBURN, MAINE		65212	68	960	.000332138							
PORTLAND, MAINE		106599	56	1914	.000647426							
TOTAL STATE APPORTIONMENT:					.000979564	293869	489782	636716	759161	832629	881607	3893764
MARYLAND												
TOTAL STATE APPORTIONMENT:					.0	0	0	0	0	0	0	0
MASSACHUSETTS												
BROCKTON, MASS		148844	53	2835	.001044860							
FALL RIVER, MASS., R.		123491	29	4214	.000956455							
FITCHBURG-LEOMINSTER, MASS		78053	61	1282	.000523365							
LOWELL, MASS		182731	62	2943	.001303020							
NEW BEDFORD, MASS		133667	34	3966	.001093661							
PITTSFIELD, MASS		62872	44	1442	.000351359							
TOTAL STATE APPORTIONMENT:					.005172720	1551815	2586359	3362267	4008056	4396810	4655447	20561554
MICHIGAN												
ANN ARBOR, MICH		178605	45	3969	.001461823							
BATTLE CREEK, MICH		77922	31	2506	.000520857							
BAY CITY, MICH		78097	26	2981	.000559944							
JACKSON, MICH		78572	36	2177	.000498438							
KALAMAZOO, MICH		152083	73	2075	.000948832							
MUSKEGON-MUSKEGON H		105716	52	2021	.000653686							
SAGINAW, MICH		147552	44	3392	.001120240							
TOTAL STATE APPORTIONMENT:					.005763691	1729107	2881845	3746398	4466859	4899136	5187321	22910666

* INDICATES A MULTI-STATE URBANIZED AREA

PROPOSED RULES

STATE AND URBANIZED AREAS:	# OF UZAS	POPULATION	LAND AREA	DENSITY	FACTOR --WEIGHT--	ANNUAL PROGRAM APPORTIONMENTS (IN DOLLARS)	SIX-YEAR TOTAL				
						FY 1975 FY 1976 FY 1977 FY 1978 FY 1979 FY 1980	---				
MINNESOTA											
DULUTH-SUPERIOR, MINN *	105639	71	1471	.000584702							
FARGO-MOREHEAD, N.DK *	32026	9	3371	.000242073							
LA CROSSE, WIS.-MINN *	3142	2	1428	.000017412							
ROCHESTER, MINN	56604	15	3724	.000449057							
ST CLOUD, MINN	52059	19	2769	.000361915							
TOTAL STATE APPORTIONMENT:				.001655160	496547	827579	1075053	1282748	1406085	1489643	6579255
MISSISSIPPI											
BILOXI-GULFPORT, MIS	121601	64	1909	.000737916							
JACKSON, MISS	190060	72	2632	.001294545							
TOTAL STATE APPORTIONMENT:				.002032461	609738	1016230	1321099	1575156	1727591	1829214	8079028
MISSOURI											
COLUMBIA, MO	59231	42	1410	.000329063							
ST. JOSEPH, MO.-KANS *	75940	30	2498	.000502869							
SPRINGFIELD, MO	121340	63	1923	.000738077							
TOTAL STATE APPORTIONMENT:				.001570009	471002	785004	1020505	1216756	1334507	1413008	6240782
MONTANA											
BILLINGS, MONT	71197	27	2647	.000486038							
GREAT FALLS, MONT	70905	22	3253	.000528196							
TOTAL STATE APPORTIONMENT:				.001014233	304270	507116	659251	786030	862098	912810	4031575
NEBRASKA											
LINCOLN, NEBR	153443	52	2945	.001094488							
SIoux CITY, IOWA-NEB *	7920	4	1841	.000047468							
TOTAL STATE APPORTIONMENT:				.001141956	342586	570978	742271	885015	970662	1027760	4539272
NEVADA											
RENO, NEV	99687	38	2658	.000681656							
TOTAL STATE APPORTIONMENT:				.000681656	204496	340827	443076	528283	579407	613490	2709579
NEW HAMPSHIRE											
MANCHESTER, N.H	95140	39	2433	.000628568							
NASHUA, N.H	60961	34	1820	.000364357							
TOTAL STATE APPORTIONMENT:				.000992924	297877	496462	645400	769516	843985	893631	3946671

* INDICATES A MULTI-STATE URBANIZED AREA

STATE AND URBANIZED AREAS:	# OF UZAS	POPULATION	LAND AREA	DENSITY	FACTOR --WEIGHT--	FY 1975	FY 1976	FY 1977	FY 1978	FY 1979	FY 1980	SIX-YEAR TOTAL
NEW JERSEY												
ATLANTIC CITY, N.J.	134016	67	1997	.000825372								
VINELAND-MILLVILLE	73579	85	863	.000367419								
TOTAL STATE APPORTIONMENT:						357837	596395	775314	924412	1013872	1073512	4741342
NEW MEXICO												
TOTAL STATE APPORTIONMENT:					.0	0	0	0	0	0	0	0
NEW YORK												
BINGHAMTON, N.Y.	167224	52	3197	.001236087								
ELMIRA, N.Y.	74039	24	3111	.000540739								
POUGHKEEPSIE, N.Y.	102649	55	1877	.000619533								
UTICA-ROME, N.Y.	180355	75	2418	.001188783								
TOTAL STATE APPORTIONMENT:						1075542	1792571	2330342	2778484	3047370	3226628	14250937
NORTH CAROLINA												
ASHEVILLE, N.C.	72451	38	1897	.000438764								
HURLINGTON, N.C.	59891	31	1951	.000366023								
DURHAM, N.C.	100764	43	2343	.000656406								
FAYETTEVILLE, N.C.	161370	73	2202	.001027831								
GASTONIA, N.C.	94725	59	1619	.000546596								
GREENSBORO, N.C.	152252	61	2488	.001014498								
HIGH POINT, N.C.	93547	52	1796	.000556013								
RALEIGH, N.C.	152209	71	2160	.000963418								
WILMINGTON, N.C.	57645	29	1967	.000353245								
WINSTON-SALEM, N.C.	142584	66	2160	.000902022								
TOTAL STATE APPORTIONMENT:						2047684	3412804	4436648	5289849	5801770	6143052	27131809
NORTH DAKOTA												
FARGO-MOREHEAD, N.D.K.	53420	14	3815	.000428070								
TOTAL STATE APPORTIONMENT:						128421	214035	278245	331754	363859	385263	1701577

* INDICATES A MULTI-STATE URBANIZED AREA

PROPOSED RULES

STATE AND URBANIZED AREAS:	# OF UZAS	POPULATION	LAND AREA	DENSITY	FACTOR --WEIGHT--	ANNUAL PROGRAM APPORTIONMENTS (IN DOLLARS)						
						FY 1975	FY 1976	FY 1977	FY 1978	FY 1979	FY 1980	SIX-YEAR ---TOTAL---
OHIO												
HAMILTON, OHIO		90912	38	2380	.000595683							
HUNTINGTON-ASHLAND, *		29250	12	2340	.000183841							
LIMA, OHIO		70295	27	2566	.000474029							
LORAIN-ELYRIA, OHIO		192265	106	1807	.001146577							
MANSFIELD, OHIO		77599	41	1897	.000469940							
PARKERSBURG, WVA, OH		7189	3	2246	.00045842							
SPRINGFIELD, OHIO		93653	25	3702	.000740862							
STREUNVILLE-WEIRTO *		48262	19	2567	.000322248							
WHEELING, W.VA., -OHIO *		32239	6	4959	.000285733							
TOTAL STATE APPORTIONMENT:					.004264755	1279426	2132377	2772090	3305184	3625041	3838279	16952397
OKLAHOMA												
FORT SMITH, ARK., -OKL *		2095	2	722	.000010144							
LAWTON, OKLA		95607	44	2175	.000606814							
TOTAL STATE APPORTIONMENT:					.000616958	185087	308479	401022	478142	524414	552262	2452406
OREGON												
EUGENE, OREG		139255	55	2518	.000932188							
SALEM, OREG		93041	37	2528	.000623782							
TOTAL STATE APPORTIONMENT:					.001555970	466790	777984	1011380	1205876	1322574	1400372	6184976
PENNSYLVANIA												
ALTOONA, PA		81795	20	4173	.000686643							
ERIE, PA		175263	44	4001	.001440301							
JOHNSTOWN, PA		96146	28	3434	.000734106							
LANCASTER, PA		117097	39	3026	.000844983							
READING, PA		167932	41	4086	.001394723							
WILLIAMSPORT, PA		63800	22	2944	.000455582							
YORK, PA		123106	37	3300	.000923004							
TOTAL STATE APPORTIONMENT:					.006479342	1943802	3239671	4211571	5021489	5507440	5831408	25755381
RHODE ISLAND												
FALL RIVER, MASS., -R. *		15901	13	1169	.000081351							
TOTAL STATE APPORTIONMENT:					.000081351	24405	40675	52878	63046	69148	73215	323367

* INDICATES A MULTI-STATE URBANIZED AREA

STATE AND URBANIZED AREAS:	# OF UZAS	POPULATION	LAND AREA	DENSITY	FACTOR	WEIGHT	ANNUAL PROGRAM APPORTIONMENTS (IN DOLLARS)				SIX-YEAR TOTAL		
							FY 1975	FY 1976	FY 1977	FY 1978	FY 1979	FY 1980	
SOUTH CAROLINA													
AUGUSTA, GA, S.C.	•	22183	14	1509	.000123624								
GREENVILLE, S.C.		157073	71	2215	.001002560								
SPARTANBURG, SC		73638	36	2040	.000456772								
TOTAL STATE APPORTIONMENT:					.001582956		474886	791477	1028921	1226790	1345512	1424660	6292246
SOUTH DAKOTA													
SIoux CITY, IOWA-NEB	•	860	0	1075	.00004479								
SIoux FALLS, S.DAK		75146	27	2794	.000524347								
TOTAL STATE APPORTIONMENT:					.000528826		158647	264412	343736	409840	449501	475943	2102079
TENNESSEE													
KINGSPOrt, TN, VA	•	66266	46	1425	.000368784								
KNOXVILLE, TENN		190502	86	2213	.001215537								
TOTAL STATE APPORTIONMENT:					.001584321		475296	792160	1029808	1227848	1346672	1425889	6297673

• INDICATES A MULTI-STATE URBANIZED AREA

PROPOSED RULES

STATE AND URBANIZED AREAS:	# OF UZAS	POPULATION	AREA DENSITY	FACTOR --WEIGHT--	FY 1975	FY 1976	FY 1977	FY 1978	FY 1979	FY 1980	SIX-YEAR TOTAL
TEXAS											
ABILENE, TEX	90571	78	1155	.000479444							
AMARILLO, TEX	127010	61	2092	.000794622							
BEAUMONT, TEX	116350	75	1562	.000664566							
BROWNSVILLE, TEX	52827	15	3462	.000403339							
BRYAN-COLLEGE STATI	51395	33	1539	.000292342							
GALVESTON, TEX	61809	23	2747	.000428300							
HARLINGEN-SAN BENIT	50469	34	1493	.000284690							
KILLEEN, TX	73585	40	1826	.000440263							
LAREDO, IEX	70197	22	3176	.000517368							
LUBROCK, TEX	150135	77	1952	.000917703							
MCALLEN-PHARR-EDINB	91141	33	2787	.000635300							
MIDLAND, TEX	60371	32	1887	.000364987							
ODESSA, TEX	81645	25	3251	.000609202							
PORT ARTHUR, TEX	116474	73	1596	.000669343							
SAN ANGELO, TEX	63884	34	1896	.000386816							
SHERMAN-DENISON, TEX	55343	35	1604	.000318495							
TEXARKANA, TEX, -ARK	36888	21	1740	.000216427							
TEXAS CITY-LA MARQU	84054	83	1016	.000432941							
TYLER, TEX	59781	25	2411	.000393608							
WACO, TEX	118843	90	1322	.000649497							
WICHITA FALLS, TEX	97564	42	2312	.000632452							
TOTAL STATE APPORTIONMENT:				.010530703	3159210	5265351	6844955	8161292	8951096	9477632	41859536

UTAH											
OGDEN, UTAH	149727	61	2455	.000992596							
PROVO-OREM, UTAH	104110	65	1602	.000598932							
TOTAL STATE APPORTIONMENT:				.001591528	477458	795764	1034493	1233434	1352798	1432375	6326322

VERMONT 0 NO URBANIZED AREAS WITHIN STATE

* INDICATES A MULTI-STATE URBANIZED AREA

PROPOSED RULES

STATE AND URBANIZED AREAS:	# OF UZAS	POPULATION	AREA DENSITY	LAND	FACTOR	ANNUAL PROGRAM APPORTIONMENTS (IN DOLLARS)	SIX-YEAR TOTAL					
					--WEIGHT--	FY 1975	FY 1976	FY 1977	FY 1978	FY 1979	FY 1980	---
VIRGINIA												
KINGSFORT, TN_VA	*	4076	2	1852	.000024465							
LYNCHBURG, VA		70842	37	1904	.000429529							
PEIERSBURG-COLONIAL		100617	42	2373	.000658550							
ROANOKE, VA		156621	66	2359	.001022849							
TOTAL STATE APPORTIONMENT:					.002135393	640617	1067696	1388004	1654928	1815083	1921853	8488181
WASHINGTON												
RICHLAND_KENNEWICK		71245	55	1300	.000387756							
YAKIMA, WASH		64730	22	2916	.000459781							
TOTAL STATE APPORTIONMENT:					.000847537	254261	423768	550898	656840	720406	762783	3368956
WEST VIRGINIA												
CHARLESTON, VA		157662	62	2551	.001060752							
HUNTINGTON-ASHLAND	*	85017	19	4337	.000692399							
PARKERSBURG, VA_OH	*	57821	17	3381	.000435033							
STUEBENVILLE-WEIRTO	*	37230	20	1852	.000221933							
WHEELING, W.VA.-OHIO	*	60705	21	2850	.000415235							
TOTAL STATE APPORTIONMENT:					.002825352	847605	1412675	1836470	2189647	2401548	2542816	11230769
WISCONSIN												
APPLETON, WIS		129532	37	3491	.000996606							
DULUTH-SUPERIOR, MIN	*	32713	39	836	.000160896							
GREEN BAY, WIS		129105	70	1664	.000750951							
KENOSHA, WIS		84262	18	4815	.000762938							
LA CROSSE, WIS.-MINN	*	60231	21	2827	.000418469							
OSHKOSH, WIS		55480	13	4403	.000478849							
RACINE, WIS		117408	28	4178	.000986206							
TOTAL STATE APPORTIONMENT:					.004554915	1366474	2277457	2960693	3530057	3871676	4099423	18105780
WYOMING												
	0											
NO URBANIZED AREAS WITHIN STATE												
WASHINGTON, D.C.												
TOTAL STATE APPORTIONMENT:					.0	0	0	0	0	0	0	0

* INDICATES A MULTI-STATE URBANIZED AREA

PROPOSED RULES

STATE AND URBANIZED AREAS:	# OF UZAS	POPULATION	LAND AREA	DENSITY	FACTOR	WEIGHT	ANNUAL PROGRAM APPORTIONMENTS (IN DOLLARS)						SIX-YEAR TOTAL
							FY 1975	FY 1976	FY 1977	FY 1978	FY 1979	FY 1980	
PUERTO RICO							884491	1474151	1916397	2284934	2506057	2653473	11719503
CAGUAS, P.R.	65844		9	7746	.000794478								
MAYAGUEZ, P.R.	69558		14	4864	.000633305								
PONCE, P.R.	128233		17	7543	.001520520								
TOTAL STATE APPORTIONMENT:							884491	1474151	1916397	2284934	2506057	2653473	11719503
AMERICAN SAMOA	0												
GUAM	0												
VIRGIN ISLANDS	0												

TECHNICAL APPENDIX: EXPLANATION OF APPORTIONMENT FORMULA AND DATA SOURCES

Section 5(b) (1) of the Urban Mass Transportation Act of 1964, as amended by the National Mass Transportation Act of 1974, directs the Secretary to apportion authorized funds on the basis of a formula under which urbanized areas would be 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, * * * bears to the total population of all urbanized areas * * *; 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."

The mathematical expression of the apportionment formula utilized to devise the attached allocation projections is as follows:

Apportionment

$$\text{Factor Weight} = \frac{\left[\left(\frac{P_i}{\sum_{i=278}^N P_i} \right) + \left(\frac{P_i d_i}{\sum_{i=278}^N P_i d_i} \right) \right]}{2}$$

Where:

P = population of urbanized area
 d = population density of urbanized area
 i = i-th urbanized area case

Σp = sum of the populations for 278 urbanized areas is calculated to equal 121,750,278

Σpd = the sum of the population times density products for 278 urbanized areas is calculated to equal 486,600,412,290

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

component population and population density values, and applying those ratios to the apportionment factors 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 tenth of a square mile; land area is reported to the nearest whole square mile.

Due to significant number limitations in computation and printout, the various factor weight columns may not add to the printed totals. This also applies to the illustrational splits of the funds apportioned to multi-State urbanized areas over 200,000; the area total is the correct apportionment amount.

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