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Standard Metropolitan Statistical Classification

Second Proposal for Changes in Standard Metropolitan Statistical Area Criteria Following The 1980 Census

Prepared by

FEDERAL COMMITTEE ON STANDARD METROPOLITAN STATISTICAL AREAS

Introduction

This document proposes changes in criteria and typology for designating and defining standard metropolitan statistical areas. It contains three items in addition to this introductory statement: (1) a detailed statement on the background of the definition of the metropolitan statistical area and of the rationale for the proposed changes; (2) the text of the proposed revised criteria; and (3) appendices listing *potentially* affected counties and areas.

The proposed new criteria are the result of the most recent periodic review of the definitional structure under which standard metropolitan areas are identified for Federal statistical purposes. These definitions must be based on objective criteria formulated so as to identify all metropolitan areas as consistently as possible, irrespective of their regional location or population size.

A periodic review of the criteria is necessary to ensure the objectivity and consistency of the criteria and that relevant data are used. To this end, such reviews of the criteria have been conducted by the Federal Committee on Standard Metropolitan Statistical Areas (SMSA's) prior to each Decennial Census of Population since the official metropolitan areas were first established in the late 1940's. Once the revised criteria become final, they will be used in conjunction with the 1980 Decennial Census of Population results to determine the specific boundary definitions for each metropolitan statistical area, probably in early 1982.

In the Federal Committee on Standard Metropolitan Statistical Areas' initial proposal of revised criteria, which was published in the *Federal Register* on June 22, 1978 and in the May issue of *Statistical Reporter,* changes to the criteria were proposed in response to complaints and comments made to the Committee by Federal agencies and the public since the 1970 Census. This second revision of the proposed criteria (published below) differs from the first in several respects, reflecting the substantial volume of public comment and suggestions received in response to the June proposal. The comment period on these proposed revised criteria will be open for 60 days from this date. In addition, notice was recently given in the *Federal Register* for a hearing to be held on December 15, 1978. After the public comments are received and reviewed, the final criteria will be published in the *Federal Register.*

The Nature of Current Proposals.—The most significant change since the June proposal is the provision of systematic recognition of the major component portions of the largest metropolitan complexes as distinct areas for Federal statistics. Further, it is proposed that the existing set of consolidated metropolitan statistical areas would be expanded to provide standard statistical recognition of major metropolitan complexes. Recognition of both component and consolidated statistical areas would retain twelve existing SMSA's which, under both the existing criteria and the June proposal, would have failed to qualify as separate areas. Under existing criteria these areas would have been merged with neighboring areas after the 1980 Census.

The revised proposed criteria increase the consistency with which various areas are treated by using the Bureau of the Census defined "urbanized area" as the basis for determining those areas which are large enough to qualify for recognition as metropolitan statistical areas. It is also proposed that the Census "urbanized areas" be used as the basis for a consistent determination of the specific area to which commuting is measured, in determining the outer boundaries of each metropolitan area. (The Bureau of the Census defines the "urbanized areas" in detail at the time of each Decennial Census of Population, following precise criteria relating to the density of population and urban development around cities. Thus urbanized areas provide a more consistent basis for identifying the size and extent of major population concentrations than the previously used limits of incorporated cities or individual localities.)

The new proposal also redefines the specific thresholds of commuting, population density, percentage urban, and similar objective measures that determine the qualification of outlying counties as parts of metropolitan statistical areas. The revisions are designed to ensure that qualifying counties are basically metropolitan in character.

Other adjustments in the criteria involve the identification of the central cities within each area, rules for determining a title for the area, and simplification of terminology by adopting "metropolitan statistical area" as the basic term.

The metropolitan statistical areas are established and defined strictly as a statistical standard for use in ensuring consistent statistics. However, in recent years the SMSA definitions have been adopted for many additional uses. There has been an increasing tendency for Federal agencies to apply the definitions of SMSA's in the implementation of their nonstatistical programs. The Federal Committee on Standard Metropolitan Statistical Areas is concerned about this trend because the definitions established for statistical purposes may not always be appropriate when applied to other programs, and because a change in the statistical definition of an area may have an unintended negative impact locally if program users do not take these changes into account. The Committee and the Office of Federal Statistical Policy and Standards are working closely with the Federal agencies involved to eliminate any detrimental effects that might result from the establishment of revised statistical criteria and definitions for metropolitan areas. (A report on present uses of SMSA designation in Federal programs is available from the Office of Federal Statistical Policy and Standards.)

Comments on these materials should be sent to Joseph W. Duncan, Director, Office of Federal Statistical Policy and Standards, U.S. Department of Commerce, Washington, D.C. 20230.

Rationale For The Criteria For Defining Metropolitan Statistical Areas

BACKGROUND

The interest in developing a consistent definition of metropolitan areas dates back more than a century. The existence of suburban areas outside the limits of important cities was noted in census and statistical publications almost from the time of the first U.S. census in 1790.

Metropolitan areas, defined to include suburbs with their central cities, were first officially defined for census purposes in 1910; from that census through 1940, the term used was "metropolitan district." These areas were established in order to permit accurate comparisons of important urban centers across the country, unaffected by the varying extent of central city boundaries.

A review of the census publications of the 1910–1930 period makes it clear that in concept the metropolitan districts were single concentrations (some with multiple centers) of dense urban development, larger than a stated size, with strong internal commuting ties and weak ties to any other densely developed areas. They were not intended to represent broad regions such as trading or newspaper-circulation areas, which would normally be much larger; nor, on the other hand, were they supposed to be limited to the built-up urbanized area.[1]

In the 1930 census, the concept was described as constituting the " 'greater' city," and beginning in that year, the definition required a central city of 50,000 or more. It may be noted that a number of other countries independently

[1]See Richard L. Forstall and Philip N. Fulton, "The Official SCSA/SMSA Definition: Concept and Practice," *Statistical Reporter,* October 1976, and the various sources cited there.

began to define their own metropolitan areas during the same 1910–1940 period. Definitions adopted in other countries similarly have stressed high population density, commuting ties, and low proportion of population involved in agriculture.[2]

The metropolitan districts defined in the censuses from 1910 through 1940 were intended primarily for the presentation of data from the census. They were defined in terms of townships and similar county subdivisions, which made it difficult for other Federal, State, local, and private statistical groups to compile related data for them. As a consequence, by World War II several Federal agencies had developed alternative metropolitan area definitions, usually in terms of whole counties. Sometimes these county combinations were based as closely as possible on the Census Bureau metropolitan districts; sometimes they were based on other information. Often the various definitions did not agree with one another.

As a result, shortly before the 1950 census, a decision was made to define a set of "standard metropolitan areas" (SMA's) for presenting Federal statistics. Since the new areas were to be used by all Federal statistical agencies and not just for census purposes, the task of defining them was assigned to the Bureau of the Budget (later renamed the Office of Management and Budget), acting with the advice of a newly formed interagency committee. (This original assignment was reinforced by the Budget and Accounting Procedures Act of 1950 which, in Section 103, assigned the Bureau of the Budget responsibility for statistical policy. In October 1977 that responsibility was assigned by President Carter to the Department of Commerce, where it is implemented by the Office of Federal Statistical Policy and Standards (OFSPS).)

To maximize the range of statistical data that could be made available for the SMA's, it was agreed to define them in terms of entire counties. Although it was recognized that this would lead to some inaccuracies in definition, this disadvantage was felt to be outweighed by the large amount of related data that could be made available by county but not by smaller subcounty units. However, an exception to the county building-block approach was made for New England. Here the subcounty units—the cities and towns—have always had great local importance and a wide range of statistics available, while at the same time the counties have been relatively unimportant as governmental units. For example, in Connecticut and Rhode Island the counties no longer function as active governmental units.

The establishment of the SMA's in 1950 represented a change of techniques, not of concept, for defining metropolitan areas. The concept embodied in the SMA definition continued to be that of a large concentration of dense urban development, with strong internal commuting ties and weak ties to any other densely developed areas. The original published criteria issued for defining the SMA's in 1950 reflected this by stressing commuting as the main criterion of integration of the outlying parts of the metropolitan area with its center or chief city. The rule adopted then was that if an outlying county had at least 15 percent of its resident workers working in the central county, it qualified for inclusion. The specific 15 percent cutoff was selected primarily on the basis of examination of available data for specific areas. With certain exceptions (which are discussed in a later section), it has proved satisfactory in that counties included in metropolitan areas by this criterion have been generally accepted as properly qualified.

From their inception, the official SMA's (renamed standard metropolitan statistical areas—SMSA's—in 1959) were defined according to specific published criteria. These criteria have dealt chiefly with how large a city had to be to have a metropolitan area defined, and how to decide which counties, if any, adjacent to the city's county should be included in its metropolitan area. The criteria have also mentioned, but in less detail, other issues such as rules for determining which cities in the metropolitan area are "central cities" and which should be included in the area title; how to decide whether two cities in adjacent counties, each of which could qualify for a separate metropolitan area, should be defined as two separate areas or as one; and what to do if the qualification status of a metropolitan area changed over time, for example, if new commuting data showed that a formerly independ-

[2] See International Urban Research, *The World's Metropolitan Areas,* Berkeley and Los Angeles: University of California Press, 1959, pp. 6–15.

ent area had come to qualify for inclusion in a neighboring area.

Changes in the official criteria have been made at the time of each census since 1950. None of these changes have involved significant deviations from the basic metropolitan area concept. Several modifications have been made over time in the rules for determining how large a city must be to have a metropolitan area defined. Through 1950, a city of 50,000 or more had always been required, but subsequent changes have gradually relaxed the rules somewhat, permitting areas to be defined around smaller cities under certain specified conditions.

Other changes have been made to reflect changing national conditions and the availability of new statistical data for use in the definition process. For example, the 1950 rules specified that a county must have less than 25 percent of its workers engaged in agriculture. However, with a rapidly decreasing proportion of the population engaged in farming, this rule is now subject to elimination because there are practically no counties still affected by it. Although commuting was the main measure of integration between outlying and central counties in the 1950 criteria, there were no national data available on the subject at that time. The commuting data used for the definitions in the 1950's were mostly taken from surveys by State and local employment agencies, which were not always entirely comparable with one another in their coverage and approach. Consequently, the data base was much improved in this respect after a question on place of work was included in the 1960 census.

In the 1950 and 1960 criteria, references were made to other measures of integration, such as the volume of telephone calls between outlying counties and the central county, circulation patterns of central-city daily newspapers, customer service and delivery areas of department stores, and the extent of locally established planning areas. However, these alternative measures were dropped from the criteria after national commuting data became available. This was not so much because their were poor indicators but because it was difficult to obtain nationally comparable data on them. Throughout the history of the SMA's and SMSA's, the use of statistical data available for only a few areas has been avoided in the criteria because there would be no way to provide comparable definitions for other areas for which the specified data were not available.

In 1977, the Federal Committee on Standard Metropolitan Statistical Areas and OFSPS began reevaluating the current criteria and considering modifications that might be introduced at the time of the 1980 census. The Committee wanted to determine whether any improvements could be made in the criteria so that they would more closely reflect the basic metropolitan area concept. Over the ensuing two years, much of the Committee discussion was based on comments the members had received from users of the SMSA's, in their own or other Federal agencies or elsewhere in the country.

As noted earlier, in 1977 the responsibility for defining SMSA's was transferred from OMB to the newly established Office of Federal Statistical Policy and Standards in the Department of Commerce. The OFSPS published a first set of proposed criteria for public comment in the May 1978 *Statistical Reporter* and in the *Federal Register* for June 22, 1978 (Vol. 43, No. 121).[3] Comments on the proposals were received from several hundred individuals, representing about 50 SMSA's. After reviewing these comments, the Committee has developed a revised criteria proposal for defining metropolitan statistical areas. In preparing the revised proposal, the Committee decided to follow the general outlines of the main proposal published in June, rather than either of the alternative options A and B that were published at the same time. Although some groups and individuals indicated they favored one or the other of these alternatives, they constituted a small minority of all those who commented.

THE PROPOSED NEW CRITERIA

As revised, the proposed criteria include the following changes from the criteria now in effect.[4]

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[3] The general and New England criteria were also published in the *Statistical Reporter* issues of May 1978 and August 1978, respectively.

[4] The substantive changes made in the criteria since the version published in the *Federal Register* in June include:

Criteria for defining component metropolitan statistical areas within (consolidated) metropolitan statistical areas of 1,000,000 or more (Criteria 10–14 and 19–21);

Changes in number and nomenclature of levels, from "Major" and "Local" to A, B, C, and D (Criterion 2);

Changes in qualification rules, including requirement

Qualification (present Criterion 1; proposed Criterion 1).—The rules for permitting a city to qualify for recognition as a metropolitan statistical area have been modified to require a city of at least 15,000, that is located in a Bureau of the Census defined urbanized area of at least 50,000, and with a total population of at least 100,000 in the metropolitan area defined by the criteria. The lowering of the city size criterion (which is currently 25,000) would qualify a few new metropolitan areas. These would consist of a relatively small city which is surrounded by an extensive urbanized area whose total population is as large or larger than the urbanized areas of some cities already recognized for SMSA's. The requirement for a city of at least 15,000 is included to avoid the possibility of qualifying a densely populated area (for example a large military base) that does not contain at least a small city. The cutoff of 15,000 population has appeared in the criteria for a number of years as the lower limit for qualification as a central city, other than the principal central city.

The level of 50,000 required for the urbanized area size represents an updating of the requirement for a city of 50,000 that has appeared in the criteria since 1930. Adoption of the Census Bureau's urbanized area for this rule represents a more standard approach. The urbanized areas are defined on a consistent basis nationwide at the time of each national census, and consequently represent the larger urban concentrations more consistently than do corporate city areas, whose boundaries tend to vary widely from region to region because of differing practices on annexation.

The cutoff of 100,000 for total metropolitan population would disqualify several existing SMSA's that are below that limit. However, these areas will not be dropped simply because their populations remain under 100,000, provided they did qualify for separate recognition under the criteria in effect at the time they were established.

The overall effect of the changes in the size requirements will make it somewhat more difficult for additional small areas to qualify as metropolitan statistical areas. This change was adopted because the Committee felt that, now as in the past, the metropolitan area concept was indended to identify the Nation's *larger* urban centers.

Outlying Counties (present Criteria 2 and 3; proposed Criterion 4).—The rules for determining which outlying counties should be included in the metropolitan area have been made somewhat more restrictive. However, these rules are generally similar to the corresponding criteria now in effect. The intent is to include all counties that reach the 15 percent commuting level provided they also demonstrate a given level of "metropolitan character". The rules used to determine "metropolitan character" are all based on regularly available census data and are designed to exclude counties that are very rural or sparsely populated. A majority of the Committee believes that such rural counties should not be included in metropolitan areas even if their commuting ties with the central county are very high.

As in the current criteria, counties with very high commuting links to the central county or counties are included without having to meet as many other requirements as counties with lower levels of commuting. However, even counties with the highest levels of commuting (over 40 percent) must still have a population density of at least 40 persons per square mile to qualify.

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that metropolitan statistical areas established in the future must have a total population of at least 100,000 (Criterion 1); provision that areas already existing will not be disqualified simply because they have less than 100,000 population (Criterion 9);

Recasting of the rules for qualifying outlying counties to recognize as one of the criteria of metropolitan character a 10 percent involvement with the main city's urbanized area (Criteria 4(b) and (c));

For counties with at least 40 percent commuting to the central counties, reduction of the required criteria of metropolitan character to a population density of at least 40 persons per square mile (Criterion 4(a);

Special provision for counties associated with independent cities (footnote 3);

Development of separate rules for determining central cities and metropolitan statistical area titles; cities of 15,000 to 25,000 qualify as central cities if they qualify for the metropolitan statistical area title (Criteria 5 and 6).

Except for the addition of criteria for recognizing component metropolitan statistical areas in New England (Criteria 19–21), the New England criteria have not been substantively changed from those published in the *Statistical Reporter* in August, but have been renumbered (Criteria 9–12 in the *Statistical Reporter* are 15–18 in the new version).

Counties with between 30 and 40 percent commuting must meet one of three rules indicative of metropolitan character, such as relatively high population density, or a significant percentage of the population classified as urban (that is, living in urbanized areas or in places of 2,500 or more population). Counties with between 15 and 30 percent commuting must meet two of four requirements; these are similar to those just mentioned, but also include a high percentage population increase between the last two censuses, a measure that gives recognition to rapid-growth suburban fringe areas.

The effect of the changes in the criteria for outlying counties is to exclude 61 counties now included in SMSA's. A list of these counties is given in Appendix A. This list is based on 1970 commuting data; after 1980 census data become available in 1981–2, the new data may show that some of these counties are in fact qualified under the revised criteria. In any case, no counties will actually be dropped from metropolitan areas until the 1980 census results are tabulated.

Although a fairly large number of counties would possibly be affected by this change in the rules, their total 1970 population is only about 1.25 million or less than 1 percent of the current SMSA total. Their total area of 36,837 square miles represents over 7 percent of the current SMSA total, reflecting the fact that these are relatively sparsely settled counties on the outer edges of the metropolitan areas.

Central Counties (Footnote 5 in present criteria; proposed Criterion 3).—The rules for defining the central core area of each metropolitan area have been modified. This central area must be identified in order to determine the area to which commuting from outlying counties is measured. Originally, the central area comprised only the county or counties containing the central city or cities. However, this produced arbitrary results in several areas where the central city constitutes a separate county by itself (for example, Philadelphia, Denver, San Francisco). The central area in such cases was much smaller than for cities such as Chicago or Los Angeles that are located in a large county. Here, again, the proposed new rules introduce greater consistency by adopting the Bureau of the Census urbanized area as the basis for determining the central counties. Those counties with at least half their population in the urbanized area will now qualify.

It should be noted that only the central core is used to determine whether any additional counties (termed "outlying counties" in the criteria) qualify for inclusion in the metropolitan area. Any commuting to these outlying counties does *not* qualify further counties for inclusion—the commuting must be to the central core counties.

The effect of the change in the central core rules is to add about 8 counties to SMSA's because their level of commuting to the central core would now be over 15 percent—in other words, they have less than 15 percent commuting to the central county or counties as previously defined, but more than 15 percent once additional counties were treated as central counties. A list of these counties based on 1970 commuting data appears in Appendix B, together with about 20 additional counties likely to be added to metropolitan statistical areas by 1980 based on this or other criteria.

This criterion also includes a rule that qualifies for inclusion in the central core any county containing at least 5,000 population in a central city. The main purpose of this rule is to provide for situations where a central city is located in more than one county. Such counties are not included automatically as central counties if the population of the central city portion is small (less than 5,000). However, counties containing smaller portions of central cities usually do qualify under other criteria for inclusion in the metropolitan area itself.

Central Cities and Titles (present Criterion 4; proposed Criteria 5 and 6).—The rules for identifying the central cities within each metropolitan area have been modified, and have been separated from the rules for titling the area. Central cities are commonly regarded as relatively large communities, with a denser population and a higher concentration of economic activities than more recently developed outlying or "suburban" areas. As such, central cities have numerous common characteristics and problems, and the central city/suburban distinction is important in many statistical presentations, permitting users to compare the respective central cities with one another separately from the respective suburban areas.

The largest city in each metropolitan area is always recognized as a central city, of course. Ever since the establishment of the SMA's in the

1950 census, the identification of any additional central cities have been made essentially on the basis of their being at least one-third the size of the area's largest city. However, a review of commuting and other data for all of the existing central cities has shown that certain commuting measures identify the cities of central character much more precisely than the present rule. Consequently, the Committee proposes to adopt a new rule based on two commuting requirements: at least 50 percent of the residents[5] of the city must work within the city (that is, must not commute to work somewhere else), and the ratio of the number of persons working in the city to the number of residents[5] must be at least 0.8 (in other words, there must be at least 80 local jobs per 100 local residents).

The chief effect of this rule is to identify certain smaller places as central cities because they have central-city characteristics, even though their populations are considerably smaller than that of the main city. There are quite a few of these smaller central-type cities, especially in certain larger metropolitan areas. Examples include Cambridge, Lynn, and Waltham near Boston, Niagara Falls in the Buffalo area, Pontiac in the Detroit area, Aurora and Joliet in the Chicago area, and Berkeley and Pasadena in California. At the same time, some cities now listed as central cities would no longer be so treated because their commuting data indicate that they have relatively high level of outcommuting, or that they provide jobs for relatively few of their own residents, or both—in other words, that they resemble suburban areas more closely than they do other central cities.

In determining titles for metropolitan statistical areas, the existing maximum of three cities has been retained in the proposed criteria, to avoid unduly cumbersome titles. This means that for the first time some places would be classified as central cities although not actually named in the title of the metropolitan statistical area.

[5] In the application of the.criteria, "resident" is limited to persons working, and excludes residents who were not in the labor force or for other reasons not working at the time of the census. Workers whose place of work was not reported are also excluded, to avoid any bias toward the residence side in the employment/residence ratio.

Levels (proposed Criterion 2).—During the discussions of the Federal Comitttee on SMSA's, it became clear that there is a wide range of opinions about how large an urban area must be to deserve classification as "metropolitan".

Although the official metropolitan criteria have recognized urban centers as small as 50,000 ever since 1930, there are many users who believe that a much higher cutoff should be established. Although the Committee decided to make the rules for qualification a little more stringent (as described above), it did not seriously consider changing to a much higher cutoff level, because this would have had the effect of disqualifying many existing metropolitan areas, including some that have been recognized ever since 1950. Instead, the Committee decided to identify four levels of metropolitan areas, using the total metropolitan population as the basis. The cutoff for these levels have been set at 1,000,000, 250,000, and 100,000.

Many studies have demonstrated that larger urban centers typically carry on numerous economic and social functions that are rare or absent in smaller cities. Essentially all cities large enough to be recognized for metropolitan area status have sizable department stores and daily newspapers, banks of more than local importance, a junior college, and scheduled airline service (although this may be through an airport shared with a neighboring metropolitan center). However, only the largest metropolitan cities have many headquarters of major corporations, a Sunday newspaper with regional circulation, a wide range of specialized medical facilities, a major university, and a major-league athletic team. Above the one million level, most metropolitan cities have all of these functions, and the significance of this particular size has some degree of public recognition. A study conducted by the Committee showed that the level of 250,000 corresponds approximately to the level at which most most metropolitan centers typically acquire wide regional influence, including such functions as large banks and Sunday newspapers, regional branches of major national firms, and several hospitals. The 100,000 level was included because it is proposed as the future cutoff for qualification as an SMSA.

After considerable discussion, the four levels have been identified simply as Level A, Level B, Level C, and Level D rather than assign them

names (such as Major Metropolitan Areas), since none of the specific sets of terms proposed appeared to have wide support. The Committee is particularly interested in receiving suggestions for names for identifying the levels.

The Committee believes that there are many situations in which it is desirable to look at statistics for metropolitan areas broken down into size categories, and that the identification of levels of metropolitan areas will also aid users who may wish to limit a study to the largest areas, or to focus on a smaller or a middle-size group of areas.

Besides these changes affecting terminology, the Committee decided to simplify the basic designation by dropping the word "standard", thus reducing the basic term to three words, "metropolitan statistical area". In this discussion, the present abbreviation, SMSA, has generally been used in referring to the areas as defined now or at a past date, but "metropolitan statistical area" is generally used in references to the effects of the new criteria.

Component Areas and Consolidated Areas (present Criterion 8; proposed Criteria 7–8 and 10–14).—As mentioned earlier, the official criteria for identifying and defining metropolitan areas have proved generally quite satisfactory since they were first developed in 1950; most subsequent changes in the criteria have been largely in the nature of correcting details. Probably the major exception to this general statement involves the treatment of situations where sizable neighboring cities might or might not be treated as one metropolitan area.

In the existing criteria, Criterion 8 has provided for consideration of a range of factors in determining whether or not to treat adjacent centers as parts of a single area.[6] However, in practice Criterion 8 has been applied primarily to instances where pairs of smaller cities, each of which qualified for recognition as an SMSA, regarded themselves as constituting a single metropolitan area, although their urbanized areas were still separate and intercommuting, had not reached the 15 percent level. In such cases the Committee has sometimes merged the areas under Criterion 8 without insisting that the commuting requirement be met. However, Criterion 8 has rarely if ever been used by itself as the basis for separating cities that did qualify to be included in a single area through having substantial commuting interchange.

In some of the largest metropolitan complexes, sizeable urban centers of independent orgin are sometimes completely connected by urban development, so that there is no visible break between them. Within such physically continuous urban areas, the different parts are typically linked by large volumes of commuting; sometimes, however, the *percentages* of commuters are relatively low. For example, in both 1960 and 1970 a strict application of the 15 percent commuting rule would have separated Oakland from San Francisco and St. Petersburg from Tampa, although these well-recognized twin-city pairs have long been treated as single metropolitan areas in official statistics.

In the past, reflecting the underlying concept of a single concentration of dense urban development, the criteria have usually treated cities that were in a single urbanized area as parts of a single metropolitan area. However, beginning in the late 1950's, some cities included within major urbanized areas achieved recognition as centers of separate SMSA's, typically on the basis that their commuting ties to the area's main city were below the 15 percent cutoff. The separate recognition of these areas has introduced a nonstandard aspect into the metropolitan area system, because not all cases with less than 15 percent commuting have been separated, while at the same time a few areas with *more* than 15 percent commuting have been given separate recognition although the criteria did not provide for it.

In giving recognition in these instances, the Committee was in fact recognizing that the largest metropolitan areas may be regarded from two aspects. From one point of view, the entire urbanized area and the counties with heavy commuting thereto constitute a single large metropolitan area, which for convenience may be referred to as the "greater" area. For many statistical purposes, this approach provides the best comparability with other met-

[6] Criterion 8(b) has limited such action to cities within 20 miles of one another; the proposed criteria retain this provision but change the distance measure to 25, measured from city center to city center rather than from city limits to city limits as hitherto. Use of city limits as the basis has introduced considerable arbitrary bias because of the wide variation in annexation practices from region to region.

ropolitan areas around the country, since, like them, it encompasses the entire continuously urbanized area within a single statistical boundary. This approach also conforms quite closely to the metropolitan area concept as reflected in the metropolitan district of 1910–40 and the SMA's and SMSA's of 1950–70.

From another point of view, however, the separate components of many large metropolitan areas constitute important metropolitan entities in their own right. Although the component area usually has considerable commuting to the urbanized area's main city, a majority of its workers work locally. Often the component area's population is large enough to support a wide range of local functions and services, comparable in most respects to those of a free-standing metropolitan area elsewhere in the country. This may be especially true where the component area was originally an independent urban center, whose close affiliation to the larger nearby city is a recent development. In such a case, although an increasing volume of intercommuting may have strengthened the relationship of the component center to the larger center, often these ties have not greatly altered the basic local pattern of services and activities for which the smaller city remains an important center.

These and similar points were made by many local officials and members of the public who commented on the first set of proposed criteria after their publication in June. Although these proposals did not directly address the question of possible component areas, they left unaltered the provisions of the existing criteria (Criterion 5) that calls for SMSA's to be merged with others if two successive national censuses show that commuting between their central cores exceeds the 15 percent cutoff level in either direction. Under this criterion, 11 existing SMSA's would be merged with others in 1980. Most of these 11 areas did qualify under the official criteria at some time in the past.

The general tenor of the comments received by the Committee from these existing SMSA's subject to merger was that they should continue to be separately recognized in Federal statistics, and that if the commuting data did not support the separate recognition, the use of this measure should be re-examined.

After further discussion, the Committee concluded that only by recognizing two tiers of areas could the metropolitan area system meet, in a standard fashion, the needs of those whose emphasis is on the component level of area as well as those whose need is for data on the "greater" level. The revised proposals do this by providing that within any "greater" metropolitan area of one million or more population, component metropolitan statistical areas may be recognized if certain criteria are met relating to commuting, total population, and percentage urban. If the "greater" area has any component metropolitan statistical areas that qualify, it becomes a consolidated metropolitan statistical area, composed of two or more component metropolitan statistical areas. All other metropolitan statistical areas (those of less than one million, and those over that size but within which no component areas qualify under the rules) are designated simply metropolitan statistical areas.

This approach also incorporates directly into the metropolitan statistical area framework the standard consolidated statistical areas (SCSA's), first established at the time of the 1960 census and currently defined according to criteria published in 1975. To provide a systematic basis for arriving at standard definitions, the new criteria incorporate the existing SCSA criteria into those that determine the overall extent of the "greater" metropolitan area. The result is to establish "greater" metropolitan areas that typically combine all counties involved in a single urbanized area, plus those counties with the qualifying level of commuting to the central core. The use of the SCSA rules also combines as single "greater" areas certain neighboring MSA's that have separate urbanized areas but a substantial commuting interchange.

Once these "greater" areas have been defined, provided there is a total population over 1,000,000, the rules for identifying component metropolitan statistical areas are applied. These rules for components have three effects. First, not surprisingly they result in qualifying as component metropolitan statistical areas all instances of currently qualifying SMSA's that would have qualified as separate metropolitan statistical areas but were merged through the application of the SCSA rules.[7] Second, the component rules also qualify as component metropolitan statistical areas all 11 of the current SMSA's that were due to be merged with

others after 1980.[7] Third, several component metropolitan statistical areas are qualified under the proposed rules that have not previously received separate recognition. In effect, these are areas that have as much or more independence from the main center of their "greater" metropolitan area as the various areas mentioned in the two preceding sentences.

Some of these new component areas are smaller cities located within large metropolitan complexes but retaining a high degree of independence from a period when they were functionally more separate; examples are Lynn and Salem in the Boston area, Kane County (Aurora-Elgin) and Will County (Joliet) in the Chicago area, and Beaver County in the Pittsburgh area.[8] Also on the list of new component areas are St. Paul, Oakland, and St. Petersburg, which have hitherto not been given recognition except in combination with Minneapolis, San Francisco, and Tampa, respectively. Fort Worth, which was a separate SMSA until combined with Dallas in 1973, also appears for separate recognition as a component area. In each case, of course, the "greater" area, as a consolidated metropolitan statistical area, would continue to provide data for Minneapolis/St. Paul, San Francisco-Oakland-San Jose, Tampa-St. Petersburg, and Dallas-Fort Worth. A list of all consolidated and component areas that would qualify using 1970 commuting data appears in Appendix C.

Loss of Designation (present Criterion 5; proposed Criterion 9).—How quickly to reflect a change in the status of an area or county on the basis of new data is another one of the points on which many comments have been received by the Committee. For most purposes involving current statistical applications, a definition based on the most up-to-date information is undoubtedly preferable. However, since some metropolitan areas have now been officially identified for almost 30 years, the issue of geographic continuity also arises; changes in definitions can prove awkward for many users, unless statistical series can be made available for past dates based on new area definitions. The committee is also aware that the very wide uses to which the official metropolitan area definitions have been applied has resulted in their being employed to determine boundaries for local councils of government, planning agencies, and a variety of other purposes. Many users assume that if the official metropolitan area definitions change, these local boundaries must be changed also—an assumption that may be both undesirable and unwarranted.

The Committee's conclusion, as embodied in the proposed criteria, is that changes justified by the criteria should be made immediately, with one exception—that existing metropolitan statistical areas will not be disqualified simply because their population is less than 100,000, assuming they qualified as metropolitan statistical areas at some past date under the criteria then in effect.

To deal with the problem described by many users of securing comparable statistical data, the Committee and OFSPS intend to request the Bureau of the Census to prepare a range of statistical data for the new definitions from past censuses. Consideration is also being given to applying the new criteria to 1970 and 1960 data to produce definitions of metropolitan statistical areas, consolidated metropolitan statistical areas and component metropolitan statistical areas as they would have been defined at those dates had the new rules been in effect.

New England Criteria (present Criteria 6 and 7; proposed Criteria 15–21).—Because the New England criteria are applied to cities and towns rather than to entire counties, the delimitation of New England metropolitan statistical areas is somewhat more complex than for the metropolitan statistical areas in other regions. The size levels required for qualification are no different for New England (Criterion 1), but the definition of the central core for the purpose of measuring commuting from outlying areas must have special rules. The rules for defining the central core represent the main change in the New England criteria made by the Committee (other than the addition of new rules for identifying component metropolitan statistical areas in New England as in the other States).

[7] In a few cases, the boundaries of the present SMSA's would be enlarged or otherwise changed.

[8] Not surprisingly, some of the cities that would qualify under the proposed new rules for identifying central cities, described earlier, are located in areas that would qualify as component metropolitan statistical areas under the component criteria. In each set of rules, the commuting measures tend to reflect a relatively high degree of independence from other cities in general and from the main city of the "greater" area in particular.

The new rules for the central core (Criteria 15 and 16), like those for defining the central counties in the main criteria (Criterion 3), are based primarily on the Bureau of the Census urbanized area—cities and towns with more than half their population in the urbanized area of a city are included in that city's central core, except for a few places whose commuting ties with that city and its immediate environs are relatively weak. The New England central cores defined by these rules are generally comparable to the central counties defined by the main criteria in other States, but tend to be somewhat smaller in extent because they exclude the outlying portions of counties that would be included in a non-New England State.

The criteria for including additional cities and towns in a New England metropolitan statistical area have been altered slightly, to permit towns with a population density between 60 and 100 per square mile to qualify if they have at least 30 percent of their workers commuting to the central core.

The expansion of several central cores and the change in criteria for outlying cities and towns, based on 1970 data, would result in a number of additional communities being added to existing SMSA's. These are listed in Appendix D, which also lists 11 places that would be deleted and four towns that would be transferred from one metropolitan statistical area to another. In addition, because of the changes in the central city criteria, Holyoke, MA; Warwick, RI; and West Haven, CT, would no longer qualify as central cities.

Component and Consolidated Metropolitan Statistical Areas in New England. (Criteria 19–21).—The main effect of the revised core rules described above is to enlarge somewhat the central cores of certain New England metropolitan statistical areas. By itself, this would have the result of merging several existing SMSA's with others. However, under the newly developed criteria for component areas, these areas would continue to be recognized as separate component metropolitan statistical areas. The component rules for New England follow the same general approach as those for component areas in other regions. The rules for defining the component central core are designed to include all of the consolidated metropolitan statistical area's central core that is more closely related to the component core city than to the consolidated area's main city.

In some cases two or more adjacent groups of communities qualify as separate component areas but also qualify to be combined under the rules. The proposed criteria leave open the decision as to whether or not such area should be merged; local opinion on each side of the question would be an important factor in reaching a decision. Likewise, local opinion would be sought to determine to which of two component central cores a given place should be assigned if it has substantial commuting interchange with each. This reflects a recognition on the part of the Committee that commuting, while probably the best single indicator generally available, is not the only measure deserving consideration in deciding "borderline" situations.

Under these rules, Boston and Hartford-New Britain-Bristol would become consolidated metropolitan statistical areas, and the Norwalk and Stamford SMSA's would become component metropolitan statistical areas in the New York Consolidated Metropolitan Statistical Area. The new criteria would also result in the merger of the New Haven and Meriden areas as a single New Haven-Meriden Metropolitan Statistical Area.

At the same time, these criteria would result in component areas being defined for several additional New England areas. Within the Boston Consolidated Metropolitan Statistical Area, the Brockton Component Metropolitan Statistical Area would include all of the existing Brockton SMSA plus Abington and Hanson. (These two towns were transferred from the Brockton SMSA to the Boston SMSA in 1973, but under the component rules have more commuting to the Brockton component core than to Boston proper.) For Lowell, the component metropolitan statistical area would include all of the present Lowell SMSA plus Dunstable. The Lawrence-Haverhill Component Metropolitan Statistical Area would include the existing SMSA plus Danville, East Kingston, and Sandown in New Hampshire.

Lynn and four neighboring towns (Lynnfield, Nahant, Saugus, and Swampscott) would also qualify as a Component Metropolitan Statistical Area. So would Salem and 12 adjacent cities and towns (Beverly, Danvers, Essex, Hamilton, Ipswich, Manchester, Marblehead, Middleton,

Peabody, Rowley, Topsfield, and Wenham). The Lynn and Salem areas could also qualify to be a single Lynn-Salem Component Metropolitan Statistical Area, if local opinion favored such a combination.

A potential problem not specifically addressed by the criteria so far involves a situation that occurs to the north of the Lynn and Salem areas, where four communities, Gloucester, Rockport, Newbury, and Newburyport, qualify for inclusion in the Boston Consolidated Metropolitan Statistical Area but not for either the Lynn or Salem component areas. These four places are isolated from the remainder of the Boston area balance, which under the criteria would constitute the Boston Component Metropolitan Statistical Area.

The criteria would also establish a new component area in the Hartford-New Britain-Bristol Consolidated Metropolitan Statistical Area. Besides the New Britain and Bristol component metropolitan statistical areas, each of which would correspond to the existing SMSA, there would also be a Middletown Component Metropolitan Statistical Area, including Cromwell, East Haddam, East Hampton, and Middlefield.

Also in Connecticut, Norwalk and Stamford would qualify for component status within the New York consolidated area. These two areas could also qualify to be combined as a single Stamford-Norwalk Component Metropolitan Statistical Area if local opinion supported such a merger.

Many of these New England changes involve nomenclature—for example, redesignation of existing SMSA's as component metropolitan statistical areas—rather than major boundary changes. However, the new criteria would also provide separate statistical recognition to the Lynn, Salem, and Middletown areas. In addition, the changes would serve to increase consistency between the treatment of New England metropolitan areas and those of other States, and therefore would be in keeping with the Committee's general intention of establishing a standard set of areas suitable for statistical comparisons across the country.

ADDITIONAL ITEMS STILL UNDER CONSIDERATION BY THE COMMITTEE

Certain additional criteria modifications have been suggested by Committee members or by those who commented on the first draft proposal. The Committee has not yet reached a decision on these points. The suggested modifications, which would involve relatively few areas, are as follows:

1. Whether to provide for some local option in cases where a county qualifies about equally under the criteria for each of two metropolitan statistical areas.

2. Whether a county should be qualified on the basis of total commuting to two separate metropolitan statistical areas.

3. Whether to provide for some local option in the selection of an area or regional name for a metropolitan statistical area instead of the names of the central cities.

4. Whether to provide that a county should be excluded from a metropolitan statistical area if its commuting to the central county(ies) can be shown to be primarily to areas outside the urbanized area proper.

5. Some further modifications in the rules for area titles.

6. Whether to recognize commuting to a nonmetropolitan city in defining New England metropolitan statistical areas. (See Appendix D.)

7. Whether any special provisions should be made for defining metropolitan statistical areas in Puerto Rico.

In addition to these points, the Committee is taking steps to prepare a listing of instances where an important city or urban concentration is included in a metropolitan statistical area simply because it is located within a large county, other portions of which have high commuting to the central county(ies) of the metropolitan statistical area. Typically, if such a place were located in a separate county, it would not be included in the metropolitan statistical area. The Committee believes this listing will be of value to users who want to give such areas separate recognition.

The Committee is also giving serious consideration to designating some additional types of standard areas for Federal statistical purposes (for example, substate planning districts).

EFFECTS OF CRITERIA CHANGES ON AVAILABILITY OF STATISTICAL DATA

From the comments made on the first criteria proposal, it is evident that many users assume that much statistical information is available for counties included in metropolitan areas that is not available for nonmetropolitan counties. This point has been raised in particular by counties that might no longer be included in a metropolitan statistical area after 1980 under the proposed criteria for outlying counties.

However, this concern may often be exaggerated. In population and housing census publications, most data that appear for SMSA's are also given for every county; the exceptions are certain very detailed crossclassifications for the larger SMSA's that are not published for smaller SMSA's or individual counties, although available at cost in unpublished form.

Certain types of census data have traditionally been provided primarily for metropolitan areas because that was the source of most of the demand for them. The prime example is the census tract reports. However, plans for the 1980 tract reports are well under way at the Bureau of the Census, and are unlikely to reflect any changes in SMSA's that result from the new criteria, other than perhaps the recognition of some newly established areas. Specifically, for counties now in SMSA's who have already had a 1980 census tract plan approved by the Bureau, the tract data will be published as part of the appropriate SMSA tract report, irrespective of whether the county would still qualify for the SMSA under the proposed criteria revisions.

For 1980 as in the past, some nonmetropolitan counties have regularly arranged to be tracted. In 1970, data for these nonmetropolitan tracts were either published in the reports for adjacent SMSA's or made available at cost in unpublished form. In 1980, the Bureau is considering publishing the data for all tracted areas. In any case, a county that ceases to be metropolitan after 1980 can arrange to continue to be tracted.

The economic censuses (censuses of business and manufactures) taken by the Census Bureau regularly provide more data on SMSA's than on individual counties. The same is true of some sample surveys at both the Federal and State levels. The difference in coverage is not due to the area's metropolitan or nonmetropolitan status, but results from the size of its total population or business volume. The rules developed to protect the confidentiality of individual survey responses and business census reports often preclude the publication of detail for areas with relatively small numbers of people or business establishments. Therefore, larger counties and larger SMSA's usually have more data published than smaller areas. Also, when a choice must be made between publishing data for an SMSA or for one of its component counties, the SMSA, as the larger area, is normally preferred. However, there may sometimes be more data published in the business censuses for a large nonmetropolitan county than for a small county in an SMSA.

Whether an SMSA contains more than one county may affect the range of data published. Single-county SMSA's in general have little if any more published data than the single county would have by itself, although the coverage may appear in a different section of the report, under a metropolitan rather than a nonmetropolitan heading. For an SMSA comprising two (or more) large counties, most data on each of the counties are usually published separately. Recognition as an SMSA also produces totals for the two-county combinations; most of these totals can also be obtained by combining the published data for the separate counties.

For an SMSA containing one large and one or more small counties, the SMSA totals may include considerable data that are also published for the large member county but not for the smaller ones. Again, however, the data available for the larger county, and for the SMSA itself, will not greatly exceed what would be available for a nonmetropolitan county of the same size.

Criteria for Designation and Definition of Metropolitan Statistical Areas (Second Proposal)

BASIC CRITERIA

1. Each metropolitan statistical area:

(a) Must include a city of 15,000 or more inhabitants which, with surrounding densely settled territory has an urbanized area[1] population of at least 50,000; *and*

[1] As defined by the U.S. Bureau of the Census.

(b) Must have a total population of at least 100,000.

2. Four levels of metropolitan statistical areas are recognized on the basis of total population as of the last national census:

Level A—Metropolitan statistical areas of 1 million or more.

Level B—Metropolitan statistical areas of 250,000 to 1 million.

Level C—Metropolitan statistical areas of 100,000 to 250,000.

Level D—Metropolitan statistical areas of less than 100,000.[2]

Level A metropolitan statistical areas may be further subdivided into component metropolitan statistical areas as specified in Criteria 10 through 13.

CENTRAL COUNTIES[3]

3. Included in the metropolitan statistical area and designated as central counties are those counties which:

(a) Have at least 5,000 population in the central city(ies) of the metropolitan statistical area (as defined in Criterion 6), *or*

(b) Have 50.00% or more of their population in the urbanized[1] area of the principal central city.

OUTLYING COUNTIES[4]

4. An outlying county will be included in a metropolitan statistical area if any one of the following three combinations of conditions is met:

(a) At least 40.0% of the employed workers residing in the county commute to the central county(ies) (as defined in Criterion 3), *and* the population density is at least 40 persons per square mile.

(b) At least 30.00% of the employed workers commute to the central county(ies), plus any *one* of the following conditions:

(1) Population density is at least 60 persons per square mile.

(2) At least 35.00% of the population is urban.

(3) At least 10.00% (or 5,000) of the population lives within the urbanized area of the principal central city of the metropolitan statistical area.

(c) At least 15.00% of the employed workers commute to the central county(ies)[5] plus any *two* of the following conditions:

(1) Population density is at least 60 persons per square mile.

(2) At least 35.00% of the population is urban.

(3) Population growth between the last two decennial censuses is at least 20.00%.

(4) At least 10.00% (or 5,000) of the population lives within the urbanized area of the principal central city of the metropolitan statistical area.

AREA TITLES

5. The title of a metropolitan statistical area includes:

(a) The name of the city with the largest population in the metropolitan statistical area.

(b) The names of up to two additional cities, with eligibility determined as follows:

(1) Each additional city with a population of at least 250,000.

(2) A city of 15,000 to 250,000 population, provided it is at least one-third as

[2] Areas previously recognized as standard metropolitan statistical areas but not currently qualified on the basis of metropolitan statistical area population; retained under Criterion 9.

[3] Throughout the criteria the term "county" includes county equivalents (e.g., parishes in Louisiana). In Virginia, where most cities of more than 15,000 population are independent of any county, the criteria generally treat as included in a county any independent cities derived primarily from it. In New England, metropolitan statistical areas are defined in terms of cities and towns instead of counties; see Criteria 15–21.

[4] Refers to non-central counties qualifying for inclusion in the metropolitan statistical area. Such counties must be directly contiguous to a central county or to an outlying county already qualified for inclusion. See also footnote 3.

[5] Also accepted as meeting this commuting requirement are:

(a) The number of persons working in the county who live in the central county(ies) is equal to at least 15.00% of the employed workers living in the county, *or*

(b) The sum of the number of workers commuting to and from the central county(ies) is equal to at least 20.00% of the employed workers living in the county.

large as the principal central city of the metropolitan statistical area, has an employment/residence ratio of at least 0.8%, and has outcommuting of less than 50.00% of its resident employed workers.

(c) Area titles that include the names of more than one city will start with the name of the largest city and list other cities in order of their population according to the most recent national census.

(d) In addition to city names, the area titles contain the name of each State into which the metropolitan statistical area extends.

CENTRAL CITIES

6. Recognized as the central city(ies) of the metropolitan statistical area are:

(a) Each city qualifying for the area title under Criterion 5.

(b) Each other city with a population of at least 25,000, an employment/residence ratio of at least 0.8, and outcommuting of less than 50.00% of its resident employed workers.

MERGER OF ADJACENT METROPOLITAN STATISTICAL AREAS

7. Two adjacent metropolitan statistical areas qualifying under Criteria 1 and 3 through 6 will be included in the same metropolitan statistical area if their combined population is 1 million or more and all of the following conditions are met:

(a) At least 75.00% of the population of each metropolitan statistical area is urban.

(b) The commuting interchange[6] between the two metropolitan statistical areas is equal to:

(1) At least 15.00% of the employed workers residing in the smaller metropolitan statistical area, *or*

(2) At least 10.00% of the employed workers residing in the smaller metropolitan statistical area, *and*

((a)) The urbanized area of a central city of one metropolitan statistical area is contiguous with the urbanized area of a central city of the other metropolitan statistical area, *or*

((b)) A central city in one metropolitan statistical area shares the same urbanized area with a central city in the other metropolitan statistical area.

8. If two adjacent counties contain separate urbanized areas[1] whose largest central cities are within 25 miles of each other (downtown to downtown), they will be included in the same metropolitan statistical area unless there is definite evidence that the two cities are not closely integrated with one another socially and economically—for example, if the sum of the number of workers commuting between their two counties is less than 15.00% of the employed workers residing in the smaller county.

LOSS OF DESIGNATION OR TRANSFER TO ANOTHER METROPOLITAN STATISTICAL AREA

9. (a) Changes in status, level, and definition of established metropolitan statistical areas and central cities will be made immediately after national census data become available to provide the basis for the change in accordance with Criteria 1 through 8. However, a metropolitan statistical area designated on the basis of national census data according to criteria in effect at the time of designation will not be disqualified on the basis of having a total population of less than 100,000.[7]

(b) A county can be transferred from one metropolitan statistical area to another on the basis of data from a national census in cases in which (1) the application of Criterion 1 or Criterion 8 would lead to the designation of a new metropolitan statistical area, or (2) the application of Criterion 3 or Criterion 4

[6] The commuting interchange between two areas is the sum of the number of workers who live in either of the two areas and work in the other.

[7] All such areas will become Level D metropolitan statistical areas (see Criterion 2). This provision does not apply to metropolitan statistical areas designated on the basis of current population estimates, which will lose their designation if they fail to qualify in the national census following designation.

shows greater integration with a different metropolitan statistical area.

COMPONENT METROPOLITAN STATISTICAL AREAS

Within each Level A metropolitan statistical area outside New England, one or more component metropolitan statistical areas may be designated and titled, as follows:

10. A single county may be designated a component metropolitan statistical area if it meets all four of the following requirements:

(a) Has at least 100,000 population;

(b) Contains no part of the principal central city of the Level A metropolitan statistical area;

(c) Is 75.00% or more urban; *and*

(d) Has 66.66% or more of its resident workers working within the county.

11. Pairs of counties, each county of which meets Criteria 10(a) through 10(c), may be designated a single component metropolitan statistical area if they meet all five of the following requirements:

(a) Each county has 50.00% or more of its resident workers working within the county;

(b) They have commuting interchange[6] amounting to at least 20.00% of the employed workers residing in the smaller county;

(c) The smaller county does not have greater commuting interchange with any other county in the Level A metropolitan statistical area, other than those containing the principal central city;

(d) There is other evidence that the two counties are closely linked economically and socially; *and*

(e) The pair taken together has 66.66% or more of its resident workers working within the pair.

Such pairs can further merge as one component metropolitan statistical area with single (unpaired) counties meeting Criteria 10(a) through 10(d), or with other pairs meeting Criteria 11(a) through 11(e), provided commuting interchange amounts to 20.00% of the employed workers residing in the smaller county or pair and is supported by other evidence of close economic and social ties.

12. Other counties in the Level A metropolitan statistical area will be added to a component metropolitan statistical area as defined by Criteria 10 and 11 if:

(a) Commuting from the county to the qualifying county or pair is greater than 15.00% and greater than to any other qualifying county or pair; *or*

(b) The only physical link with the rest of the Level A metropolitan statistical area is through the qualifying county or pair.

13. If a Level A metropolitan statistical area has one or more component metropolitan statistical areas designated:

(a) The Level A metropolitan statistical area is designated a consolidated metropolitan statistical area;

(b) All counties not included in a component metropolitan statistical area under Criteria 10 through 12 together comprise a component metropolitan statistical area whose largest central city is the largest city of the Level A (consolidated) metropolitan statistical area.

14. Component metropolitan statistical areas are titled in either of two ways:

(a) Using the names of up to three cities in the component metropolitan statistical area that qualify as central cities of the Level A (consolidated) metropolitan statistical area under Criterion 6, following the rules of Criterion 5 for selection and sequencing; *or*

(b) Using the names of up to three counties in the component metropolitan statistical area, sequenced in order from largest to smallest population.

SPECIAL PROVISIONS FOR NEW ENGLAND

In New England, the cities and towns are administratively more important than the counties, and a wide range of data is compiled locally for these minor civil divisions. Therefore, cities and towns are the units used in defining metropolitan statistical areas. The units used are much smaller than the counties used to define metropolitan statistical areas in other States, and the definitions are based primarily on population density and commuting.

As a basis for measuring commuting and determining which cities and towns could qualify

for inclusion in a metropolitan statistical area, a *central core* is first defined for each urbanized area[1], consisting essentially of all contiguous cities and towns that have at least 50.00 % of their population in the urbanized area, provided they have a specified degree of integration with the rest of the central core and are not more integrated with another central core.

To permit a systematic implementation of the criteria on commuting, *principal core cities* are identified following criteria like those used to identify metropolitan statistical area central cities (Criterion 6), and the central core is defined with respect to these cities.

15. For purposes of measuring commuting, a *central core* is defined in each urbanized area, comprising

(a) The largest city in the urbanized area, termed a *principal core city;* [8]

(b) Contiguous cities and towns that have at least 50.00% of their population within the urbanized area or in a contiguous urbanized area, provided at least 15.00% of the employed workers residing in the city or town work in the principal core city(ies);[9]

(c) Contiguous cities and towns that have at least 50.00% of their population within the urbanized area or in a contiguous urbanized area, provided at least 15.00% of the employed workers residing in the city or town work in the principal core city(ies) or in cities and towns qualifying for the central core under Criterion 15(b).[10]

16. A "principal core city" for purposes of Criterion 15 is any city meeting Criteria 15(b) or (c) for inclusion in the central core which also meets Criterion 6 for recognition as a central city.[11]

17. A city or town adjacent to a central core as defined by Criterion 15 will be included in its metropolitan statistical area[12] if

(a) It has a population density of at least 60 persons per square mile and at least 30.00% of the employed workers living in the city or town work in the central core; *or*

(b) It has a population density of at least 100 persons per square mile and at least 15.00% of the employed workers living in the city or town work in the central core.[13]

18. The potential metropolitan statistical area defined by Criteria 15, 16, and 17 qualifies as a metropolitan statistical area provided it meets Criterion 1. Determination of the title and central cities of the metropolitan statistical area is made according to Criteria 5 and 6.[14]

NEW ENGLAND COMPONENT METROPOLITAN STATISTICAL AREAS

Within each Level A metropolitan statistical area in New England,[15] one or more component metropolitan statistical areas may be designated and titled. In order to designate a component metropolitan statistical area, there must first be defined a *component central core.*

19. (a) A component central core is defined for each city in the metropolitan statistical area (other than the principal

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[8] A central core may include more than one principal core city; see Criterion 16.

[9] Also accepted as meeting this commuting requirement are:

(a) The number of persons working in the city or town who live in the principal core city(ies) is equal to at least 15.00% of the employed workers living in the city or town; *or*

(b) The sum of the number of workers commuting to and from the principal core city(ies) is equal to at least 20.00% of the employed workers living in the city or town.

[10] Cities and towns are also included in the central core if they are completely surrounded by cities and towns that qualify for inclusion in that core.

[11] Recognition of a principal core city(ies) is necessary to provide a basis for applying the criteria of integration, and does not necessarily result in recognition as a central city once the entire extent of the metropolitan statistical area is determined.

[12] Provided that the metropolitan statistical area as ultimately defined qualifies for recognition under Criterion 1.

[13] Also accepted as meeting this commuting requirement are:

(a) The number of persons working in the city or town who live in the central core is equal to at least 15.00% of the employed workers living in the city or town; *or*

(b) The sum of the number of workers commuting to and from the central core is equal to at least 20.00% of the employed workers living in the city or town.

[14] Because detailed commuting data are available to reflect degree of integration at the subcounty level in New England the provisions of Criterion 8 are not normally applied to New England metropolitan statistical areas.

[15] Including the Connecticut portion of the New York metropolitan statistical area.

central city) that has a total population of at least 15,000, an employment/residence ratio of at least 0.8, and outcommuting of less than 50.00% of its resident employed workers. A city so qualifying is termed a *component core city.*

(b) Included in the component central core will be any additional city or town that meets all three of the following requirements:

(1) At least 50.00% of its population lives in the urbanized area[1] containing the component core city or in a contiguous urbanized area; *and*

(2) At least 5.00% of its employed workers work in the component core city together with other cities and towns already qualified for the component central core; *and*

(3) The commuting interchange[6] with the component core city or other cities and towns already qualified for the component central core is at least 20.00%[16], and is less than the commuting interchange with any other component central core or with the largest city of the metropolitan statistical area.

(c) The component central core defined by Criteria 19(a) and (b) as a whole must have outcommuting of less than 50.00% of its resident labor force, and there must be other evidence that the communities making up the component central core are closely linked economically and socially.

(d) Adjacent component central cores defined under Criteria 19(b) and (c) may be merged[17] as a single component central core provided

(1) The component core city of one component central core qualifies for inclusion in the other component central core under Criterion 19(b), or the component central core defined around one component core city qualifies as a whole for inclusion in the other component central core; *and*

(2) There is other evidence that the communities are closely linked economically and socially.

20. A contiguous city or town adjacent to a component central core as defined by Criterion 19 will be included in its component metropolitan statistical area[18] if:

(a) It is included within the Level A metropolitan statistical area; *and*

(b) At least 15.00% of its employed workers work in the component central core; *and*

(c) The commuting interchange with the component central core is greater than with the principal central city of the Legal A metropolitan statistical area.

21.(a) A potential component metropolitan statistical area defined by Criteria 19 and 20 qualifies as a component metropolitan statistical area provided it has a total population of at least 75,000 and contains at least one city or town in addition to its component core city.

(b) If a Level A metropolitan statistical area has one or more component metropolitan statistical areas designated, the Level A metropolitan statistical area is designated a consolidated metropolitan statistical area, and all cities and towns not included in a component metropolitan statistical area under Criteria 19, 20, and 21(a) together comprise a component metropolitan statistical area whose largest central city is the largest city of the Level A (consolidated) metropolitan statistical area.

(c) Each component metropolitan statistical area is titled using the names of up to three cities in the component metropolitan statistical area that qualify as central cities of the Level A metropolitan statistical area under Criterion 6,

[16] Local opinion is considered before making a decision if the commuting interchange is at least 15.00% with each of two component central cores (and is also greater than the interchange with the principal central city of the Level A metropolitan statistical area.

[17] Local opinion is consulted before making a decision to merge component central cores that otherwise qualify for separate recognition.

[18] Provided that the component metropolitan statistical area as ultimately defined qualifies for recognition under Criterion 21.

following the rules of Criterion 5 for selection and sequencing.

APPENDIX A

CURRENT SMSA COUNTIES THAT WOULD PROBABLY NOT QUALIFY FOR INCLUSION IN A METROPOLITAN STATISTICAL AREA UNDER THE PROPOSED NEW CRITERIA

(Note: Counties are listed by State, in geographic order. Not included are a number of additional counties that would not qualify on the basis of 1970 data but appear likely to qualify by 1980 based on available information on growth trends since 1970.)

County	*State*	*SMSA*
Herkimer	NY	Utica-Rome
Adams	PA	York
Susquehanna	PA	Binghamton, NY–PA
Ottawa	OH	Toledo
Preble	OH	Dayton
Putnam	OH	Lima
Van Wert	OH	Lima
Clay	IN	Terre Haute
Marshall	IN	South Bend
Posey	IN	Evansville
Sullivan	IN	Terre Haute
Tipton	IN	Kokomo
Vermillion	IN	Terre Haute
Wells	IN	Fort Wayne
Clinton	IL	St. Louis, MO–IL
Menard	IL	Springfield
Oceana	MI	Muskegon-Norton Shores-Muskegon Heights
St. Croix	WI	Minneapolis-St. Paul, MN–WI
Andrew	MO	St. Joseph
Christian	MO	Springfield
Ray	MO	Kansas City
Butler	KS	Wichita
Jefferson	KS	Topeka
Osage	KS	Topeka
Cecil	MD	Wilmington, DE–NJ–MD
Appomattox	VA	Lynchburg
Charles City	VA	Richmond
Craig	VA	Roanoke
New Kent	VA	Richmond
Powhatan	VA	Richmond
Wirt	WV	Parkersburg–Marietta, WV–OH
Brunswick	NC	Wilmington
Currituck	NC	Norfolk-Virginia Beach-Portsmouth, VA–NC
Madison	NC	Asheville
Bryan	GA	Savannah
Effingham	GA	Savannah
Lee	GA	Albany
Twiggs	GA	Macon
Baker	FL	Jacksonville
Nassau	FL	Jacksonville
Wakulla	FL	Tallahassee
Marion	TN	Chattanooga
Sequatchie	TN	Chattanooga
Baldwin	AL	Mobile
Limestone	AL	Huntsville
Stone	MS	Biloxi-Gulfport
Benton	AR	Fayetteville-Springdale
Little River	AR	Texarkana, TX–AR
Grant	LA	Alexandria
McClain	OK	Oklahoma City
Mayes	OK	Tulsa
Sequoyah	OK	Fort Smith, AR–OK
Callahan	TX	Abilene
Hardin	TX	Beaumont-Port Arthur-Orange
Jones	TX	Abilene
Waller	TX	Houston
Wise	TX	Dallas-Fort Worth
Douglas	CO	Denver
Gilpin	CO	Denver
Teller	CO	Colorado Springs
Sandoval	NM	Albuquerque

APPENDIX B

NONMETROPOLITAN COUNTIES THAT WOULD PROBABLY QUALIFY FOR INCLUSION IN A METROPOLITAN STATISTICAL AREA UNDER THE PROPOSED NEW CRITERIA

(Note: Counties are listed by State, in geographic order. Counties marked with an asterisk (*) do not qualify for inclusion on the basis of 1970 data but would probably qualify by 1980 based on growth trends since 1970.)

County	*State*	*MSA*
Greene*	NY	Albany-Schenectady-Troy
Hunterdon	NJ	New York Consolidated MSA
Ocean	NJ	New York Consolidated MSA
Sussex	NJ	New York Consolidated MSA
Wyoming*	PA	Northeast Pennsylvania
Brown*	OH	Cincinnati, OH-KY-IN
Mason*	IL	Peoria
Cass	NE	Omaha, NE-IA
Calvert	MD	Washington, DC-MD-VA
Frederick*	MD	Washington, DC-MD-VA
Pleasants*	WV	Parkersburg-Marietta, WV-OH
Davie*	NC	Greensboro—Winston-Salem—High Point
Lincoln*	NC	Charlotte-Gastonia
Bartow*	GA	Atlanta
Coweta*	GA	Atlanta
Spalding	GA	Atlanta
Carter*	KY	Huntington-Ashland, WV–KY–OH
Grainger*	TN	Knoxville
Sevier*	TN	Knoxville
Franklin*	AL	Florence
Madison*	MS	Jackson
Lonoke*	AR	Little Rock-North Little Rock
Plaquemines*	LA	New Orleans
St. Charles	LA	New Orleans
Logan*	OK	Oklahoma City
Bastrop*	TX	Austin
Kendall*	TX	San Antonio
Lampasas*	TX	Killeen-Temple
Yamhill	OR	Portland, OR–WA

Appendix C

CONSOLIDATED AND COMPONENT METROPOLITAN STATISTICAL AREAS

Consolidated MSA	*Number of Counties*[1]	*Population 1970*	*Component MSA*	*Number of Counties*[1]	*Population 1970*
Boston, MA–NH*	(156)	3,762,799	Boston, MA	(98)	2,752,815
			Brockton, MA	(10)	169,898
			Lawrence-Haverhill, MA–NH	(21)	261,067
			Lowell, MA–NH	(9)	219,560
			Lynn, MA	(5)	143,927
			Salem, MA	(13)	215,532
Chicago, IL–IN–WI*	9	7,730,231	Aurora-Elgin, Il	1	251,005
			Chicago, IL	4	6,345,304
			Gary-Hammond, IN	2	633,367
			Kenosha, WI	1	117,917
			Waukegan, IL	1	382,638
Cincinnati, OH–KY–IN*	9	1,637,693	Cincinnati, OH–KY–IN	8	1,411,486
			Hamilton-Middletown, OH	1	226,207
Cleveland-Akron, OH*	7	3,000,276	Akron, OH	2	679,239
			Cleveland, OH	4	2,064,194
			Lorain-Elyria, OH	1	256,843
Dallas-Fort Worth, TX	10	2,358,292	Dallas, TX	6	1,555,950
			Fort Worth, TX	4	802,342
Denver, CO*	5	1,227,529	Boulder, CO	1	131,889
			Denver, CO	4	1,095,640
Detroit, MI*	7	4,665,493	Ann Arbor, MI	2	293,070
			Detroit, MI	5	4,372,423
Hartford, CT*	(48)	985,576	Bristol, CT	(3)	69,878
			Hartford, CT	(36)	710,421
			Middletown, CT	(5)	60,008
			New Britain, CT	(4)	145,269
Houston, TX*	6	2,154,843	Galveston-Texas City, TX	1	169,812
			Houston, TX	5	1,985,031
Los Angeles-Long Beach, CA*	5	9,972,037	Anaheim-Santa Ana, CA	1	1,420,386
			Los Angeles-Long Beach, CA	1	7,032,075
			Oxnard-Ventura, CA	1	376,430
			Riverside, CA**	1	459,074
			San Bernardino, CA**	1	684,072
Miami, FL*	2	1,887,892	Fort Lauderdale, FL	1	620,100
			Miami, FL	1	1,267,792
Milwaukee, WI*	5	1,574,526	Milwaukee, WI	4	1,403,688
			Racine, WI	1	170,838
Minneapolis-St. Paul, MN	9	1,930,805	Minneapolis, MN	5	1,214,302
			St. Paul, MN	4	716,503
New York-Newark-Jersey City, NY-NJ-CT	22 (8)	17,384,426	Bergen-Passaic, NJ**	2	1,358,794
			Jersey City, NJ	1	609,266
			Middlesex-Somerset-Hunterdon, NJ**	3	851,903
			Monmouth-Ocean, NJ**	2	667,849
			Nassau-Suffolk, NY**	2	2,553,030
			Newark, NJ	4	1,934,084
			New York, NY	5	7,894,862
			Norwalk, CT	(4)	127,516
			Rockland, NY**	1	229,903
			Stamford, CT	(4)	206,419
			Westchester-Putnam, NY**	2	950,800

Consolidated MSA	*Number of Countries* [1]	*Population 1970*	*Component MSA*	*Number of Countries* [1]	*Population 1970*
Philadelphia, PA-NJ-DE*	11	5,568,084	Camden-Burlington-Gloucester, NJ**	3	952,104
			Montgomery, PA**	1	623,799
			Philadelphia, PA	4	3,242,011
			Trenton, NJ	1	303,968
			Wilmington, DE-NJ	2	446,202
Pittsburgh, PA*	4	2,401,245	Beaver, PA**	1	208,418
			Pittsburgh, PA	3	2,192,827
San Francisco-Oakland-San Jose, CA	8	4,423,314	Oakland, CA	2	1,631,573
			San Francisco, CA	3	1,477,946
			San Jose, CA	1	1,064,714
			Vallejo-Fairfield-Napa, CA	2	249,081
Seattle, WA*	3	1,832,896	Seattle, WA	2	1,421,869
			Tacoma, WA	1	411,027
Tampa-St. Petersburg, FL	3	1,088,549	St. Petersburg, FL	1	522,329
			Tampa, FL	2	566,220

Component MSA	*Number of Counties*	*Population 1970*	*Consolidated MSA In Which Included*
Akron, OH	2	679,239	Cleveland-Akron, OH*
Anaheim-Santa Ana, CA	1	1,420,386	Los Angeles-Long Beach, CA*
Ann Arbor, MI	2	293,070	Detroit, MI*
Aurora-Elgin, IL	1	251,005	Chicago, IL-IN-WI*
Beaver, PA**	1	208,418	Pittsburgh, PA*
Bergen-Passaic, NJ**	2	1,358,794	New York-Newark-Jersey City, NY-NJ-CT
Boston, MA	(98)	2,752,815	Boston, MA-NH*
Boulder, CO	1	131,889	Denver, CO*
Bristol, CT	(3)	69,878	Hartford, CT*
Brockton, MA	(10)	169,898	Boston, MA-NH*
Camden-Burlington-Gloucester, NJ**	3	952,104	Philadelphia, PA-NJ-DE*
Chicago, IL	4	6,345,304	Chicago, IL-IN-WI*
Cincinnati, OH-KY-IN	8	1,411,486	Cincinnati, OH-KY-IN*
Cleveland, OH	4	2,064,194	Cleveland-Akron, OH*
Dallas, TX	6	1,555,950	Dallas-Fort Worth, TX
Denver, CO	4	1,095,640	Denver, CO*
Detroit, MI	5	4,372,423	Detroit, MI*
Fort Lauderdale, FL	1	620,100	Miami, FL*
Fort Worth, TX	4	802,342	Dallas-Fort Worth, TX
Galveston-Texas City, TX	1	169,812	Houston, TX*
Gary-Hammond, IN	2	633,367	Chicago, IL-IN-WI*
Hamilton-Middletown, OH	1	226,207	Cincinnati, OH-KY-IN*
Hartford, CT	(36)	710,421	Hartford, CT*
Houston, TX	5	1,985,031	Houston, TX*
Jersey City, NJ	1	609,266	New York-Newark-Jersey City, NY-NJ-CT
Kenosha, WI	1	117,917	Chicago, IL-IN-WI*
Lawrence-Haverhill, MA-NH	(21)	261,067	Boston, MA-NH*
Lorain-Elyria, OH	1	256,843	Cleveland-Akron, OH*
Los Angeles-Long Beach, CA	1	7,032,075	Los Angeles-Long Beach, CA*
Lowell, MA-NH	(9)	219,560	Boston, MA-NH*
Lynn, MA	(5)	143,927	Boston, MA-NH*
Miami, FL	1	1,267,792	Miami, FL*
Middlesex-Somerset-Hunterdon, NJ**	3	851,903	New York-Newark-Jersey City, NY-NJ-CT
Middletown, CT	(5)	60,008	Hartford, CT*
Milwaukee, WI	4	1,403,688	Milwaukee, WI*

Component MSA	*Number of Counties*	*Population 1970*	*Consolidated MSA In Which Included*
Minneapolis, MN	5	1,214,302	Minneapolis-St. Paul, MN
Monmouth-Ocean, NJ**	2	667,849	New York-Newark-Jersey City, NY-NJ-CT
Montgomery, PA**	1	623,799	Philadelphia, PA-NJ-DE*
Nassau-Suffolk, NY**	2	2,553,030	New York-Newark-Jersey City, NY-NJ-CT
Newark, NJ	4	1,934,084	New York-Newark-Jersey City, NY-NJ-CT
New Britain, CT	(4)	145,269	Hartford, CT*
New York, NY	5	7,894,862	New York-Newark-Jersey City, NY-NJ-CT
Norwalk, CT	(4)	127,516	New York-Newark-Jersey City, NY-NJ-CT
Oakland, CA	2	1,631,573	San Francisco-Oakland-San Jose, CA
Oxnard-Ventura, CA	1	376,430	Los Angeles-Long Beach, CA*
Philadelphia, PA	4	3,242,011	Philadelphia, PA-NJ-DE*
Pittsburgh, PA	3	2,192,827	Pittsburgh, PA*
Racine, WI	1	170,838	Milwaukee, WI*
Riverside, CA**	1	459,074	Los Angeles-Long Beach, CA*
Rockland, NY**	1	229,903	New York-Newark-Jersey City, NY-NJ-CT
St. Paul, MN	4	716,503	Minneapolis-St. Paul, MN
St. Petersburg, FL	1	522,329	Tampa-St. Petersburg, FL
Salem, MA	(13)	215,532	Boston, MA-NH*
San Bernardino, CA**	1	684,072	Los Angeles-Long Beach, CA*
San Francisco, CA	3	1,477,946	San Francisco-Oakland-San Jose, CA
San Jose, CA	1	1,064,714	San Francisco-Oakland-San Jose, CA
Seattle, WA	2	1,421,869	Seattle, WA*
Stamford, CT	(4)	206,419	New York-Newark-Jersey City, NY-NJ-CT
Tacoma, WA	1	411,027	Seattle, WA*
Tampa, FL	2	566,220	Tampa-St. Petersburg, FL
Trenton, NJ	1	303,968	Philadelphia, PA-NJ-DE*
Vallejo-Fairfield-Napa, CA	2	249,081	San Francisco-Oakland-San Jose, CA
Waukegan, IL	1	382,638	Chicago, IL-IN-WI*
Westchester-Putnam, NY**	2	950,800	New York-Newark-Jersey City, NY-NJ-CT
Wilmington, DE-NJ	2	446,202	Philadelphia, PA-NJ-DE*

(Note: This list is based on 1970 commuting and other data and hence is tentative pending availability of 1980 data. Certain Component Metropolitan Statistical Areas are listed with 1970 populations below the levels required by the criteria because they have passed these limits according to recent population estimates.)

*For convenience, these Component Metropolitan Statistical Areas have been listed with titles based on county rather than city names (see Criterion 14).

**For convenience, titles of Consolidated Metropolitan Statistical Areas have been listed using only names of cities over 250,000. No final rules for Consolidated Metropolitan Statistical Area titles have yet been developed.

[1]Numbers in parentheses refer to New England cities and towns.

Appendix D

CHANGES IN NEW ENGLAND METROPOLITAN STATISTICAL AREAS

Additions

According to 1970 data on commuting to the newly defined central cores, the following cities and towns would qualify to be added to metropolitan statistical areas or consolidated metropolitan statistical areas. (For titles and makeup of component metropolitan statistical areas, see Appendix C and text.) To determine whether the population density requirements are met, the 1980 density was estimated by projecting 1970–75 estimated population growth to 1980. When 1980 commuting data become available, undoubtedly some additional cities and towns will qualify for inclusion. Places listed are towns unless designated as cities.

Boston Consolidated MSA, MA-NH

Additions in MA: Bolton, Boxborough, Carver, Dunstable, Essex, Gloucester city, Groton, Hopedale, Hopkinton, Hudson,

	Ipswich, Littleton, Mansfield, Marlborough city, Maynard, Mendon, Middleborough, Milford, Newbury, Newburyport city, Plymouth, Plympton, Raynham, Rockport, Rowley, Southborough, Stow
	Additions in NH: Danville, East Kingston, Sandown
Bridgeport, CT	Ansonia city, Oxford, Seymour
Fitchburg-Leominster, MA	Ashburnham, Ashby
Hartford, New Britain-Bristol Consolidated MSA, CT	East Haddam, Middlefield, Middletown city
Lewiston-Auburn, ME	Greene, Mechanic Falls, Poland, Sabattus (Webster)
Manchester, NH	Auburn, Candia, Raymond
Nashua, NH	Hollis, Litchfield
New Bedford, MA	Rochester
New Haven-Meriden, CT	Durham, Killingworth
New London-Norwich, CT-RI	Additions in CT: North Stonington, Salem
New York Consolidated MSA, NY-NJ-CT	Addition in CT: Ridgefield
Pittsfield, MA	Hinsdale, Richmond, West Stockbridge
Portland, ME	Buxton, Hollis, North Yarmouth, Standish
Providence-Pawtucket, RI-MA	Additions in RI: Exeter, Foster, Glocester
Springfield-Chicopee, MA	Huntington, Montgomery, Russell
Waterbury, CT	Bethlehem, Morris
Worcester, MA	Douglas, Princeton, Rutland

Deletions

A few cities and towns would no longer qualify for inclusion in a metropolitan statistical area, based on 1970 commuting data to the central core as redefined. In many cases, 1980 data will probably show an increase in commuting such that the place will continue to qualify.

Fitchburg-Leominster, MA	Shirley
Manchester, NH	Derry
New Bedford, MA	Lakeville
New London-Norwich, CT-RI	Hopkinton, RI
Pittsfield, MA	Stockbridge
Portland, ME	Freeport, Saco city
Springfield-Chicopee, MA	Hadley, Warren
Worcester, MA	Berlin, Webster

Transfers

Based on 1970 commuting data and the redefined central cores, several towns would be transferred from one SMSA to another. In a few cases, however, 1980 commuting data may confirm the present SMSA affiliation.

Town	*From*	*To*
Cheshire, CT	Waterbury	New Haven-Meriden
Redding, CT	Danbury	New York Consolidated MSA
Somers, CT	Springfield-Chicopee	Hartford-New Britain-Bristol Consolidated MSA
Southbury, CT	Waterbury	Bridgeport

Possible Additional Changes

Not reflected in the draft criteria and listings is a further proposal under consideration by the Federal Committee on SMSA's. This proposal would recognize the importance of commuting to cities smaller than the size cutoff required for recognition as an MSA. Based on 1970 data, the five New England towns listed below have a higher level of commuting to a nonmetropolitan city than they do to the metropolitan statistical area central core with which they qualify according to the

present draft criteria. If the commuting to the nonmetropolitan city were recognized, these towns would not be included in any metropolitan statistical area.

Town	*MSA with which qualified under draft criteria*	*Nonmetropolitan city with which commuting ties are stronger than to MSA*
Allenstown, NH	Manchester	Concord
Pembroke, NH	Manchester	Concord
Raynham, MA	Boston Consolidated MSA	Taunton
Jamestown, RI	Providence-Pawtucket	Newport
Portsmouth, RI	Fall River, MA-RI	Newport
Harwinton, CT	Hartford-New Britain-Bristol Consolidated MSA	Torrington

CURRENT DEVELOPMENTS

ALPHABETIC INDEX TO SOC MANUAL

The Office of Federal Statistical Policy and Standards has just published an alphabetic index of the example items of the *Standard Occupational Classification (SOC) Manual 1977*. The Index is designed specifically to assist in assigning SOC codes to workers and in relating the SOC system to other classification systems.

The index is printed using the same format as the index items in the basic manual except that the SOC code is listed in front of each item. The index does not include the titles of the 650 or so groups from the *Manual* although a few index items may be identical to group titles and are included for that reason.

The 200-page Manual is available from the Government Printing Office Washington D.C. 20402, for $6.50 (SN 003-005-00180-8). (MILO O. PETERSON, OFFICE OF FEDERAL STATISTICAL POLICY AND STANDARDS, DEPARTMENT OF COMMERCE, telephone (202) 673-7977.)

NEW LOOK AT THE CONSUMER EXPENDITURE SURVEY

The Bureau of Labor Statistics recently released Bulletin 1992, *Consumer Expenditure Survey: Integrated Diary and Interview Survey Data, 1972–73*. The bulletin presents expenditure and income data for the United States and selected areas collected in both the diary component and the quarterly interview component of the most recent consumer expenditure survey (CES).

Up to this time, data from the survey have been presented separately in either diary reports or quarterly interview reports. For the first time in the CES program, selected data from each survey component were merged, or integrated, to provide a complete account of consumer spending and income classified by important family characteristics.

The data were derived from a sample of over 40,000 families who were asked to participate in one of the two components of the survey. Unlike previous expenditure surveys, the collection of data was carried out by the U.S. Bureau of the Census under contract to the Bureau of Labor Statistics.

The expenditure and income data in the bulletin are presented in 15 tables. Eleven of these tables represent all families in the United States and classify the families by family income before taxes, family size, age of family head, housing tenure, decile of family income before taxes, occupation of family head, type of area (urbanization), education and family head, family composition, and region of residence. Four additional tables present expenditure and income data for 28 selected metropolitan areas in the United States. These tables are accompanied by an extensive text which contains sections on a description of the survey, integration methodology, data reliability, data collection and processing, and a complete glossary of terms and concepts.

The primary purpose for undertaking the 1972–73 Consumer Expenditure Survey was to gather data necessary to revise the market basket and item sample for the Consumer Price Index. In addition to this important objective, the survey provides the only comprehensive body of income and expenditure information available for satisfying the broad range of analytical activities that exist in this area. The data can be used to analyze the consumption patterns of families, to examine and analyze demand for different products or market areas, and to assist families in evaluating their household budgets.

Copies of *Consumer Expenditure Survey: Integrated Diary and Interview Survey Data, 1972–73*, Bulletin 1992, (GPO Stock No. 029-001-02206-9) may be purchased from any BLS regional office or from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402, at a price of $3.25. (GEORGE WEEDEN, DIVISION OF LIVING CONDITIONS STUDIES, BUREAU OF LABOR STATISTICS,

DEPARTMENT OF LABOR, telephone (202) 523-9637.)

INDICATORS OF YOUTH UNEMPLOYMENT AND EDUCATION

In carrying out its statutory responsibilities for an international statistics program, the National Center for Education Statistics has sought to identify major policy concerns within the United States which could be illuminated by the experience in foreign countries. In some instances, other countries have confronted problems similar to those which are urgent in the United States and have, as a consequence, accumulated information that can contribute in-depth to the analyses of issues in the United States.

One such issue, the role of responsibility of education with regard to youth unemployment, is the subject of a report prepared for NCES by the Public Services Laboratory, Georgetown University. The report entitled *Indicators of Youth Unemployment and Education in Industrialized Nations,* is intended to provide some background to aid in understanding the problem of youth unemployment. Statistics are presented that describe (a) past trends and current developments in education, in the work-force and in the economy generally that may have contributed to the current unemployment and (b) some policies that bear on the problem of youth unemployment. The emphasis is on statistical information that can be used to evaluate current practices and suggest the potential success of new policies. Needs for new statistics are identified.

In making this compilation, data from international organizations were drawn upon, supplemented by statistics from the Bureau of Labor Statistics, the National Center for Education Statistics and other agencies.

While the first printing of the report has been exhausted, a second printing is underway, and will be available from the U.S. Government Printing Office. For more information write to Logan C. Osterndorf, National Center for Education Statistics, DHEW, 400 Maryland Avenue, Southwest, Washington, D.C. 20202. (JEAN BRANDES, NATIONAL CENTER FOR EDUCATION, DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE, telephone (202) 472-5026.)

INFORMATION ON LANGUAGE MINORITIES IN U.S. FROM THE SURVEY OF INCOME AND EDUCATION

The Survey of Income and Education (SIE) provides data on language characteristics and current language usage of the U.S. population. It provides State as well as national estimates of the size of the non-English-language-background population and, for the first time, State estimates of the number of persons currently speaking languages other than English. The National Center for Education Statistics is analyzing these data as a part of its study of language minorities and English language proficiency in connection with the Congressional mandate to count limited-English-speaking persons from non-English-language backgrounds.

Three bulletins with information from the SIE on language minorities are now available:

The Educational Disadvantage of Language-Minority Persons in the United States, Spring 1976 (78 B–4, NCES 78–121), contains information about the school grade attainment by age of students, 6 to 20, enrolled in school in spring 1976 and the rate at which young persons, 14 to 25, have dropped out of school. These two educational achievement measures are compared for young people from non-English-language backgrounds who usually speak English and those from non-English-language backgrounds who usually speak languages other than English. The achievement measures are also compared for all young people, for persons of Hispanic origin and for those not of Hispanic origin.

Geographic Distribution, Nativity, and Age Distribution of Language Minorities in the United States: Spring 1976 (78 B–5, NCES 78–134), provides estimates of the size of the 17 non-English-language-background groups which were especially selected for study in the SIE, by nativity and age group. In addition, estimates for four European language groups, French, German, Italian and Spanish, and for five Asian language groups taken together are presented by State in States with 100,000 or more non-English-language-background persons.

Place of Birth and Language Characteristics of Persons of Hispanic Origin in the United States, Spring 1976 (78 B–6, NCES 78–135), provides estimates of the size of the Mexican-American, Puerto Rican, Cuban, Central or South American and mixed or other Spanish origin groups in the United States, by place of birth and the

extent to which they currently maintain the Spanish language.

Single copies of these bulletins may be obtained by writing to Dr. Dorothy Waggoner, Elementary and Secondary Education Analysis Branch, DESES, National Center for Education Statistics, Room 3031, 400 Maryland Avenue, S.W., Washington, D.C. 20202. (JEAN BRANDES, NATIONAL CENTER FOR EDUCATION STATISTICS, DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE, telephone (202) 472-5026.)

NCES REPORTS ON COLLEGE AND UNIVERSITY ENROLLMENTS

In fall of 1976 the National Center for Education Statistics expanded its HEGIS Fall Enrollment Survey to collect the data on enrollment by race needed by the Office for Civil Rights (OCR) in the Department of Health, Education, and Welfare. This eliminated the need for a separate OCR Fall Enrollment and Compliance Report, and reduced the response burden on institutions of higher education. Despite the increased complexity of the survey, NCES was able to provide timely information to users by producing early estimates about 2 months after the beginning of the academic year. A final summary report by State and the final edited tape for public use containing all the race and enrollment data were available by the end of the academic year.

A final printed report is now available. In addition to showing institutional and State data on the numbers of students enrolled by sex, level of enrollment, type and control of institution, this report series presents for the first time enrollment data by ethnicity, major field of study, by type and control of institution and by State.

Single copies of the report may be obtained from Andrew Pepin, National Center for Education Statistics, 400 Maryland Avenue, S.W., Room 3073, Washington, D.C. 20202, telephone (202) 245-8392). Multiple copies are available from U.S. Government Printing Office for $4.25 per copy, GPO Stock Number 017–080–01907–8. (JEAN BRANDES, NATIONAL CENTER FOR EDUCATION STATISTICS, DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE, telephone (202) 472-5026.)

INFORMATION AVAILABLE ON WOMEN WORKERS

The Bureau of Labor Statistics has recently released the following reports on working women: *Where to Find BLS Statistics on Women,* Report 530, and *Employment in Perspective: Working Women,* Reports 531 and 544. To facilitate the distribution of these and other publications primarily concerned with women workers, a new mailing list, 326, has been established in the Bureau. To receive reports 530, 531, and 544, or to add your name to the mailing list to receive other reports on women workers as they become available, contact the Office of Inquiries and Correspondence, Bureau of Labor Statistics, telephone (202) 523-1239. (ALLYSON SHERMAN GROSSMAN, OFFICE OF CURRENT EMPLOYMENT ANALYSIS, BUREAU OF LABOR STATISTICS, DEPARTMENT OF LABOR, telephone (202) 523-1959.)

ZIP CODE DISTRIBUTION OF SOCIAL SECURITY AND SSI BENEFICIARIES

Social Security Cash Benefits and Supplemental Security Income by ZIP Code Area as of June 30, 1977, has been released by the Social Security Administration's Office of Research and Statistics. The 11-volume report presents benefit data for small population areas by ZIP codes for each region. It is designed for use by Government agencies, nongovernment organizations, and individuals in need of localized program information.

The data show the number of social security beneficiaries on the rolls by race and sex; the number of beneficiaries with adult-type benefits; the number of beneficiaries receiving child benefits, and the number of persons with federally administered supplemental security income payments.

For the five southwestern States—Arizona, California, Colorado, New Mexico, and Texas—additional information on beneficiaries with Spanish surnames are shown.

Data for specific areas in *Social Security Cash Benefits and Supplemental Security Income by ZIP Code Area* (HEW (SSA) 78–11935–45) may be obtained from the Claims and Benefit Statistics Branch, Division of OASDI Statistics, Office of Research and Statistics, Social Security Administration, Room 2–G–1, Meadows East, 6300 Security Boulevard, Baltimore, Maryland 21235. (PHILIP R. LERNER, SOCIAL SECURITY ADMINIS-

TRATION, DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE, telephone (301) 594-0387.)

SOCIAL SECURITY SIMULATION MODEL

The Office of Research and Statistics in the Social Security Administration recently released the first in a series of studies describing the development and application of a microanalytic simulation model of women under social security. The model has been developed to study how they projected consequences of social security program provisions and proposed changes in these provisions affect women.

The report, *Simulation Model of Women Under Social Security: Initial Model File,* describes the structure and empirical development of the initial file for a microeconomic model. It presents the problem of developing a sample of over 7,000 women aged 30–49 and their affiliated family members for use in model-based analyses.

Single copies of *Simulation Model of Women Under Social Security: Initial Model File,* Staff Paper No. 31 (HEW Publication No. (SSA) 78–11861) are available from the Publications Staff, Office of Research and Statistics, Social Security Administration, Room 1120, Universal North Building, 1875 Connecticut Avenue, N.W., Washington, D.C. 20009. (ROBERT E. ROBINSON, PUBLICATIONS STAFF, OFFICE OF RESEARCH AND STATISTICS, telephone (202) 673-5209.)

AFDC CHARTBOOK

The Social Security Administration's, Office of Research and Statistics recently released *Aid to Families with Dependent Children: A Chartbook.* The 30-page (14 charts) booklet highlights the major findings of the 1975 Recipient Characteristics Study of the AFDC program. The study was made by the National Center for Social Statistics of the former Social Rehabilitation Service. (A reorganization of the Department of Health, Education, and Welfare in spring 1977 assigned the responsibility for these studies to the Office of Research and Statistics.)

Single copies of *Aid to Families with Dependent Children: A Chartbook* (HEW Publication No. (SSA) 78–11721) are available from the Publications Staff, Office of Research and Statistics, Social Security Administration, Room 1120, Universal North Building, 1875 Connecticut Avenue, N.W., Washington, D.C. 20009. (ROBERT E. ROBINSON, SOCIAL SECURITY ADMINISTRATION, DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE, telephone (202) 673-5209.)

EDUCATION DIRECTORY, PUBLIC SCHOOL SYSTEMS, 1977–78

The 1977–78 edition of the *Education Directory, Public School Systems* published by the National Center for Education Statistics is now available. It includes information on the location of the school system, the grade span, number of schools, and number of pupils served by each school system.

The 15,834 school systems covered are arranged alphabetically within each State. The publication includes also a listing of the school systems having enrollments of 10,000 or more in descending order of enrollment. Summary tables show the distribution of public school systems by size, grade and span and state.

The *Education Directory, Public School Systems* is available in hard copy for $3.75, GPO stock number 017–080–01900–1 from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. It is also available on magnetic tape from NCES Data Release Service Officer, National Center for Education Statistics, 400 Maryland Avenue, S.W., Room 3033, Washington, D.C. 20202, telephone (202) 245-8460. (JEAN BRANDES, NATIONAL CENTER FOR EDUCATION STATISTICS, DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE, telephone (202) 472-5026.)

UN STATISTICAL YEARBOOK 1977

The United Nations Statistical Office recently released the *Statistical Yearbook, 1977.* This is the twenty-ninth issue of a comprehensive collection of international statistics for approximately 235 countries and territories. The first 17 tables comprise the world summary, leaving the detailed subject-country information in the subsequent 200 tables, which present statistical series of economic and social subjects such as: population; manpower; production of commodities in agriculture, forestry, fishing, and mining and manufacturing; construction; energy; internal and external trade; transport and tourist travel; postal, telegraph and telephone services; consumption; balance of payments; wages and prices; national accounts;

finance; budget accounts and public debts; development assistance; health; housing; education; science and technology and culture. New tables on foreign trade have been introduced giving information on balance of trade, per capita exports and imports and showing exports of primary commodities and manufactured goods as a percentage of total exports. Information is also given on the structure of exports of developing countries by commodities and by trading partners.

This yearbook contains information received up to the end of 1977. The majority of the tables cover 1967–1976. It also includes annexes showing country nomenclature, conversion coefficients and factors, and an alphabetical country index.

Copies of *Statistical Yearbook, 1977* (Statistical Papers, Series S, No. 5; xix + 958 pp.; UN Sales No. E/F. 78.XVII.1; clothbound, $45.00; paperbound, $37.00) may be purchased from the Sales Section, United Nations, New York, New York 10017. Government agencies should request the discount to which they are entitled, as it is not automatically given.

PERSONNEL NOTES

BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM

Division of Research and Statistics: Frederick Furlong has joined the Board's staff as an Economist in the Capital Markets Section.

Warren Trepeta has joined the staff of the Board as an Economist in the Banking Section.

Thomas Kilcollin has joined the Board's staff as an Economist in the Financial Studies Section.

DEPARTMENT OF LABOR

Bureau of Labor Statistics: Constance Bogh DiCesare has been named Chief, Division of Special Publications, Office of Publications.

ORGANIZATIONAL CHANGE

U.S. CIVIL SERVICE COMMISSION

On October 1, 1978, the Bureau of Personnel Management Information Systems was abolished. The Commission's Work Force Statistics and related functions were transferred to the Commission's Bureau of Personnel Management Evaluation. The following personnel assignments continue without change:

Assistant Director for Workforce Information—Dr. Philip A.D. Schneider
Chief, Workforce Analysis & Statistics Division—John E. Curnow
Chief, Special Employment Programs Support Section—Maxine H. Barron
Chief, Personnel Program Management Support Section—Andrew P. Klugh
Chief, Workforce Surveys & Information Section—Ronnie Byers

RETIREMENTS

DEPARTMENT OF LABOR

Bureau of Labor Statistics: Norman Samuels, Assistant Commissioner for Wages and Industrial Relations, after 29 years of Federal service, and James Wood, Management Officer, Office of Field Collection and Coordination, after 37 years of Federal service, have retired.

SCHEDULE OF RELEASE DATES FOR PRINCIPAL FEDERAL ECONOMIC INDICATORS

December 1978

Release dates scheduled by agencies responsible for the principal economic indicators of the Federal Government are given below. *These are target dates* that will be met in the majority of cases. *Occasionally agencies may be able to release data a day or so earlier or may be forced by unavoidable compilation problems to release a report one or more days later.*

A similar schedule will be shown here each month covering release dates for the following month. The indicators are identified by the title of the releases in which they are included; the source agency; the release identification number where applicable; and the *Business Conditions Digest* series numbers for all BCD series included, shown in parentheses. Release date information for additional series can be found in publications of the sponsoring agencies.

(Any inquiries about these series should be directed to the issuing agency.)

Date		*Subject*	*Data for*
December	1	Construction Expenditures (Press release), Census, C–30 (69)	October
	4	Manufacturers' Shipments, Inventories, and Orders, Census (65)	October
	5	Open Market Money Rates and Bond Prices, FRB, G.13	November
	6	Condition Report of Large Commercial Banks, FRB H.4.2 (72, 112)	Week Ending November 29
	7	Money Stock Measures, FRB, H.6 (85, 102, 107, 108	Week Ending November 29
	7	Factors Affecting Bank Reserves and Condition Statement of Federal Reserve Banks, FRB, H.4.1 (93, 94)	Week Ending December 6
	7	Producer Price Indexes (Press release), Bureau of Labor Statistics (BLS) (330–334)	November
	7	Consumer Credit, FRB, G.19 (66, 113)	October
	7	Manufacturers' Export Sales and Orders, Census, M4–A	October
	7	Plant and Equipment Expenditures, Bureau of Economic Analysis (BEA), (61)	3Q'78
	8	The Employment Situation (Press release), BLS (1, 3, 21, 37, 40–44, 91, 340, 442, 444–448, 451–452	November
	8	Crop Production, Agriculture	December 1

Date		Subject	Data for
December	11	Advance Monthly Retail Sales (Press Release), Census (54)	November
	11	Supply Demand Estimates, Agriculture	Current Marketing Season
	11	Quarterly Financial Report for Manufacturing Corporations, Federal Trade Commission	3Q'78
	12	Monthly Wholesale Trade (Press release), Census, BW	October
	13	Condition Report of Large Commercial Banks, FRB, H.4.2 (72, 112)	Week Ending December 6
	14	Money Stock Measures, FRB, H.6 (85, 102, 107, 108)	Week Ending December 6
	14	Factors Affecting Bank Reserves and Condition Statement of Federal Reserve Banks (FRB), H.4.1 (93, 94)	Week Ending December 13
	14	Cattle on Feed, Agriculture	4Q'78
	15	Food Assistance Program Results, Agriculture	October
	15	Industrial Production and Related Data, FRB, G.12.3 (47, 73–76)	November
	15	Manufacturing and Trade: Inventories and Sales, BEA (31, 56, 71)	October
	15	Yields on FHA Insured New Home 30–Year Mortgages, HUD (118)	December 1
	18	Personal Income, BEA (223)	November
	18	Housing Starts (Press release), Census, C–20 (28, 29)	November
	19	Output, Capacity, and Capacity Utilization, Federal Reserve Board (FRB), G.3 (82, 84)	November
	19	Summary of U.S. International Transactions, BEA	3Q'78
	20	Revised Corporate Profits and National Income, BEA	3Q'78
	20	Gross National Product (Second Revision), BEA (200, 205, 210)	3Q'78
	20	Condition Report of Large Commercial Banks, FRB, H.4.2 (72, 112)	Week Ending December 13
	21	Money Stock Measures, FRB, H.6 (85, 102, 107, 108)	Week Ending December 13
	21	Factors Affecting Bank Reserves and Condition Statement of Federal Reserve Banks, FRB, H.4.1	Week Ending December 20
	21	Hogs and Pigs, Agriculture	December 1
	21	Advance Report on Durable Goods, Manufacturers Shipments and Orders (Press release), Census, M3–1, (6, 24, 25, 96, 548)	November

Date		Subject	Data For
December	22	Average Yields of Long-Term Bonds, Treasury Bulletin (115, 116)	October
	22	Bank Rates on Short-Term Business Loans, FRB, E.2(67)	November 1–15
	27	Condition Report of Large Commercial Banks, FRB, H.4.2 (72, 112)	Week Ending December 20
	28	Money Stock Measures, FRB, H.6 (85, 102, 107, 108)	Week Ending December 20
	28	Factors Affecting Bank Reserves and Condition Statement of Federal Reserve Banks, FRB, H.4.1 (93, 94)	Week Ending December 27
	28	Export and Import Merchandise Trade, Census, FT–900 (602, 612)	November
	28	Labor Turnover in Manufacturing (Press release), BLS (2, 3, 4)	November
	28	Consumer Price Index, BLS (320, 322)	November
	28	Real Earnings, BLS (341)	November
	29	Composite Indexes of Leading, Coincident, and Lagging Indicators (Press release), BEA	November
	29	Work Stoppages (Press release), BLS	November
	29	Agricultural Prices, Agriculture	Mid-December

For sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. Price 85 cents (single copy). Subscription Price: $9.70 domestic postpaid; $3.30 additional foreign mailing.

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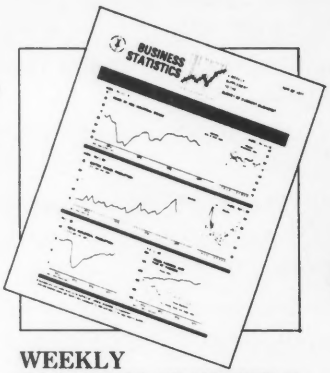

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The Bureau of Labor Statistics of the U.S. Department of Labor is one of the Nation's principal economic fact-finding agencies. BLS publishes seven periodicals for sale to the public.

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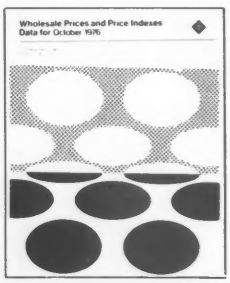

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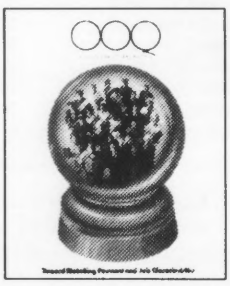

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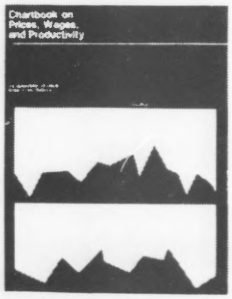

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