geographically detailed level. The procedure first results in the definition of CEA's, which then are aggregated to form EA's.

Part II: Summary of Comments and Responses

In the previous Federal Register notice (59 FR 55416, November 7, 1994), BEA proposed the definition of 348 CEA's and 174 EA's. Persons who wished to comment on the proposal were given until December 22, 1994, to do so. Of 12 comments received, seven suggested no changes, and five suggested changes. In response to the comments, in two instances, BEA is combining two EA's into one and thus is reducing their number from 174 to 172; in two other instances, BEA is reassigning a county from one EA to another. In one comment, a change was proposed in the criteria for identifying CEA's, and in another comment, a delay was proposed in the date when the new EA's become effective; neither of these comments affects the final EA definition.

1. Economic Area Combinations

In the previous notice, BEA proposed two EA's, each a CEA as well, for Alaska—Anchorage and the Panhandle; a mountain range limits economic ties between the areas. In one comment, it was noted that for the two proposed EA's, a consistent set of regional economic data could be provided only for 1980 forward; prior to 1980, the Bureau of the Census used different boundaries for the "Divisions" of Alaska for which it assembled data. To overcome the data limitation, the final redefinition combines the two proposed EA's into one statewide EA, named for Anchorage. The proposed CEA's are retained, and they are subject to the data limitation.

In addition, in the previous notice, BEA proposed two EA's, each a CEA as well, for western Montana-Missoula and Butte. In one comment, it was suggested that commuting across these EA boundaries is not minimal; in contrast, in another comment, the proposed EA's were endorsed. In response to the first comment, the final redefinition combines the two proposed EA's into one EA, named for Missoula. In response to the second comment, the proposed CEA's are retained.

2. County Reassignments

In the previous notice, BEA proposed to assign Koochiching County, MN, to the Minneapolis EA and Kittitas County, WA, to the Seattle EA. In comments, it was noted that shopping opportunities attract many Koochiching residents to

the Duluth EA and many Kittitas residents to the Richland EA. In addition, Koochiching residents are attracted by Duluth's recreational opportunities. In a further review of commuting data, BEA confirmed that nearly as many Koochiching residents commute to work to the Duluth EA as to the Minneapolis EA; and nearly as many Kittitas residents commute to work to the Richland EA as to the Seattle EA. Accordingly, Koochiching is reassigned to the Duluth EA, and Kittitas is reassigned to the Richland EA.

3. Identification of CEA's Having Nonmetropolitan Nodes

In the previous notice, BEA proposed that each CEA that has a nonmetropolitan node should contain at least five counties that are linked by ties of labor-force commuting, as well as of newspaper circulation. In one comment, it was suggested that newspaper circulation data should play a larger role in the identification of such CEA's. In particular, counties that are locations of newspapers read by specified numbers of persons could be identified as nonmetropolitan nodes, regardless of the number of counties economically tied to the nodes. In BEA's view, economic ties among counties should be given substantial weight in the identification of CEA's.

4. Effective Date for the New Economic Areas

The U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) presents data from its Commodity Flow Survey for regions; the regions, called National Transportation Analysis Regions (NTAR's), are groupings of the EA's previously published. This new set of EA's might entail a new set of NTAR's. In comments on the previous notice, BTS requested that BEA delay the effective date for the new EA's by one or two years in order to provide enough time for BTS and BEA to coordinate their area redefinitions. BEA cannot accommodate this request because it is committed to preparing economic projections for the redefined EA's as part of the set of BEA regional projections to be prepared this year (1995).

Part III: Map and List of the New 172 **BEA Economic Areas**

Codes from 001 to 172 are assigned to the new EA's in approximate geographic order, beginning with 001 in northern Maine, continuing south to Florida, then north to the Great Lakes, and continuing in a serpentine pattern to the West

Coast. Analysts are cautioned that these codes differ from those in the previous notice. Except for the Western Oklahoma EA (126), the Northern Michigan EA (058), and the 17 EA's that mainly correspond to consolidated metropolitan statistical areas (CMSA's), each EA is named for the metropolitan area or city that is the node of its largest CEA and that is usually, but not always, the largest metropolitan area or city in the EA. The following list provides EA codes and names. EA boundaries and codes are shown on the map following the list.

EA code	Name
001 002	Bangor, ME. Portland, ME.
003	Boston-Worcester-Lawrence-Low- ell-Brockton, MA–NH.
004	Burlington, VT.
005 006	Albany-Schenectady-Troy, NY. Syracuse, NY.
007	Rochester, NY.
008 009	Buffalo-Niagara Falls, NY. State College, PA.
010	New York-No. New Jersey-Long Island, NY–NJ–CT–PA (CMSA– 70)
011	Harrisburg-Lebanon-Carlisle, PA.
012	Philadelphia-Wilmington-Atlantic City, PA–NJ–DE–MD (CMSA– 77)
013	Washington-Baltimore, DC–MD– VA–WV (CMSA–97)
014	Salisbury, MD.
015 016	Richmond-Petersburg, VA. Staunton, VA.
017	Roanoke, VA.
018	Greensboro-Winston-Salem-High Point, NC.
019 020	Raleigh-Durham-Chapel Hill, NC. Norfolk-Virginia Beach-Newport
004	News, VA–NC.
021 022	Greenville, NC. Fayetteville, NC.
023	Charlotte-Gastonia-Rock Hill, NC– SC.
024	Columbia, SC.
025 026	Wilmington, NC. Charleston-North Charleston, SC.
020	Augusta-Aiken, GA–SC.
028	Savannah, GA.
029	Jacksonville, FL.
030 031	Orlando, FL. Miami-Fort Lauderdale, FL
001	(CMSA–56).
032	Fort Myers-Cape Coral, FL.
033 034	Sarasota-Bradenton, FL. Tampa-St. Petersburg-Clearwater, FL.
035	Tallahassee, FL.
036	Dothan, AL.
037	Albany, GA. Macon, GA
038 039	Macon, GA. Columbus, GA–AL.
039	Atlanta, GA.
041	Greenville-Spartanburg-Anderson, SC.
042	Asheville, NC.
043	Chattanooga, TN–GA.
044	Knoxville, TN.