



**UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION  
OFFICE OF THE SECRETARY  
WASHINGTON, D.C.**

Issued by the Department of Transportation  
on the 20<sup>th</sup> day of May, 2016

Essential Air Service at

**ALAMOSA, COLORADO  
ALTOONA, PENNSYLVANIA  
BRADFORD, PENNSYLVANIA  
CLARKSBURG/FAIRMONT, WEST VIRGINIA  
DUBOIS, PENNSYLVANIA  
EL CENTRO, CALIFORNIA  
FORT DODGE, IOWA  
FRANKLIN/OIL CITY, PENNSYLVANIA  
HAGERSTOWN, MARYLAND  
JACKSON, TENNESSEE  
JAMESTOWN, NEW YORK  
JOHNSTOWN, PENNSYLVANIA  
KEARNEY, NEBRASKA  
LANCASTER, PENNSYLVANIA  
MACON, GEORGIA  
MASON CITY, IOWA  
MERCED, CALIFORNIA  
MUSCLE SHOALS, ALABAMA  
OWENSBORO, KENTUCKY  
PARKERSBURG, WEST VIRGINIA/MARIETTA, OHIO  
PENDLETON, OREGON  
PRESCOTT, ARIZONA  
PUEBLO, COLORADO  
SALINA, KANSAS  
SCOTTSBLUFF, NEBRASKA  
SHOW LOW, ARIZONA  
TUPELO, MISSISSIPPI  
VICTORIA, TEXAS  
VISALIA, CALIFORNIA  
WATERTOWN, SOUTH DAKOTA**

**DOT-OST-1997-2960  
DOT-OST-2002-11446  
DOT-OST-2003-14528  
DOT-OST-2005-20736  
DOT-OST-2004-17617  
DOT-OST-2008-0299  
DOT-OST-2001-10682  
DOT-OST-1997-2523  
DOT-OST-2006-25228  
DOT-OST-2000-7857  
DOT-OST-2003-14950  
DOT-OST-2002-11451  
DOT-OST-1996-1715  
DOT-OST-2002-11450  
DOT-OST-2007-28671  
DOT-OST-2001-10684  
DOT-OST-1998-3521  
DOT-OST-2000-7856  
DOT-OST-2000-7855  
DOT-OST-2005-20734  
DOT-OST-2004-19934  
DOT-OST-1996-1899  
DOT-OST-1999-6589  
DOT-OST-2002-11376  
DOT-OST-2003-14535  
DOT-OST-1998-4409  
DOT-OST-2009-0305  
DOT-OST-2005-20454  
DOT-OST-2004-19916  
DOT-OST-2011-10644**

Tentatively terminating eligibility  
Under 49 U.S.C. 41731 *et seq.* and proposing a waiver from certain  
requirements for a class of communities

## **ORDER TENTATIVELY TERMINATING ESSENTIAL AIR SERVICE ELIGIBILITY AND TENTATIVELY GRANTING A WAIVER FOR COMMUNITIES THAT EXPERIENCED A SERVICE HIATUS**

### **Summary**

By this Order, the U.S. Department of Transportation (the Department) is directing interested persons to show cause why the Department should not terminate the eligibility under the Essential Air Service (EAS) program of the communities listed on the caption of this Order. The Department has tentatively determined that these communities did not enplane an average of 10 or more passengers per day during Fiscal Year 2015, as required by 49 U.S.C. § 41731(a)(1)(B), and/or required a rate of subsidy per passenger in excess of \$200 (the “Subsidy Cap”).<sup>1</sup>

Objections to the Department’s tentative decision are due within 20 days of the service date of this Order. Additionally, communities that required a subsidy per passenger in excess of the Subsidy Cap during Fiscal Year 2015 may work with an air carrier to submit a proposal to the Department that complies with the Subsidy Cap, as further described in this Order.

Also by this Order, the Department tentatively grants a waiver to the eight communities that suffered a service hiatus for the reasons described herein.

Communities may object to the Department’s tentative findings. If the Department terminates a community’s eligibility for EAS, the community will be provided an opportunity to petition the Department for a waiver. The process for submitting a petition for waiver will be addressed in a separate Order.

### **Background**

The FAA Modernization and Reform Act, Pub. L. No. 112-95 (Feb. 14, 2012) (FAA 2012), amended 49 U.S.C. § 41731(a) to change the definition of “eligible place” for the purpose of receiving EAS by adding a new subsection (1)(B). Subsection (1)(B) states that, to be an eligible place for EAS, a community must have averaged 10 or more enplanements per service day, as determined by the Secretary, during the most recent fiscal year beginning after September 30, 2012. This requirement does not apply to locations in Alaska and Hawaii and communities that are more than 175 driving miles from the nearest large-or medium-hub airport.<sup>2</sup> The Secretary may waive the 10-enplanement requirement, on an annual basis, if the community demonstrates to the Secretary’s satisfaction that the reason the location averages fewer than 10 enplanements per day is due to a temporary decline in enplanements.<sup>3</sup>

The Department of Transportation and Related Agencies Appropriations Act, 2000, Pub. L. No. 106-69 (Oct. 9, 1999), prohibits the Department from subsidizing EAS for communities located

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<sup>1</sup> As shown on the appendices to this Order, the Department has tentatively determined that 30 communities had per-passenger subsidies in excess of the Subsidy Cap based on Fiscal Year 2015 data, eight of which experienced an extended service hiatus during Fiscal Year 2015. Of the 30 communities, the Department has tentatively determined that 12 communities also enplaned an average of fewer than 10 passengers per service day. Of these 12 communities, four experienced an extended service hiatus during Fiscal Year 2015.

<sup>2</sup> See 49 U.S.C. § 41731(c) and (d).

<sup>3</sup> See 49 U.S.C. § 41731(e).

within the 48 contiguous States when per passenger subsidy amounts exceed \$200, unless the communities are located more than 210 miles to the nearest large- or medium-hub airport (the “Subsidy Cap”). On October 9, 2014, the Department issued a Notice of Enforcement Policy announcing how the Department intended to enforce compliance with the Subsidy Cap.<sup>4</sup> As stated in the Notice of Enforcement Policy, all communities receiving subsidized EAS had until September 30, 2015, based on data from October 1, 2014, through September 30, 2015, to ensure compliance with the Subsidy Cap or face possible termination of EAS eligibility. FAA 2012 authorized the Secretary of Transportation to waive the Subsidy Cap, subject to the availability of funds, on a case-by-case basis, for a limited period of time.

### **Methodology and Enplanement History**

To determine whether an EAS community is subject to the 10-enplanement or Subsidy Cap requirements, the Department must determine the communities’ distance, by driving miles, from the nearest large- or medium-hub airport. The Department measures the shortest driving distance from the center of the EAS community to the nearest large- or medium-hub airport.<sup>5</sup>

In calculating enplanements per day, the Department has taken total annual origin and destination passenger numbers for Fiscal Year 2015, divided by two, to show passengers in one direction (enplanements at the EAS community), and then divided by 313 days to get average daily enplanements at the EAS community. The Department does not use 365 days per year in its calculations because the typical EAS contract provides for the equivalent of six-day-a-week service.<sup>6</sup>

The subsidy per passenger was calculated by taking the annual subsidy rate and dividing by the total number of enplanements plus deplanements at the EAS community on the subsidized EAS air carrier for Fiscal Year 2015, *i.e.*, from October 1, 2014, through September 30, 2015. In addition, the Department calculated the average subsidy per passenger using actual subsidies paid at each of the communities and appears in Appendix C.<sup>7</sup>

### **Decision**

After careful consideration of this matter, the Department has tentatively decided to terminate the eligibility of the 30 communities captioned above, while tentatively granting a waiver for the

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<sup>4</sup> On May 1, 2014, the Department published a Notice of Proposed Enforcement Policy for the Subsidy Cap in the Federal Register, 79 Fed. Reg. 24632, for comment. After a 60-day public comment period and review, the Department issued the Final Notice of Enforcement Policy on October 9, 2014, 79 Fed. Reg. 60951.

<sup>5</sup> This method of calculating distance to the nearest large- or medium-hub airport is consistent with longstanding Department practice. See 54 Fed. Reg. 52766 (Dec. 22, 1989) (amending 14 CFR Part 398).

<sup>6</sup> For example, the Department typically subsidizes two round trips a day Monday through Friday and two round trips over the weekend (12 round trips a week) or three round trips each weekday and over the weekend (18 a week). Using 313 days (52 weeks x 6 days = 312 + one day = 313), instead of 365 days, has the effect of raising the average daily enplanements by 17 percent.

<sup>7</sup> The Notice of Enforcement Policy stated that the Department would consider the actual subsidies paid to assess a community’s average per passenger subsidy, upon request. For efficiency, the Department has decided to rely on its calculation of actual subsidies paid in this enforcement action, rather than waiting for communities to request the calculation. For all 30 communities, the average subsidy per passenger based on actual subsidies paid is lower than the average subsidy paid based on contract amounts. Thus, the Department believes that all communities subject to enforcement in this Order benefit from the use of actual subsidies paid. Communities are welcome to comment on this, however.

following eight communities: Bradford and Franklin/Oil City, PA; Fort Dodge and Mason City, IA; Macon, GA; Merced, CA; Muscle Shoals, AL; and Pueblo, CO. Appendix A lists the service hiatus dates for these communities. The tentative waiver for these communities is discussed further below.

Appendix B shows the communities that the Department has tentatively determined to have averaged fewer than 10 enplanements per day in Fiscal Year 2015, and includes the average enplanements per day, the distance to the nearest large- or medium-hub, and total passenger levels for Fiscal Year 2015.

Appendix C lists the communities that the Department has tentatively determined to have required a subsidy per passenger in excess of the Subsidy Cap and includes the actual subsidy paid to carriers providing EAS, the Fiscal Year 2015 passenger levels (enplanements plus deplanements at the EAS community), and the distance to the nearest large- or medium-hub.

The Department will give interested persons 20 days after the service date of this Order to submit objections. Objections submitted in response to this Order should be strictly limited to disputing the tentative findings contained in this Order, should be fully documented, and contain complete information on the data used by the parties objecting. The Department will not entertain objections regarding extenuating circumstances; rather, those arguments are properly addressed in the communities' waiver applications.

If the Department later finalizes the tentative findings to terminate a community's EAS eligibility in a subsequent Order, the Department will specify an effective date for termination of EAS at that community. In that event, if a specific carrier providing EAS at one of the affected communities decides to suspend service upon the effective date, the Department will expect it to contact all passengers who hold reservations for flights that will be suspended to inform them of the suspension and assist them in arranging alternative transportation or to provide a refund of the ticket price, without penalty, if requested. The Department reminds carriers that their contracts and service obligations remain in full force until the completion of this process.<sup>8</sup> Air carriers that fail to continue providing EAS at their respective communities may be referred to the Office of Aviation Enforcement and Proceedings for appropriate handling.

### **Proposals for Service that Comply with Subsidy Cap**

49 U.S.C. § 41733(f)(2) states that the Secretary must establish procedures to permit a community to work directly with an air carrier to submit a proposal that would not exceed the Subsidy Cap prior to termination of eligibility for non-compliance with the Subsidy Cap. Communities are encouraged to work with the air carrier providing subsidized EAS to submit a proposal that complies with the minimum service requirements at 49 U.S.C. § 41732(b) for a subsidy below the Subsidy Cap. Carriers should express a willingness to amend their current Order for EAS service to reduce the subsidy, consistent with the submitted proposal. Communities wishing to submit a proposal in accordance with 49 U.S.C. § 41733(f)(2) should submit the proposal no later than 20 days following the service date of this Order.

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<sup>8</sup> The exception to this is at Victoria, TX, where the community has a grant agreement with the Department under the Alternate EAS (AEAS) program. The community must remain compliant with the grant agreement between the Department and the community throughout the term of the agreement.

Appendix D shows the maximum subsidy level at the 22 communities that had continuous service during Fiscal Year 2015 required to be in compliance with the Subsidy Cap, assuming that enplanements remain constant at Fiscal Year 2015 levels. If the Department determines that a proposal is reasonable, the Department will amend the community's current Order for EAS service to align with the proposal, and take no further action based on the community's Fiscal Year 2015 non-compliance with the Subsidy Cap.

### **Waiver petitions**

If the Department finalizes its tentative findings for any of the communities captioned above in a subsequent Order, the Secretary may grant a waiver from these requirements. Waiver procedures will be addressed in a future Order, to be issued after objections to this Show Cause Order are received and reviewed.

### **Tentative Waiver for Communities that Experienced a Service Hiatus**

The EAS program contemplates that eligible communities will receive EAS on a continuing basis.<sup>9</sup> In contrast to this purpose, the Department recognizes that eight of the 30 communities at issue experienced an extended service hiatus in Fiscal Year 2015<sup>10</sup> during which time there was no scheduled EAS at the community.

The Secretary may waive the 10-enplanement requirement if the community demonstrates to the Secretary's satisfaction that the decline in the enplanements is temporary. The Secretary may waive the Subsidy Cap on a case-by-case basis, subject to availability of funds.

Each of these eight communities experienced a hiatus in service when its EAS carrier abruptly ceased operations, without a replacement carrier identified or in place. Great Lakes ceased operations at Fort Dodge and Mason City on February 1, 2014, and at Merced on July 31, 2015. Silver Airways ceased operations at Bradford, Franklin/Oil City, and Macon in November 2014. SeaPort terminated operations at Muscle Shoals in October 2014. SkyWest Airlines terminated operations at Pueblo in June 2015. A complete list of hiatus dates is in Appendix A.

Because of the service hiatus, these communities endured a unique hardship during Fiscal Year 2015 that may have materially and substantially impaired their ability to comply with the 10 enplanement and Subsidy Cap requirements. Four of the eight communities (Franklin/Oil City, Macon, Merced, and Muscle Shoals) petitioned, and received, a waiver from the 10-enplanement requirement based on Fiscal Year 2013 data having demonstrated to the Secretary's satisfaction that their decline in enplanements was temporary. Due to the extensive service hiatus experienced by these communities in Fiscal Year 2015, these communities have been unable to return to their normal EAS operations and restore enplanements. Thus, should the Department

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<sup>9</sup> See, e.g., *Frontier Airlines, Inc. v. CAB*, 621 F.2d 369 (10<sup>th</sup> Cir. 1980) (noting that "it is the intent of Congress that no small community shall be left without essential air services, on a continuing basis, by virtue of a certificated airline leaving the field after merely giving 90 days notice"); see also H.R. Rep. No. 95-1779, at 32 (1978) (Conf. Rep.) ("The conference substitute guarantees continued air transportation . . . . To insure such service the substitute establishes a new subsidy program . . . .").

<sup>10</sup> Bradford and Franklin/Oil City, PA, Fort Dodge and Mason City, IA, Macon, GA, Merced, CA, Muscle Shoals, AL, and Pueblo, CO.

finalize its tentative findings that these four communities did not comply with the 10-enplanement requirement during Fiscal Year 2015, the Department tentatively finds that these communities have demonstrated to the Secretary's satisfaction that their decline in enplanements is temporary for the reasons described in their previous waiver petitions, in combination with the extended service hiatus they experienced during Fiscal Year 2015. In addition, should the Department finalize its tentative findings that all eight communities that experienced a hiatus during Fiscal Year 2015 exceeded the Subsidy Cap, the Department tentatively grants these eight communities a waiver from the Subsidy Cap requirement due to the unique circumstance of an extended service hiatus.

The waiver tentatively granted by this Order applies to Fiscal Year 2015. Communities will be expected to be compliant for Fiscal Year 2016, which ends September 30, 2016.

Interested stakeholders may comment on the Department's tentative waiver for these eight communities.

This Order is issued under authority delegated in 49 CFR § 1.25a(b).

**ACCORDINGLY,**

1. The Department tentatively finds that the 12 communities listed on Appendix B averaged fewer than ten enplanements per day during Fiscal Year 2015 and are within 175 miles from the nearest medium or large hub, as specified on Appendix B, and therefore, did not comply with 49 U.S.C. § 41731(a)(1)(B). Except those communities identified on Appendix A, the Department tentatively terminates the EAS eligibility of these 12 communities;
2. The Department tentatively finds that the 30 communities listed on Appendix C required a rate of subsidy per passenger in excess of \$200 during Fiscal Year 2015 and are located less than 210 miles from the nearest medium or large hub, as specified on Appendix C, and therefore, did not comply with Section 332 of Public Law 106-69. Except those communities identified on Appendix A, the Department tentatively terminates the EAS eligibility of these communities;
3. For Fiscal Year 2015, the Department tentatively finds that Franklin/Oil City, Macon, Merced, and Muscle Shoals experienced a temporary decline in enplanements due to the extensive service hiatus experienced by these communities during Fiscal Year 2015 and tentatively waives 49 U.S.C. § 41731(a)(1)(B) for these communities for Fiscal Year 2015;
4. For Fiscal Year 2015, the Department tentatively waives Section 332 of Public Law 106-69 (the "Subsidy Cap") for the eight communities listed in Appendix A;
5. The Department directs all interested persons to show cause within 20 days of the date of service of this Order why the Department should not make final the tentative findings and conclusions set forth above. Objections should be filed electronically to [Kevin.Schlemmer@dot.gov](mailto:Kevin.Schlemmer@dot.gov), [EAS@dot.gov](mailto:EAS@dot.gov), or by FAX at 202-366-7638;
6. The Department directs communities that exceed the Subsidy Cap that wish to submit proposals for EAS that comply with the Subsidy Cap to submit such proposals within 20 days of

the date of service of this Order. Compliant proposals should be filed electronically to [Kevin.Schlemmer@dot.gov](mailto:Kevin.Schlemmer@dot.gov), [EAS@dot.gov](mailto:EAS@dot.gov), or by FAX at 202-366-7638

7. The Department will afford full consideration to the matters and issues raised in any timely and properly filed objections before taking further action;

8. These dockets will remain open until further order of the Department; and

9. The Department will serve copies of this Order on the civic officials of all communities listed on Page 1 of this Order and Boutique Air, Inc., Great Lakes Aviation, Ltd., Hyannis Air Service, Inc. d/b/a Cape Air, Multi-Aero, Inc. d/b/a Air Choice One, SeaPort Airlines, Inc., Silver Airways Corp., SkyWest Airlines, and Sun Air International d/b/a Sun Air Express.

By:

**SUSAN McDERMOTT**  
Deputy Assistant Secretary for  
Aviation and International Affairs

(SEAL)

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at <http://www.regulations.gov>*

<b><u>EAS Communities with a service hiatus during Fiscal Year 2015</u></b>							
<b>EAS community</b>	<b>Service ended</b>	<b>Service resumed or end of FY, if service had not yet resumed</b>	<b>Prorated Service Days</b>	<b>FY15 traffic</b>	<b>Prorated enplanements per day</b>	<b>Actual subsidy paid YE 09/30/15</b>	<b>Prorated subsidy per passenger</b>
Bradford, PA	1-Nov-14	1-Mar-15	210	4,546	10.8	\$1,315,318	\$289
Fort Dodge, IA	1-Oct-14	23-Feb-15	189	6,599	17.5	\$2,140,470	\$324
Franklin/Oil City, PA	1-Nov-14	4-Mar-15	208	1,815	4.4	\$934,506	\$515
Macon, GA	5-Nov-14	30-Sep-15	31	188	3.0	\$193,851	\$1,031
Mason City, IA	1-Oct-14	17-Nov-14	273	11,078	20.3	\$3,268,588	\$295
Merced, CA	31-Jul-15	30-Sep-15	261	3,069	5.9	\$1,918,704	\$625
Muscle Shoals, AL	1-Oct-14	12-Jan-15	225	1,208	2.7	\$605,728	\$501
Pueblo, CO	5-Jun-15	30-Sep-15	213	6,500	15.3	\$1,502,092	\$231

## Notes:

Prorated service days are based on 6-day a week service (EAS minimum service requirements).

The Department tentatively finds that Macon's subsidy per passenger was \$1,031, based on service that lasted only from October 1, 2014, through November 5, 2014, during Fiscal Year 2015. This exceeds the \$1,000 per passenger cap; however, the Department did not take any action on Macon because the community received service for only five weeks during FY 2015.

<b>EAS Communities tentatively determined to have fewer than 10 enplanements per service day in Fiscal Year 2015</b>				
<b>EAS Community/State</b>	<b>YE 9/30/15 Pax Total</b>	<b>YE 9/30/15 Enplanements/Day</b>	<b>Nearest Large or Medium Hub</b>	<b>Distance to Large/Medium Hub</b>
Altoona, PA	4,568	7.3	IAD	112
El Centro, CA	5,228	8.4	SAN	114
Hagerstown, MD	2,374	3.8	IAD	78
Franklin/Oil City, PA*	1,815	4.4	PIT	85
Jackson, TN	2,427	3.9	BNA	137
Jamestown, NY	3,289	5.3	BUF	76
Lancaster, PA	2,620	4.2	PHL	86
Macon, GA*	188	3.0	ATL	82
Merced, CA*	3,069	5.9	SJC	107
Muscle Shoals, AL*	1,208	2.7	BNA	122
Show Low, AZ	3,508	5.6	PHX	173
Victoria, TX	5,977	9.5	IAH	119

These 12 communities also have been tentatively found to have a subsidy per passenger that exceeds \$200; See Appendix C.

\* Indicates communities that experienced a service hiatus.

<b>Applicable EAS Communities tentatively determined to have per-passenger subsidies in excess of \$200</b>					
<b>EAS Community/State</b>	<b>YE 09/30/15 Passenger Totals (Both directions)</b>	<b>Actual subsidy paid - year ended 09/30/15</b>	<b>Subsidy per Passenger</b>	<b>Nearest Lg. or Med Hub</b>	<b>Miles to Nearest Lg. or Med. Hub</b>
Alamosa, CO	6,119	\$1,640,276	\$268	ABQ	199
Altoona, PA	4,568	\$1,920,171	\$420	PIT	112
Bradford, PA*	4,546	\$1,315,318	\$289	BUF	77
Clarksburg/Fairmont, WV	9,218	\$2,278,596	\$247	PIT	96
Fort Dodge, IA*	6,599	\$2,140,470	\$324	MSP	156
Franklin/Oil City, PA*	1,815	\$934,506	\$515	PIT	85
DuBois, PA	6,793	\$2,199,316	\$324	PIT	112
El Centro, CA	5,228	\$1,947,342	\$372	SAN	114
Hagerstown, MD	2,374	\$1,453,430	\$612	IAD	78
Jackson, TN	2,427	\$1,435,281	\$591	BNA	139
Jamestown, NY	3,289	\$1,790,066	\$544	BUF	76
Johnstown, PA	8,485	\$2,338,824	\$276	PIT	84
Kearney, NE	9,493	\$2,077,827	\$219	OMA	181
Lancaster, PA	2,620	\$2,002,455	\$764	PHL	86
Macon, GA*	188	\$193,851	\$1,031	ATL	82
Mason City, IA*	11,078	\$3,268,588	\$295	MSP	133
Merced, CA*	3,069	\$1,918,704	\$625	SFO	107
Muscle Shoals, AL*	1,208	\$605,728	\$501	BNA	122
Owensboro, KY	7,481	\$1,551,120	\$207	BNA	138
Parkersburg, WV/Marietta, OH	8,907	\$3,338,140	\$375	CMH	110
Pendleton, OR	8,422	\$1,797,333	\$213	PDX	203
Prescott, AZ	6,916	\$2,056,469	\$297	PHX	102
Pubelo, CO*	6,500	\$1,502,092	\$231	DEN	121
Salina, KS	2,824	\$997,557	\$353	MCI	186
Scottsbluff, NE	7,480	\$1,621,737	\$217	DEN	192
Show Low, AZ	3,508	\$1,112,976	\$317	PHX	173
Tupelo, MS	5,181	\$1,725,914	\$333	BNA	203
Victoria, TX	5,977	\$2,420,118	\$405	IAH	119
Visalia, CA	9,297	\$1,899,753	\$204	BUR	178
Watertown, SD	2,688	\$2,446,273	\$910	MSP	207

\* Indicates communities that experienced a service hiatus

<b>Maximum annual subsidy to be compliant with \$200 per passenger subsidy cap</b>				
<b>EAS Community/State</b>	<b>YE 09/30/15 Passenger Totals (Both directions)</b>	<b>Actual subsidy paid YE 09/30/15</b>	<b>FY2015 subsidy per passenger</b>	<b>Maximum annual subsidy to be compliant</b>
Alamosa, CO	6,119	\$1,640,276	\$268	\$1,223,800
Altoona, PA	4,568	\$1,920,171	\$420	\$913,600
Clarksburg/Fairmont, WV	9,218	\$2,278,596	\$247	\$1,843,600
DuBois, PA	6,793	\$2,199,316	\$324	\$1,358,600
El Centro, CA	5,228	\$1,947,342	\$372	\$1,045,600
Hagerstown, MD	2,374	\$1,453,430	\$612	\$474,800
Jackson, TN	2,427	\$1,435,281	\$591	\$485,400
Jamestown, NY	3,289	\$1,790,066	\$544	\$657,800
Johnstown, PA	8,485	\$2,338,824	\$276	\$1,697,000
Kearney, NE	9,493	\$2,077,827	\$219	\$1,898,600
Lancaster, PA	2,620	\$2,002,455	\$764	\$524,000
Owensboro, KY	7,481	1,551,120	\$207	\$1,496,200
Parkersburg, WV/Marietta, OH	8,907	\$3,338,140	\$375	\$1,781,400
Pendleton, OR	8,422	\$1,797,333	\$213	\$1,684,400
Prescott, AZ	6,916	\$2,056,469	\$297	\$1,383,200
Salina, KS	2,824	\$997,557	\$353	\$564,800
Scottsbluff, NE	7,480	\$1,621,737	\$217	\$1,496,000
Show Low, AZ	3,508	\$1,112,976	\$317	\$701,600
Tupelo, MS	5,181	\$1,725,914	\$333	\$1,036,200
Victoria, TX	5,977	\$2,420,118	\$405	\$1,195,400
Visalia, CA	9,297	\$1,899,753	\$204	\$1,859,400
Watertown, SD	2,688	\$2,446,273	\$910	\$537,600