

Table 1 CURRENT EAS SUBSIDIZED FLIGHTS TO/FROM COMMUNITIES WITHIN 150 MILES OF A MEDIUM OR LARGE HUB AIRPORT (Lower 48 states only)

EAS Community	State	Nearest L/M Hub	Flight Miles to L/M Hub	Current EAS Subsidized Flights		Annual EAS Subsidy <sup>[1]</sup>	Annual Passengers, in and out <sup>[2]</sup>	Average Subsidy per Passenger <sup>[3]</sup>	Notes
				Flights to/from	Flight Miles				
Hagerstown	MD	Washington Dulles Int'l, VA (L)	64	Baltimore Washington Int'l	67	\$1,203,167	21,330	\$56.41	Updated 10/1/10
Lancaster	PA	Philadelphia Int'l, PA	70	Baltimore Washington Int'l	67	\$1,372,474	12,820	\$107.06	Updated 10/1/10
Athens	GA	Hartsfield Int'l, Atlanta, GA (L)	72	Hartsfield Int'l, Atlanta, GA (L)	72	\$1,051,386	9,628	\$109.20	Updated 10/7/10
Lebanon/WRJ, VT	NH	Manchester Airport, NH (M)	75	Boston	109	\$2,347,744	15,654	\$149.98	Updated 10/19/10
Jamestown	NY	Greater Buffalo Int'l (M)	76	Cleveland	142	\$1,639,254	7,358	\$222.79	Updated 9/9/2010
Bradford	PA	Greater Buffalo Int'l (M)	77	Cleveland	168	\$1,087,306	5,924	\$183.54	Updated 9/9/2010
Jonesboro	AR	Memphis Int'l, TN (M)	79	Memphis Int'l, TN (M)	79	\$836,241	1,044	\$801.00	
Morgantown	WV	Pittsburgh	79	Washington Dulles	141	\$1,488,219	22,498	\$66.15	Updated 6/29/2010. Value is half of combined subsidy for Morgantown and Clarksburg service
Johnstown	PA	Greater Pittsburgh Int'l, PA (L)	82	Washington Dulles	120	\$1,674,147	16,914	\$98.98	Updated 5/10/2010. Value is half of combined subsidy for Johnstown and Altoona service
Jackson	TN	Memphis Int'l, TN (M)	85	Nashville Int'l	131	\$1,225,628	5,090	\$240.79	
Oil City/Franklin	PA	Greater Pittsburgh Int'l, PA (L)	86	Cleveland	103	\$915,101	2,760	\$331.56	Updated 9/9/2010
Kingman	AZ	McCarran Int'l, Las Vegas, NV (L)	103	Phoenix-Sky Harbor	168	\$1,168,390	1,794	\$651.28	Updated 3/1/2011
Owensboro	KY	Louisville-Standiford Field, KY (M)	105	Nashville Int'l	115	\$1,068,773	32,386	\$33.00	
Altoona	PA	Greater Pittsburgh Int'l, PA (L)	108	Washington Dulles Int'l, VA (L)	104	\$1,674,147	8,592	\$194.85	Updated 5/10/2010. Value is half of combined subsidy for Johnstown and Altoona service
Quincy	IL	Lambert-St. Louis Int'l, MO (L)	108	Lambert-St. Louis Int'l, MO (L)	108	\$1,956,856	15,566	\$125.71	Updated 4/11/2011
Clarksburg	WV	Pittsburgh	115	Washington Dulles	151	\$1,488,219	21,388	\$69.58	Updated 6/29/2010. Value is half of combined subsidy for Morgantown and Clarksburg service
El Centro	CA	San Diego	116	Los Angeles	180	\$1,852,091	9,504	\$194.87	Updated 12/3/2010
Parkersburg/Marietta	WV	Columbus, OH	116	Cleveland	145	\$2,642,237	10,954	\$241.21	Updated 6/29/2010.
Rutland	VT	Manchester Airport, NH (M)	118	Boston	127	\$797,141	11,060	\$72.07	
DuBois	PA	Pittsburgh	119	Cleveland	154	\$2,228,996	11,456	\$194.57	Updated 9/9/2010
Decatur	IL	Lambert-St. Louis Int'l, MO (L)	120	Lambert-St. Louis Int'l, MO (L) Chicago O'Hare	120 157	\$3,082,403	4,912	\$627.53	
Marion/Herrin	IL	Lambert-St. Louis Int'l, MO (L)	122	Lambert-St. Louis Int'l, MO (L)	122	\$2,104,616	16,094	\$130.77	Updated 4/11/2011
Muscle Shoals	AL	Nashville Metropolitan, TN (M)	122	Memphis Int'l, TN (M)	136	\$2,553,283	17,360	\$147.08	Updated 3/18/2011
Cape Girardeau	MO	Lambert-St. Louis Int'l, MO (L)	123	Lambert-St. Louis Int'l, MO (L)	123	\$1,627,966	9,724	\$167.42	Updated 4/11/2011
Victoria	TX	San Antonio Int'l, TX (M)	123	Houston Bush	123	\$1,856,692	10,076	\$184.27	Updated 5/5/2011
Pueblo	CO	Denver Int'l, CO (L)	125	Denver Int'l, CO (L)	125	\$1,299,821	23,282	\$55.83	
Fort Leonard Wood	MO	Lambert-St. Louis Int'l, MO (L)	130	Lambert-St. Louis Int'l, MO (L)	130	\$1,478,102	8,318	\$177.70	Updated 9/8/2010
Mason City	IA	Minneapolis/St. Paul Int'l, MN (L)	132	Minneapolis/St. Paul Int'l, MN (L)	132	\$1,017,545	27,704	\$36.73	Updated 6/8/2011
Staunton	VA	Washington Dulles Int'l, VA (L)	133	Washington Dulles Int'l, VA (L)	133	\$2,180,461	20,816	\$104.75	Updated 3/1/2011
Laramie	WY	Denver Int'l, CO (L)	144	Denver Int'l, CO (L)	144	\$1,181,572	17,998	\$65.65	Updated 8/18/2010
Kirkville	MO	Kansas City Int'l, MO (M)	149	Lambert-St. Louis Int'l, MO (L)	149	\$1,422,110	4,254	\$334.30	Updated 6/3/2010
Greenville	MS	Memphis Int'l, TN (M)	150	Memphis Int'l, TN (M)	150	\$1,606,662	13,218	\$121.55	Updated 7/15/2010
Eau Claire	WI	Minneapolis/St. Paul Int'l, MN (L)	91	Chicago O'Hare	268	\$1,732,372	36,738	\$47.15	
Prescott	AZ	Sky Harbor Mun., Phoenix, AZ (L)	102	Los Angeles Denver	345 557	\$1,832,233	15,672	\$116.91	Updated 3/1/2011
Merced	CA	San Jose Int'l, CA (M)	114	McCarran Int'l, Las Vegas, NV Los Angeles, CA	309 260	\$1,961,174	4,102	\$478.10	Updated 9/14/2010
Laurel/Hattiesburg	MS	New Orleans Int'l, LA (M)	137	Memphis Int'l, TN (M)	250	\$1,398,798	27,532	\$50.81	Updated 5/13/2010
Grand Island	NE	Eppley Airfield, Omaha, NE (M)	140	Dallas/Fort Worth	585	\$2,215,582	74,202	\$29.86	Updated 1/31/2011
Paducah	KY	Nashville Metropolitan, TN (M)	142	Chicago O'Hare	345	\$569,923	39,806	\$14.32	
<b>TOTAL</b>						<b>\$60,838,832</b>	<b>615,528</b>		

[1] EAS Report (May 1, 2010); updated based on DOT dockets

[2] FAA enplanement data for 2010 (doubled, based on assumption that all passengers who emplane at airport return to airport)

[3] Average subsidy per passenger = Annual Total Subsidy ÷ Annual Passengers





**TABLE 2 NOTES**

- [1] Carrier websites, accessed 8/18/2011 and 8/19/2011. Prices and flight times represent lowest price and shortest duration of outbound on 9/19/2011. Prices and durations for direct flights only unless no direct flights exist.
- [2] EAS Report (May 1, 2010); updated based on DOT dockets
- [3] See Table 11
- [4] Weekly seats = Weekly total flights x seats per flight
- [5] See Table 10
- [6] Total Travel Time = Scheduled Flight time + Average Delay on Route + Pre-flight wait time + Deplaning time  
 Assume pre-flight wait time 1.0 hour for security clearance per TSA guidelines. Assume deplaning time is 0.17 hour.
- [7] Average Load Factor = Annual passengers [Table 1] ÷ (weekly seats x 52 weeks)
- [8] Average subsidy per passenger = Annual Total Subsidy [Table 1] ÷ Annual Passengers [Table 1]
- [9] Average subsidy per seat = Annual Total Subsidy [Table 1] ÷ (weekly seats x 52 weeks/year)
- [10] Average fare per scheduled seat = Typical one-way ticket price x current annual passengers [Table 1] ÷ (weekly seats x 52 weeks/year). Note that this is a minimum number because it assumes no increase in fare revenue as load factor increases.
- [11] Carrier offers subsidized and unsubsidized service from this airport. Cannot determine the number of passengers on subsidized routes given available information.
- [12] Total Annual Flight Miles = Weekly Flights x 52 weeks/yr x Flight miles per flight
- [13] Total Annual Fuel Use (gal) = Weekly Flights x 52 weeks/yr x Flight Time (hr) x Average Fuel Use (gal/hr)



TABLE 3: ALTERNATE BUS SERVICE TO/FROM CURRENT AIRPORTS SERVICED BY EAS-SUBSIDIZED FLIGHTS

EAS Community	State	Current EAS Flights to/from	Alternate Bus Service							Minimum Service - Current Flight Frequency				
			Bus service to/from	Route	Distance (mi)	Drive Time (hr)	Avg Congestion Delay (hr) <sup>[2]</sup>	Total Trip Time (hr) <sup>[3]</sup>	Incr Trip Time (hr) <sup>[4]</sup>	Weekly one-way Trips to/from <sup>[5]</sup>	Min Buses Required <sup>[6]</sup>	Utilization Factor <sup>[7]</sup>	Annual Miles <sup>[8]</sup>	Weekly Seats <sup>[9]</sup>
Hagerstown	MD	Baltimore Washington Int'l	Baltimore Washington Int'l	I-70 E	86	1.60	0.027	2.13	0.01	56	2	56.7%	261,731	3,080
Lancaster	PA	Baltimore Washington Int'l	Baltimore Washington Int'l	I-83 S	92	1.73	0.027	2.26	0.19	56	2	60.3%	282,522	3,080
Athens	GA	Hartsfield Int'l, Atlanta, GA (L)	Hartsfield Int'l, Atlanta, GA (L)	GA-316 W and I-85 S	84	1.80	0.044	2.34	0.09	24	1	53.6%	109,812	1,320
Lebanon/WRJ, VT	NH	Boston	Boston	I-89 S and I-93 S	123	1.98	0.040	2.52	0.00	56	2	67.3%	376,085	3,080
Jamestown	NY	Cleveland	Cleveland	I-90 W	156	2.58	0.016	3.10	-0.03	36	2	53.1%	306,634	1,980
Bradford	PA	Cleveland	Cleveland	I-90 W	198	3.62	0.016	4.13	1.42	36	2	70.8%	389,189	1,980
Jonesboro	AR	Memphis Int'l, TN (M)	Memphis Int'l, TN (M)	US-63 S and I-55 S	81	1.42	0.021	1.94	-0.06	24	1	44.3%	105,618	1,320
Morgantown	WV	Washington Dulles	Washington Dulles	I-68 E	187	3.62	0.078	4.19	1.40	36	2	71.9%	367,567	1,980
Johnstown	PA	Washington Dulles	Washington Dulles	I-70 E	169	3.32	0.078	3.89	1.14	36	2	66.8%	332,186	1,980
Jackson	TN	Nashville Int'l	Nashville Int'l	I-40 E	143	2.33	0.024	2.86	0.52	38	2	51.7%	296,696	2,090
Oil City/Franklin	PA	Cleveland	Cleveland	I-80 W	127	2.05	0.016	2.57	-0.72	30	1	73.3%	208,026	1,650
Kingman	AZ	Phoenix-Sky Harbor	Phoenix-Sky Harbor	US-93 S	203	3.82	0.040	4.36	2.04	26	2	53.9%	288,179	1,430
Owensboro	KY	Nashville Int'l	Nashville Int'l	KY-9007 S	140	2.33	0.024	2.86	0.61	38	2	51.7%	290,472	2,090
Altoona	PA	Washington Dulles	Washington Dulles	I-70 E	145	2.87	0.078	3.44	0.17	38	2	62.3%	300,846	2,090
Quincy	IL	Lambert-St. Louis Int'l, MO (L)	Lambert-St. Louis Int'l, MO (L)	US-61 S	130	2.37	0.019	2.89	0.68	72	3	66.0%	511,056	3,960
Clarksburg	WV	Washington Dulles	Washington Dulles	US-50 E	196	4.02	0.078	4.59	1.62	36	2	78.8%	385,258	1,980
El Centro	CA	Los Angeles	Los Angeles	I-8 W	231	3.90	0.122	4.52	1.97	28	2	60.3%	353,153	1,540
Parkersburg/Marietta	WV	Cleveland	Cleveland	I-77 N	180	3.02	0.016	3.53	0.82	48	2	80.7%	471,744	2,640
Rutland	VT	Boston	Boston	I-89 S and I-93 S	184	3.18	0.040	3.72	1.05	42	2	74.5%	421,949	2,310
DuBois	PA	Cleveland	Cleveland	I-80 W	175	2.82	0.016	3.33	0.63	46	2	73.0%	439,530	2,530
Decatur	IL	Lambert-St. Louis Int'l, MO (L)	Lambert-St. Louis Int'l, MO (L)	I-55 S	148	2.53	0.019	3.05	0.72	36	2	52.3%	290,909	1,980
		Chicago O'Hare	Chicago O'Hare	I-55 N	191	3.33	0.058	3.89	1.14	36	2	66.7%	375,430	1,980
Marion/Herrin	IL	Lambert-St. Louis Int'l, MO (L)	Lambert-St. Louis Int'l, MO (L)	I-57 N and I-64 W	133	2.43	0.019	2.95	0.66	68	3	63.7%	493,802	3,740
Muscle Shoals	AL	Memphis Int'l, TN (M)	Memphis Int'l, TN (M)	US-72 W	147	2.90	0.021	3.42	1.38	28	2	45.6%	224,734	1,540
Cape Girardeau	MO	Lambert-St. Louis Int'l, MO (L)	Lambert-St. Louis Int'l, MO (L)	I-55 N	131	2.25	0.019	2.77	0.34	48	2	63.3%	343,325	2,640
Victoria	TX	Houston Bush	Houston Bush	US-59 N	148	2.68	0.060	3.24	0.66	26	1	80.3%	210,101	1,430
Pueblo	CO	Denver Int'l, CO (L)	Denver Int'l, CO (L)	I-25 N	132	2.23	0.044	2.78	0.39	48	2	63.5%	345,946	2,640
Fort Leonard Wood	MO	Lambert-St. Louis Int'l, MO (L)	Lambert-St. Louis Int'l, MO (L)	I-44 E	139	2.42	0.019	2.94	0.57	50	2	69.9%	379,470	2,750
Mason City	IA	Minneapolis/St. Paul Int'l, MN (L)	Minneapolis/St. Paul Int'l, MN (L)	I-35 N	129	2.13	0.036	2.67	0.41	28	1	71.2%	197,215	1,540
Staunton	VA	Washington Dulles Int'l, VA (L)	Washington Dulles Int'l, VA (L)	I-81 N and I-66 E	133	2.35	0.078	2.93	0.54	36	2	50.2%	261,425	1,980
Laramie	WY	Denver Int'l, CO (L)	Denver Int'l, CO (L)	I-80 E and I-25 S	156	2.45	0.044	2.99	0.71	36	2	51.3%	306,634	1,980
Kirksville	MO	Lambert-St. Louis Int'l, MO (L)	Lambert-St. Louis Int'l, MO (L)	US-63 S and I-70 E	200	3.50	0.019	4.02	1.52	42	2	80.4%	458,640	2,310
Greenville	MS	Memphis Int'l, TN (M)	Memphis Int'l, TN (M)	US-61 N	150	2.85	0.021	3.37	1.21	28	2	44.9%	229,320	1,540



**TABLE 4: ALTERNATE BUS SERVICE TO/FROM A DIFFERENT AIRPORT THAN THOSE CURRENTLY SERVICED BY EAS-SUBSIDIZED FLIGHTS**

EAS Community	State	Current EAS Flights to/from	Alternate Bus Service							Minimum Service - Current Flight Frequency				
			Bus service to/from	One-way Trip <sup>[1]</sup>					Weekly one-way Trips to/from <sup>[5]</sup>	Min Buses Required <sup>[6]</sup>	Utilization Factor <sup>[7]</sup>	Annual Miles <sup>[8]</sup>	Weekly Seats <sup>[9]</sup>	
				Route	Distance (mi)	Drive Time (hr)	Avg Congestion Delay (hr) <sup>[2]</sup>	Total Trip Time (hr) <sup>[3]</sup>						Incr Trip Time (hr) <sup>[4]</sup>
Eau Claire	WI	Chicago O'Hare	Minneapolis/St. Paul Int'l, MN (L)	I-94 W	92	1.77	0.036	2.30	-0.49	28	1	61.4%	140,191	1,540
Prescott	AZ	Los Angeles	Sky Harbor Mun., Phoenix, AZ (L)	I-17 S	106	2.05	0.040	2.59	-0.68	42	2	51.8%	274,194	2,310
		Denver	Sky Harbor Mun., Phoenix, AZ (L)	I-17 S	106	2.05	0.040	2.59	-1.69					
Merced	CA	McCarran Int'l, Las Vegas, NV Los Angeles, CA	San Jose Int'l, CA (M)	CA-99 N	124	2.23	0.046	2.78	-1.47	56	2	74.1%	274,194	3,080
			San Jose Int'l, CA (M)	CA-99 N	124	2.23	0.046	2.78	-0.42					
Laurel/Hattiesburg	MS	Memphis Int'l, TN (M)	New Orleans Int'l, LA (M)	I-59 S and I-10 W	132	2.12	0.024	2.64	-0.17	28	1	70.4%	201,802	1,540
Grand Island	NE	Dallas/Fort Worth	Eppley Airfield, Omaha, NE (M)	I-80 E	155	2.78	0.008	3.29	0.06	26	1	81.5%	220,038	1,430
Paducah	KY	Chicago O'Hare	Nashville Metropolitan, TN (M)	I-24 E	149	2.50	0.024	3.02	-0.14	28	1	80.6%	227,791	1,540

**TABLE 3 & 4 NOTES**

- [1] Route, distance, and drive time from Google Maps, for trip from local airport to airport serviced. Assumes free-flow traffic without rush-hour congestion in urban areas.
- [2] Assumed average delay based on congestion in urban area around hub airport during rush hours. See Table 12.
- [3] Total Trip Time = Drive Time + Average Congestion Delay + 0.25 hour wait pre-trip + 0.25 hour for debarking at destination
- [4] Incremental Trip time = Total bus trip time - Total travel time for current EAS subsidized flights [Table 2]
- [5] This is the same number of weekly one-way trips as current EAS-subsidized flights (see Table 2)
- [6] Assumes 15 hours per day and 85% availability per bus
- [7] Utilization Factor = (Weekly trips x total trip Time) ÷ (Available Hours per Day x 7 days/wk x Minimum Number of Buses Required)
- [8] Annual Miles = Trip distance x weekly one-way trips x 52 weeks/year x (1 + % deadhead miles). Assumed % deadhead miles = 5%
- [9] Weekly seats = Weekly one-way trips x 55 seats per bus



TABLE 5 COST OF ALTERNATE BUS SERVICE TO/FROM CURRENT AIRPORTS SERVICED BY EAS-SUBSIDIZED FLIGHTS

EAS Community	State	Bus Trip to/from	Census Region	Annual Operating Costs										Average Costs			Cost (value) of Incremental Travel Time per Passenger <sup>[13]</sup>
				Annual Bus Miles <sup>[1]</sup>	Annual Bus Hours <sup>[2]</sup>	Annual Operator Hours <sup>[3]</sup>	Annual Fuel (gal) <sup>[4]</sup>	Bus Lease <sup>[5]</sup>	Bus Maintenance <sup>[6]</sup>	Operator Labor <sup>[7]</sup>	Fuel <sup>[8]</sup>	OH&P <sup>[9]</sup>	TOTAL ANNUAL OPERATING COST	Avg cost per passenger <sup>[10]</sup>	Load Factor <sup>[11]</sup>	Average Cost per Seat <sup>[12]</sup>	
Hagerstown	MD	Baltimore Washington Int'l	SA	261,731	6,504	7,075	48,469	\$151,919	\$102,075	\$143,477	\$183,696	\$230,723	\$811,890	\$38.06	13%	\$5.07	\$0.35
Lancaster	PA	Baltimore Washington Int'l	MA	282,522	6,912	7,518	52,319	\$151,919	\$110,184	\$152,470	\$206,137	\$246,422	\$867,131	\$67.64	8%	\$5.41	\$7.49
Athens	GA	Hartsfield Int'l, Atlanta, GA (L)	SA	109,812	3,072	3,341	20,335	\$75,960	\$42,826	\$67,757	\$77,071	\$104,655	\$368,269	\$38.25	14%	\$5.37	\$3.12
Lebanon/WRJ, VT	NH	Boston	NE	376,085	7,715	8,392	69,645	\$151,919	\$146,673	\$170,196	\$277,885	\$296,429	\$1,043,102	\$66.63	10%	\$6.51	\$0.14
Jamestown	NY	Cleveland	MA	306,634	6,092	6,627	56,784	\$151,919	\$119,587	\$134,387	\$223,729	\$249,960	\$879,582	\$119.54	7%	\$8.54	-\$1.01
Bradford	PA	Cleveland	MA	389,189	8,123	8,836	72,072	\$151,919	\$151,784	\$179,192	\$283,964	\$304,443	\$1,071,301	\$180.84	6%	\$10.41	\$54.69
Jonesboro	AR	Memphis Int'l, TN (M)	WSC	105,618	2,539	2,762	19,559	\$75,960	\$41,191	\$56,006	\$73,737	\$98,017	\$344,910	\$330.37	2%	\$5.02	-\$2.03
Morgantown	WV	Washington Dulles	SA	367,567	8,245	8,968	68,068	\$151,919	\$143,351	\$181,880	\$257,978	\$291,846	\$1,026,974	\$45.65	22%	\$9.97	\$46.41
Johnstown	PA	Washington Dulles	MA	332,186	7,655	8,327	61,516	\$151,919	\$129,553	\$168,872	\$242,373	\$275,009	\$967,726	\$57.21	16%	\$9.40	\$44.05
Jackson	TN	Nashville Int'l	ESC	296,696	5,928	6,449	54,944	\$151,919	\$115,712	\$130,777	\$207,138	\$240,402	\$845,947	\$166.20	5%	\$7.78	\$15.04
Oil City/Franklin	PA	Cleveland	MA	208,026	4,203	4,572	38,523	\$75,960	\$81,130	\$92,718	\$151,782	\$159,431	\$561,021	\$203.27	3%	\$6.54	-\$27.52
Kingman	AZ	Phoenix-Sky Harbor	MTN	288,179	6,185	6,727	53,366	\$151,919	\$112,390	\$136,431	\$203,860	\$240,026	\$844,626	\$470.81	2%	\$11.36	\$73.13
Owensboro	KY	Nashville Int'l	ESC	290,472	5,928	6,449	53,791	\$151,919	\$113,284	\$130,777	\$202,792	\$237,713	\$836,485	NA <sup>[14]</sup>		\$7.70	\$17.43
Altoona	PA	Washington Dulles	MA	300,846	7,147	7,774	55,712	\$151,919	\$117,330	\$157,658	\$219,506	\$256,626	\$903,039	\$105.10	8%	\$8.31	\$6.40
Quincy	IL	Lambert-St. Louis Int'l, MO (L)	ENC	511,056	11,345	12,340	94,640	\$227,879	\$199,312	\$250,262	\$358,686	\$411,347	\$1,447,485	\$92.99	8%	\$7.03	\$23.79
Clarksburg	WV	Washington Dulles	SA	385,258	9,031	9,824	71,344	\$151,919	\$150,250	\$199,224	\$270,394	\$306,400	\$1,078,187	\$50.41	21%	\$10.47	\$53.70
El Centro	CA	Los Angeles	PAC	353,153	6,913	7,519	65,399	\$151,919	\$137,730	\$152,488	\$252,439	\$275,747	\$970,322	\$102.10	12%	\$12.12	\$78.43
Parkersburg/Marietta	WV	Cleveland	SA	471,744	9,258	10,071	87,360	\$151,919	\$183,980	\$204,235	\$331,094	\$345,878	\$1,217,106	\$111.11	8%	\$8.87	\$27.11
Rutland	VT	Boston	NE	421,949	8,538	9,288	78,139	\$151,919	\$164,560	\$188,351	\$311,773	\$324,191	\$1,140,794	\$103.15	9%	\$9.50	\$44.37
DuBois	PA	Cleveland	MA	439,530	8,370	9,105	81,394	\$151,919	\$171,417	\$184,644	\$320,694	\$328,984	\$1,157,658	\$101.05	9%	\$8.80	\$24.22
Decatur	IL	Lambert-St. Louis Int'l, MO (L)	ENC	290,909	6,000	6,527	53,872	\$151,919	\$113,454	\$132,358	\$204,175	\$238,957	\$840,863	\$378.95	2%	\$8.17	\$25.06
		Chicago O'Hare	ENC	375,430	7,648	8,319	69,524	\$151,919	\$146,418	\$168,706	\$263,496	\$290,024	\$1,020,563			\$9.91	\$39.76
Marion/Herrin	IL	Lambert-St. Louis Int'l, MO (L)	ENC	493,802	10,962	11,924	91,445	\$227,879	\$192,583	\$241,819	\$346,576	\$400,516	\$1,409,372	\$87.57	8%	\$7.25	\$23.12
Muscle Shoals	AL	Memphis Int'l, TN (M)	ESC	224,734	5,230	5,689	41,617	\$151,919	\$87,646	\$115,364	\$156,897	\$203,195	\$715,022	\$41.19	22%	\$8.93	\$39.73
Cape Girardeau	MO	Lambert-St. Louis Int'l, MO (L)	WNC	343,325	7,258	7,894	63,579	\$151,919	\$133,897	\$160,096	\$240,963	\$272,689	\$959,565	\$98.68	7%	\$6.99	\$12.03
Victoria	TX	Houston Bush	WSC	210,101	4,604	5,008	38,908	\$75,960	\$81,939	\$101,567	\$146,681	\$161,240	\$567,387	\$56.31	14%	\$7.63	\$21.28
Pueblo	CO	Denver Int'l, CO (L)	MTN	345,946	7,279	7,917	64,064	\$151,919	\$134,919	\$160,567	\$244,724	\$274,775	\$966,904	\$41.53	17%	\$7.04	\$13.91
Fort Leonard Wood	MO	Lambert-St. Louis Int'l, MO (L)	WNC	379,470	8,015	8,718	70,272	\$151,919	\$147,993	\$176,804	\$266,332	\$294,990	\$1,038,038	\$124.79	6%	\$7.26	\$20.19
Mason City	IA	Minneapolis/St. Paul Int'l, MN (L)	WNC	197,215	4,080	4,438	36,521	\$75,960	\$76,914	\$90,011	\$138,416	\$151,376	\$532,677	\$19.23	35%	\$6.65	\$14.49
Staunton	VA	Washington Dulles Int'l, VA (L)	SA	261,425	5,755	6,260	48,412	\$151,919	\$101,956	\$126,958	\$183,481	\$224,033	\$788,347	\$37.87	20%	\$7.66	\$17.99
Laramie	WY	Denver Int'l, CO (L)	MTN	306,634	5,885	6,401	56,784	\$151,919	\$119,587	\$129,820	\$216,915	\$245,442	\$863,682	\$47.99	17%	\$8.39	\$25.35
Kirksville	MO	Lambert-St. Louis Int'l, MO (L)	WNC	458,640	9,217	10,026	84,933	\$151,919	\$178,870	\$203,317	\$321,897	\$339,833	\$1,195,837	\$281.11	4%	\$9.96	\$53.45
Greenville	MS	Memphis Int'l, TN (M)	ESC	229,320	5,153	5,605	42,467	\$151,919	\$89,435	\$113,678	\$160,099	\$204,507	\$719,638	\$54.44	17%	\$8.99	\$34.62
<b>TOTAL</b>													<b>\$30,001,450</b>				



TABLE 6 COST OF ALTERNATE BUS SERVICE TO/FROM A DIFFERENT AIRPORT THAN THOSE CURRENTLY SERVICED BY EAS-SUBSIDIZED FLIGHTS

EAS Community	State	Bus Trip to/from	Census Region	Annual Operating Costs										Average Costs			Cost (value) of Incremental Travel Time per Passenger <sup>[13]</sup>
				Annual Bus Miles <sup>[1]</sup>	Annual Bus Hours <sup>[2]</sup>	Annual Operator Hours <sup>[3]</sup>	Annual Fuel (gal) <sup>[4]</sup>	Bus Lease <sup>[5]</sup>	Bus Maintenance <sup>[6]</sup>	Operator Labor <sup>[7]</sup>	Fuel <sup>[8]</sup>	OH&P <sup>[9]</sup>	TOTAL ANNUAL OPERATING COST	Avg cost per passenger <sup>[10]</sup>	Load Factor <sup>[11]</sup>	Average Cost per Seat <sup>[12]</sup>	
Eau Claire	WI	Minneapolis/St. Paul Int'l, MN (L)	ENC	140,191	3,520	3,829	25,961	\$75,960	\$54,674	\$77,646	\$98,393	\$121,749	\$428,422	\$11.66	46%	\$5.35	(\$17.13)
Prescott	AZ	Sky Harbor Mun., Phoenix, AZ (L)	MTN	274,194	5,939	6,461	50,777	\$151,919	\$106,936	\$131,019	\$193,967	\$231,785	\$815,625	\$52.04	13%	\$6.79	(\$24.52) vs trip to LA (\$60.68) vs trip to Denver
Merced	CA	San Jose Int'l, CA (M)	PAC	274,194	8,498	9,244	50,777	\$151,919	\$106,936	\$187,463	\$195,998	\$254,999	\$897,314	\$218.75	3%	\$5.60	(\$58.47) vs trip to LV (\$16.73) vs trip to LA
Laurel/Hattiesburg	MS	New Orleans Int'l, LA (M)	ESC	201,802	4,037	4,391	37,371	\$75,960	\$78,703	\$89,055	\$140,887	\$152,688	\$537,292	\$19.52	34%	\$6.71	(\$4.83)
Grand Island	NE	Eppley Airfield, Omaha, NE (M)	WNC	220,038	4,672	5,082	40,748	\$75,960	\$85,815	\$103,070	\$154,434	\$166,453	\$585,732	NA <sup>[14]</sup>		\$7.88	\$2.22
Paducah	KY	Nashville Metropolitan, TN (M)	ESC	227,791	4,623	5,029	42,184	\$75,960	\$88,839	\$101,983	\$159,032	\$169,048	\$594,860	\$14.94	50%	\$7.43	(\$3.89)
<b>TOTAL</b>															<b>\$3,859,246</b>		

NOTES FOR TABLE 5 & 6

- [1] Annual bus miles = # weekly trips x one-way trip distance [mi] x 52 weeks/yr (See Tables 3 and 4)
- [2] Annual bus hours = # weekly trips x total trip time [hr] x 52 weeks/yr x (1 + % deadhead hours) [see Tables 3 and 4 for weekly trips and total trip time]. % deadhead hours assumed to be: 5%
- [3] Annual operator hours = Annual bus hours + 0.5 hr/day x 365 day/yr x (Bus hours ÷ 2080)
- [4] Annual fuel [gal] = Annual bus miles ÷ MPG (see Table 8 for average MPG by region)
- [5] Bus lease Cost = # buses (Tables 3 and 4) x Annual equivalent lease cost per bus (Table 8)
- [6] Bus Maintenance cost = Annual Bus miles x Bus Maintenance Cost Factor [\$/mi] (Table 8)
- [7] Operator labor cost = Annual Operator hours x (Direct Labor cost [\$/hr] + Indirect Labor Cost [\$/hr]) (See Table 8)
- [8] Fuel Cost = Annual Fuel [gal] x Fuel Cost [\$/gal] (see Table 8)
- [9] OH&P [\$] = (Overhead [%] + Profit [%]) x (Bus Lease Cost + Bus Maintenance Cost + Operator Labor Cost + Fuel Cost). See Table 8 for OH&P factors
- [10] Average Cost per passenger = Total annual operating cost ÷ Annual passengers [Table 1]
- [11] Load Factor = Annual Passengers [Table 1] ÷ (Weekly seats [Table 3 & 4] x 52 weeks/year)
- [12] Average Cost per seat = Total annual operating cost ÷ (Weekly seats [Table 3 & 4] x 52 weeks/year)
- [13] Cost of Incremental Travel time = Incremental Trip Time(hr) [Table 3 & 4] x Time Valuation For All Purposes (\$/hr) [Table 9]
- [14] Carrier offers subsidized and unsubsidized service from this airport. Cannot determine the number of passengers on subsidized routes.





TABLE 7: ANNUAL EMISSIONS FROM EAS-SUBSIDIZED AIR FLIGHTS AND ALTERNATIVE BUS SERVICE

	EAS Community	State	Current EAS Subsidized Air Trips							Alternative Coach Bus Trips									
			To/from	Annual Fuel <sup>[1]</sup> (gal)	CO <sub>2</sub> (ton)	NOx (ton)	PM (ton)	HC (ton)	CO (ton)	SO <sub>2</sub> (ton)	To/from	Annual Miles <sup>[3]</sup> (mi)	Annual Fuel <sup>[3]</sup> (gal)	CO <sub>2</sub> (ton)	NOx (ton)	PM (ton)	HC (ton)	CO (ton)	SO <sub>2</sub> (ton)
A I R & B U S T R I P S T O S A M E L O C A T I O N	Hagerstown	MD	Baltimore Washington Int'l	75,421	838	0.27		11.3	19.7	0.3	Baltimore Washington Int'l	261,731	48,469	538.8	0.33	0.006	0.043	0.026	0.005
	Lancaster	PA	Baltimore Washington Int'l	68,238	758	0.24		10.2	17.8	0.2	Baltimore Washington Int'l	282,522	52,319	581.6	0.35	0.006	0.047	0.028	0.006
	Athens	GA	Hartsfield Int'l, Atlanta, GA (L)	39,312	437	0.14		5.9	10.3	0.1	Hartsfield Int'l, Atlanta, GA (L)	109,812	20,335	226.0	0.14	0.002	0.018	0.011	0.002
	Lebanon/WRJ, VT	NH	Boston	98,765	1,098	0.35		14.8	25.8	0.3	Boston	376,085	69,645	774.1	0.47	0.008	0.062	0.037	0.008
	Jamestown	NY	Cleveland	205,920	2,289	0.73		30.9	53.7	0.7	Cleveland	306,634	56,784	631.2	0.38	0.007	0.051	0.030	0.006
	Bradford	PA	Cleveland	223,080	2,480	0.79		33.4	58.2	0.8	Cleveland	389,189	72,072	801.1	0.48	0.009	0.064	0.039	0.008
	Jonesboro	AR	Memphis Int'l, TN (M)	46,176	513	0.16		6.9	12.0	0.2	Memphis Int'l, TN (M)	105,618	19,559	217.4	0.13	0.002	0.017	0.010	0.002
	Morgantown	WV	Washington Dulles	237,463	2,640	0.84		35.6	61.9	0.8	Washington Dulles	367,567	68,068	756.6	0.46	0.008	0.061	0.036	0.008
	Johnstown	PA	Washington Dulles	241,488	2,684	0.85		36.2	63.0	0.9	Washington Dulles	332,186	61,516	683.8	0.41	0.007	0.055	0.033	0.007
	Jackson	TN	Nashville Int'l	78,381	871	0.28		11.7	20.4	0.3	Nashville Int'l	296,696	54,944	610.7	0.37	0.007	0.049	0.029	0.006
	Oil City/Franklin	PA	Cleveland	143,000	1,590	0.51	N	21.4	37.3	0.5	Cleveland	208,026	38,523	428.2	0.26	0.005	0.034	0.021	0.004
	Kingman	AZ	Phoenix-Sky Harbor	123,933	1,378	0.44	O	18.6	32.3	0.4	Phoenix-Sky Harbor	288,179	53,366	593.2	0.36	0.006	0.048	0.029	0.006
	Owensboro	KY	Nashville Int'l	70,543	784	0.25	T	10.6	18.4	0.2	Nashville Int'l	290,472	53,791	597.9	0.36	0.006	0.048	0.029	0.006
	Altoona	PA	Washington Dulles	242,159	2,692	0.86		36.3	63.1	0.9	Washington Dulles	300,846	55,712	619.3	0.37	0.007	0.050	0.030	0.006
	Quincy	IL	Lambert-St. Louis Int'l, MO (L)	115,440	1,283	0.41	A	17.3	30.1	0.4	Lambert-St. Louis Int'l, MO (L)	511,056	94,640	1,052.0	0.64	0.011	0.085	0.051	0.010
	Clarksburg	WV	Washington Dulles	269,662	2,997	0.95	V	40.4	70.3	1.0	Washington Dulles	385,258	71,344	793.0	0.48	0.008	0.064	0.038	0.008
	El Centro	CA	Los Angeles	180,093	2,002	0.64	A	27.0	47.0	0.6	Los Angeles	353,153	65,399	726.9	0.44	0.008	0.058	0.035	0.007
	Parkersburg/Marietta	WV	Cleveland	251,680	2,798	0.89	I	37.7	65.6	0.9	Cleveland	471,744	87,360	971.1	0.59	0.010	0.078	0.047	0.010
	Rutland	VT	Boston	79,461	883	0.28	L	11.9	20.7	0.3	Boston	421,949	78,139	868.6	0.53	0.009	0.070	0.042	0.009
	DuBois	PA	Cleveland	285,047	3,168	1.01	A	42.7	74.3	1.0	Cleveland	439,530	81,394	904.7	0.55	0.010	0.073	0.044	0.009
	Decatur	IL	Lambert-St. Louis Int'l, MO (L)	74,256	825	0.26	B	11.1	19.4	0.3	Lambert-St. Louis Int'l, MO (L)	290,909	53,872	598.8	0.36	0.006	0.048	0.029	0.006
	Decatur	IL	Chicago O'Hare	111,384	1,238	0.39	L	16.7	29.0	0.4	Chicago O'Hare	375,430	69,524	772.8	0.47	0.008	0.062	0.037	0.008
	Marion/Herrin	IL	Lambert-St. Louis Int'l, MO (L)	109,027	1,212	0.39	E	16.3	28.4	0.4	Lambert-St. Louis Int'l, MO (L)	493,802	91,445	1,016.5	0.62	0.011	0.082	0.049	0.010
	Muscle Shoals	AL	Memphis Int'l, TN (M)	156,520	1,740	0.55		23.5	40.8	0.6	Memphis Int'l, TN (M)	224,734	41,617	462.6	0.28	0.005	0.037	0.022	0.005
	Cape Girardeau	MO	Lambert-St. Louis Int'l, MO (L)	251,680	2,798	0.89		37.7	65.6	0.9	Lambert-St. Louis Int'l, MO (L)	343,325	63,579	706.7	0.43	0.008	0.057	0.034	0.007
	Victoria	TX	Houston Bush	159,874	1,777	0.57		24.0	41.7	0.6	Houston Bush	210,101	38,908	432.5	0.26	0.005	0.035	0.021	0.004
	Pueblo	CO	Denver Int'l, CO (L)	178,464	1,984	0.63		26.7	46.5	0.6	Denver Int'l, CO (L)	345,946	64,064	712.1	0.43	0.008	0.057	0.034	0.007
	Fort Leonard Wood	MO	Lambert-St. Louis Int'l, MO (L)	83,373	927	0.30		12.5	21.7	0.3	Lambert-St. Louis Int'l, MO (L)	379,470	70,272	781.1	0.47	0.008	0.063	0.038	0.008
	Mason City	IA	Minneapolis/St. Paul Int'l, MN (L)	153,390	1,705	0.54		23.0	40.0	0.5	Minneapolis/St. Paul Int'l, MN (L)	197,215	36,521	406.0	0.25	0.004	0.033	0.020	0.004
	Staunton	VA	Washington Dulles Int'l, VA (L)	168,168	1,869	0.60		25.2	43.8	0.6	Washington Dulles Int'l, VA (L)	261,425	48,412	538.1	0.33	0.006	0.043	0.026	0.005
Laramie	WY	Denver Int'l, CO (L)	147,576	1,640	0.52		22.1	38.5	0.5	Denver Int'l, CO (L)	306,634	56,784	631.2	0.38	0.007	0.051	0.030	0.006	
Kirksville	MO	Lambert-St. Louis Int'l, MO (L)	87,542	973	0.31		13.1	22.8	0.3	Lambert-St. Louis Int'l, MO (L)	458,640	84,933	944.1	0.57	0.010	0.076	0.046	0.009	
Greenville	MS	Memphis Int'l, TN (M)	159,650	1,775	0.57		23.9	41.6	0.6	Memphis Int'l, TN (M)	229,320	42,467	472.0	0.29	0.005	0.038	0.023	0.005	
A I R & B U S T R I P S T O S A M E L O C A T I O N	Eau Claire	WI	Chicago O'Hare	589,680	6,555	2.09		88.4	153.8	2.1	Minneapolis/St. Paul Int'l, MN (L)	140,191	25,961	288.6	0.17	0.003	0.023	0.014	0.003
	Prescott	AZ	Los Angeles	253,587	2,819	0.90		38.0	66.1	0.9	Sky Harbor Mun., Phoenix, AZ (L)	274,194	50,777	564.4	0.34	0.006	0.045	0.027	0.006
	Prescott	AZ	Denver	222,889	2,478	0.79		33.4	58.1	0.8	Sky Harbor Mun., Phoenix, AZ (L)	274,194	50,777	564.4	0.34	0.006	0.045	0.027	0.006
	Merced	CA	McCarran Int'l, Las Vegas, NV	240,240	2,670	0.85		36.0	62.6	0.9	San Jose Int'l, CA (M)	274,194	50,777	564.4	0.34	0.006	0.045	0.027	0.006
	Merced	CA	Los Angeles, CA	272,272	3,026	0.96		40.8	71.0	1.0	San Jose Int'l, CA (M)	274,194	50,777	564.4	0.34	0.006	0.045	0.027	0.006
	Laurel/Hattiesburg	MS	Memphis Int'l, TN (M)	241,041	2,679	0.85		36.1	62.8	0.9	New Orleans Int'l, LA (M)	201,802	37,371	415.4	0.25	0.004	0.033	0.020	0.004
	Grand Island	NE	Dallas/Fort Worth	502,493	5,585	1.78		75.3	131.0	1.8	Eppley Airfield, Omaha, NE (M)	220,038	40,748	452.9	0.27	0.005	0.036	0.022	0.004
Paducah	KY	Chicago O'Hare	691,891	7,691	2.45		103.7	180.4	2.4	Nashville Metropolitan, TN (M)	227,791	42,184	468.9	0.28	0.005	0.038	0.023	0.005	
			<b>TOTAL</b>	7,930,259	88,149	28.07		1,188.2	2,067.7	28.1	<b>TOTAL</b>	11,953,411	2,213,595	24,605	14.89	0.264	1.976	1.186	0.244





NOTES TO TABLE 7

[1] See Table 2

[2]  $CO_2 \text{ emissions [ton]} = \text{Annual fuel use [gal]} \times 10,084 \text{ g } CO_2/\text{gallon} \div 907,200 \text{ g/ton.}$  [CO<sub>2</sub> g/gallon from: EPA420-F-05-001 February 2005]

NOx, HC, CO, SO<sub>2</sub> emissions [ton] = Annual Fuel Use [gal] x Emission Factor [g/gal] ÷ 907,200 g/ton.

Emission factors [g/gal] are based on LTO emission factors and fuel use for SAAB 340, taken from: *Revised 1996 IPCC Guidelines for National Greenhouse Gas Inventories: Reference Manual*, Table 1-50, pg 1.96

An LTO is a landing and take-off cycle, and encompasses aircraft operations on the ground and up to 3,000 ft altitude. LTO emission factors represent emissions over a standardized LTO test cycle.

	Unit	NOx	HC	CO	SO <sub>2</sub>	Source
LTO Emission Factor	kg/LTO	0.3	12.7	22.1	0.3	IPPC, SAAB 340
LTO Fuel Use	kg/LTO	<u>300</u>	<u>300</u>	<u>300</u>	<u>300</u>	IPPC, SAAB 340
= Kg Emissions per Kg Fuel		0.001	0.042	0.074	0.001	
x Fuel density (kg/gal) x 1000 g/kg		<u>3,211</u>	<u>3,211</u>	<u>3,211</u>	<u>3,211</u>	www.afdc.energy.gov/afdc/pdfs/fueltable.pdf
= Emission Factor	g/gal	3.2	135.9	236.5	3.2	

[3] See Tables 5 and 6 for calculation of total annual miles and fuel by route.

[4]  $CO_2 \text{ emissions [ton]} = \text{Annual fuel use [gal]} \times 10,084 \text{ g } CO_2/\text{gallon} \div 907,200 \text{ g/ton.}$  [CO<sub>2</sub> g/gallon from: EPA420-F-05-001 February 2005]

NOx, PM, HC, CO emissions [ton] = Annual miles x Emission Factor [g/mi] ÷ 907,200 g/ton.

Emission factors are from EPA MOVES model; vehicle type - Intercity Bus; model year 2011; roadway type - composite road	Emissions (g/mi)			
	NOx	PM	HC	CO
	1.13	0.02	0.15	0.09

SO<sub>2</sub> emissions [ton] = Annual fuel use [gal] x 0.10 g SO<sub>2</sub>/gallon ÷ 907,200 g/ton. This assumes 15 ppm sulfur fuel (EPA max allowable) and that all fuel-borne sulfur is converted to SO<sub>2</sub> during combustion



**Table 8 BUS SERVICE COST FACTORS**

COST FACTOR	unit	REGION									Source
		New England [NE]	Middle Atlantic [MA]	East North Central [ENC]	South Atlantic [SA]	East South Central [ESC]	West North Central [WNC]	West South Central [WSC]	Mountain [MTN]	Pacific [PAC]	
Bus purchase cost	\$	\$ 500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	ABA bus operator cost survey
Bus equivalent lease Cost	\$/yr	\$75,960	\$75,960	\$75,960	\$75,960	\$75,960	\$75,960	\$75,960	\$75,960	\$75,960	Assumes 8 year lease & cost of capital below
Bus Maintenance Cost	\$/mi	\$0.39	\$0.39	\$0.39	\$0.39	\$0.39	\$0.39	\$0.39	\$0.39	\$0.39	ABA bus operator cost survey
Direct Driver Labor Cost	\$/hr	\$15.78	\$15.78	\$15.78	\$15.78	\$15.78	\$15.78	\$15.78	\$15.78	\$15.78	ABA bus operator cost survey
Indirect Driver Labor Cost	\$/hr	\$4.50	\$4.50	\$4.50	\$4.50	\$4.50	\$4.50	\$4.50	\$4.50	\$4.50	ABA bus operator cost survey
Overhead Costs	% of direct operating costs	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	ABA bus operator cost survey
Profit Margin	%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	ABA bus operator cost survey
Coach Bus Fuel Economy	MPG	5.40	5.40	5.40	5.40	5.40	5.40	5.40	5.40	5.40	ABA bus operator cost survey
Diesel Fuel Cost	\$/gal	\$3.99 PADD 1A	\$3.94 PADD 1B	\$3.79 PADD 2	\$3.79 PADD 1C	\$3.77 PADD 3	\$3.79 PADD 2	\$3.77 PADD 3	\$3.82 PADD 4	\$3.86 PADD 5	Energy Information Administration, Weekly Retail Gasoline and Diesel Prices, 8/22/11, Diesel (on highway) all types
Cost of Capital	%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	ABA bus operator cost survey



**TABLE 9: VALUATION OF TRAVEL TIME**

REGION/DIVISION	Median household income <sup>[1]</sup>	Hourly income <sup>[2]</sup>	Valuation for personal travel (surface) <sup>[3]</sup>	Valuation for personal travel - air <sup>[4]</sup>	Hourly compensation <sup>[5]</sup>	Valuation for business travel (surface) <sup>[6]</sup>	Valuation for business travel (air) <sup>[7]</sup>	Valuation for all purposes (air) <sup>[8]</sup>
<b>Northeast</b>	\$53,073	\$26.54	\$18.58	\$29.24	\$32.16	\$32.16	\$60.83	\$39.37
New England [NE]	\$58,709	\$29.35	\$20.55	\$32.35	\$33.56	\$33.56	\$63.48	\$42.35
Middle Atlantic [MA]	\$51,583	\$25.79	\$18.05	\$28.42	\$31.62	\$31.62	\$59.81	\$38.49
<b>Midwest</b>	\$48,877	\$24.44	\$17.11	\$26.93	\$27.47	\$27.47	\$51.96	\$34.97
East North Central [ENC]	\$48,137	\$24.07	\$16.85	\$26.52	\$27.73	\$27.73	\$52.45	\$34.85
West North Central [WNC]	\$50,408	\$25.20	\$17.64	\$27.78	\$26.90	\$26.90	\$50.88	\$35.21
<b>South</b>	\$45,615	\$22.81	\$15.97	\$25.13	\$24.93	\$24.93	\$47.16	\$32.22
South Atlantic [SA]	\$47,408	\$23.70	\$16.59	\$26.12	\$25.48	\$25.48	\$48.20	\$33.22
East South Central [ESC]	\$39,958	\$19.98	\$13.99	\$22.02	\$22.65	\$22.65	\$42.84	\$28.71
West South Central [WSC]	\$45,905	\$22.95	\$16.07	\$25.29	\$25.07	\$25.07	\$47.42	\$32.41
<b>West</b>	\$53,833	\$26.92	\$18.84	\$29.66	\$29.95	\$29.95	\$56.65	\$38.34
Mountain [MTN]	\$50,419	\$25.21	\$17.65	\$27.78	\$27.93	\$27.93	\$52.83	\$35.83
Pacific [PAC]	\$56,232	\$28.12	\$19.68	\$30.98	\$30.84	\$30.84	\$58.33	\$39.78

[1] Census data, 2009 (Current Population Reports: Income)

[2] Median household income / 2000 hours

[3] 70% of hourly income (DOT recommendation for personal travel)

[4] Valuation of personal surface travel multiplied by 2003 ratio of personal surface travel valuation to personal air travel valuation

	Valuation for	Valuation for	Multiplication
Personal	\$14.80	\$23.30	1.574
Business	\$21.20	\$40.10	1.892

[5] Total employer cost for employee compensation, 2009 (Bureau of Labor Statistics)

[6] Same as hourly compensation.

[7] Valuation of business surface travel multiplied by 2003 ratio of business surface travel valuation to business air travel valuation

[8] Based on DOT's assumptions of 68.7% personal and 31.3% business for air travel





TABLE 11: AVERAGE FUEL USE FOR AIRCRAFT USED ON EAS-SUBSIDIZED ROUTES

Equipment	Full name	Average Fuel Burn (gal/hr)	Source
C-402	Cessna 402	37.0	<a href="http://www.planequest.com/operationcosts/op_cost_info.asp?id=55">http://www.planequest.com/operationcosts/op_cost_info.asp?id=55</a>
C-208B	Cessna 208B Grand Caravan	42.0	<a href="http://www.zimex.ch/media/4411/aircraft_spec_caravan.pdf">http://www.zimex.ch/media/4411/aircraft_spec_caravan.pdf</a>
B-1900	Beechcraft 1900	110.0	<a href="http://www.ameriflight.com/Aircraft/be1900.asp">http://www.ameriflight.com/Aircraft/be1900.asp</a>
PC-12	Pilatus PC12	74.0	<a href="http://www.jetfly.com/english/advantages/flyGreen.html">http://www.jetfly.com/english/advantages/flyGreen.html</a>
SAAB 340	SAAB 340	129.0	<a href="http://www.azfreighters.com/planes/saab340b.pdf">http://www.azfreighters.com/planes/saab340b.pdf</a>
C-208	Cessna 208 Caravan	47.6	<a href="http://www.airbornesolutions.com/AircraftFleet/FixedWing/tabid/81/Default.aspx">http://www.airbornesolutions.com/AircraftFleet/FixedWing/tabid/81/Default.aspx</a>
CRJ-200	Bombardier CRJ-200	324.0	<a href="http://www.globalsecurity.org/military/world/canada/crj200-specs.htm">http://www.globalsecurity.org/military/world/canada/crj200-specs.htm</a>
BRASILIA	Embraer EMB 120 Brasilia	117.8	<a href="http://www.thinkairplanes.com/embraer-for-sale/embraer-emb-120-er-for-sale/32/">http://www.thinkairplanes.com/embraer-for-sale/embraer-emb-120-er-for-sale/32/</a>
Caravan	Cessna 208 Caravan	47.6	<a href="http://www.airbornesolutions.com/AircraftFleet/FixedWing/tabid/81/Default.aspx">http://www.airbornesolutions.com/AircraftFleet/FixedWing/tabid/81/Default.aspx</a>
EMB-145 <sup>[1]</sup>	Embraer ERJ 145	223.0	<a href="http://azureairways.com/erj145.php">http://azureairways.com/erj145.php</a>

[1] Based on published data: 0.637 gal/mi x 350 mi/hr (based on scheduled flight time and flight miles for Grand Island NE to Dallas TX)



**TABLE 12: AVERAGE DRIVE TIME DELAY FOR BUS TRIPS WITHIN URBAN AREAS**

Urban Area	Travel Time Index (2009) <sup>[1]</sup>	Daily Congested Time (hr) <sup>[1]</sup>	Congestion Time Percentage <sup>[2]</sup>	Average Bus Trip Delay (hr) <sup>[3]</sup>
Baltimore, MD	1.17	4.00	27%	0.027
Boston, MA	1.20	5.00	33%	0.040
Chicago, IL	1.25	5.75	38%	0.058
Cleveland, OH	1.10	4.00	27%	0.016
Denver, CO	1.22	5.00	33%	0.044
Omaha, NE	1.08	2.50	17%	0.008
Atlanta, GA	1.22	5.00	33%	0.044
Houston, TX	1.25	6.00	40%	0.060
St Louis, MO	1.12	4.00	27%	0.019
Los Angeles, CA	1.38	8.00	53%	0.122
Memphis, TN	1.13	4.00	27%	0.021
Minneapolis, MN	1.21	4.25	28%	0.036
Nashville, TN	1.15	4.00	27%	0.024
New Orleans, LA	1.15	4.00	27%	0.024
Phoenix, AZ	1.20	5.00	33%	0.040
San Jose, CA	1.23	5.00	33%	0.046
Washington, DC	1.30	6.50	43%	0.078

[1] Texas Transportation Institute, 2010 Annual Urban Mobility Report, Congestion Data for Your City ([http://mobility.tamu.edu/ums/congestion\\_data/](http://mobility.tamu.edu/ums/congestion_data/))  
 Travel Time Index is the ratio of travel time in the peak period to travel time in free-flow. A value of 1.30 indicates a 20-minute free-flow trip takes 26 minutes in the peak.

[2] Congestion Time Percentage = Daily Congested Time [hr] ÷ 15 hrs/day available for bus trips (6 AM - 9PM)

[3] Avg Bus Trip Delay [hr] = (Travel Time Index - 1) x Free Flow Trip Time [hr] x Congestion Time Percentage  
 Free Flow Trip Time [hr] = 30 miles travel in urban area ÷ 50 MPH free flow traffic speed = 0.60 hour

