

6 Selection of the Locally Preferred Alternative

The Athens-Atlanta Corridor LPA was presented to the PMT during their December 6, 2001 meeting. Because a quorum was not present the PMT conducted a second meeting on December 20th, at which it unanimously selected the Commuter Rail Alternative as the LPA.

The PMT selected the rail option as the LPA, because it is forecast to divert ten times more automobile traffic than the express bus alternative, with one-eighth the operating assistance per auto passenger diverted, rail ridership would be two and one-half times higher than express bus ridership, and the annualized cost per rail passenger (including capital) would only be 25 percent higher than per bus passenger. Additional selection factors are shown in **Table 6-1**. The complete presentation to the PMT is provided in Appendix N, Locally Preferred Alternative.

Table 6-1 Factors Considered by PMT in Choosing Commuter Rail
(Year 2025 Forecasts; 2002 \$\$)

Item	Express Bus	Commuter Rail
Revenue	\$3,700,000	\$12,100,000
Operating Cost	\$6,800,000	\$16,800,000
Operating Assistance	\$3,100,000	\$4,700,000
Operating Revenue / Operating Cost	54%	72%
Annual Riders	645,000	2,345,000
Operating Assistance / Rider	\$4.80	\$2.00
Reduction in VMT (all counties)	7,500,000	75,000,000
Total Capital	\$55,400,000	\$377,900,000
Annual Capital Cost Based of Life of Investments	\$2,140,000	\$10,500,000
Annual Capital / Rider	\$3.31	\$4.48

Source: GRC presentation to PMT, December 6, 2001