

Vision for Mass Transit Moves Forward



Governor Corzine supports multimodal regional initiative to boost mobility and economic development

WOODBURY, NJ – May 12, 2009 At a gathering of business and community leaders, the Delaware River Port Authority (DRPA) presented its recommendations to expand transit service in Southern New Jersey. DRPA conducted a transit planning study that focused on transportation needs and solutions for Southern New Jersey. As a result, the agency has recommended that Diesel Light Rail service be advanced from Camden to Glassboro within the existing Conrail right-of-way. In addition, Bus Rapid Transit service to Camden and Philadelphia along Routes 42, 55 and the Atlantic City Expressway, as well as improvements to the NJ TRANSIT Atlantic City rail line have been recommended by DRPA, as a multimodal regional transit initiative.

Governor Jon Corzine endorsed this three-pronged transportation improvement initiative presented at the May 12, 2009 event.



Please join us for the following Public Open Houses:

Wednesday, June 10, 2009

6:30-8:30 PM

Rutgers University

Camden Campus
Center, Main Lounge
326 Penn Street,
Camden, NJ 08102
Free Parking at Lots
#12, #13 & #14



Thursday, June 11, 2009

6:30-8:30 PM

**Woodbury Jr/Sr
High School
Cafeteria**

25 North Broad
Street, Woodbury, NJ
08096



Wednesday, June 17, 2009

6:30-8:30 PM

**Camden County
College Civic Hall**

located in the
Connector Building,
Blackwood Campus
200 College Drive,
Blackwood, NJ 08012



Thursday, June 18, 2009

6:30-8:30 PM

Rowan University

Chamberlain Student
Center
201 Mullica Hill Road,
Glassboro, NJ 08028





Round 1 Public Open Houses

What you told us...

- Congestion delays are experienced on a regular basis when traveling to work.
- That the existing public transportation (transit) system does not meet your needs.
- Improved access to Camden and Philadelphia is important.
- Reducing traffic congestion is the most important factor in planning rail service for Southern New Jersey.
- Preservation of the environment is the most important factor in evaluating transportation alternatives.
- Saving money related to commuting with an automobile is important to you.
- The Conrail right-of-way is the preferred alignment for rail service improvements.
- To consider a Light Rail alternative, which was added and became Alternative 4.

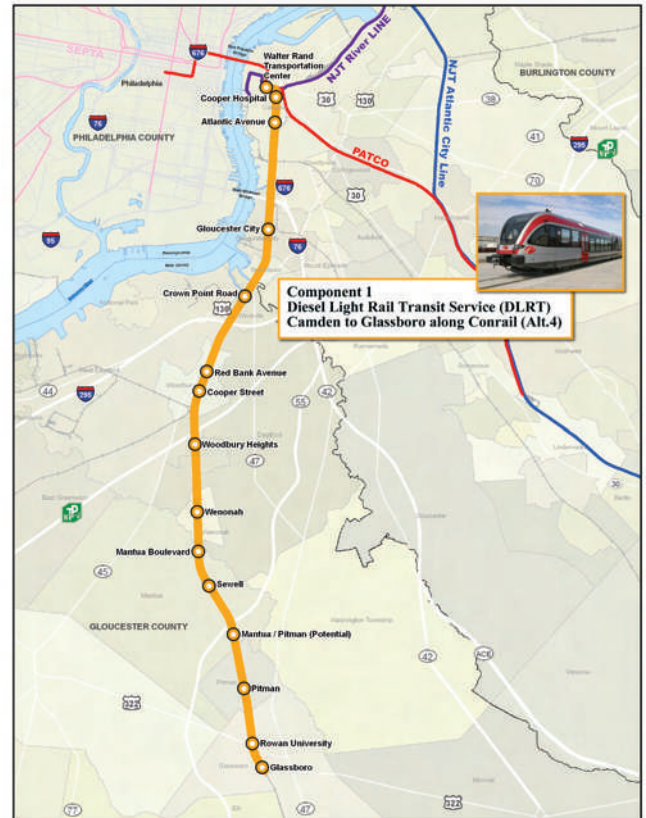


Transit Investment Vision for Southern New Jersey

DRPA CEO and PATCO President, John J. Matheussen, provided the following statement on the three pronged transit improvement plan that has been recommended by the study team and has the support of the Governor.

The proposed solution consists of a three-pronged transit improvement plan that has been recommended by our study team. Based on our finding for needed improvements, we have expanded our geographical scope and the variety of needs and challenges that influence and benefit from transit investments. The plan being presented is truly regional in nature and provides benefits to all of Southern New Jersey. It is a transportation and development plan that surpasses the simple needs of moving people from home to work. It is a plan that sustains and supports smart growth, grows our economy and protects our fragile environment.

The DRPA and PATCO fully support this program of improvements and is committed to bringing this plan to fruition in cooperation with NJDOT and NJTransit.



The plan includes three major elements:

- First, implementation of a light rail system from the Walter Rand Transportation Center in Camden to downtown Glassboro generally along the existing rail right of way and serving numerous established communities that grew up along that rail route at a time when railroads formed the fabric of our country. This is consistent with the state plan for growth and builds on



Diesel Light Rail Transit (DLRT)



Bus Rapid Transit (BRT)



NJT Atlantic City Line



make efficient use of existing highway infrastructure with minimal impact to the environment and a modest impact in capital cost. At the same time these bus corridors will act to build on the economy of the region by providing increased mobility, commuter alternatives and an opportunity for Transit Oriented Development at the Bus Rapid Transit stations. It also provides a flexible approach to address an ever-changing demographic.

- Third, this regional plan will examine the benefits and requirements to upgrade another severely underutilized transportation asset - the Atlantic City Rail Line. The Atlantic City Line is a tremendous asset

connecting Philadelphia's 30th Street Station with Atlantic City, but misses the opportunity to connect to a South Jersey jewel, the Atlantic City Airport. However, due to a lack of adequate connections, a lack of double track and infrequent service, the system cannot realize its potential and cannot fully provide the benefits to the region. We will examine opportunities to improve this system including the development of a Transfer Station at the PATCO Woodcrest Station allowing for more convenient transfers between PATCO, New Jersey Transit and convenient access from I-295. We will also identify track improvements to facilitate more frequent, reliable service and a better connection to the Atlantic City Airport Terminal. The Atlantic City Airport has untapped capacity to relieve traffic at some of the regions larger airports, and properly planned, we'll help grow the region's economy in leaps and bounds.

These three transportation initiatives are efficient, cost effective and resolve many transportation, community, environmental and economic

development goals for our region.

They are smart investments that enhance underutilized transportation resources to better serve the citizens of South Jersey and beyond. They are affordable investments that have short time frames for implementation to provide quick wins for the region. They will create thousands of direct and indirect construction and transit related jobs and many, many long term jobs and career opportunities as a result of bringing transit to our region. They will open new job opportunities for transit dependent residents of our region. They will spur development and re-development in our communities. They will encourage Transit Oriented Development around transit centers, and they will encourage people to reduce the number of single occupant vehicle trips throughout our region. And last but not least, they will protect our environment and the assets that make South Jersey what it is.

We are conducting the final round of public meetings in June to discuss these investments and the plans to move forward. It is essential that the public continues to be involved every step of the way. We look forward to the public's input to help refine these options to better serve all of South Jersey and the greater Delaware Valley region's needs.

More than a decade ago, South Jersey missed an opportunity to build one component of what we are proposing when light rail between Camden and Glassboro was proposed by New Jersey Transit. We have a rare opportunity before us. We have another chance to build that line and to do more. We have support in Trenton, we have a commitment for funding in the Transportation Trust Fund, we have the support of our Board and we have heard from residents of South Jersey that they want and support expanded mass transportation.

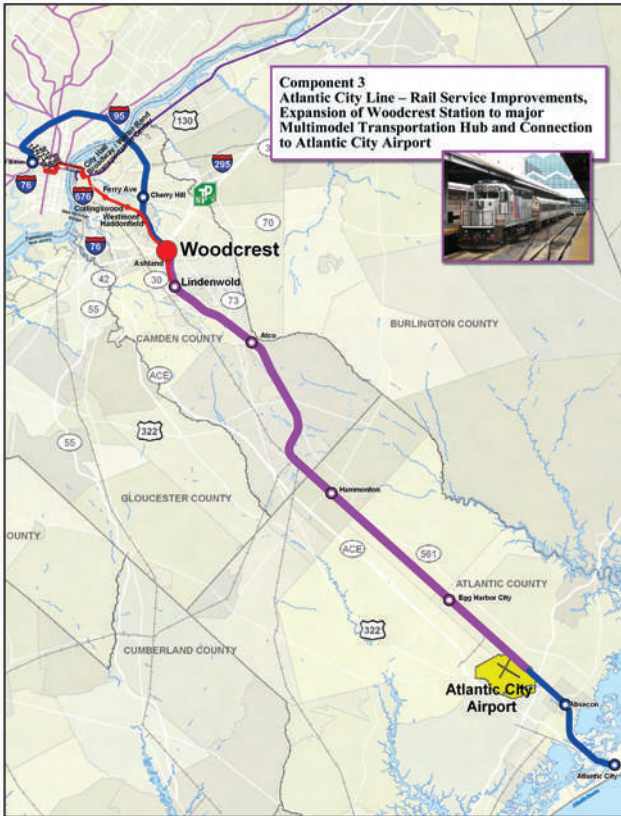
DRPA and PATCO have initiated the study that has led to the recommendations presented here today and have advocated for these improvements.

Continued on Page 4

Transit Investment Vision for Southern New Jersey *(Continued)*

We have found willing partners in our elected officials, our community representatives, our planning agencies, our transit partners and in Trenton.

I am personally proud of what all of us working together have accomplished, where we are today and what our actions will mean for South Jersey for many years to come. There can be no finer example of a region coming together to address its transportation, environmental, and economic issues and developing a solution that will make a difference.



Rail Transit Network Regional Disparity

Southeastern Pennsylvania

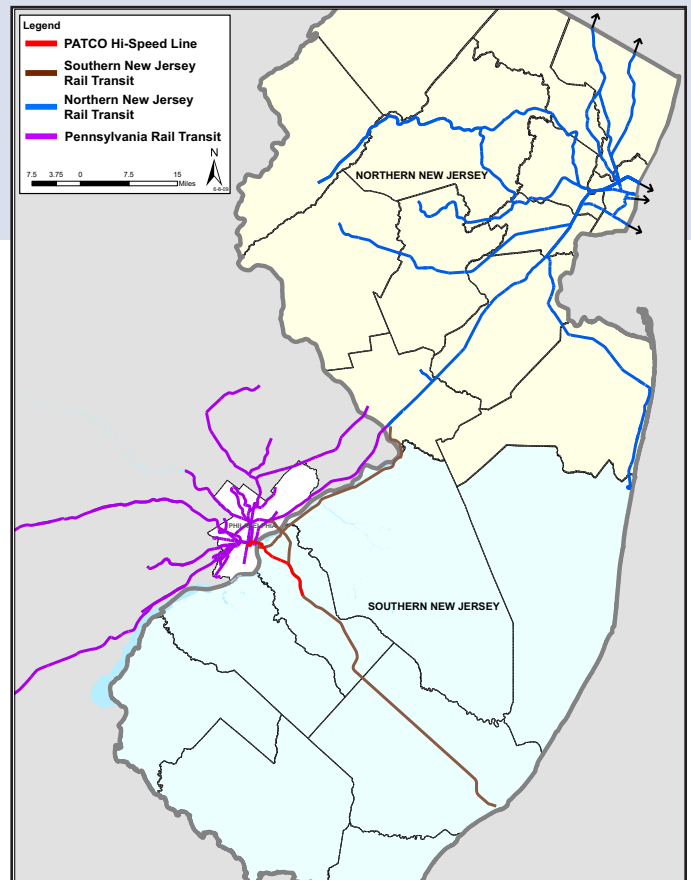
Comprehensive Network Encompassing Over 300 Miles of Rail.

Northern New Jersey

Comprehensive Network Encompassing Over 600 Miles of Rail.

Southern New Jersey

Limited Network of Less Than 100 Miles of Rail.



Project Goals



- Improve Transit Choices in the Southern New Jersey Study Area
- Reduce Congestion with Effective Transit Investments
- Maximize Existing Transportation Assets
- Develop a Transit Network that Improves Links Between People and Activity Centers
- Support State and Local Planned Growth Initiatives Through a Competitive and Reliable Transit Service

Contact Us:

- Project Hot-Line **856-968-2252** for Additional Study Information or Special Assistance
- Visit our website: www.ridepatco.org

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We want your ideas and input.

www.ridepatco.org