Welcome

Study Team

Study Sponsors:

Delaware River Port Authority of Pennsylvania & New Jersey

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New Jersey Department of Transportation

Study Partners:

Federal Transit Administration

New Jersey Transit

Federal Highway Administration

Delaware Valley Regional Planning Commission

South Jersey Transportation Authority

South Jersey Transportation Planning Organization

Consultants:

STV Incorporated

PB

envision

Gallop

Holland+Knight

ARMAND CORPORATION

What is An Alternatives Analysis?

- First Step in Federal Transit Administration Planning Process
- Evaluates Needs, Alternatives & Issues
  - Transportation & Community Needs
  - Alignments, Station Locations and Modes
  - Key Environmental Impacts
  - Ridership, Costs and Funding
- Includes Public Outreach and Input
- Results in Locally Preferred Alternative

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What We Want to Hear From You

- Does The Existing Public Transportation System Meet Your Travel Needs?
- How Does Congestion Affect Your Mobility In The Region?
- Should There Be Options To The Congested Roadway Network Such As Route 55, Route 42 And 676?
- Do You Experience Delays When Traveling To Work?
- Is Improved Access To Camden & Philadelphia Important To You?
- What Is Important In Evaluating Transportation Alternatives?
- What Is Your Preference Of Mode, Alignment And Station Areas That Have Been Presented In The Past?
- Other Ideas And Thoughts – Your Comments Count!

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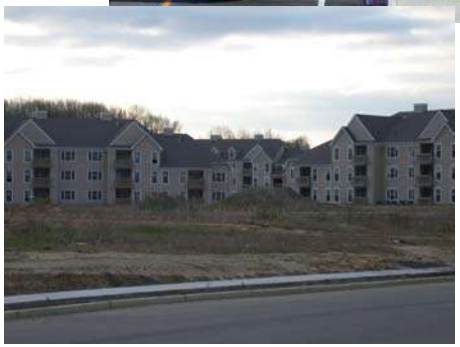
What's New Since We Last Met?

- Numerous Studies Conducted In Past 50 Years With No Results For Gloucester And Cumberland Counties
- Over 500 Comments From Previous Transit Study (2005) Indicated Strong Support For Improved Rapid Transit System
- Strong Agency and Elected Official Support
- Worsening Highway Congestion With No End In Sight And No Room For New Capacity
- Continued Commercial & Residential Growth with no comparable expansion to Transportation System
- Gas Prices Have Risen From $1.50 a Gallon to Over $3.00 a Gallon



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What Are the Deciding Factors?

- Ridership
- Capital & Operating Costs
- Economic Development & Land Use
- Travel Time Savings
- Environmental / Air Quality
- Financial Resources
- Safety & Security
- Transit Connectivity
- Quality of Service
- Cost-Effectiveness
- Elected Official Support
- **Public Support – YOU!**

Public Outreach Efforts

- Targeted Outreach to Key Stakeholders and Elected Officials – to date
  - Assemblyman Greenwald & Assemblywomen Lampitt on 9-24-07
  - Assemblyman Wisniewski's Chief of Staff Even Pistelli on 9-26-07
  - Senator Bryant, Assemblyman Roberts, Assemblywoman Cruz Perez, Assemblyman Fisher, Assemblyman Burzichelli, Representatives Of Senator Lautenberg's Office, Representatives Of Senator Menendez's Office on 10-1-07
  - Assemblyman Madden & Assemblyman Mayer on 10-1-07
  - Art Winkler Of Cooper Hospital & Lou Bezich of Camden County College, Dennis Culnan Of Phoenix Strategies, Anthony Nelessen of A. Nelessen Associates & Ken Lechner Of Gloucester Twp. on 10-19-07
  - Camden County Freeholders on 11-8-07
  - Gloucester County Freeholders planned for 12-5-07
  - Cumberland County Freeholders – Awaiting Confirmation
  - Township Mayors starting in 1-08
- Technical Advisory Committee
  - Comprised of representatives from regional and state transportation, planning, environmental and development agencies
  - First Meeting Was Held on November 15, 2007 with up to 3 Additional Meetings to Take Place at Key Points During Study
- Project Website – go to **www.ridepatco.org**
- Newsletter & Point of Information Materials
- Comment Forms Available at the Meetings, Upon Request, and On-line
- Project Hot-Line 856-968-2252 for Additional Study Information or Special Assistance

Rail Transit Network Regional Disparity

Philadelphia

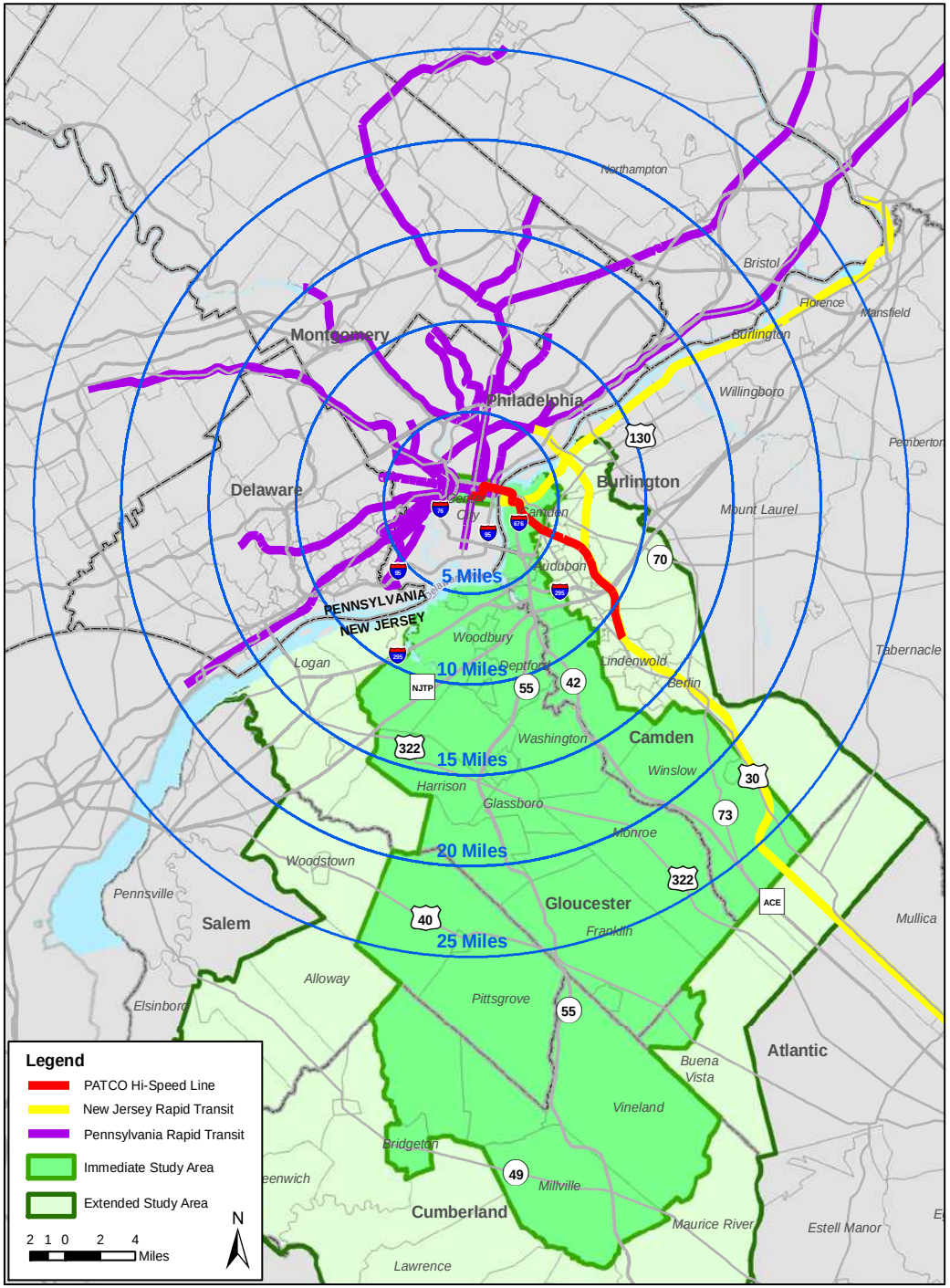
Comprehensive Network including:

- 38 Miles Of Heavy Rail
- 225 Miles Of Commuter Rail
- 33 Miles Of Light Rail

New Jersey

Limited Network including:

- 14 Miles of PATCO Heavy Rail in Camden County Only
- 50 Miles Commuter Rail Atlantic City Line with Majority Outside Study Area
- 34 Miles Light Rail River Line with Majority Outside Study Area



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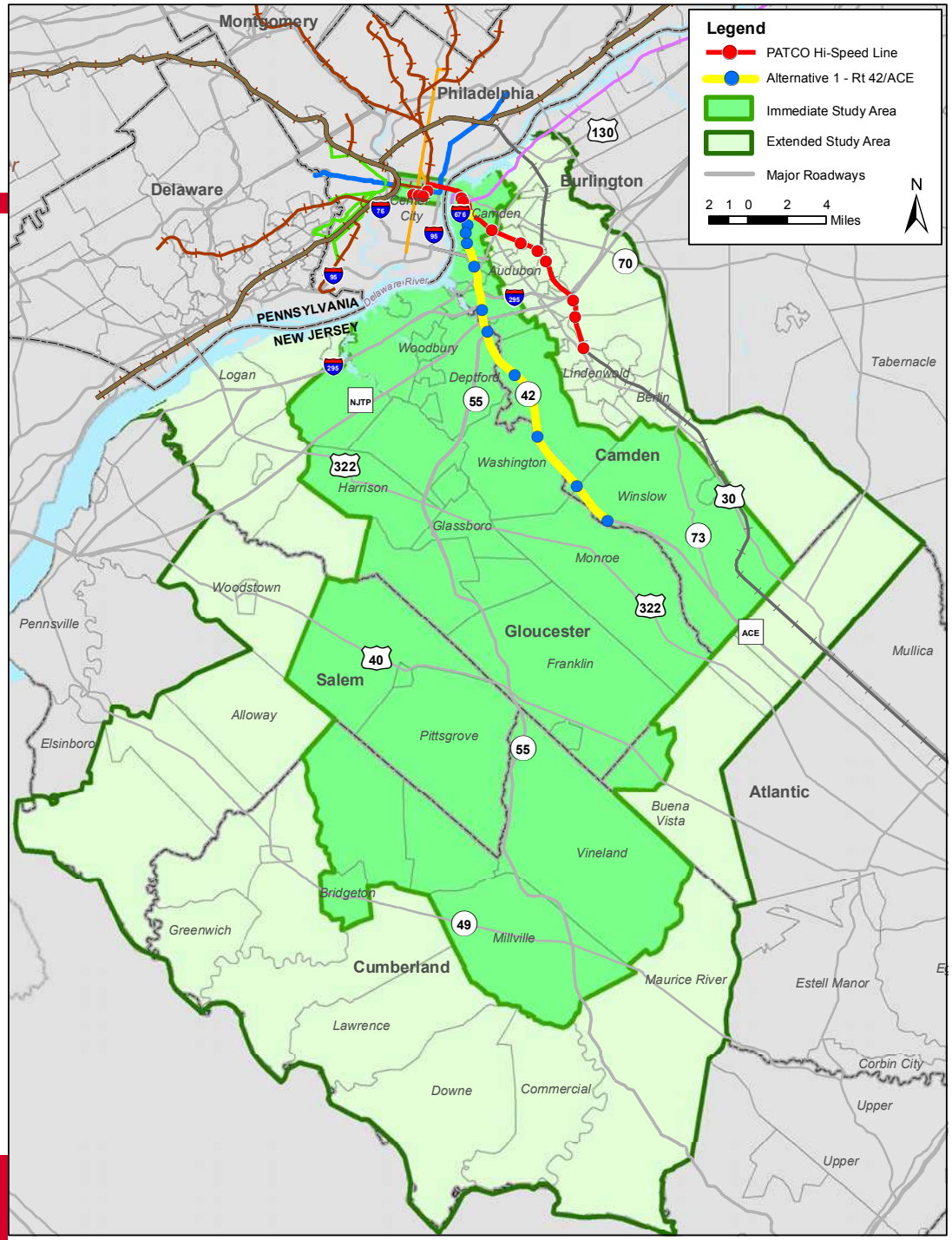
STV

Previous Study: Alternative NJ-1

Service From Philadelphia to Williamstown via I-676, Rt. 42 and A.C. Expressway

- PATCO Technology – Grade Separated
- Distance of 23 Miles with 40 – 44 Minute Travel Time
- Service Every 7.5 Minutes During Peak Hour and 15 Minutes During Off-Peak
- Order of Magnitude Capital Cost $100 million per mile
- Annual Operating and Maintenance Cost $32 Million
- Communities Directly Served Include: Center City Philadelphia, Camden, Gloucester City, Haddon Twp, Mount Ephraim, Bellmawr, Runnemede, Deptford, Gloucester Township, Blackwood, Turnersville, Winslow, Williamstown



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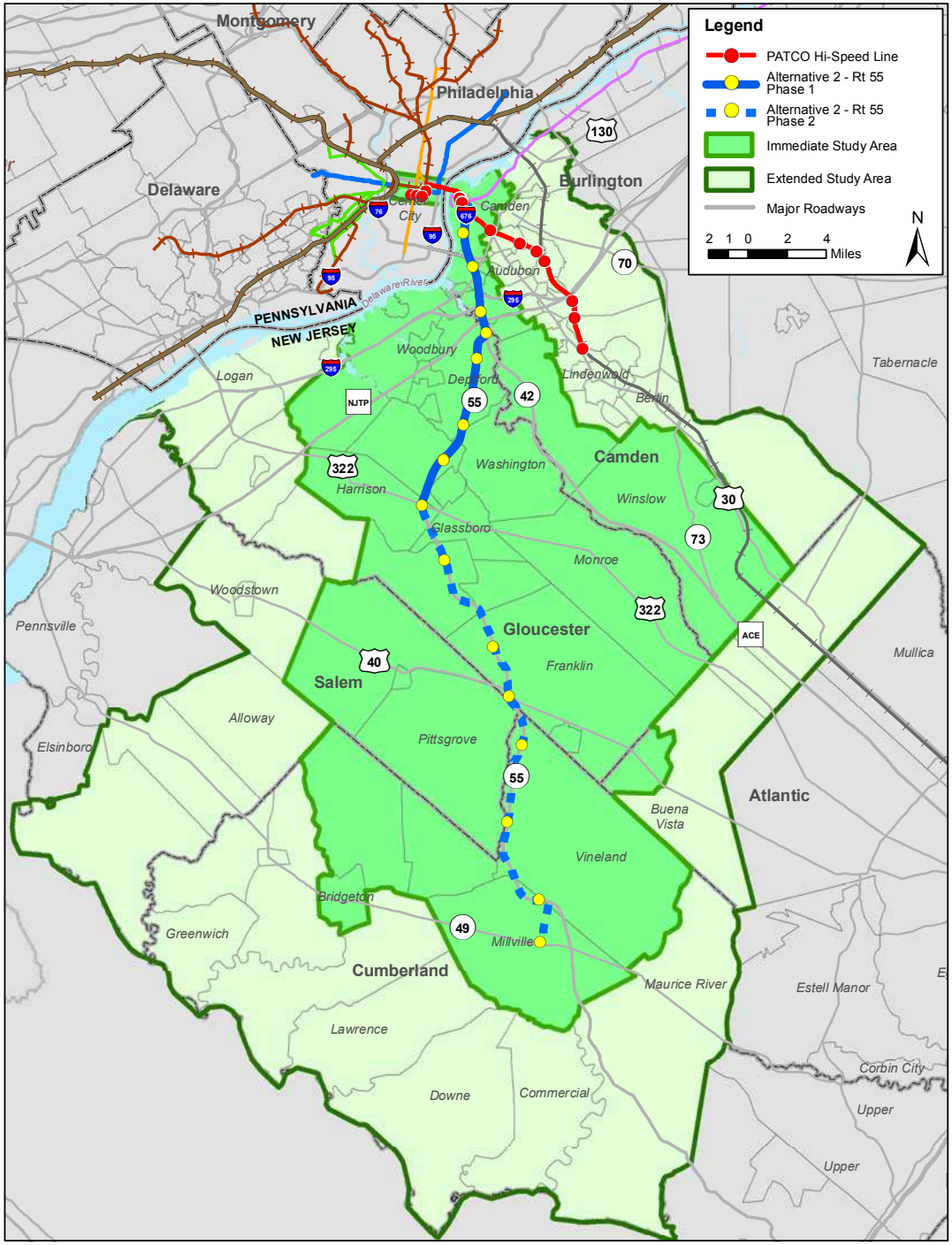
Previous Study: Alternative NJ-2

Service From Philadelphia to Glassboro via I-676, Rt. 42 and Rt. 55

- **Phase 1**
  - PATCO Technology – Grade Separated
  - Distance of 21 Miles with 36 -40 Minute Travel Time
  - Service Every 7.5 Minutes During Peak Hour and 15 Minutes During Off-Peak
  - Order of Magnitude Capital Cost $100 million per mile
  - Annual Operating and Maintenance Cost - $30 Million
  - Potential Ridership 18,000 – 27,000 Daily Boardings
  - Communities Directly Served Include: Center City Philadelphia, Camden, Gloucester City, Haddon Twp, Mount Ephraim, Bellmawr, Runnemede, Deptford, Turnersville, Mantua, Pitman, Harrison Twp, Glassboro
- **Phase 2**
  - Diesel Light Rail or other technology
  - Distance of 25 Miles from Millville to Glassboro with 44 – 48 Minute Travel Time
  - Service Every 30 Minutes During Peak Hour and 60 Minutes During Off-Peak
  - Order of Magnitude Capital Cost $25 million per mile
  - Annual Operating and Maintenance Cost $7 Million
  - Potential Ridership TBD
  - Communities Directly Served Include: Glassboro, Elk Twp, Clayton, Franklin Twp, Vineland, Millville



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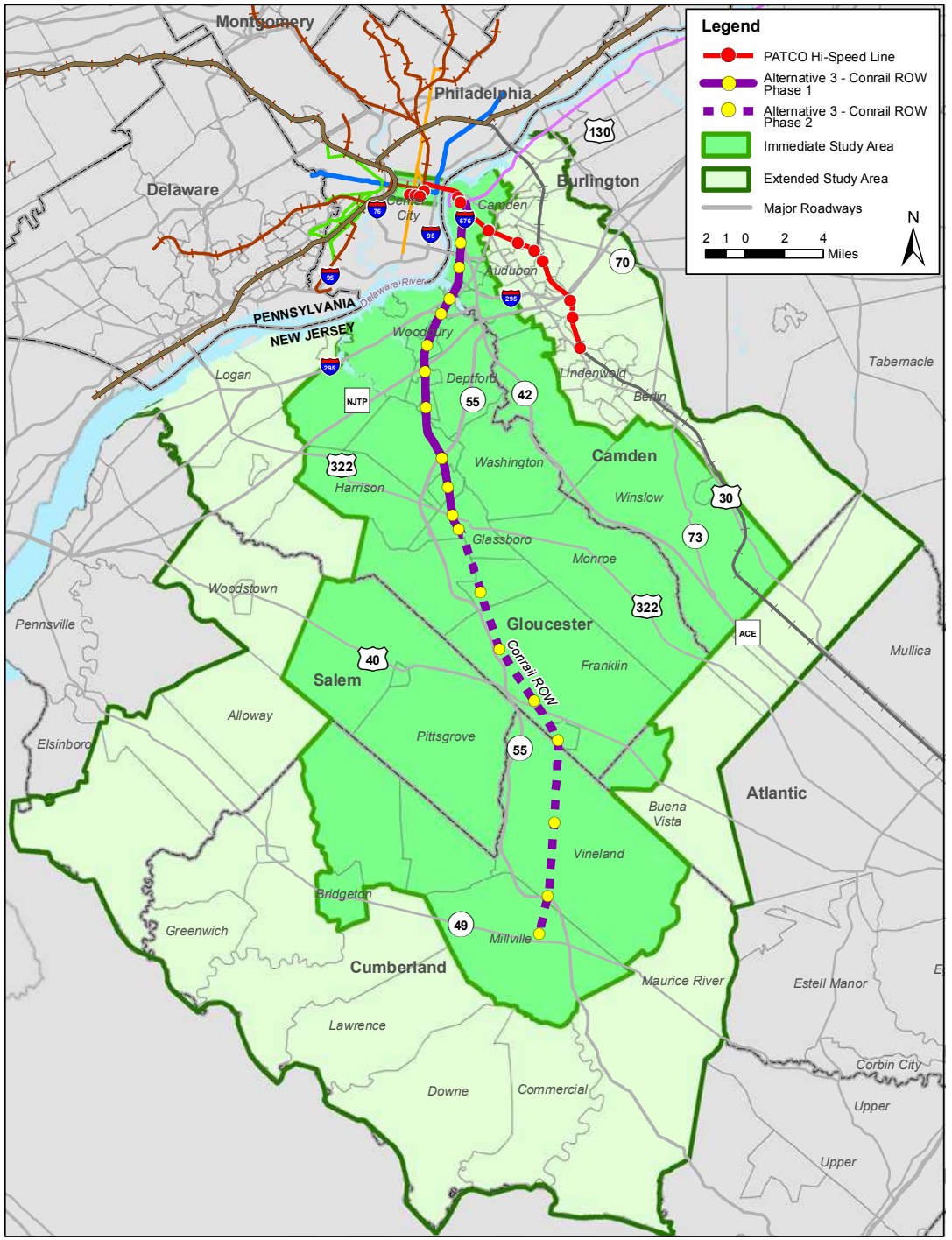
Previous Study: Alternative NJ-3

Service From Philadelphia to Glassboro via Conrail Railroad Right-of-Way

- **Phase 1**
  - PATCO Technology – Grade Separated
  - Distance of 23 Miles with 40 – 44 Minute Travel Time
  - Service Every 7.5 Minutes During Peak Hour and 15 Minutes During Off-Peak
  - Order of Magnitude Capital Cost $100 million per mile
  - Annual Operating and Maintenance Cost $30 Million
  - Communities Directly Served Include: Center City Philadelphia, Camden, Gloucester City, Brooklawn, Bellmawr, Westville, West Deptford, Deptford, Woodbury, Wenonah, Mantua, Pitman, Glassboro
- **Phase 2**
  - Diesel Light Rail or other technology
  - Distance of 22 Miles from Millville to Glassboro with 41 – 45 Minute Travel Time
  - Service Every 30 Minutes During Peak Hour and 60 Minutes During Off-Peak
  - Order of Magnitude Capital Cost $25 million per mile
  - Annual Operating and Maintenance Cost $7 Million
  - Communities Directly Served Include: Glassboro, Elk Twp, Clayton, Franklin Twp, Vineland, Millville



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Rail Rapid Transit Characteristics

- Grade Separated Exclusive Guideway
- Full Integration with PATCO for one-seat ride to Center City Philadelphia
- Excellent Travel Times
- Frequent Service (Every 3 - 5 minutes)
- 3rd Rail and/or Overhead Electrification
- Speed Up to 70 mph (35 mph Average Speed Including All Station Stops)
- Rapid Acceleration & Deceleration
- High Capacity Up to 800 Passengers Per Train Set
- Station Spacing (Every 1-3 miles)
- Easy Boarding / Alighting (High Platforms)

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Light Rail Transit Characteristics

- In Street Operation with at-grade road crossings – Full Grade Separation Possible
- Requires Transfer to Access Center City Philadelphia
- Overhead Electric or Diesel Power
- Speeds Up To 55-60 mph (30 mph Average Speed Including All Station Stops)
- Moderate System Travel Times
- Medium Capacity Up to 300 Passengers Per Train Set
- Operates Frequently (5 - 15 Minutes)
- Allows Close Station Spacing (1-2 miles)
- Easy Boarding / Alighting (High or Low Platforms)

Federal Project Development Process

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ALTERNATIVES ANALYSIS PROCESS

18 – 24 Months

Public Outreach and Agency Coordination

- Develop Purpose and Need
- Identify Transportation Alternatives
- Analyze Costs, Ridership and Impacts
- Evaluate & Compare Alternatives
- Select Locally Preferred Alternative
- Complete New Starts Application

MAJOR TRANSPORTATION INVESTMENT PROCESS

- Alternatives Analysis
- PE Application to FTA
- Preliminary Engineering
- DEIS or EA
- FD Application to FTA
- Final Design
- FTA FFGA
- Construction
- Start-Up/Operations

5 - 7 Years Minimum

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Study Area Needs

1. Improve Transit Choices in the Study Area
   - Increase Rapid Transit Service in Southern NJ
   - Provide Access to Growth Areas in Gloucester & Cumberland Counties
   - Increase Service on the Existing Public Transportation System
   - Improve Access from PATCO Speedline to Job Centers in Center City Philadelphia
2. Reduce Congestion with Effective Transit Investments
   - Provide alternative to severe congestion levels along roadways
   - Diminish reliance on the automobile with fast and effective transit alternatives
3. Maximize Existing Transportation Assets
   - Utilize existing transportation right-of-way
   - Provide a Direct Connection into Philadelphia
   - Minimize Environmental Impacts Through Use of Existing Infrastructure
4. Develop a Transit Network that Improves Links Between People and Activity Centers
   - Improve Access to Core Areas of Employment and Redevelopment
   - Connect and Serve Commercial, Institutional and Medical Activity Centers
   - Develop a Common Method to Pay Fares Between Transit Systems
   - Provide Better Information About Transit Facilities

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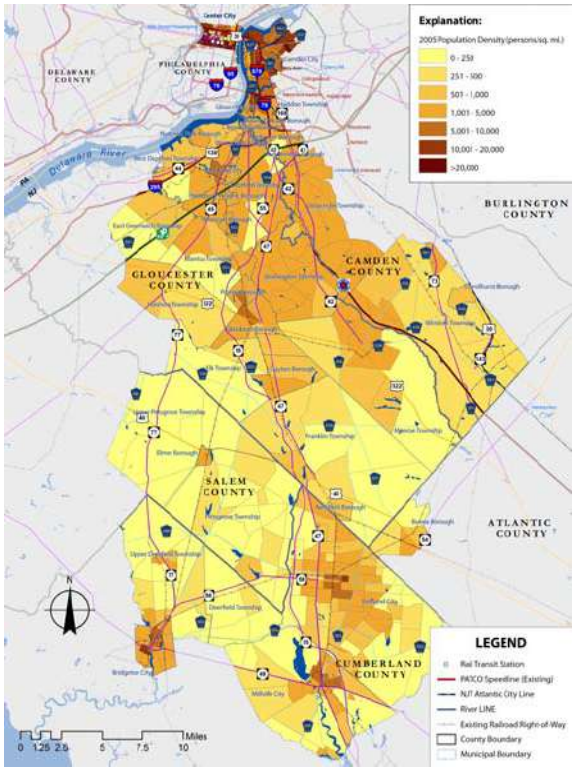
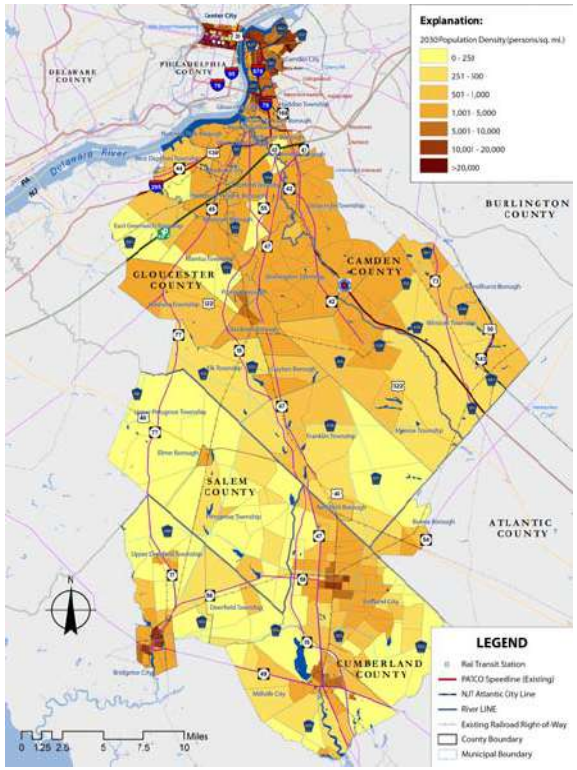
Population Trends

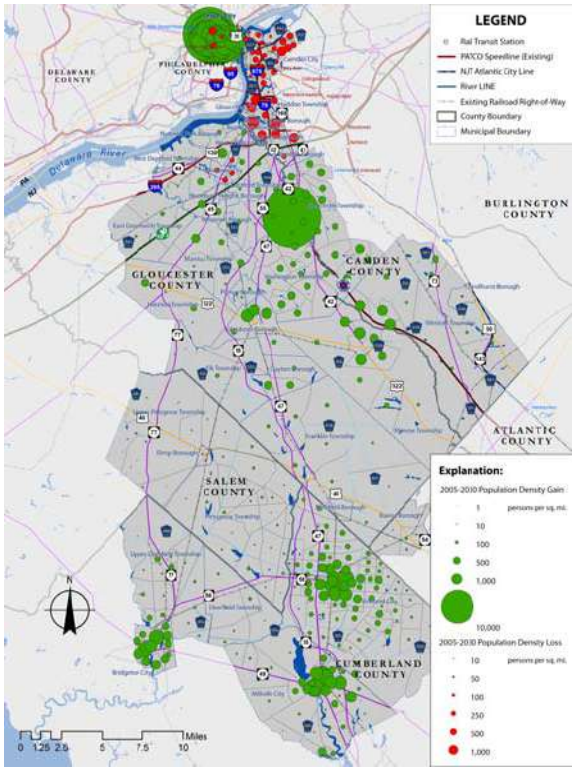
2005 POPULATION



2030 POPULATION



2005 – 2030 POPULATION CHANGE



Population within the Study Area

County*	Area (sq. mi.)	Total Persons 2005	Total Persons 2030	% Change 2005-2030 Gain	% Change 2005-2030 % Gain	per Square Mile (Density) 2005	per Square Mile (Density) 2030
Camden	96.1	229,008	243,576	14,568	6.4%	2,383	2,534
Gloucester	239.2	238,850	296,765	57,915	24.2%	999	1,241
Atlantic	7.1	3,897	4,086	189	4.8%	552	579
Cumberland	155.9	121,004	150,482	29,478	24.4%	776	965
Salem	81.0	13,866	16,324	2,458	17.7%	171	201
Study Area TOTAL	579.3	606,625	711,233	104,608	17.2%	1,047	1,228

*Data shown only for portions of each county that lie *within the study area*
Source: DVRPC and SJTPO Demographic Forecasts

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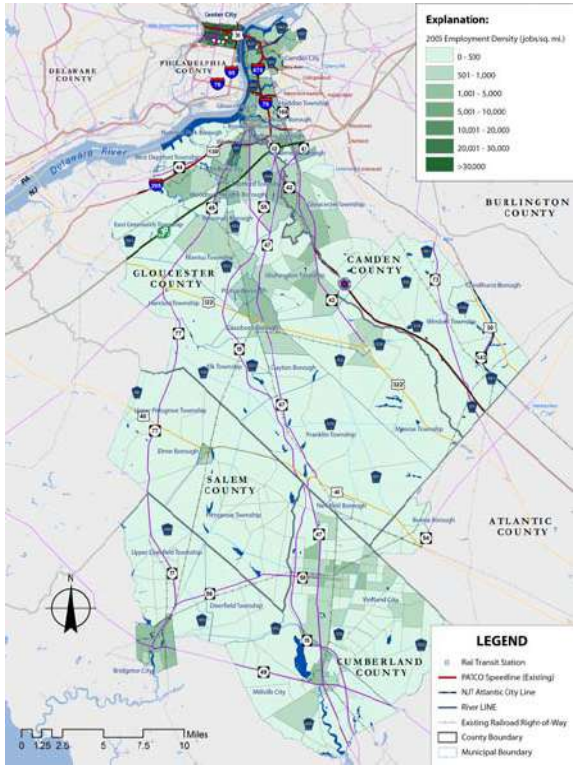
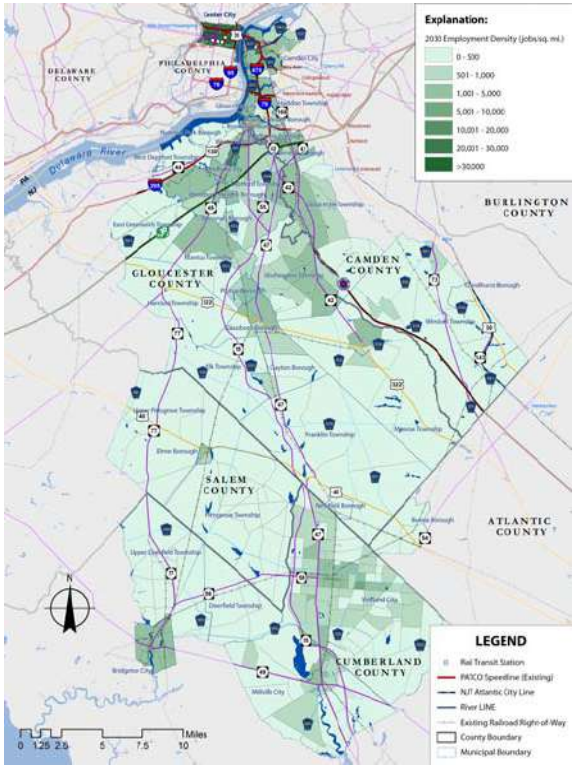
Employment Trends

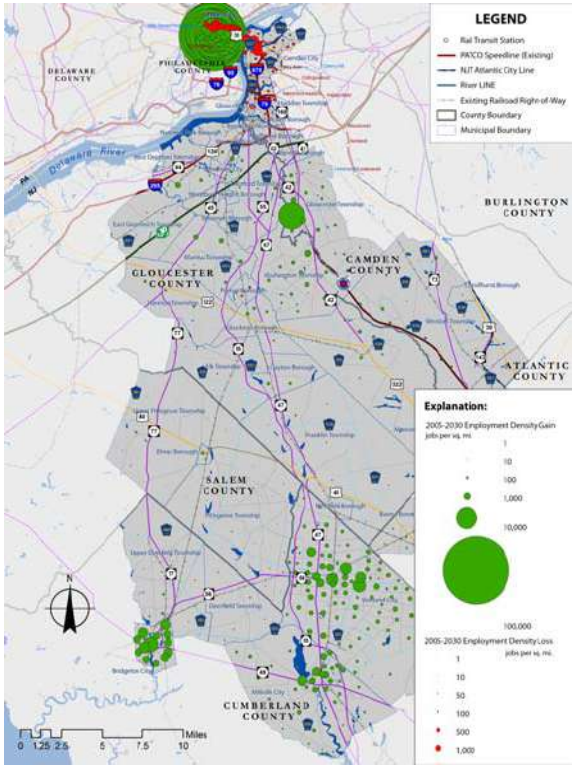
2005 EMPLOYMENT



2030 EMPLOYMENT



2005 – 2030 EMPLOYMENT CHANGE



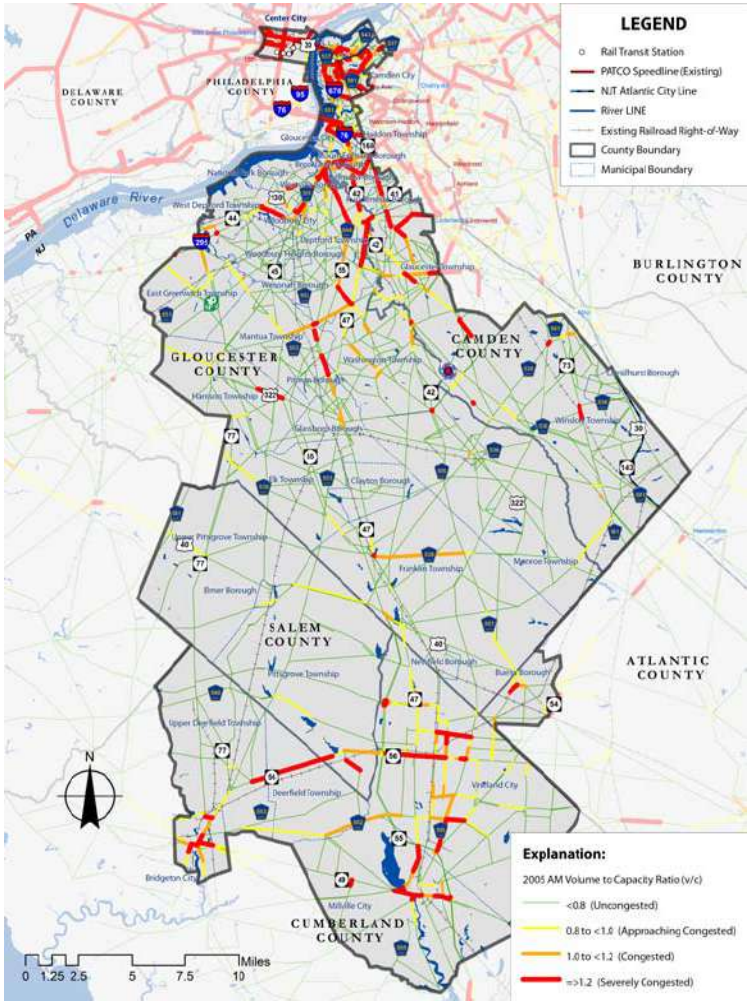
Employment within the Study Area

County*	Area (sq. mi.)	Total Persons 2005	Total Persons 2030	% Change 2005-2030 Gain	% Change 2005-2030 % Gain	Persons-to-Jobs Ratio 2005	Persons-to-Jobs Ratio 2030
Camden	96.1	71,931	79,177	7,246	10.1%	3.2	3.1
Gloucester	239.2	87,107	110,549	23,442	26.9%	2.7	2.7
Atlantic	7.1	1,415	1,613	198	14.0%	2.8	2.5
Cumberland	155.9	60,175	85,142	24,967	41.5%	2.0	1.8
Salem	81.0	2,680	3,056	376	14.0%	5.2	5.3
Study Area TOTAL	579.3	223,308	279,537	56,229	25.2%	2.7	2.5

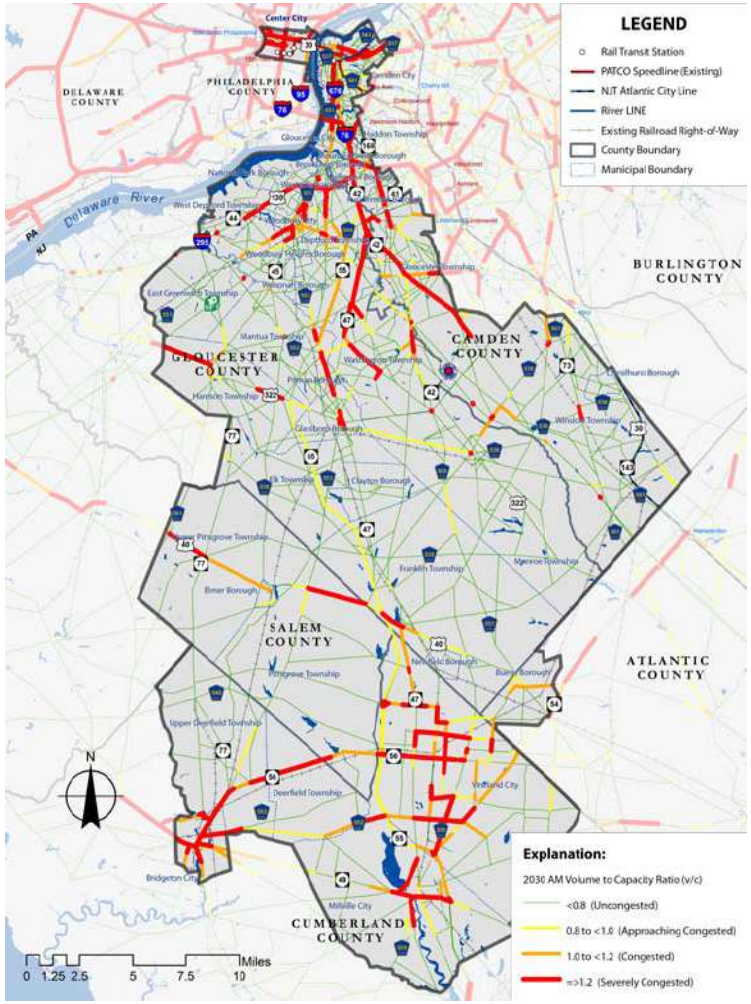
*Data shown only for portions of each county that lie *within the study area*
Source: DVRPC and SJTPO Demographic Forecasts

Roadway Congestion

2005 AM Peak Volume to Capacity



2030 AM Peak Volume to Capacity



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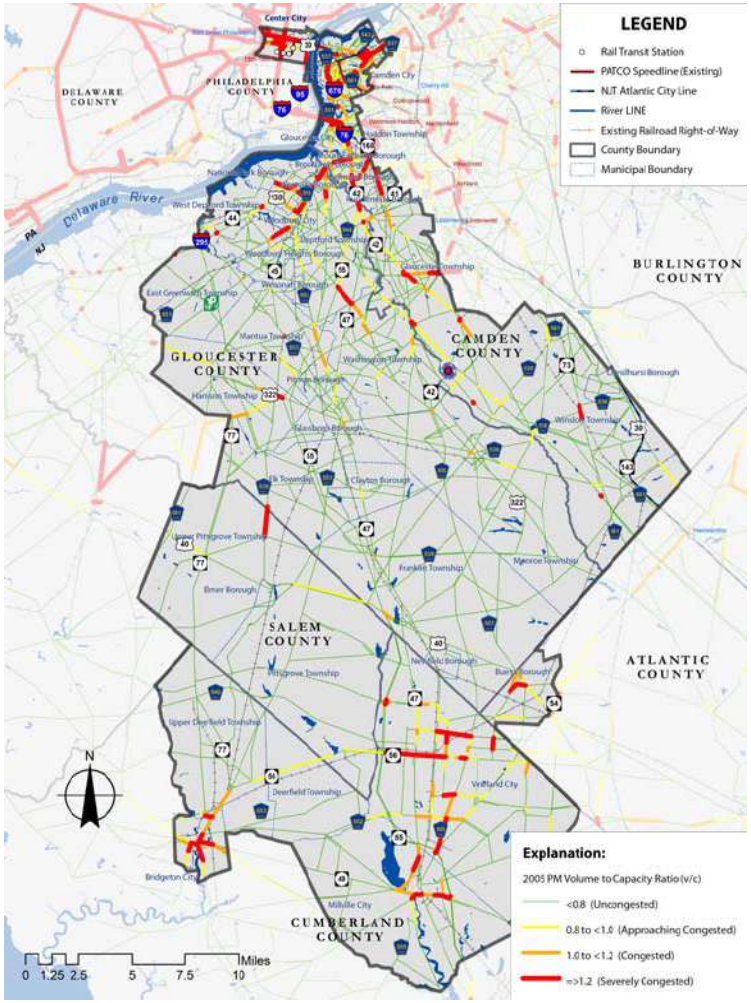
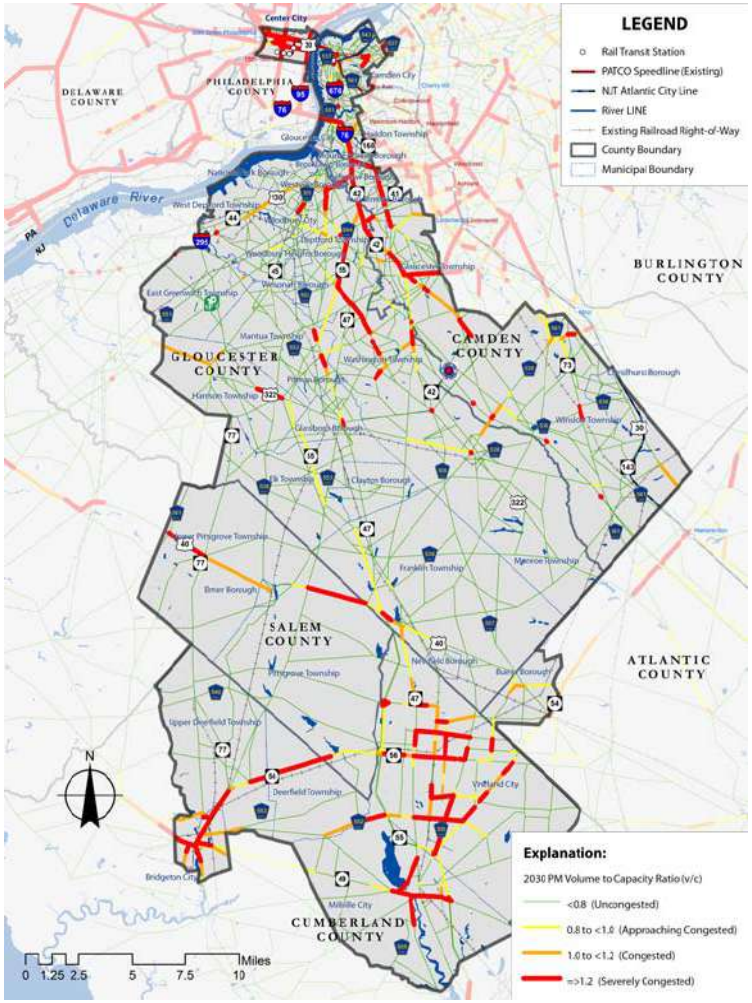
Roadway Congestion

2005 PM Peak Volume to Capacity



2030 PM Peak Volume to Capacity



Technical Issues

- Coordination With DVRPC, SJTPO And FTA
  - –Purpose And Need Development
  - –Ridership Model Review And Calibration
  - –Baseline Alternative
  - –Financial Plan
- Reviewing ROW Issues Through Focused Conceptual Engineering Review Of All Potential Alignments
  - –Rt 42/I-76/I-295 Missing Movements Project
  - –Conrail Shared Corridor Issues
- Dovetailing New PATCO Service into Philadelphia with Existing PATCO Service
- Vehicle Storage at 16th and Locust Street.
  - –Current Capacity for 6 Cars Future Needs will Require Storage for 8 Cars
- Preparing Station Area And Location Analysis

Study Schedule

Southern New Jersey to Philadelphia Mass Transit Alternatives Analysis Project Schedule							
Task Name	2007	2008				2009	
	4th Qtr.	1st Qtr.	2nd Qtr.	3rd Qtr.	4th Qtr.	1st Qtr.	2nd Qtr.
Public Outreach & Agency Coordination	■	■	■	■	■	■	■
Review Existing Conditions	■	■					
Purpose and Need Statement	■	■					
Travel Demand Forecasting	■	■	■	■	■	■	
Definition of Transportation Alternatives		■	■	■			
Conceptual Engineering & Cost Estimates			■	■	■		
Evaluate Alternatives				■	■	■	
Select Locally Preferred Alternative						■	
Financial Planning					■	■	
Application to FTA for Entry into Preliminary Engineering						■	■
Implementation Plan / Next Steps							■

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Next Steps

- Complete Purpose and Need Statement
- Develop and Refine Transit Alternatives
- Prepare Travel Demand Forecast
- Develop Capital & Operating Cost Estimates
- Perform Conceptual Engineering & Identify Major Environmental Impacts
- Evaluate & Compare Alternatives
- Second Round of Open House Public Meetings