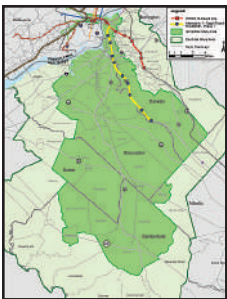


Preliminary Alternatives

As part of the Southern New Jersey to Philadelphia Mass Transit Expansion Alternatives Analysis, potential build Alternatives were developed based on results from the previous Southern New Jersey to Philadelphia Transit Study – October 2005 and from the last round of public open house meetings conducted in late November early December 2007. Consideration was given to the need for public transportation in the area as well as the physical conditions and transportation opportunities within the study area. The following proposed alternatives consist of rapid transit and light rail investments:

Alternative NJ-1

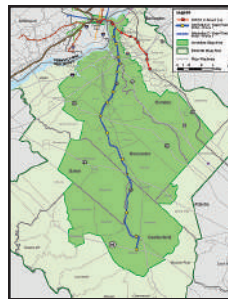


From the southern terminus, Alternative NJ-1 would originate as a PATCO type rapid transit service in Williamstown at Route 536 and travel north utilizing the median of the Atlantic City Expressway (ACE). At the point where the ACE merges into Route 42, the service would continue north in the median until reaching the Route

42/I-295/I-76 interchange. Once the alignment reaches the interchange the service will run along the south side of Route 42, I-76 and I-676 until Camden. In Camden the new service would merge with the existing PATCO Speedline for service into Camden and Center City Philadelphia. The alignment would be entirely grade separated along major roadways with access primarily at park-and-ride lots.

Communities served would include: Williamstown, Winslow, Turnersville, Blackwood, Gloucester Township, Deptford, Runnemede, Bellmawr, Mount Ephraim, Haddon Township, Gloucester City, Camden and Center City Philadelphia.

Alternative NJ-2



From the southern terminus, Alternative NJ-2 would originate as a PATCO type rapid transit service in Glassboro at Exit 50 along Route 55 and travel north utilizing the median of the roadway. At the point where Route 55 merges into Route 42 the alignment would continue in the median of Route 42 until reaching the

Route 42/I-295/I-76 interchange. Once the alignment reaches the interchange the service will run along the south side of Route 42, I-76 and I-676 until Camden. In Camden the new service would merge with the existing PATCO Speedline for service into Camden and Center City Philadelphia. The alignment would be entirely grade separated along major roadways with access primarily at park-and-ride lots.

Communities served would include: Glassboro, Harrison Township, Pitman, Mantua, Turnersville, Deptford, Runnemede, Bellmawr, Mount Ephraim, Haddon Township, Gloucester City, Camden and Center City Philadelphia.

A possible Phase II extension would be a separate, commuter-oriented service from Millville to Glassboro. Passengers would transfer in Glassboro for travel to Center City Philadelphia. The Phase II service would operate primarily in the median of Route 55, until the alignment reaches just south of the Cumberland Mall. After reaching the Cumberland Mall the alignment would shift onto the existing Conrail railroad right-of-way. Initially Phase II may be operated with a diesel rail vehicle with future plans for electrification to handle a PATCO type rapid transit service with through trains to Center City Philadelphia.

Communities served would include: Millville, Vineland, Pittsgrove, Franklin Township, Clayton, Elk Township and Glassboro.

Preliminary Alternatives *(Continued)*

Alternative NJ-2a



From the southern terminus, Alternative NJ-2a would originate as a PATCO type rapid transit service in Glassboro along the existing Conrail right-of-way and travel north until the right-of-way crosses Route 55 in Mantua. At the point where the right-of-way crosses Route 55, the alignment would shift into the median

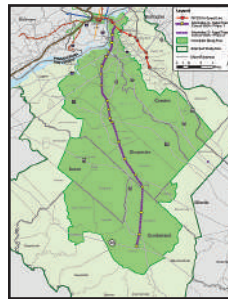
of Route 55. The alignment would continue north until Route 55 merges into Route 42. At the point where Route 55 merges into Route 42 the alignment would continue in the median of Route 42 until reaching the Route 42/I-295/I-76 interchange. Once the alignment reaches the interchange the service will run along the south side of Route 42, I-76 and I-676 until Camden. In Camden the new service would merge with the existing PATCO Speedline for service into Camden and Center City Philadelphia. The alignment would be entirely grade separated along major roadways with access primarily at park-and-ride lots.

Communities served would include: Glassboro, Pitman, Mantua, Turnersville, Deptford, Runnemede, Bellmawr, Mount Ephraim, Haddon Township, Gloucester City, Camden and Center City Philadelphia.

A possible Phase II extension would be a separate, commuter-oriented, limited service from Millville to Glassboro. Passengers would transfer in Glassboro for travel north to Center City Philadelphia. This service would be entirely in the Conrail rail right-of-way and would initially be operated with a diesel vehicle. Future plans could include electrification of the line to handle a PATCO type rapid transit service with through trains to Center City Philadelphia.

Communities served would include: Millville, Vineland, Pittsgrove, Franklin Township, Clayton, Elk Township and Glassboro.

Alternative NJ-3



From the southern terminus, Alternative NJ-3 would originate as a PATCO type rapid transit service in Glassboro along the existing Conrail right-of-way and travel north to Camden, where it would merge with the existing PATCO Speedline for service to Center City Philadelphia.

The alignment could be fully grade-separated similar to the existing PATCO Speedline or partially grade-separated at select locations. Partial grade separation would require a modified PATCO vehicle capable of operating from an overhead power source rather than a third rail. Stations within communities would provide access on foot, bicycle and kiss-and-ride. Park-and-ride stations outside of these communities would provide automobile access

Communities served would include: Glassboro, Pitman, Mantua, Wenonah, Woodbury, Deptford, West Deptford, Westville, Bellmawr, Brooklawn, Gloucester City, Camden, and Center City Philadelphia.

A possible Phase II extension would be a separate, commuter-oriented, limited service from Millville to Glassboro. Passengers would transfer in Glassboro for travel north to Center City Philadelphia. This service would be entirely in the Conrail rail right-of-way and would initially be operated with a diesel vehicle. Future plans could include electrification of the line to handle a PATCO type rapid transit service with through trains to Center City Philadelphia.

Communities served would include: Millville, Vineland, Pittsgrove, Franklin Township, Clayton, Elk Township and Glassboro.

Preliminary Alternatives *(Continued)*

Alternative NJ-4



From the southern terminus, Alternative NJ-4 would originate as a diesel light rail service in Glassboro along the existing Conrail right-of-way and would travel north to Camden. In Camden passengers would transfer at the Walter Rand Transportation Center to the existing PATCO Speedline for service to Center

City Philadelphia. The alignment could be fully grade-separated or partially grade-separated at select locations. Stations within communities would provide access on foot, bicycle and kiss-and-ride. Park-and-ride stations outside of these communities would provide automobile access

Communities served would include: Glassboro, Pitman, Mantua, Wenonah, Woodbury, Deptford, West Deptford, Westville, Bellmawr, Brooklawn, Gloucester City, Camden, and Center City Philadelphia.

A possible Phase II extension would be a separate, commuter-oriented, limited service from Millville to Glassboro. This service would be entirely in the Conrail rail right-of-way and would be operated with a diesel vehicle or an electric vehicle.

Communities served would include: Millville, Vineland, Pittsgrove, Franklin Township, Clayton, Elk Township and Glassboro.

Additionally, as the study progresses, a Baseline Alternative will be developed in cooperation with the Federal Transit Administration. The Baseline Alternative is a set of low cost investments intended to improve the operation of the existing transportation system without constructing major new facilities. This alternative will be used to isolate the specific benefits of the selected build alternative, which is referred to as the locally preferred alternative (LPA).

The evaluation of the alternatives will commence at the conclusion of ridership and cost estimation activities.

Preliminary Alternatives (Continued)

