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Funding Partners

County of Somerset

The Community Foundation for the Alleghenies

Somerset County Rails-to-Trails Association

Laurel Highlands Visitors Bureau

Plan Oversight

Somerset County Commissioners –	Mr. John P. Vatavuk, Chairman
	Mr. Joe Betta, Vice Chairman
	Ms. Pamela A. Tokar-Ickes, Secretary
Somerset County Planning Commission -	Mr. Brad Zearfoss, AICP, Director

Additional Project Guidance

Rockwood Borough Council

National Passenger Railroad Corporation (AMTRAK)

CSX Transportation, Inc.

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Executive Summary

The Rockwood Train Station Feasibility Study was commissioned by the Somerset County Planning Commission to examine the feasibility of, and issues associated with, the creation of a new stop in Rockwood for Amtrak's *Capitol Limited* service, which travels along CSX Transportation's Baltimore-to-Chicago line passing through Rockwood. The new station will provide alternative modes of transportation for residents of Rockwood and the surrounding area and increase tourism to the Borough and Somerset County.

Three alternative station locations were identified in the Borough. They include (1) the "Main Street Industrial Site," (2) the Rockwood Mill Shoppes and Opera House, and (3) the existing B&O railroad station. Key factors were developed with the assistance of a steering group and were applied to the alternatives to identify a preferred location. Through this analysis, the selected alternative location for the Rockwood Amtrak Station is the **Rockwood Mill Shoppes and Opera House.**

Upon selection of the preferred location, station design alternatives were discussed with the steering group and the general public. From these discussions, a preferred station design concept was selected, and is located in **Appendix A: Concept Drawings**.

Using the selected conceptual design, required capital elements for the successful implementation of the station were developed. Using these identified capital elements, an order of magnitude cost estimate was developed. The Rockwood Amtrak Station is estimated to cost **$1,600,000** for design and construction of the passenger rail facility and associated amenities. Additional costs may be incurred should improvements to current rail infrastructure be necessitated by negotiation with the host railroad. These potential costs are outlined in detail in the body of the report.

In addition, operating and maintenance costs were estimated using work previously completed at similar stations. It is estimated that the annual recurring cost for the Rockwood Amtrak Station will be between **$13,000 - $20,000** dependent upon exact elements installed during construction. It is anticipated that Amtrak or Somerset County will be responsible for the annual operating and maintenance costs.

The implementation of the Rockwood Amtrak Station will have a profound positive impact on the Borough of Rockwood, Somerset County, and the greater Laurel Highlands Region. In addition to increased revenues generated by visitors using the train, the station will result in increased property values and improved mobility for residents. As part of the feasibility study, case studies were identified focusing on similar stations that have relatively low ridership, are focused on tourism and outdoor recreation, or are located in small residential communities. A review of the case studies indicate that Amtrak stations can serve as rallying points for community, and can serve as catalysts for larger redevelopment and improvement efforts that revitalize small communities.

The negative impacts of the station on the surrounding area are expected to be limited. A preliminary environmental impact overview is included in **Appendix B: Environmental Impacts**

Memo. Additional analysis will need to be conducted during the environmental review phase, particularly a noise and vibration analysis, before the project could move forward. During the design phase, a strong focus must be placed on mitigating all negative impacts to the community. In addition, it is recommended that security features be installed that minimize the need for physical police presence, including call boxes and live-feed security cameras. All elements in the Station must be focused on reducing or eliminating any potential burden of the Station to the community of Rockwood.

Upon discussions with Rockwood Borough Officials, Borough support for the Rockwood Amtrak Station is contingent upon **long term ownership and maintenance agreements** and provisions for any future abandonment of the station. The concern expressed by the Borough regarding these agreements that limit the risk and financial responsibility for the Borough are valid, yet must be detailed and solved later in the station development process, as outlined in **Appendix C: Station Develop Process** developed by Amtrak. This report notes the difficult financial situation of a small Borough such as Rockwood, and the financial hardship that a large regional facility can bring.

Currently, the Rockwood Amtrak Station does not have the necessary capital funding to become a reality. Given the true multi-modal nature of the station designed to serve active travelers, the project aligns well with multiple grant opportunities offered at the State and Federal level. In addition, several creative financing techniques can be used to fund the project, detailed in the report.

Once funding is identified, the project should move forward using several key steps. A guide to the Amtrak station development process is located in **Appendix C: Station Develop Process**. In particular, gaining concurrence from CSX Transportation on adding the Rockwood Station will likely be the most difficult to attain. Efforts thus far have led to demands that are prohibitively costly. When all agreements have been entered into, the project will move forward into preliminary engineering, environmental clearance, and then into final design and construction. It is recommended that serious consideration be given to alternative project delivery methods, such as design-build, to expedite the project and likely reduce the total project cost.

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Introduction

The County of Somerset, Pennsylvania employed the services of Michael Baker Jr., Inc. to complete a feasibility study for the construction of a new Amtrak Train Station in the Borough of Rockwood, Pennsylvania. The study was commissioned to examine the feasibility of, and issues associated with, the creation of a new stop in Rockwood for Amtrak's Capitol Limited train, which travels along CSX Transportation's Baltimore-to-Chicago line passing through Rockwood. The new station will provide alternative modes of transportation for residents of Rockwood and the surrounding area and increase tourism to Rockwood.

This project was jointly funded by Somerset County, the Community Foundation for the Alleghenies, Somerset County Rails to Trails Association, and the Laurel Highlands Visitors Bureau. The Somerset County Planning Commission was responsible for overseeing and administering the project. This feasibility report is the result of the planning efforts.

Project Background

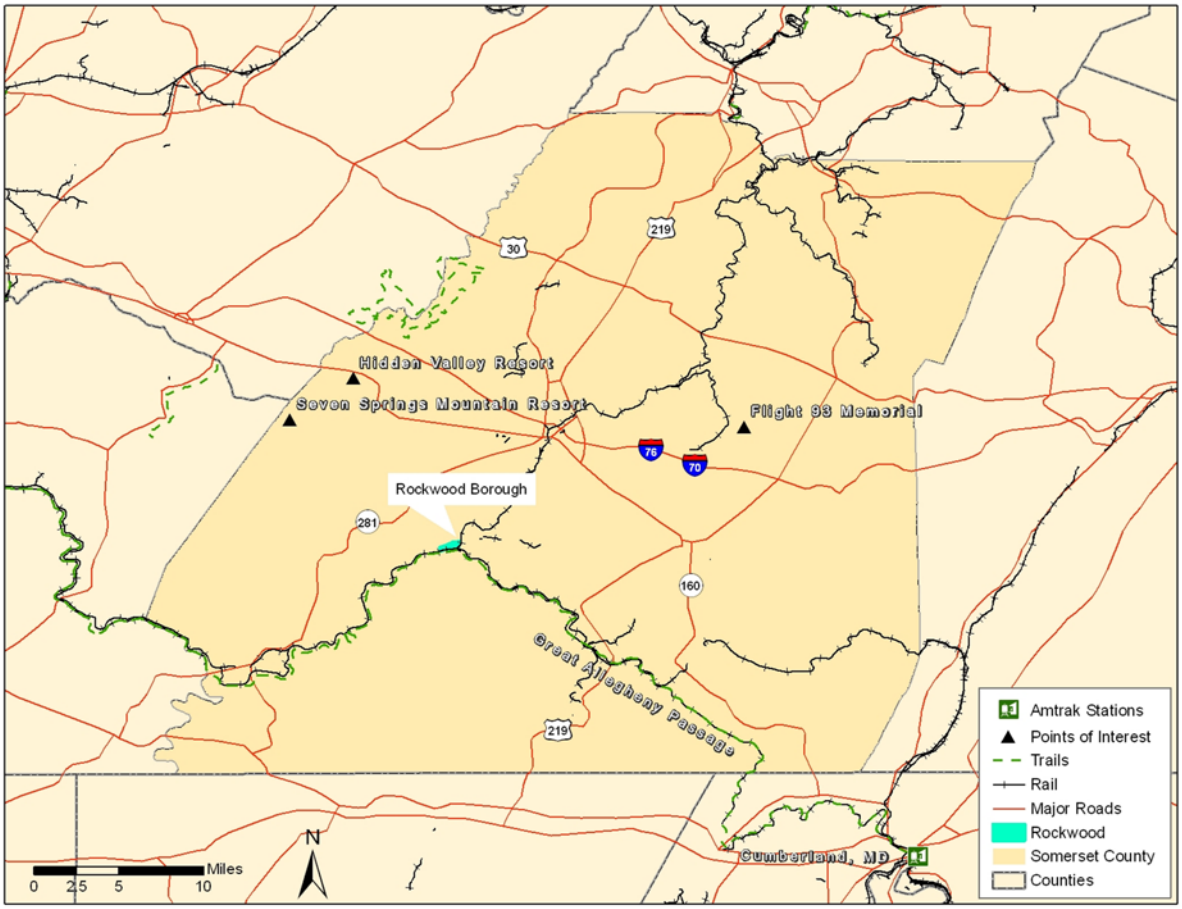
Somerset County, the seventh largest in the Commonwealth, is located in the southwestern region of Pennsylvania known as the Laurel Highlands. Most of Somerset County is a high plateau, located between the crests of the Allegheny Mountains on the east and Laurel Hill on the west, providing breathtaking scenery and creating an area ripe for year-round outdoor activities.

Somerset County boasts two nationally recognized ski resorts and convention centers, along with other points of interest such as the Flight 93 Memorial in Shanksville, Pennsylvania. Access to Somerset County is achieved only through automobile, leaving an alternative transportation gap to connect with major metropolitan areas that value the leisure activities Somerset County has to offer.

Rockwood Borough is located just off PA Route 653, in southern Somerset County, along CSX Transportation's Baltimore-to-Chicago main line between Cumberland, Maryland, and Connellsville, Pennsylvania. Amtrak's *Capitol Limited* operates on the CSX line, but does not currently stop at Rockwood, with the nearest stops in Cumberland, 48.6 miles east of Rockwood, and Connellsville, 42.9 miles west of Rockwood.

Historically, Rockwood served Somerset, the County seat, nine miles away, and was an inside gateway to the Johnstown area 45 miles away. Rockwood sits along the Great Allegheny Passage, a hiking and bicycle trail more than 300 miles in length stretching from Pittsburgh, PA through the Allegheny Mountains to Washington, D.C. The U.S. Census Bureau defines the majority of Somerset County (including the portion containing the project area) as a "Rural" area.

Figure 1: Somerset County Overview



The Borough of Rockwood and its surroundings can trace their beginnings to rail. Before the construction of the Baltimore and Ohio (B&O) Railroad, Rockwood was a small settlement that made its living from grain production. With the completion of the railroad and the construction of the Rockwood Railroad Depot in 1871, the town became a scene of bustle and activity. It was between 1898 and 1905 that Penrose Wolf built the Rockwood Mill and Opera House, the proposed site of the new Rockwood Amtrak Station.

Somerset County's notable coal deposits likely played a key role in the growth of Rockwood's economy. In addition to coal, the amount of old growth timber promoted a strong logging industry until the 1940s. As these industries diminished, Somerset County, sometimes described as the "land of little towns in the mountains", developed a strong tourism industry, of which Rockwood is a hub. The town's strong appeal to recreational bikers is supported by the Great Allegheny Passage which is often described as the "Crown Jewel" of the mid-Atlantic rail trails.

Rockwood's passenger rail history ended in 1971 when the Baltimore & Ohio Railroad ceased to use the old station located just across the bridge at the southern end of Market Street. With the potential for a passenger rail stop, Rockwood could once again emerge as a rail destination. Thus, the Rockwood station on the Amtrak Capitol Limited line is more than a historical link to past prosperity; it is poised to become a gateway to a new future.

Rockwood Great Allegheny Passage Trail head

In 2009, Amtrak conducted a feasibility study of several capital improvements in Pennsylvania, as required by the Passenger Rail Investment and Improvement Act (PRIIA) of 2008. One of these congressionally mandated studies evaluated the feasibility of reinstating a passenger stop at Rockwood on Amtrak's *Capitol Limited* line operating between Washington, D.C. and Chicago. The study contained several main findings that informed this planning effort, including:

- The existing B&O station is in such a state of disrepair that is cannot be used as a passenger station.
- Amtrak models indicate a new station stop will generate 2,100 new riders and $123,000 in new ticket revenues annually.
- When costs were taken into account, a new stop at Rockwood will result in net annual income of $56,000, representing a farebox recovery ratio of 184 percent.
- The report concluded that a stop in Rockwood is operationally feasible if a source of construction funding could be located, and an agreement between CSX and Amtrak could be reached regarding the construction and operation of the new station.

This study serves to build upon the PRIIA study and identify specific improvements and actions necessary for the successful implementation of a new Rockwood Amtrak Station.

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Introduction to Amtrak Capitol Limited Service

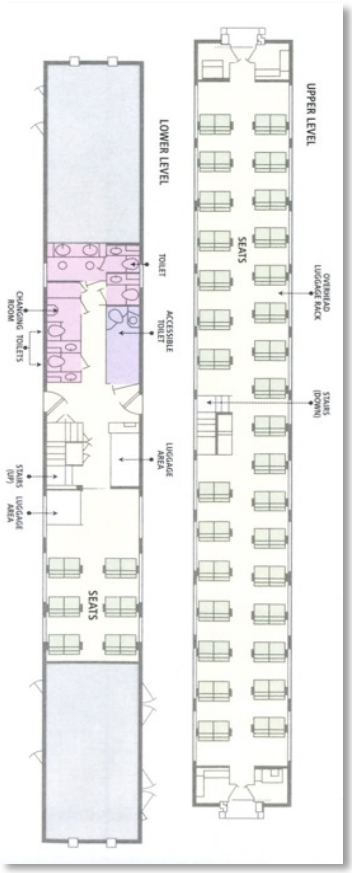
- Washington, DC
- Rockville, MD
- Harpers Ferry, WV
- Martinsburg, WV
- Cumberland, MD
- **Rockwood, PA**
- Connellsville, PA
- Pittsburgh, PA
- Alliance, OH
- Cleveland, OH
- Elyria, OH
- Sandusky, OH
- Toledo, OH
- Waterloo, IN
- Elkhart, IN
- South Bend, IN
- Chicago, IL

The Rockwood Amtrak Station is located on Amtrak's *Capitol Limited* service operating between Washington, D.C. and Chicago. The Capitol Limited operates on CSX Transportation right-of-way, with two trains (one in each direction) daily. Overall, the Capitol Limited serves 16 stations currently, as outlined to the left.

A typical consist for the *Capitol Limited* trainset includes: 2 diesel locomotives, 1 baggage car, 1 dining car, 1 lounge car, and 6 superliner passenger cars (typically 1 transition dorm, 2 sleepers, 2 coaches, and 1 baggage coach) for a total consist 903 feet in length. A sleeper contains 15-20 bedrooms, and a typical coach can seat 74 passengers.

Superliner Cars (below) are predominately used by Amtrak on long distance routes, particularly where overnight travel occurs. The Superliner features low level boarding, with seating compliant with the Americans with Disabilities Act (ADA) located on the lower level, along with restrooms and limited baggage storage. Passengers then ascend a steep spiral staircase to the upper level for regular seating.

Amtrak Superliner Car



Stakeholder and Community Meetings

To begin the process of identifying potential station locations in Rockwood, the project team (Somerset County Planning Commission and Michael Baker Jr., Inc.) engaged the community through a series of meetings in order to gather information about the project and obtain input into alternative station locations. The project team identified key stakeholders and arranged a schedule of three meetings, described below. These meetings were designed to guide the feasibility study, and determine the wants and needs of Rockwood Borough residents, Somerset County, and the Laurel Highlands in general.

Stakeholders discuss their vision for a new train station

Stakeholder interview (September 1, 2011): An initial project meeting was held to formally kick-off the feasibility study. The meeting, conducted in a group format at the Rockwood Mill Shoppes and Opera House, was attended by nearly 20 stakeholders. Stakeholders representing the organizations listed in Figure 2 attended the meeting.

Figure 2: Stakeholder Groups

The Community Foundation of the Alleghenies
Somerset County Rails to Trails Association
Laurel Highlands Visitors Bureau
Progress Fund
Allegheny Trail Alliance
Rockwood Mill Shoppes and Opera House
Somerset County Commission
Somerset County Planning Commission
Borough of Rockwood
Business Owners
Local Residents
Amtrak
CSX Transportation

During the stakeholder interview, a brief overview of the project was presented to meeting attendees. Following the presentation, stakeholders provided input regarding Rockwood and Somerset County's assets and opportunities, their vision for the Station, and their questions and concerns about the project. A majority of the stakeholders expressed strong support for the project

and indicated that there is widespread support from most residents. The values, opportunities, visions, and questions provided by stakeholders during the meeting are listed on the following pages.

Values - What do you value about Rockwood?

- Love feel, close knit community, quaint town, small town
- Historic - Wells Fargo (Casselman); asylum sanitarium
- Great Main Street
- Proximity to local assets (bike trail, resorts, Somerset, Gap)
- Four season destination
- Transportation connections (Turnpike)
- Hub - freight, agricultural goods, coal, bakery, brewery, hotel
- Train station in Rockwood before Somerset
- Somerset = America's County
- Culture, plays, food
- Festivals - wine and pumpkin
- Seven Springs - good real estate value
- Well-known in trail community
- Residents' support and vision

Opportunities - What opportunities do you see for Rockwood?

- New business investment (microbrew, restaurants, coffee shop) and more jobs
- Existing business expansion (hours and services)
- Renovate or build a new Rockwood Hotel
- Renovate other old buildings in Rockwood like the grocery store
- Trail market, resort market coming into Rockwood
- Invest along trail - proximity to skiing, camp ground, bed and breakfast
- Will help provide transportation for commuters, residents, and the Amish community. Access to Chicago, D.C., local Rockwood and Somerset - good for local kids' field trips to D.C. (better than bus) and business/pleasure trips to Chicago, Pittsburgh, Cumberland for adults.
- Vacation homes - owners use train (family stays multiple weeks, dad catches train on weekends)
- Shuttle service - to/from resorts, Somerset, state parks like Ohiopyle, Flight 93, Amish Country, Fallingwater
- Park cars in Rockwood - arrive by train or car
- Support of local officials
- Good for investors - low property taxes
- Great school system/great place to live
- Update housing stock - improve and replace
- Gap-Pitt to D.C., same as Capitol Limited
- Other trail connections
- Tie into roll-on/roll-off efforts
- Stimulate other transportation businesses

Vision - What is your vision for the train station?

- Protected platform (similar to Connellsville), with kiosk (opposed to stand-alone station)
- Single platform if operationally feasible
- Visitor's Center potential
- Trail-user friendly (bike racks, storage lockers/baggage area) and recreational visitors
- Porter/volunteer help
- Support facilities (secure parking, lighting, adequate parking for multiple vehicle types)
- Must have roll-on/roll-off service
- Match historical integrity of Rockwood
- Safe, well lit but without bright glow into neighbors' homes
- Proper way-finding signage
- Use existing buildings' restroom facilities (agreement with local business owner to use their restrooms as long as they won't be overwhelmed) or construct a small, simple building which fits existing architecture
- Long and short term parking (business opportunity if charge fee for long-term parking)

Questions and concerns:

- Design station so that trains never block both at-grade crossings at once.
- Who will own and maintain the station?
- Who will have liability?
- Could alternative energy grants be pursued to reduce maintenance such as LED lighting and heating coils in walkways?
- Will there be a hotel tax to cover costs?
- Who will run the shuttle service? Could Rockwood apply for a Federal scenic byways grant?
- Does the existing business community have the commitment to be open consistent hours or to adjust hours to accommodate train schedule?
- Could an electronic kiosk be installed?
- Single platform configuration preferred
- Rockwood often won't be travelers' final destination. Is there a significant benefit to Rockwood if many of the travelers will be headed for other destinations? Need to improve impression and create a reason for train patrons to come back and stay.
- Look at homeowners at Seven Springs.
- Create some ethnic events like MLK Day at Seven Springs.
- Find out what other similar stops do (Confluence).
- Borough Council needs assurances.
- Create a map of Rockwood area attractions.
- Is the community willing to provide local matching funds for grants?
- How will surrounding homes be protected from station lighting?
- Will an increased police presence be needed? If so, who will pay for it?
- Train arrival/departure times do not seem ideal and may not fit the local businesses' schedules.
- Will roll-on/roll-off be permitted?
- Downtown businesses are somewhat fragmented (no core business district) with poor sidewalk connections. This may be a problem when trying to attract riders into the downtown area.

Through the initial group exercise, a series of three statements were summarized to form the core tenets of the Rockwood Amtrak Station Feasibility Study:

1) *We **value** the scenic, historic, and small town nature of Somerset County*

2) *We recognize the train station as a prime **opportunity** to spur tourism in the County*

3) *We share a common **vision** for a safe, efficient train station that encourages bicycle use with low maintenance costs*

Steering group meeting (October 24, 2011): After the initial stakeholder interview meeting, the project team identified the key elements of the new Rockwood Train Station to reflect the values and goals of the community. In addition, coordination was undertaken with Amtrak and CSX to begin the station development process.

During the meeting, stakeholders were updated on project progress, specifically on identified station elements, including:

- Platforms and Canopies
- Bicycle Accommodations
- Parking
- Station Amenities
- Track and Signal Work
- Safety and Security

After a discussion on key elements, preliminary design concepts were discussed with the group. Recommendations were made to the project team regarding the preferred alternative and elements to be included in future concepts. To assist in the review of concepts, a brief overview of the newly reconstructed Connellsville Station was given. It was noted that the Connellsville Station shares many of the characteristics desired in Rockwood.

An Amtrak representative was present at the meeting to answer questions and provide input on the station elements and station design concepts that were developed. Finally, the application for the Rockwood Amtrak Station Project under the U.S. Department of Transportation's Transit Investment Generating Economic Recovery (TIGER) program was outlined and discussed.

Public meeting (December 7, 2011): A public meeting was held on December 7th to update residents on the project progress and gain feedback on proposed design concepts. The meeting was held at the Rockwood Mill Shoppes and approximately 75 people attended the meeting to discuss the feasibility of a new station. Of particular note was the lack of opposition to the station, as nearly all attendees supported the restoration of passenger rail service in Rockwood, and were mostly interested in the earliest the station could open.

December 7th Public Meeting

Final public meeting (July 9, 2012): A final public meeting was held on July 9th at the Rockwood Fire Hall to update residents on the project progress, present findings and recommendations of the draft study, and solicit additional input regarding all aspects of the study. Over 120 people attended the public meeting. During the public question and answer session, all comments were in favor of the project.

Some attendees commented that the explanation for not selecting the old B&O station was incomplete and may be a better option than the selected Rockwood Mill Shoppes and Opera House. As a result additional analysis was conducted after the meeting and is included in this report.

Borough officials noted concerns regarding long term operations and maintenance of the station, particularly as it applies to the funding required for routine and periodic maintenance. Additional concerns were expressed over the abandonment of the station, should it close sometime in the future. This report was edited to respond to these concerns more fully, but additional coordination will have to occur between Somerset County, Rockwood Borough, Amtrak, and CSX to work out specific details regarding ownership and operations of the facility.

July 9th Public Meeting

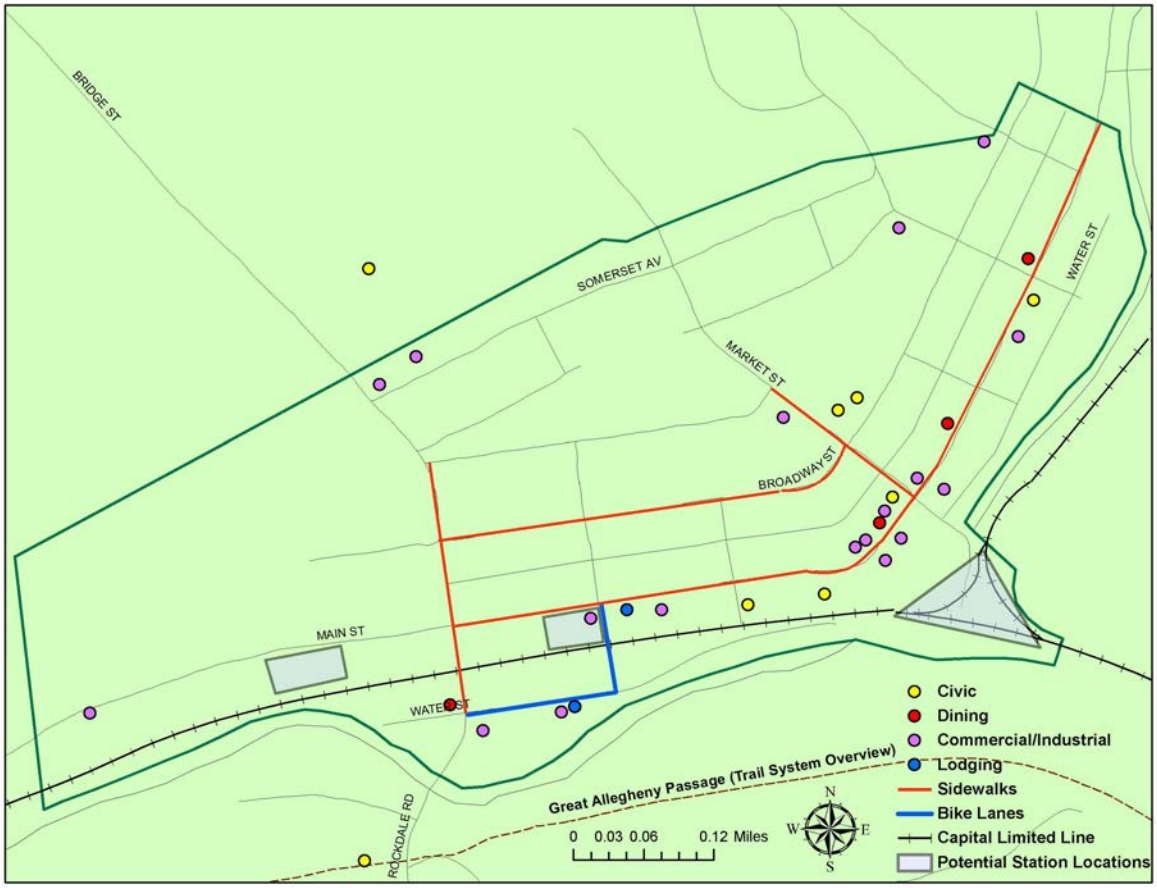
Alternative Station Location Analysis

The first step in determining the feasibility of the Rockwood Amtrak Station was to identify the preferred location for the new station. In the 2009 PRIIA study, a potential station location was identified at the Rockwood Mill Shoppes and Opera House. This site was considered based on the recommendation from the previous study.

At the initial stakeholder meeting in September 2011, participants were asked to identify points of interest for Rockwood and Somerset County. In addition to those identified during the meeting, additional points of interest were identified by the project team. These points of interest have the potential to serve train station patrons, and may play a role in the location of the station. Identified points of interest are displayed in Figure 3 and include civic, dining, commercial/industrial, and lodging locations.

In addition, the project team inventoried existing pedestrian and bicycle facilities that could serve the new train station. Sidewalks are noted as red lines on the map below, and existing marked bicycle facilities are identified in blue.

Figure 3: Points of Interest in Rockwood Borough



Using the information gathered through the initial stakeholder interview meeting, existing infrastructure, and points of interest that may support the train station, five key factors were created in which to identify and rank potential station locations. These factors were:

1) **Proximity to the Borough of Rockwood** – In order to capitalize on existing public infrastructure, maintain the pristine natural environment Somerset County is famous for, and provide for amenities near the station, the location within the Borough of Rockwood is key to the success of the station.

2) **Safe and easy access to the Great Allegheny Passage Trailhead –** According to stakeholders and station supporters, a large percentage of potential ridership may be linked to the Great Allegheny Passage for active transportation vacations.

3) **Pedestrian and bicycle access –** As Rockwood and Somerset County are promoted as active transportation destinations, it will be critical for the station to be accessible by those that may not have vehicles. In addition, the station serves to expand transportation options for all Somerset County residents, particularly for those that may not have vehicles.

4) **Access to future platforms –** Rockwood is a dense Borough with many residential land-uses surrounding the railroad tracks. Access to the rail line that is minimally invasive and requires little to no property acquisition is seen as important to the success of the project.

5) **Land available for safe parking and vehicular access –** Related to factor 4, the availability of nearby land for parking and vehicular access, particularly for kiss-and-ride capability and shuttle pick-up/drop off for nearby resorts is considered to be key to the success of a new station.

Three alternative locations were identified and are displayed in Figure 4 below. They include (1) the "Main Street Industrial Site," (2) the Rockwood Mill Shoppes and Opera House, and (3) the existing B&O railroad station.

The key factors were applied to the three identified sites to determine if they meet the factors, and were further assessed on how well they met the factors, with a low, medium, and high ranking approach. The selected alternative is based on the site that best addresses the key factors.

Figure 4: Potential Rockwood Amtrak Station Locations

Alternative Location 1: Main Street Industrial Site

The first site considered for the location of the Rockwood Station is an active industrial property operated by Rockwood Manufacturing at 300 Main Street, west of the intersection with Bridge Street along existing CSX right-of-way. There is an active rail siding at the location that appears to be used for freight activity, and could possibly serve as a passenger side track to minimize impact to rail operations. The established evaluation criterion was applied to the Main Street Industrial Site. Findings are summarized in Table 1 on the following page.

Figure 5: Main Street Industrial Site

	Key Factor	Meets Criteria	Adherence Rating
1	Proximity to the Borough	✓	Low
2	Safe and easy access to trail	✓	Medium
3	Pedestrian and bicycle access	✓	Medium
4	Available Platform access	X	None
5	Land available for parking and access	✓	High

Table 1: Main Street Industrial Site Evaluation

1. **Proximity to the Borough -** While the Main Street Industrial Site is located within the Borough of Rockwood, it is on the edge of the Borough limits and is only accessible via Main Street. The lack of its prominence, visibility, and overall proximity to the center of Rockwood ranks it "low" on this key factor.

2. **Safe and Easy Access to Trail –** The Main Street Industrial Site is the only location to the west of the trailhead. To travel between the two, a bicyclist or pedestrian would travel along Bridge Street and onto Main Street, a total distance of approximately 2,000 linear feet of travel from point to point. While the distance and complexity of travel is relatively low, there are no bicycle or pedestrian friendly facilities on the path, creating a potentially confusing or dangerous situation. The site meets the criteria, with a "medium" adherence.

3. **Pedestrian and Bicycle Access –** Pedestrian and bicycle access to the Main Street Industrial Site is highly dependent on the direction of travel. It is likely that most users of the station would access it from the north and east, traveling along Main Street or Bridge Street. Sidewalks exist on both Bridge and Main Streets up to the intersection of the two streets, leaving a gap from the intersection to the station site. As most of the travel path has sidewalks, the site is considered to have a "medium" adherence to the key factor.

4. **Available Platform Access –** The existence of the freight rail siding at the location is unique in Rockwood, and would create an ideal situation for future rail corridor operations. Unfortunately, there is a large grade difference between Main Street and the potential parking area, and the siding. This would require significant work to create a path compliant with the American's with Disabilities Act of 1990 (ADA) that would substantially increase the cost and maintenance needs. As a result, the Main Street Industrial site does not meet this key factor, and is considered to be fatally flawed.

5. **Land Available for Parking and Access –** Existing parking lots and surface storage areas exist at the industrial site. A field view conducted during the middle of a weekday indicated that the site has available parking, especially considering the times when the station would be active. Given the existing infrastructure and the minimal investment that would be necessary for parking and access to the site, this key factor was given a "high" adherence rating.

Alternative Location 2: Rockwood Mill Shoppes and Opera House

The second site considered for the location of the Rockwood Station is the Rockwood Mill Shoppes and Opera House, located at 450 Main Street in Downtown Rockwood, along existing CSX right-of-way between Chestnut and Bridge Streets. The site was a former lumber yard and today contains a building that houses a restaurant, performance hall, shops, and an exercise club. The site also contains an existing parking lot.

Rockwood Mill Shoppes and Opera House

The owner of the Rockwood Mill Shoppes and Opera House is a fervent supporter of the Rockwood Train Station. She has been responsible for organizing many community efforts promoting the stop, and has initiated a petition that has more than 900 signatures in support of the rail stop.

Figure 6: Rockwood Mill Shoppes and Opera House

Key Factor		Meets Criteria	Adherence Rating
1	Proximity to the Borough	✓	High
2	Safe and easy access to trail	✓	High
3	Pedestrian and bicycle access	✓	High
4	Available Platform Access	✓	Medium
5	Land available for parking and access	✓	High

Table 2: Rockwood Mill Shoppes and Opera House Evaluation

1. **Proximity to the Borough -** The Rockwood Mill Shoppes and Opera House is located on the western edge of what is considered the Rockwood "core", in close proximity to the majority of the commercial, retail, and civic activity in Rockwood Borough. It houses several commercial establishments, including a bakery, restaurant, gift shop, gym, and several other uses. A train station sited at this location would have easy access to amenities that passengers may use and be highly visible in the community. In addition, the Rockwood Fire Hall is approximately two blocks from the station. The Rockwood Mill Shoppes and Opera House has an excellent location and has a "high" adherence to this key factor.

2. **Safe and Easy Access to Trail –** The Rockwood Mill Shoppes and Opera House specifically caters to users of the Great Allegheny Passage in addition to Rockwood residents. The owner also operates the Hostel on Main, which targets long-distance bicyclists on the trail. The only existing designated bicycle travel corridor connects the intersection of Chestnut Street and Main Street with the trail, with bicycle pavement treating to alert motorists and bicyclists alike. The close proximity to the trailhead and the presence of an existing bicycle corridor gives the site a "high" adherence to this key factor.

3. **Pedestrian and Bicycle Access –** In addition to access to the trail, the presence of the Rockwood Mill Shoppes and Opera House near the core of Rockwood provides excellent pedestrian and bicycle access with existing sidewalks on all major connecting streets within the grid network, in addition to the above mentioned bicycle corridor. In addition, the close proximity of the residential area of Rockwood reduces the travel distance for those that wish to use the station without the use of an automobile. The existence of current facilities in addition to close proximity to likely origins and destinations gives the site a "high" adherence to this key factor.

4. **Available Platform Access –** The Rockwood Mill Shoppes and Opera House Site is located on the edge of Rockwood's "core"; as a result, the majority of surrounding land uses to the north, west, and south are residential. The existing parking lot provides direct and visible access to the proposed platform, detailed later in the report. However, the presence of the surrounding

residential uses somewhat limits the access to the platforms to one area. As a result, the site is considered to have a "medium" adherence to this key factor.

5. **Land Available for Parking and Access –** The existing parking lot currently used for the Rockwood Mill Shoppes and Opera House patrons is generally underused, with the exception of large events in the performance space. This creates the possibility of a shared parking lot, given the low level of daily usage for the train that would likely not coincide with the building's main uses. Improvements would need to be made to formalize the parking lot and create obvious travel lanes to avoid conflicts between vehicular traffic and bicycle and pedestrian use. Given the availability of the present parking lot, this key factor is considered to have a "high" adherence rating.

Alternative Location 3: B&O Existing Station

The third site considered for the location of the Rockwood Station is the existing B&O station site located just across the bridge at the south end of Market Street. In 1971, the B&O Railroad ceased to use the old station and today it is currently used as a headquarters for the local maintenance-of-way employees and for train and engine crews that work the CSX branch to Johnstown. Should this site be selected, an alternative work location would need to be negotiated with CSX and its labor force.

A building analysis conducted during the PRIIA study indicated that the current station building has suffered from years of neglect and deferred maintenance, and concluded that using the building for a passenger station building would not be feasible. Additional analysis conducted during this effort has concluded similar results.

B&O Existing Station owned by CSX

Figure 7: B&O Existing Station

Key Factor		Meets Criteria	Adherence Rating
1	Proximity to the Borough	✓	High
2	Safe and easy access to trail	✓	Low
3	Pedestrian and bicycle access	✓	Medium
4	Available Platform Access	X	None
5	Land available for parking and access	✓	Low

Table 3: B&O Existing Station Evaluation

1. **Proximity to the Borough –** The former Baltimore & Ohio (B&O) railroad station, located in an active railroad wye, is directly adjacent to the Rockwood "core". This location allows for easy access to the majority of retail, commercial, and civic uses in the Borough that riders may use. Despite the lack of visibility of the station site from highly traveled thoroughfares, the site is the historical train station and would likely be easily identified by people familiar with the area. The existing B&O station's location in the Rockwood "core", in addition to the historical context gives the site a "high" adherence rating.
2. **Safe and Easy Access to Trail –** The B&O existing station is the furthest of the considered alternatives from the Great Allegheny Passage. While sidewalks are present for the majority of the likely path to the trailhead, they are narrow and not suitable for bicycle and pedestrian mixed use. Current road right-of-way consists of one travel lane in each direction with street parking on both sides, forcing bicyclists to ride in the travel lane. Given the combination of the distance and infrastructure condition, the B&O existing station site has a "low" rating for this key factor.
3. **Pedestrian and Bicycle Access –** Given the location of the B&O Station in Rockwood's core, there is an existing grid network with sidewalks on all major connectors. The site is connected with the core by a short bridge over a creek that does not have bicycle or pedestrian facilities; however, given the low traffic volumes associated with the station, there is not anticipated to be any issues with this access point. In addition, the site is located in a railroad wye, necessitating crossing a set of railroad tracks to access the station area. Railroad grade crossings have the potential to cause problems with bicycles, so careful design will need to occur to ensure safe crossing and to minimize the gaps between the rail and the crossing path. Overall, the proximity to existing bicycle and pedestrian facilities with a few associated challenges give this key factor a "medium" adherence rating.
4. **Available Platform Access –** The current building sits less than 12' from the clearance envelope, as seen above right. Given this close proximity, the installation of Amtrak required 10'-12' tracks would be impossible, and the building would have to be relocated or demolished to accommodate the platforms. With the historical significance of the old station building, this

process would take several years and would be costly to design, coordinate, and execute the move. This complexity effectively eliminates the ability to construct the station within a reasonable schedule or budget, and is not considered to meet the established criteria.

5. **Land Available for Parking and Access –** Located in a railroad wye, there is space in the center that historically served as an area for parking and access to the B&O existing station site. To access the site, however, vehicles cross an active railroad line. While this line is not heavily used, should a train be stopped in the wye off of the main line, access would be entirely cut off to the station. In addition, the current infrastructure would need to be reconstructed to formalize the parking and to create obvious travel lanes to avoid conflicting traffic movements within the site. Given the access constraints of the bridge and rail crossing noted above, the B&O site has an adherence rating of "low" for this key factor.

B&O Existing Station Access Point

Preferred Location

Through the identified key factors, a community preferred location was identified. Table 4 below summarizes the selection criteria results.

Site	Meets All Criteria	Adherence to Criteria		
		High	Medium	Low
1 – Main Street Industrial Site	NO	1	2	1
2 – Rockwood Mill Shoppes and Opera House	**YES**	**4**	**1**	**0**
3 – B&O Existing Station	NO	1	1	2

Table 4: Selection Criteria Summary

Of the three alternative locations for a new Rockwood Amtrak Station, two do not meet the established selection criteria. The Main Street Industrial Site is considered infeasible as it does not meet the key factor of access to the potential platform. Stakeholders also felt that the site was too far removed from the center of the Borough. In addition, the B&O Existing Station does not meet the criteria of available platform access due to the proximity of the existing building to the railroad clearance envelope and the complexities of moving or demolishing an historic building.

As a result, the Rockwood Mill Shoppes and Opera House is identified as the recommended location for the Rockwood Station. The site contains an existing building with available space at the rear of the building that could be leased for a waiting area. The owner of the Rockwood Mill Shoppes and Opera House has provided public support for the project and use of the site for a station location. In addition, there is available and accessible railroad right-of-way for platforms

behind the existing building on the site. There is already available parking for the station in the form of the existing building's parking lot which will require minimal investment to provide passenger parking. Furthermore, stakeholders agreed that the site is a central location to key destinations in Rockwood, including the trailhead and overnight accommodations.

Environmental Analysis

In addition to the key factors identified above, an environmental and community impacts review was conducted to further assess the proposed sites prior to selecting the recommended location. Federal or State funding used in the construction of the Rockwood Train Station may not be expended until the appropriate environmental clearance is received noting that there will not be an adverse effect on the environment, or if there is that it will be mitigated to an appropriate level. State environmental regulations closely mirror Federal environmental requirements established by the National Environmental Policy Act of 1969, and the same evaluation is applied for both funding sources.

National Environmental Policy Act

Environmental and community impacts for all reasonable station location alternatives in the Rockwood Borough have been assessed in order to prepare for a more in depth study that will be necessary to meet the requirements of the National Environmental Policy Act (NEPA) and to access Federal funding sources, should the project proceed. NEPA requires Federal agencies to consider potential impacts to socio-economic, cultural, and natural resources.

There are three avenues for completing NEPA:

1. Categorical Exclusion Evaluation (CEE) – A CEE can be completed when the likelihood of significant adverse environmental impacts is minimal. Approval of this document by the Federal agency will categorically exclude the project from the NEPA process.
2. Environmental Assessment (EA) – An EA is completed when the likelihood of significant adverse environmental impacts is unknown. The project can proceed to construction if a Finding of No Significant Impact (FONSI) is issued by the Federal agency.
3. Environmental Impact Statement (EIS) – An EIS is completed when the likelihood of significant adverse environmental impacts is high. The project can proceed to construction when a Record of Decision is given by the Federal agency. The Record of Decision may involve some mitigation measures.

The preliminary environmental analyses suggest that the project, constructed at any of the three potential locations within Rockwood, will most likely qualify as an Environmental Assessment, in accordance with CEQ Regulations and 23 CFR 771.119. A Class of Action (COA) determination from the Federal Transit Administration (FTA) or Federal Railroad Administration (FRA), dependent on funding source, will be necessary to confirm that an Environmental Assessment will be appropriate for this project.

The preliminary environmental analyses suggest that the train station location with the least potential impact to socio-economic, cultural, and natural resources would be at the Rockwood Mill Shoppes and Opera House, while the train station location with the greatest potential impact to socio-economic, cultural, and natural resources would be at the B&O Existing Station.

Summaries of the preliminary environmental analyses of the three potential station locations are included in **Appendix B: Environmental Impacts Memo** as Tables 1-3. A map showing select environmental features is included in **Appendix B: Environmental Impacts Memo** as Figure 1.

Environmental Justice

Per Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (1994), the design and planning of Federally funded projects must avoid disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low income populations; must ensure the full and fair participation by all potentially affected communities in the transportation decision making process; and must prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low income populations.

It has been determined that the proposed improvements will not result in disproportionately high or adverse impacts to minority or low-income residents or populations. Demographic data from the United States Census Bureau, 2010 Census, is displayed in the following tables. Note that a census block is a division of a census tract.

	Block 4043 (Site 1)	Block 4040 (Site 2)	Block 4024 (Site 3)
Population that is White	100.0%	100.0%	100.0%
Population that is Black or African American	0.0%	0.0%	0.0%
Population that is Asian	0.0%	0.0%	0.0%
Population that is Other/Two or More Races	0.0%	0.0%	0.0%
Population that is Hispanic or Latino	0.0%	0.0%	0.0%
Mean Household Income	Not Available	Not Available	Not Available
All Families below the Poverty Level	Not Available	Not Available	Not Available

Table 5: Census Data of Proposed Sites (Block)

	Census Tract 218	Pennsylvania	United States
Population that is White	99.0 %	81.9%	72.4%
Population that is Black or African American	0.1%	10.8%	12.6%
Population that is Asian	0.2%	2.7%	4.8%
Population that is Other/Two or More Races	0.4%	4.6%	10.2%
Population that is Hispanic or Latino	0.5%	5.7%	16.3%
Mean Household Income	$50,283	$65,878	$68,259
All Families below the Poverty Level	6.3%	9.3%	11.3%

Table 6: Census Data of Proposed Sites (Tract)

Table 5 and Table 6 above demonstrate that all three potential project locations, at both the census block level and the census tract level, have lower minority populations (as a percentage of the general population) than the state and national levels. Although the mean household income for this census tract is significantly lower than the state and national levels, the percentage of all families below the poverty level is significantly better than the state and national levels. Therefore, all three

potential project locations are in areas in which environmental justice is not considered to be a concern.

Community Outreach

As discussed above, local community involvement in the planning process is important, especially in the environmental review process. Four community based meetings were held for the Rockwood Amtrak Train Station Project:

- **September 1, 2011 –** Community Stakeholder Interviews
- **October 24, 2011 –** Steering Committee Meeting
- **December 7, 2011 –** Public meeting
- **July 9th, 2012 –** Public meeting

Additionally, an EA will require a 30 day public comment period in order to meet NEPA requirements. Public notification and outreach will include distribution of hard copies of the draft Environmental Assessment document to the Borough Hall and to a local public library, mailing of letters alerting stakeholders of the availability of the Environmental Assessment for public review and comment, and publication of a legal notice in the local newspaper alerting the public of the availability of the Environmental Assessment for review and comment. Comments received will be incorporated into the final Environmental Assessment document.

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Community Impacts

Development of a train station at Rockwood will doubtlessly have many impacts on the community. The majority of these impacts are positive. As part of the study process, all potential community impacts were documented and analyzed to the extent possible. As the project moves into design, additional analysis will need to be conducted in certain areas. In addition to specific impacts to the physical environment, impacts will be felt in various other areas as well, specifically in the economy and mobility of various demographic groups.

Noise and Vibration and Lighting

In order to better determine the negative impacts such as noise and vibrations, quantitative impact assessments will need to be conducted to determine potential impacts to property owners in all three locations. The addition of a rail stop will cause added noise and vibration, although the extent to which this will affect nearby residents is likely limited due to the time of day, limited dwell time, and the overwhelming abundance of freight rail already operating on the same corridor.

Surrounding property owners would potentially be affected by station lighting and security issues. A qualitative analysis suggests that the Rockwood Mill Shoppes and Opera House Site would be especially susceptible to noise, vibration, lighting, and security impacts, due to the proximity of residential and commercial properties to the proposed station site. The Main Street Industrial Site and the B&O Existing Station would appear to be much less susceptible to such impacts due to surrounding land uses. However, implementation of the Main Street Industrial Site option may displace or disrupt an active industrial facility and its employees. Similarly, implementation of the B&O Existing Station option would likely demolish an active CSX facility, temporarily displace its employees, and would also likely worsen flooding in the surrounding area, which could affect adjacent property owners.

Mitigation efforts should be undertaken during the design phase to minimize the impact at the Rockwood Mill Shoppes and Opera House Site. Lighting used should be cutoff style that minimizes light pollution into surrounding areas. Lights should be placed on a timer that shuts off at a certain time after the last train of the day, likely around 9:00pm.

Crime

Rockwood is a small, rural community, and as such has little in the way of crime. According to the Pennsylvania state-wide database, there was only one reportable incident in 2010. However, a history of safety does not mean that crime cannot occur. Typically, Amtrak train stations do not attract crime at the same level as other forms of rail transit. Since the completion of the Connellsville Station in 2011, anecdotal information from station officials indicate that the only criminal activity that has occurred was minor vandalism, resolved by station staff almost immediately.

In addition to the unlikely attraction of crime, the preferred location for the Rockwood Train Station is located in a highly visible area within close proximity to local businesses, residential

housing units, and the most heavily traveled road in Rockwood. This combination of factors leads to a high level of "natural surveillance" that will discourage criminal activity for fear of being caught.

To fully assuage all crime fear, additional safety and security components are proposed for installation at the selected station location to ensure the safety of station patrons. Specifically, the project proposes the installation of a live-feed camera system that will be monitored by authorities during times surrounding train activity. In addition, emergency call boxes, similar to the blue light system shown right, will be installed to assist people in an emergency. Any incidents that do occur at the station will be reported to and handled by the State Police.

Rockwood Borough currently has a part time police presence. Given the times of activity at the station, it is unlikely that local police will be available should an incident occur. With the installation of the above identified security improvements, and education and coordination with the State Police based in Somerset County, **no additional burden is expected on the Rockwood Police Force.**

Given Rockwood's rural nature, cellular phone service is absent in most of the region. The Great Allegheny Passage has dealt with this by installing cellular signal amplifiers at trail houses. The project will also include an amplifier to ensure that travelers have the ability to perform any other necessary function prior-to, or after, their train trip.

Maintenance Responsibilities

The Rockwood Train Station benefits all of Somerset County, and the Laurel Highlands region in general. As such, maintenance of the station will be the responsibility of Amtrak and/or Somerset County, pursuant to an agreement entered into prior to the construction of the station. General maintenance responsibilities will include trash removal, changing of light bulbs, landscaping, interior station building maintenance, and snow removal. Maintenance costs of snow removal will be minimized through the proposed platform canopies which will protect the platforms from the elements.

Traffic

There are anticipated to be only minimal traffic impacts resulting from the station. As discussed in more detail in the Operational Analysis Section below, the project proposes new grade crossing gates and associated signals at Chestnut and Bridge Streets to reflect a train stopping at the new Rockwood Station. It is anticipated that a delayed gate could be installed for both areas that would leave one road passable during train dwell times, but additional analysis needs to be conducted during the design phase to determine the exact feasibility and electrical system modifications necessary.

Other Positive Impacts

Provide access to jobs, regional centers, and natural and cultural resources without the use of a personal automobile

As mentioned previously, Somerset County is a tourist hotspot, boasting the Great Allegheny Passage, two nationally recognized ski resorts and convention centers, along with other points of interest such as the Flight 93 Memorial in Shanksville, Pennsylvania. Access to Somerset County is currently achieved only through automobile, leaving an alternative transportation gap to connect with major metropolitan areas that value the leisure activities Somerset County has to offer.

According to a study completed by VisitPA, in 2009, 2.6 million overnight trips and 4.7 million day trips were taken to the Laurel Highlands region of Pennsylvania. Analyzing only the existing visitors to the Laurel Highlands Region, at least 3.3 million people could potentially benefit from the Rockwood Amtrak Station for their traveling needs. This potential, combined with the vast improvement to the mobility of residents of Somerset County, creates the foundation for a project that will profoundly impact the lives of millions.

The Great Allegheny Passage, additionally, generates thousands of weekly trips, which draw active transportation enthusiasts from a wide area along the trail. At the Rockwood trailhead alone, according to a 2008 economic impact analysis conducted for the trail, nearly 40% of users report traveling more than 50 miles one way to reach the trail.

In addition, Somerset County has a sizable population of traditional Amish communities that rely heavily on public transportation to travel long distances, frequently for medical care. Currently, these communities must travel further than 50 miles to reach the nearest public transportation option, limiting their ability to receive life-sustaining medical treatments.

The addition of an Amtrak station at Rockwood will provide access to jobs, regional centers (i.e. Pittsburgh Hospital), and the sites mentioned above without the use of a personal vehicle. In addition, the link created to major metropolitan areas will also allow Somerset County residents to connect to several international airports via rail transportation, creating a truly multi-modal transportation network.

Improve safety for bicycle and pedestrian users

The project will connect the station with the Borough of Rockwood, the Great Allegheny Passage, and other attractions in the immediate vicinity by improving pedestrian and bicycle facilities around the station. These improvements propose creating a plaza at the station, upgrading sidewalks, and creating prioritized bicycle corridors between the station and the Great Allegheny Passage using techniques such as pavement treating.

By creating bicycle priority corridors where bicycle travel is equal to or more important than vehicular travel, safety will improve significantly. In addition, the environment created by such corridors encourages use, thereby boosting the effectiveness of the train station and its impact on the local economy.

Reduce greenhouse gas emissions and reliance on foreign oil

The project will promote environmental sustainability by improving energy efficiency, reducing dependence on oil, reducing greenhouse gas emissions, and providing other qualitative benefits to the environment. According to Amtrak, rail travel carbon emissions are .21 kg per passenger mile, while automobile travel results in .35 kg per passenger mile and .48 kg per passenger mile for air travel (Amtrak. Critical Link. 14-16). Increased use of rail travel will result in significant, measurable air quality improvements throughout the corridor. In addition, by implementing the Rockwood Amtrak Station Project, a cultural shift will begin to occur by introducing thousands of current residents and millions in future generations, to the benefit of travel by means other than personal automobile.

Boost the local and regional economy in an economically disadvantaged area

The Pennsylvania Department of Community and Economic Development has classified 48 of the 50 municipalities in Somerset County (including Rockwood Borough) as Economically Distressed areas. The improvements made through the Rockwood Amtrak Station Project will enhance the economic viability and competitiveness of these areas. Amtrak reports that even in smaller metropolitan communities, the return on investment in rail stations is dramatic. The Chamber of Commerce in Old Orchard Beach (Maine) credits new Amtrak service as spurring tremendous growth in the economy. According to Maine Governor John Baldacci, —Amtrak is part of Maine's long-term economic development strategy (Amtrak. Critical Link. 11). The new train station in Rockwood is expected to have a similar result in improving the local and regional economy.

By creating a facility to attract tourists and provide efficient, high-quality alternative transportation, the local economy in Rockwood and Somerset County will be positively impacted. Numerous studies exist that suggest the positive impact of rail transportation on property values and economic activity, with one estimate completed by the Michigan Department of Transportation citing a $1.32 positive local economic benefit for every $1.00 spent on passenger rail infrastructure improvements. In an economically disadvantaged area, this benefit will make a significant impact.

Rail travel is also many times more efficient per passenger mile than personal automobiles and is less susceptible to fuel increases, as the cost is borne by all riders. The ability to stabilize transportation costs to thousands of families will help contain the household budget deficit that is being seen throughout the nation. The cost of using an automobile is estimated at $0.51 per mile of travel. Given the average estimated round trip length of 276 miles, the typical automobile trip will cost $140.76. Amtrak estimates that the average fare for a rider to/from Rockwood will be approximately $58.00, creating a savings of nearly $100.00 for the average traveler.

In addition to cyclists, outdoor enthusiasts, and all Somerset County residents, the Rockwood Amtrak Station will also positively benefit historically underrepresented groups, including: economically disadvantaged populations, non-drivers, senior citizens, and person with disabilities. The Rockwood Amtrak Station will enable these populations to travel without the need of an automobile, thereby enhancing their quality of life and providing access not previously available.

Property Value

Creation of a station in Rockwood will also benefit the community through an increase in property values. Research has shown that property values located near train stations increase between 4% and 49%. As the Borough of Rockwood is only 0.3 square miles in area, it is likely that property values in the entire Borough will benefit from a new train station. Property values may increase significantly more through time as ridership increases at the station and as new economic development continues in the Borough.

Expand Access to Affordable Housing

Furthermore, a new passenger rail station in Rockwood will expand access to affordable housing to countless individuals. Somerset County, partially as a result of being predominately made up of economically distressed areas, has a plethora of affordable housing options. With the connection to major metropolitan areas via passenger rail transportation, the viability of living in the community while still having access to metropolitan amenities may attract new residents to Rockwood. The connection will open a lower cost of living to many people, and it is likely to spur residential growth.

Create and Retain Jobs

A core component of the Rockwood Amtrak Station Project is to promote near-term economic activity improvement through the immediate implementation of design and construction. The average unemployment rate for Somerset County Pennsylvania is 8.7%. A large capital project such as the proposed station can assist the local economy in the current business environment. According to the Executive Office of the President, Council of Economic Advisors, one full time equivalent job is created for every $92,000 in government infrastructure investment. Using this guideline, the Rockwood Amtrak Station Project is anticipated to generate 44 jobs.

Upon project completion, the tourism attracted through the new station will make a noticeable impact in the local and regional economy. As explained above, using passenger rail service to access the amenities of the Laurel Highlands will reduce the transportation cost to the average visitor. As a result, additional capital will be available to spend on activities within the Borough and the region, creating an automatic economic boon. In addition, new local support businesses are likely to be created with the addition of new ridership (e.g. shuttle services).

Station Case Studies

In order to further understand the impacts of an Amtrak station in Rockwood, several peer train stations were identified that have similar characteristics of being small in size and serving as gateways to larger communities that are visitor driven.

Community Impacts Case Study 1: Culpepper, Virginia Train Station

Culpepper, Virginia is a town of 16,379 people in north central Virginia. The first train station there was constructed in 1852 by the Orange and Alexandria Railroad. In 1985, after a period of decline, Norfolk Southern demolished a portion of the station. The town of Culpepper formed a committee

to save the building and began restoration work of the station. In 1998, the deed to the station depot was officially transferred from Norfolk Southern to the Town of Culpepper. The renovated station was opened in 2000.

Culpepper, Virginia Amtrak Station

The Culpepper station is served once daily in both directions by the *Crescent* between New York and New Orleans and tri-weekly by the *Cardinal* between New York and Chicago. In addition, Amtrak Virginia (a partnership between the Virginia Department of Rail and Public Transportation and Amtrak) recently began a daily round-trip service between Lynchburg, Washington D.C. and points along the Northeast Corridor.

Today, the station has a ridership of 10,930 (FY 2011). The station building and parking area are owned by the Town of Culpepper while Norfolk Southern owns the platform and track.

On April 2, 2012, the Town of Culpepper was announced by the National Trust for Historic Preservation as one of five winners of the 2012 Great American Main Street Award for their leadership in implementing the Main Street Four-Point Approach, embracing sound historic preservation practices and building strategic partnerships. The award recognized the rebirth of the downtown that occurred with the town's citizens rallying to save the station in 1985. The citizen committee that formed became a Main Street Program in 1988 which made streetscape and infrastructure improvements in the town and restored storefronts. The program reduced the town's retail vacancy rate from 86 percent to 8 percent through the attraction of 324 new businesses. Through the thriving station and downtown, the Town of Culpepper is situated to grow as a regional cultural and entertainment destination

Community Impacts Case Study 2: Parkesburg, Pennsylvania Train Station

Parkesburg, Pennsylvania is a small borough located in Chester County with a population just over 3,500. The town has a station stop on Amtrak's Keystone Corridor. The existing train station is located in a residential area of town, immediately abutting homes on all sides.

Parkesburg, Pennsylvania Amtrak Station

PennDOT and Amtrak are currently investigating the possibility of relocating the train station to another area of the Borough since the current station is not ADA-compliant and has parking and access issues. Alternate station locations were identified near Borough Hall in the "Main Street" commercial district.

Recently, Parkesburg Borough Council received a signed petition from 94 Parkesburg residents requesting that the train station not be relocated but rather upgraded at its current location. They believe that the station is an asset to the community, and in its current location it provides the linkage between the residential neighborhoods and the Borough's central business district.

Community Impacts Case Study 3: Connellsville, Pennsylvania Train Station

Connellsville is a city in Fayette County, Pennsylvania. It is located approximately 57 miles southeast of Pittsburgh on the Youghiogheny River and is part of the Pittsburgh Metro Area. The city has a 2010 Census population of 7,637. The city is also located along the Great Allegheny Passage.

Connellsville, Pennsylvania Amtrak Station

During the winter of 2011, Amtrak built a new station building and 550' platform at the Connellsville Station to replace an old 1970s shelter. The Connellsville Station is served twice daily by the *Capitol Limited* and has a fiscal year 2011 ridership of 4,382. The station building is owned by Amtrak while CSX owns the parking areas, platform, and track.

The station building is unstaffed. Amtrak provides a caretaker who locks and unlocks the station building, cleans the station, and removes trash. Any larger maintenance or repairs that need to be done are done by outside contractors with costs paid for by Amtrak. Landscaping and snow removal is also done and paid for by Amtrak. According to Amtrak, snow removal costs about $10,000 to $12,000 a year and landscaping costs approximately $2,000 a year.

City leaders hope to leverage on the investment in the 2011 new train station to spur an economic development and urban design initiative in the city. They hope to encourage Allegheny Trail users to lodge in town or shop at its stores. The city plans include a river overlook on the west bank next to the W. Crawford Street Bridge, and a new plaza that will better connect the new Amtrak building with downtown Connellsville. City leaders also hope to develop the waterfront on the east side of the river through infill development including shops and residential units. The city's plans also call for restrooms and other amenities for cyclists at the Amtrak station, as the current station building does not include restrooms.

Community Impacts Case Study 4: Prince, West Virginia Train Station

Prince, West Virginia is a small unincorporated area located along the New River Gorge at an elevation of 1,263 feet. CSX owns and maintains a train station in Prince consisting of an enclosed waiting area, parking, a ticket office, and restrooms.

Prince, West Virginia Amtrak Station

The station was originally built by the Chesapeake and Ohio Railway in 1880 and renovated in 1942. The station is served by two tri-weekly *Cardinal* trains. The fiscal year 2011 ridership at the station was 3,197.

Although Prince, West Virginia has a small population (2010 Census population of only 116), the station serves as the main depot for much of Fayette County, including the much more populous Beckley which has a 2010 Census population of 17,614. As the general hub for its area, the station provides access to many outdoor activities in West Virginia, including white water rafting on the New River and camping in National Park Service land in Prince. The town of Prince itself has no real services such as restaurants and lodging and the closest are located in downtown Beckley.

Operational Analysis Summary

The proposed Rockwood Amtrak Station is located along the existing *Capitol Limited* Route, operated on CSX freight rail right-of-way. The corridor is highly traveled by freight trains, with over 50 trains each day. In addition, CSX has internally identified the corridor as a "high growth" corridor, with expectations of significant volume increases in the future, particularly with the reopening of the Panama Canal.

Coordination efforts between the project team and Amtrak began immediately upon project initiation. Amtrak fully supports the addition of the Rockwood Train Station, as is evidenced by their cooperation and support expressed by the 2009 PRIIA study.

While Amtrak operates the *Capitol Limited* service, it operates mainly on CSX right-of-way. As Amtrak is the designated national passenger rail carrier, freight rail operators must allow Amtrak to operate unless it detrimentally affects their freight rail activities. Through ongoing coordination with CSX, it is clear that CSX believes there may be a negative impact to their operations as a result of the proposed Rockwood Amtrak stop; several alternatives were considered to help mitigate this perceived issue.

Through the operational planning process, CSX proposed the installation of a passenger track parallel to the existing line that will serve to remove passenger trains from the active railroad during times of boarding and alighting. Through a detailed analysis, in order to accommodate this request, a passenger track will likely be between 1,400 and 1,600 linear feet to accommodate the full length of the train consist and necessary turnouts and transitions. **Figure 8** illustrates the minimum length layout of the proposed passenger track.

Figure 8: CSX Proposed Passenger Track

A preliminary order of magnitude estimate conducted for the proposed passenger track indicated that an additional $5,000,000 to $6,000,000 would likely be necessary to meet the minimum requirements for the passenger track. In addition, there is not sufficient existing CSX right-of-way to maintain PUC standards for railroad clearances for the passenger track. As a result, at least 15 properties would be impacted by the new passenger track, which is likely to take several years to negotiate with all landowners to assemble the required right-of-way to move the project forward. This approach is considered infeasible and fatally flawed.

Despite CSX opposition, the existing rail structure permits the planned operation of the Rockwood Amtrak Station using a one-way track section at approximately Mile Post (MP) 235.3 and a crossover in place at approximately MP 226.6 to access the proposed platform from both directions. Using this existing track infrastructure, **no track improvements are necessary to access the proposed Rockwood Station.**

While track improvements are not required, several existing infrastructure improvements could be made as an alternative to the passenger track proposal that will further minimize the impact to CSX operations, especially considering the stop and dwell times discussed later in the report.

To minimize the impact of the passenger station at Rockwood and simultaneously improve CSX operational flexibility, crossovers could be placed on either end of the station to allow Amtrak trains to access the platform from both directions, while minimizing time spent in the incorrect track and providing a way for CSX trains to pass stopped Amtrak trains.

In the CSX right-of-way, crossovers currently exist at MP 227 and 226.6 in Rockwood. The crossover at MP 227 is in the correct direction and relatively close to the proposed station, directly adjacent to the former B&O station. The crossover at MP 226.6 however, will need to be removed and relocated to the west of the proposed station at Rockwood Mill Shoppes and Opera House to complete the necessary train movement, at approximately MP 225.5. It is suggested that a No. 20 crossover be installed to maintain the current 40 MPH track speed.

Figure 9: Potential Track Improvements

In conjunction with the new crossover, signals will need to be installed to match the new track structure. Unfortunately, existing signal diagrams were not available, so an assumption has been made as a worst case scenario that new wayside signals will be required.

In addition to wayside signals, it is likely that the existing grade crossing gates and associated signals at Chestnut and Bridge Streets may need to be replaced to reflect a train stopping at the new Rockwood Station. It is anticipated that a delayed gate could be installed for both areas to leave one road passable during train dwell times, but additional analysis needs to be conducted during the design phase to determine the exact feasibility and electrical system modifications necessary.

Cost estimates are described in more detail below.

Ridership Forecasting

In 2009, Amtrak conducted a PRIIA Section 224 Pennsylvania Feasibility Studies Report which evaluated the feasibility of the addition of a station stop in Rockwood on the *Capitol Limited* line. The project team coordinated with Amtrak to update ridership estimates based on the best available data. As shown in Table 7 below, Amtrak ridership models indicate that the Rockwood Amtrak Station will serve over 2,500 riders annually, with an incremental increase in ridership of 2,100 passengers.

Forecast Results for Proposed New Stop on the Capitol Limited at Rockwood, PA

	Current Service (FY09 Baseline)* Annual Totals		New Capitol Ltd. Schedule Serving Rockwood, PA Annual Totals		
Route	Riders	Passenger Miles	Riders	Passenger Miles	Riders
Capitol Limited					
Coach	166,900	76,340,000	168,870	76,910,000	1,970
Sleeper	45,600	30,230,000	45,730	30,290,000	130
TOTAL	212,500	106,570,000	214,600	107,200,000	2,100
By Market					
Cumberland, MD	11,100		10,900		(200)
Rockwood, PA	0		2,540		2,540
Connellsville, PA	4,500		4,350		(150)
Other markets	196,900		196,810		(90)
TOTAL	212,500		214,600		2,100

Table 7: Amtrak Ridership Forecast

Based on an analysis of ridership trends on the *Capitol Limited*, specifically stations in close proximity to Rockwood, a growth rate was estimated at 5% per year. Using this assumption, ridership at the Rockwood Station is projected to increase to 5,822 by 2031, as illustrated below.

It should be noted that the Amtrak ridership model does not take into account additional tourism driven riders that may make use of the train for connections to the Great Allegheny Passage or the regional seasonal resorts, and only uses existing demographics. Using information provided by the

Laurel Highlands Visitors Bureau analyzing overnight and day trips to the Laurel Highlands region from major markets along the *Capitol Limited*, there is the potential for over 3.3 million visitors each year to travel to the region by train, potentially removing over 1 million cars from the road.

Major City	Visitors
Pittsburgh	**2,000,000**
Baltimore/ Washington, D.C.	**100,000**
TOTAL	**2.1 Million**

Table 8: Day trips to the Laurel Highlands

Major City	Visitors
Pittsburgh	**900,000**
Baltimore/ Washington, D.C.	**100,000**
Cleveland	**200,000**
TOTAL	**1.2 Million**

Table 9: Overnight Trips to the Laurel Highlands

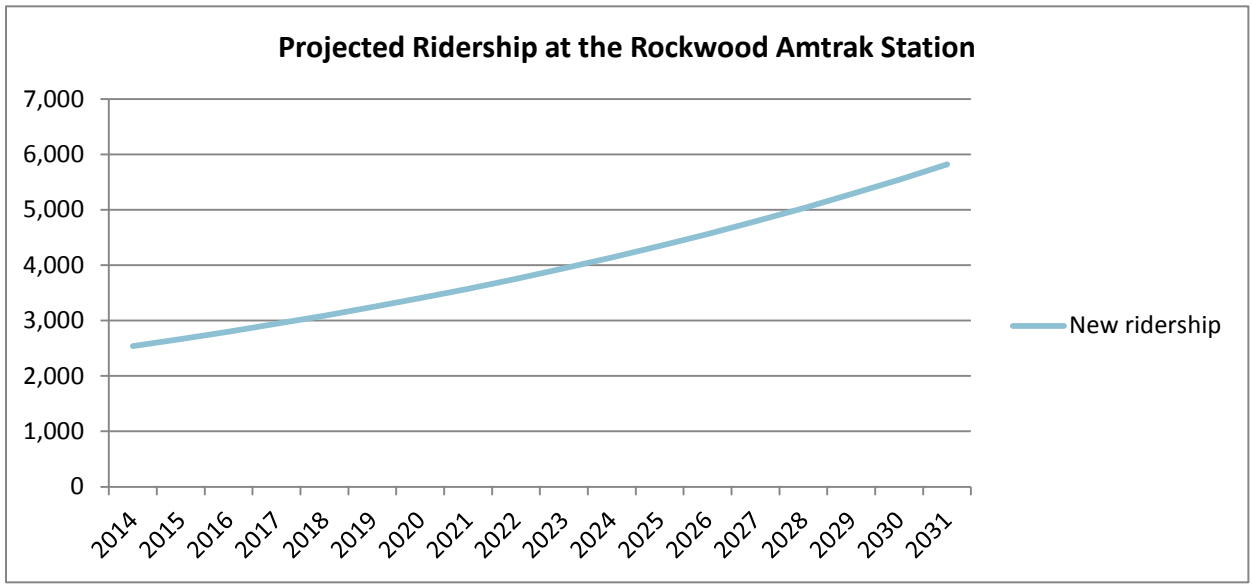


Table 10: Rockwood Station Ridership Projections

Service Plan

Capitol Limited service between Washington, D.C. and Chicago operates daily. An eastbound trip takes approximately seventeen hours and twenty-one minutes from endpoint to endpoint and a westbound trip takes approximately seventeen hours and forty minutes. Under its current schedule, *Capitol Limited* Train #29 traveling to Chicago departs Cumberland, Maryland at 7:24 PM and arrives at Connellsville, Pennsylvania at 9:47 PM. *Capitol Limited* Train #30 traveling to Washington, D.C. departs Connellsville, Pennsylvania at 6:29 AM and arrives at its next stop, Cumberland, Maryland at 8:49 AM.

The addition of a station stop at Rockwood, Pennsylvania between Cumberland and Connellsville will create additional stop and dwell times for *Capitol Limited* trains. Amtrak scheduling staff prepared a draft schedule for the *Capitol Limited* upon opening of the Rockwood Train Station, illustrated in Figure 9 and Figure 10. Their analysis indicates that the Rockwood station will add

approximately five minutes to the schedule, with two minutes of dwell time and three minutes for deceleration and acceleration.

Figure 10: Capitol Limited Schedule Westbound

Capitol Limited Train 29				
Effective 11/7/11 Daily		**Days of Operation**		Effective Daily
4:05 PM	**Dp**	Washington, DC	**ET**	4:05 PM
4:29 PM	**Dp**	Rockville, MD		4:29 PM
5:16 PM	**Dp**	Harpers Ferry, WV		5:16 PM
5:45 PM	**Dp**	Martinsburg, WV		5:45 PM
7:14 PM 7:24 PM	**Ar** **Dp**	Cumberland, MD		7:14 PM 7:24 PM
---	**Dp**	**Rockwood, PA**		**8:41 PM**
9:47 PM	**Dp**	Connellsville, PA		9:52 PM
11:48 PM 11:59 PM	**Ar** **Dp**	Pittsburgh, PA		11:53 PM 11:59 PM
1:39 AM	**Dp**	Alliance, OH		1:44 AM
2:53 AM 2:59 AM	**Ar** **Dp**	Cleveland, OH		2:58 AM 3:04 AM
3:29 AM	**Dp**	Elyria, OH		3:34 AM
4:02 AM	**Dp**	Sandusky, OH		4:07 AM
5:08 AM 5:22 AM	**Ar** **Dp**	Toledo. OH		5:13 AM 5:27 AM
---	**Dp**	Bryan, OH		---
6:36 AM	**Dp**	Waterloo, IN		6:41 AM
7:29 AM	**Dp**	Elkhart, IN		7:34 AM
7:51 AM	**Dp**	South Bend, IN	**ET**	7:56 AM
---	**Dp**	Hammond-Whiting, IN	**CT**	---
8:45 AM	**Ar**	Chicago, IL	**CT**	8:50 AM

Figure 11: Capitol Limited Schedule Eastbound

Capitol Limited Train 30			
Effective 11/7/11 Daily		**Days of Operation**	Effective Daily
6:40 PM	**Dp**	Chicago, IL **CT**	6:40 PM
---	**Dp**	Hammond-Whiting, IN **CT**	---
9:09 PM	**Dp**	South Bend, IN **ET**	9:09 PM
9:29 PM	**Dp**	Elkhart, IN	9:29 PM
10:23 PM	**Dp**	Waterloo, IN	10:23 PM
---	**Dp**	Bryan, OH	---
11:39 PM 11:49 PM	**Ar** **Dp**	Toledo, OH	11:39 PM 11:49 PM
12:40 AM	**Dp**	Sandusky, OH	12:40 AM
1:15 AM	**Dp**	Elyria, OH	1:15 AM
1:45 AM 1:54 AM	**Ar** **Dp**	Cleveland, OH	1:45 AM 1:54 AM
3:05 AM	**Dp**	Alliance, OH	3:05 AM
5:05 AM 5:20 AM	**Ar** **Dp**	Pittsburgh, PA	5:05 AM 5:20 AM
6:59 AM	**Dp**	Connellsville, PA	6:59 AM
---	**Dp**	**Rockwood, PA**	**8:06 AM**
9:19 AM 9:31 AM	**Ar** **Dp**	Cumberland, MD	9:24 AM 9:36 AM
11:00 AM	**Dp**	Martinsburg, WV	11:05 AM
11:25 AM	**Dp**	Harpers Ferry, WV	11:30 AM
12:10 PM	**Dp**	Rockville, MD	12:15 PM
1:10 PM	**Ar**	Washington, DC **ET**	1:15 PM

Given the short estimated dwell time at the Rockwood Train Station, and the minimal schedule impact to the existing service, it is anticipated that the addition of the Rockwood Train Station will not have a significant negative impact on the existing service, nor the current or future operations of CSX freight rail.

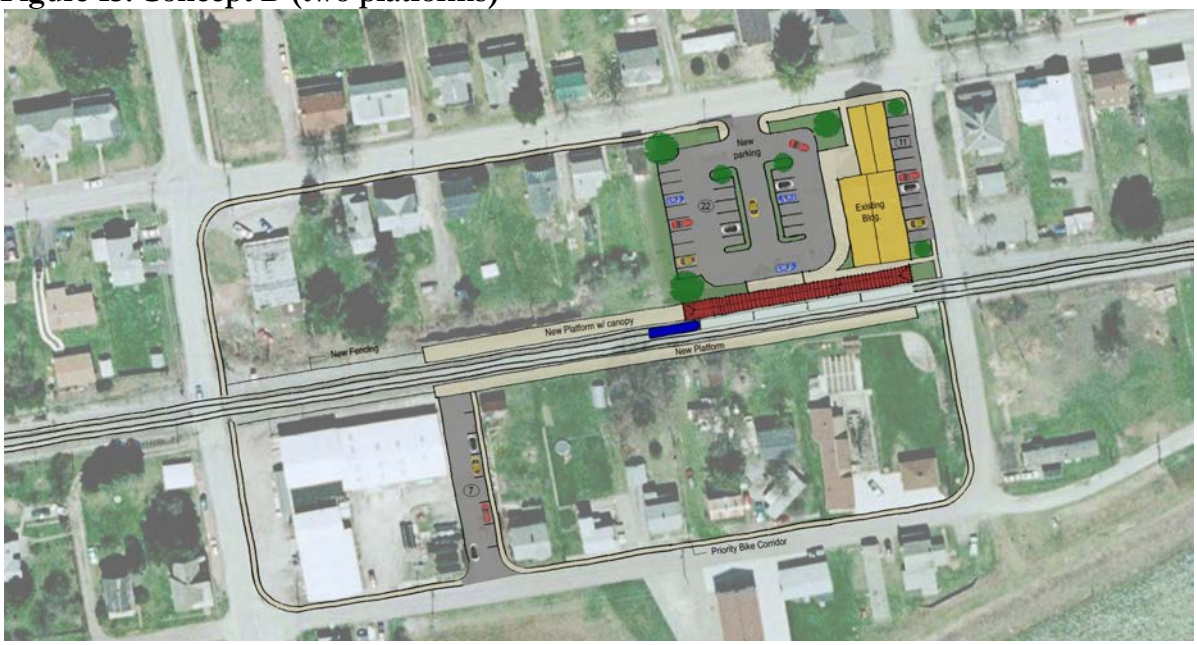
Station Design Concepts and Capital Program Elements

Station Design Concepts

Following the preferred location analysis that determined a station at the Rockwood Mill Shoppes and Opera House was the most feasible and popularly supported, the project team developed design concepts to present to the public.

Figure 12: Concept A (one platform)

Figure 13: Concept B (two platforms)



The concepts illustrated in Figure 12 and Figure 13 were presented to the steering group and at the December 2011 public meeting. Through comments received, it was determined that Concept A, reflecting one platform, was the most desired by the community and will be easier to implement than Concept B depicting two platforms.

Further analysis was conducted, and more detailed drawings of the preferred alternative were developed to assist in order of magnitude cost estimates. Full concepts are located in **Appendix A: Concept Drawings**.

Figure 14: Preferred Concept Detailed Site Plan

Station Building

The concept proposes retaining the existing Rockwood Mill Shoppes building on site. The building currently contains a restaurant, performance hall, retail shops, and exercise club but has ample room in the rear of the building that could be leased for restrooms and waiting room to service Amtrak passengers.

Given the estimated ridership at the Rockwood Train Station, in addition to the infrequent service, a station building is not necessary for the success of the Rockwood Train Station. As a result, if space is not available in the building, or if maintenance costs exceed use, a simple windbreak style shelter should be provided.

Figure 15: Preferred Concept Detailed Site Section

Platform

A new platform will be constructed on the westbound (north) side. The platform will be a minimum of 450 feet long, ADA compliant, and low level to accommodate Amtrak superliner cars. The width of the platform will be between 10 and 12 feet. A canopy is proposed for the platform in order to lower maintenance costs and also provide shelter from the elements for train passengers. Given the high cost of canopies, a 125 linear feet structure is proposed to align with the area most likely to be used by passengers.

Parking

There is existing parking available at the Rockwood Mill Shoppes and Opera House that could also be utilized by Amtrak passengers. Given the ridership estimates for a new Amtrak station at Rockwood, only two to four parking spaces in the parking lot will be necessary to accommodate train passengers each day. An agreement will be put into place with the owner of the Rockwood Mill Shoppes in which they will maintain ownership and provide maintenance of the parking facilities in exchange for the parking lot improvements to be made for the station.

The existing parking lot for the Rockwood Mill Shoppes is a gravel lot. The lot will be paved, parking spaces striped, and curbing and landscaping added to avoid conflicting movements.

Approximately 22 spaces will be created in the parking lot on the west side of the building. An additional eight pull-in spaces could be created off Chestnut Street if demand existed.

The proposed modifications to the parking lot at the Rockwood Mill Shoppes include a "kiss-and-ride" area. It can be used for passenger pick-up or drop-off as well as provide space for parking of shuttles from the nearby seasonal resorts and conference centers.

Safety and Security

Although Rockwood is a small community with little crime, crime is still a possibility and therefore the installation of safety and security components is necessary to ensure the safety of station patrons. The project proposes the installation of a live-feed camera system that will be monitored by County authorities during times surrounding train activity. In addition, emergency call boxes will be installed to assist people in an emergency.

Given Rockwood's rural nature, cellular phone service is absent in most of the Borough. The Great Allegheny Passage has dealt with this by installing cellular signal amplifiers at trail houses. The Rockwood Station project will also include the installation of an amplifier to ensure that travelers have the ability to contact loved ones and local attractions, or to perform any other necessary function prior-to, or after, their train trip.

Track Improvements (Crossovers)

A crossover is a pair of switches that connect two parallel rail tracks. Crossovers allow a train to cross from one track to the other. The concept for the Rockwood Station proposes utilization of only one train platform and therefore crossovers are necessary in order for trains to service the platform from either direction. Two crossovers, one on either side of the station, will be installed to allow Amtrak trains to safely service the Rockwood platform.

Crossover example

Signals

Creation of a new train station will require the design and construction of railway signals. Signals are mechanical or electrical devices constructed alongside a railroad line to relay information to a train's engineer. They inform train operators of speeds at which they may proceed or instruct an engineer to stop. Signals must be installed at Rockwood to reflect the new crossovers and to maintain safe rail operations. Additionally, existing crossing gates at Bridge Street and Chestnut Street will be upgraded to include the most state-of-the-art technology available to ensure that automobiles, bicycles, and pedestrians are as safe as possible.

Pedestrian and Bicycle Improvements

Pedestrian and bicycle improvements are also proposed as part of the concept. The project will connect the station with the Great Allegheny Passage and other attractions in the immediate vicinity

by improving pedestrian and bicycle facilities around the station. These improvements include creating a plaza at the station, upgrading sidewalks, and creating prioritized bicycle corridors between the station and the Great Allegheny Passage using techniques such as pavement treating. Other bicycle improvements include bicycle storage facilities such as bike racks, bike lockers, or a bike share program.

Electronic Ticketing

Amtrak is currently modernizing its system to move toward "e-ticketing," similar to the system used by airlines. Once the new system is in place, Amtrak passengers will be able to both reserve and print their tickets at home, or have them e-mailed as a barcode file for conductors to scan on-board. Customers can also change their reservations at the last minute, without having to wait in line at the ticket counter. E-ticketing is a system-wide upgrade that Amtrak is initiating and is currently being tested on several routes in the country. E-ticketing will not result in capital costs for the Rockwood project.

Figure 16: Concept of the proposed Rockwood Amtrak Station

Wayfinding and Signage

Wayfinding involves the use of signs, maps, and other graphic methods to convey location and directions to travelers. Wayfinding signs should be placed strategically at community gateways, at major intersections, and at local attractions, such as transit centers. Gateway treatments, regional and local signs, station signs, and an information board could increase the visibility of destinations in Rockwood.

Gateway Treatments

Gateway treatments are placed at entrances to alert visitors that they are entering a destination. There are three main entrances to Rockwood, all with existing gateway treatments.

- Water Level Road Southbound
- Rockdale Road Northbound
- PA 653 (Bridge Street) Southbound

Since the identified town entrances already have gateway treatments, no additional gateway treatments are proposed as part of this study.

Existing Gateway Treatment

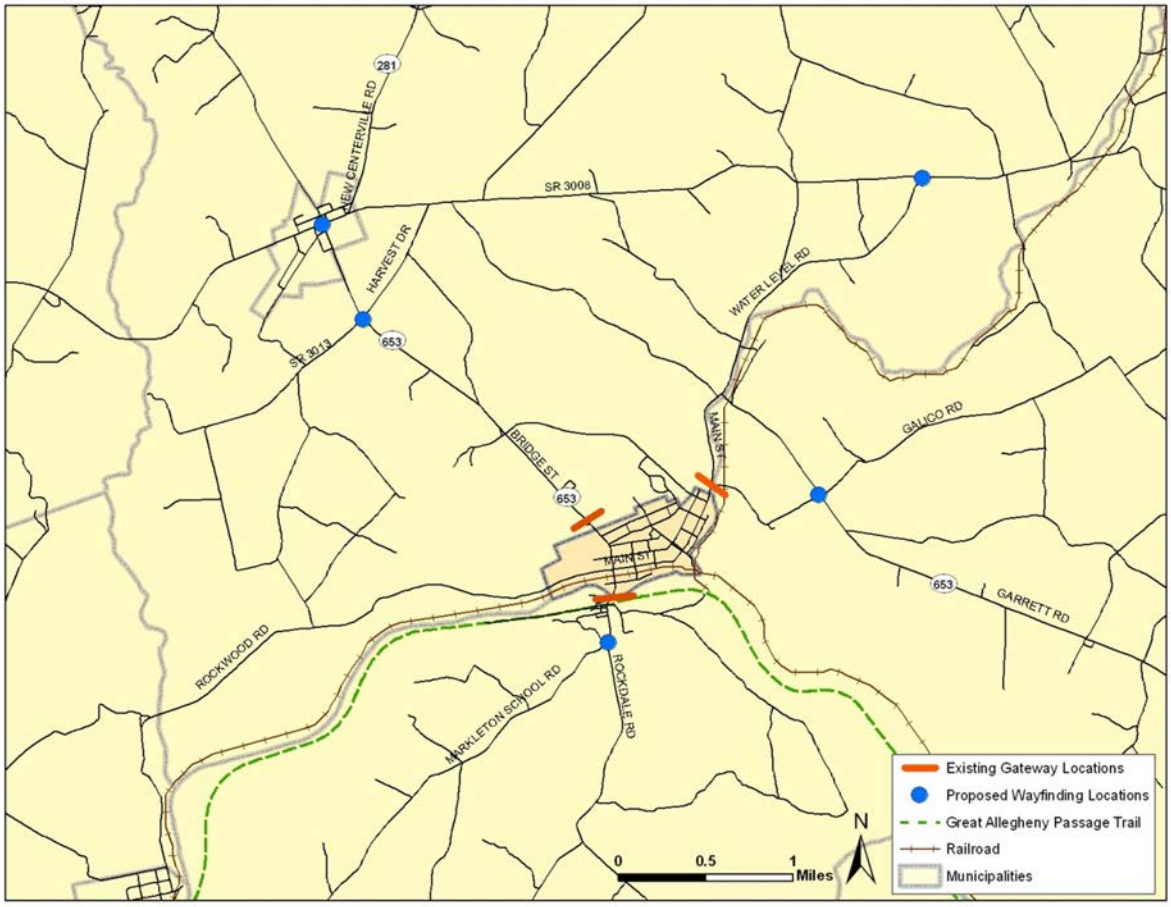
Regional and Local Wayfinding

In addition to gateway treatments identifying destinations, regional and local wayfinding signs can be installed to help guide motorists unfamiliar with the Rockwood area to and from the Rockwood Amtrak Station and other local attractions. This study suggests that the following key intersections include regional wayfinding:

- PA 653 (Bridge Street) and PA 281 (Kingwood Rd/New Centerville Road)
- PA 653 (Bridge Street) and Water Level Road
- Rockdale Road and Markleton School Road
- PA 653 (Garrett Road) and Galico Road

Figure 17 illustrates the existing gateway signs, as well as proposed locations for regional wayfinding signs to help guide visitors to their destination.

Figure 17: Existing Gateways and Proposed Regional Wayfinding in Rockwood



In addition to regional wayfinding, providing local wayfinding at key intersections within Rockwood will increase user's awareness of the local amenities accessible from the Rockwood Amtrak Station. For example, the Great Allegheny Passage trailhead is located south of town near the intersection of PA 653 (Bridge Street) and River Street. In addition, an existing bike lane on Chestnut Street and Water Level Road connects the trailhead to the proposed Rockwood Amtrak Station. Installing local wayfinding will allow motorists, bicyclist and pedestrians to navigate to and from the station, the Great Allegheny Passage, and other local amenities.

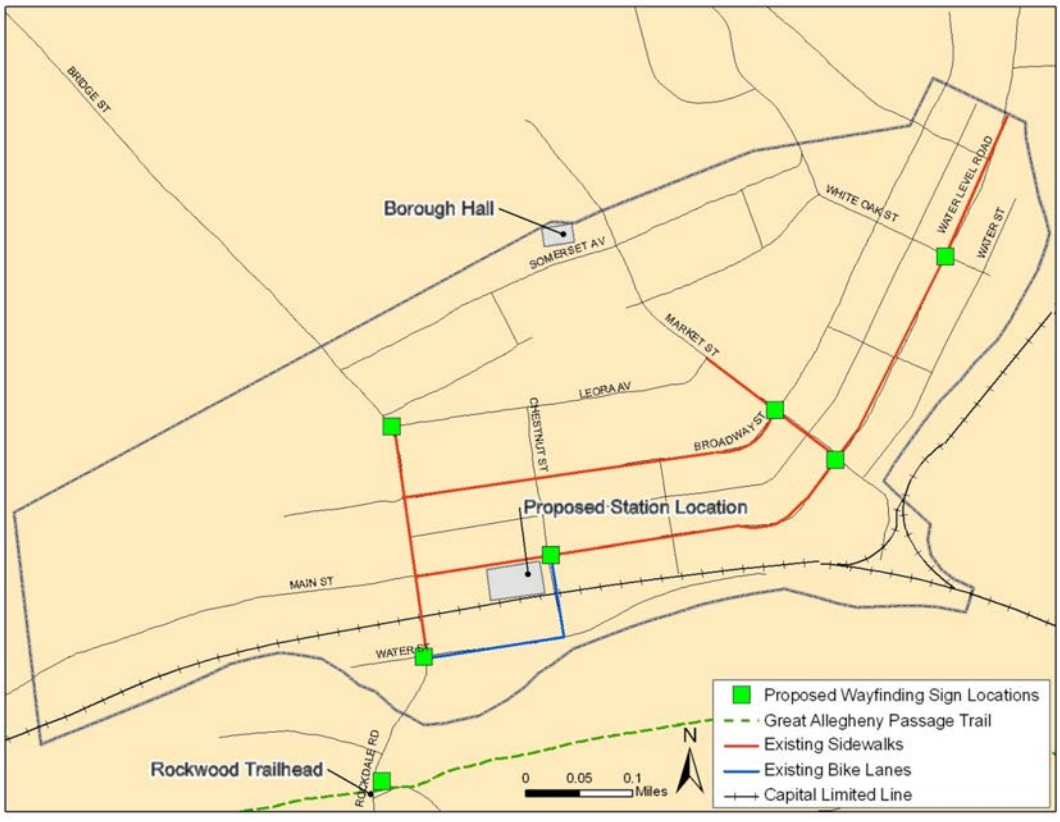
This study recommends that the following key intersections include local wayfinding:

- Leora Avenue and PA 653 (Bridge Street)
- Market Street and Broadway Street
- Market Street and Main Street
- Water Level Road and White Oak Street
- Chestnut Street and Main Street
- Water Street and PA 653 (Bridge Street)

Existing Trailhead Sign

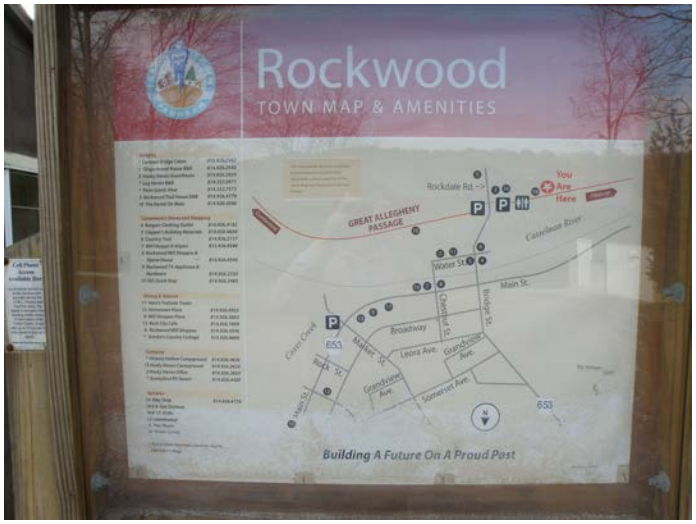
Example of Local Wayfinding

Figure 18: Proposed Local Wayfinding in Rockwood



Station Signage and Information Board

Station signage should be installed to assist people in locating the platform, restrooms, and other facilities, and to identify the station. Additionally, an information board is proposed at the Rockwood Amtrak Station, similar to an existing information board at the Great Allegheny Passage trailhead. The more passengers know about the assets of the region, the more likely they are to frequent Rockwood Amtrak Station. An information board could highlight nearby points of interest such as Frank Lloyd Wright's Fallingwater, Seven Springs Ski Resort, and the Flight 93 Memorial site. Takeaway pamphlets for each point of interest could also be provided.



Existing Information Board at Great Allegheny Passage Trailhead

Information Board at Connellsville Amtrak Station

Capital Program Elements

Capital costs incurred for the Rockwood Amtrak Station project are presented in **Table 11** and **Table 12** and include a number of the design elements described above. The passenger components are estimated at $**1,600,000.** Potential railroad infrastructure costs that may be necessary are estimated at $2,000,000 for a total capital cost for the project of between $1,600,000 and $3,600,000.

Table 11: Estimated Capital Costs for the Rockwood Amtrak Station Project: Passenger Components

DESIGN ELEMENT	DESCRIPTION	ESTIMATED COST
Platform	Design and construction of one ADA-compliant, 450' low-level platform	$800,000
Canopy	Design and construction of 125' canopy	$400,000
Parking Improvements	Design and parking lot paving, curbing, striping, and landscaping.	$200,000
Safety and Security Improvements	Installation of a live-feed camera system, emergency call boxes, and cellular signal amplifiers	$200,000
Subtotal Passenger Components		**$1,600,000**

Table 12: Estimated Capital Costs for the Rockwood Amtrak Station Project: Railroad Infrastructure Components

Signals	Design and installation of new signals; Upgrade of existing crossing gates at Bridge Street and Chestnut Street	$1,600,000
Track Improvements (Crossover)	Track work using No. 20 crossovers to maintain track speeds of 40 mph; Removal of existing crossovers at MP 226.6 and replacement with a new crossover at MP 227.5	$400,000
Subtotal Railroad Infrastructure Components		**$2,000,000**
Total Capital Costs		**$3,600,000**

Operations and Maintenance

After the initial capital cost of design and construction, ongoing operations and maintenance of the station will be an annual expense in perpetuity. Operations and Maintenance expenses include (but are not limited to):

- Utilities
- Snow Removal and Landscape Maintenance
- Trash Removal
- Regular Cleaning

The anticipated annual operations and maintenance cost of the Rockwood Station is between $13,000 - $20,000, dependent upon contracts and exact improvements installed. Information received from PennDOT on the nearby Connellsville Station indicates that the annual operating costs are approximately $20,000. As the Rockwood Station leverages existing resources, it is likely that savings could be realized by sharing facilities with the Rockwood Mill Shoppes and Opera House.

The Connellsville Station is operated and maintained by Amtrak, from a budget for unstaffed stations in Western Pennsylvania. During the agreement phase of the station development process, discussions will need to be held with Amtrak to determine if the station costs will be borne by Amtrak or if a separate source of funding will be required. Through discussions with County stakeholders, a likely source of income to cover the operations and maintenance of the Rockwood Amtrak Station will be the Somerset County Tourism Tax, which is funded through taxes applied to hotel rooms, and other tourist driven revenue sources.

Station Ownership

Prior to completion of station construction, an "owner" must be established for all of the physical improvements. The "owner" will hold liability for the property, and be responsible for the long term status of the capital elements.

There are several ownership scenarios that should be considered before project initiation. These are:

Scenario 1

- Rockwood Mill Shoppes and Opera House retains ownership of the improved parking
- CSX or Amtrak retains ownership of the platforms, canopies, and associated safety equipment

Scenario 2

- Rockwood Mill Shoppes and Opera House retains ownership of the improved parking

- Rockwood Borough or Somerset County retains ownership of the platforms, canopies, and associated safety equipment

Scenario 3

- Rockwood Mill Shoppes and Opera House retains ownership of the improved parking

- A third party public entity (i.e. Laurel Highlands Visitors Bureau) retains ownership of the platforms, canopies, and associated safety equipment

A case study of a similar station, located in Connellsville, Pennsylvania, indicates that CSX retains ownership of the Station platforms, building, and parking lots. A caretaker from the Borough of Connellsville is responsible for maintaining the station. This report recommends a similar arrangement, with Scenario 1 being the most likely to succeed.

Alternative Funding Sources

As total estimated capital costs for this project are $3,600,000, outside funding will be necessary to allow the project to become a reality. There are a number of different Federal and State grants and financing programs that could be pursued for the Rockwood Amtrak Station Project.

Grant Programs

TIGER

Description: The U.S. Department of Transportation (DOT) provides funding for freight, highway, transit, port and bicycle/pedestrian projects infrastructure projects including road and bridge improvements; transit upgrades; freight, port, and rail expansions; and new options for bicyclists and pedestrians through TIGER (Transportation Investment Generating Economic Recovery) Discretionary Grants. They are competitive grants awarded each year to fund innovative transportation projects in urban and rural areas across the country. The 2011 TIGER III program received 848 project applications from all 50 states requesting a total of $14.29 billion, far exceeding the $511 million allocated. Congress appropriated $500 million for a FY 2012 TIGER IV program, and Somerset County Planning Commission submitted an application for the Rockwood Amtrak Station Project. Unfortunately, the project was not selected for funding under TIGER IV. However, any future TIGER programs still represent one of the best grant programs for the goals of the Rockwood Amtrak Station.

Matching Funds: Rural areas (such as Somerset County) are not required to provide project match, although DOT officials have indicated that a match of at least 30% non-federal is needed for consideration of any project.

Link: http://www.dot.gov/tiger/

Transportation Enhancements Program (TE)

Description: The Transportation Enhancements Program is a cost reimbursement program that uses federal funds for community-based projects that, according to the FHWA, "expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure." A project that applies for TE funding must be one of 12 eligible activities and relate to surface transportation. Some of the Rockwood Station project activities that may qualify for TE funds include pedestrian and bicycle facilities and landscaping and scenic beautification.

Projects are selected through a collaborative process that involves the Pennsylvania Department of Transportation (PennDOT), the Federal Highway Administration (FHWA), Metropolitan Planning Organizations, and Rural Planning Organizations. As a reimbursement program, the applicant forwards invoices to PennDOT who in turn pays the service providers.

Matching Funds: The construction of the project is typically covered at 100% federal funding level. All pre-construction activities (i.e. design and environmental) must be completed by the project sponsor.

Links: http://www.dot.state.pa.us/internet/bureaus/cpdm.nsf/homepagete?readform
http://www.enhancements.org/Te_basics.asp

FRA High Speed and Intercity Passenger Rail (HSIPR) Program

Description: The HSIPR Program was created to help address the nation's transportation challenges by making strategic investments in an efficient network of passenger rail corridors that connect communities across the country. These investments focus on three key objectives:

1. Building new high-speed rail corridors that expand and fundamentally improve passenger transportation in the geographic regions they serve;
2. Upgrading existing intercity passenger rail corridors to improve reliability, speed, and frequency of existing services; and
3. Laying the groundwork for future high-speed rail services through corridor and state planning efforts.

The HSIPR program has been proposed in the FY 2013 federal budget at $47 billion. Advertisement is likely in fall 2012 provided that the funding remains in the federal budget.

Matching Funds: Typically, a 20% local match is required for all construction grants.

Link: http://www.fra.dot.gov/rpd/passenger/2243.shtml

Formula Grants for Other than Urbanized Areas (§5311)

Description: The Federal Transit Administration provides Section 5311 funding to States for the purpose of supporting public transportation in rural areas with population of less than 50,000. According to the FTA website, the below items are some of the goals of the program:

- Enhance the access of people in nonurbanized areas to health care, shopping, education, employment, public services, and recreation.
- Assist in the maintenance, development, improvement, and use of public transportation systems in nonurbanized areas.
- Encourage and facilitate the most efficient use of all transportation funds used to provide passenger transportation in nonurbanized areas through the coordination of programs and services.
- Provide for the participation of private transportation providers in nonurbanized transportation.

Funds may be used for capital, operating, and administrative expenses for public transportation projects in rural communities.

Matching Funds: This program typically requires a 20% match, which are often covered by state funding.

Link: http://www.fta.dot.gov/grants/13093_3555.html

Community Development Block Grants (CDBG)

Description: The Community Development Block Grant (CDBG) program provides annual grants on a formula basis to 1209 general units of local government and States. For municipalities that do not receive CDBG entitlement grants from the U.S. Department of Housing and Urban Development (HUD) (cities with populations of less than 50,000 and counties with populations of less than 200,000), States administer funds to these non-entitlement areas through the State CDBG program. The objective of the CDBG program is to develop viable communities by providing decent housing and a suitable living environment and by expanding economic opportunities, principally for persons of low- and moderate-income. The State must ensure that at least 70 percent of its CDBG grant funds are used for activities that benefit low- and moderate-income persons. Communities receiving CDBG funds from the State may use the funds for many kinds of community development activities including, but not limited to:

- acquisition of property for public purposes;
- construction or reconstruction of streets, water and sewer facilities, neighborhood centers, recreation facilities, and other public works;
- demolition;
- rehabilitation of public and private buildings;
- public services;
- planning activities;
- assistance to nonprofit entities for community development activities; and
- assistance to private, for profit entities to carry out economic development activities (including assistance to micro-enterprises).

Link:http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs

Other Financing Techniques

Low Interest Loans

Transportation Infrastructure Finance and Innovation Act (TIFIA) The Transportation Infrastructure Finance and Innovation Act provides Federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance. Many surface transportation projects - highway, transit, railroad, intermodal freight, and port access - are eligible for

assistance. Eligible applicants include state and local governments, transit agencies, railroad companies, special authorities, special districts, and private entities. TIFIA credit assistance provides improved access to capital markets, flexible repayment terms, and potentially more favorable interest rates than can be found in private capital markets for similar instruments. TIFIA can help advance qualified, large-scale projects that otherwise might be delayed or deferred because of size, complexity, or uncertainty over the timing of revenues. Each dollar of Federal funds can provide up to $10 in TIFIA credit assistance - and leverage $30 in transportation infrastructure investment.
Link: http://www.fhwa.dot.gov/ipd/tifia/

- **Railroad Rehabilitation & Improvement Financing (RRIF)**
  The Railroad Rehabilitation & Improvement Financing (RRIF) Program provides direct federal loans and loan guarantees to finance development of railroad infrastructure. Under the program, the Federal Rail Administration provides direct loans and loan guarantees up to $35.0 billion. Up to $7.0 billion is reserved for projects benefiting freight railroads other than Class I carriers. Direct loans can fund up to 100% of a railroad project with repayment periods of up to 35 years and interest rates equal to the cost of borrowing to the government. Eligible borrowers include railroads, State and local governments, government-sponsored authorities and corporations, joint ventures that include at least one railroad, and limited option freight shippers who intend to construct a new rail connection.

  The funding may be used to:
  - Acquire, improve, or rehabilitate intermodal or rail equipment or facilities, including track, components of track, bridges, yards, buildings and shops;
  - Refinance outstanding debt incurred for the purposes listed above; and
  - Develop or establish new intermodal or railroad facilities

  Link: http://www.fra.dot.gov/Pages/177.shtml

- **State Infrastructure Bank**
  The Pennsylvania Infrastructure Bank (PIB) is a PennDOT-operated program that provides low-interest loans to help fund transportation projects within the Commonwealth. The goal of the PIB is to leverage state and federal funds, accelerate priority transportation projects, spur economic development, and assist local governments with their transportation needs. The current loan rate is 1.625% for long-term infrastructure loans.

  Link: http://www.dot.state.pa.us/penndot/bureaus/PIB.nsf/HomePagePIB?OpenForm

Tax Increment Financing (TIF)

Tax Increment Financing is an economic development instrument whereby all or a portion of the new taxes generated by a development within a designated TIF District can be used to pay for improvement costs related to that development or developments. It is authorized by the Commonwealth of Pennsylvania under the Tax Increment Financing Act of July 11, 1990, P.L. 465, No. 113, 53 P.S. Section 6930.1, et. Seq which permits the use of the incremental increases in real estate taxes resulting from real estate development to support revenue bonds. Bond funds issued as part of a TIF are used to finance public improvements associated with new development within the TIF District.

Additionally, the Commonwealth of Pennsylvania provides a Tax Increment Financing (TIF) Guarantee Program which provides credit enhancement for TIF projects to improve market access and lower capital costs through the use of guarantees to issuers of bonds or other indebtedness.

Link: http://www.newpa.com/find-and-apply-for-funding/funding-and-program-finder/tax-increment-financing-tif-guarantee-program

Local Bond Issue

Local governments (Township, County, or Authority) often float municipal bonds to pay for long-term capital improvements. These are typically repaid in 20-30 years, at a structure that can be beneficial to the municipality or project based on anticipated revenue or current debt.

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Next Steps

This report outlines the feasibility and required elements for a new Rockwood Amtrak Station. A full list of required major actions and approvals is located in **Appendix C: Station Development Process**. Within these broad actions, there are several key steps for the project to move forward:

- ✓ **Secure funding**
- ✓ **Gain Host Railroad (CSX) Support**
- ✓ **Identify Project Owner**
- ✓ **Preliminary Engineering**
- ✓ **Environmental Clearance**
- ✓ **Final Engineering**
- ✓ **Construction**

The first step in the implementation of the Rockwood Amtrak Station is to identify and assemble a funding package. Given the scarcity of local resources, it will be difficult to identify the required match that most grant programs require. Somerset County should pursue all sources of private, local, and state funding that may be used to match federal grant programs. Once the local funding is identified, the Federal grant program process will become much easier.

After funding is secured for the project, negotiations should be escalated with CSX for their approval on the selected alternative. Although initial discussions have been held, a final decision from CSX is unlikely until funding has been secured and the project can move forward. Political support for the project is strong and the new stop will have minimal impact on CSX freight operations, making the project a logical choice to move forward as a regional priority if funding is in place.

Once support from CSX is gained, project stakeholders will need to identify project owners for each of the improvements based on the scenarios presented above. Identified owners must enter into agreements with the funding authority and other appropriate parties to move forward.

While owners are being identified, preliminary engineering based on the concepts outlined in the study should commence. Preliminary engineering should advance the project design to approximately 30%. Design reviews will need to occur with Amtrak and CSX and the initiation of preliminary engineering, and a 30% design submission will likely be required prior to further advancement.

Prior to moving past preliminary engineering, the project will need environmental clearance under the National Environmental Protection Act (NEPA). This report preliminarily screened all indicators for an Environmental Assessment (EA), and found that there will likely be no issues receiving a Finding of No Significant Impact (FONSI). Traditionally, the EA is completed during the preliminary engineering phase, but some grant programs may require it to be completed prior to

initiation of the project. The concepts presented in the report are advanced enough to successfully complete the NEPA process.

Upon receipt of FONSI and completion of preliminary engineering, the project will proceed into final engineering. Typically, a 60%, 90%, and 100% design submission will need to be made to Amtrak and CSX prior to the initiation of construction.

Construction should take between six to 12 months, depending on the final complexity of the project as determined in the engineering phase. During construction of the platforms, and associated track infrastructure improvements, railroad protection forces will be needed.

To save time, the Rockwood Station construction should be considered for an alternative design-build approach. Using this technique, a single contractor is given the preliminary engineering plans and the NEPA clearance to complete the final design and construction simultaneously. This approach may be appropriate given the relatively small nature of the project, and that the sooner the station opens, the sooner benefits can be realized for Rockwood and Somerset County.

Appendix A

Concept Drawings

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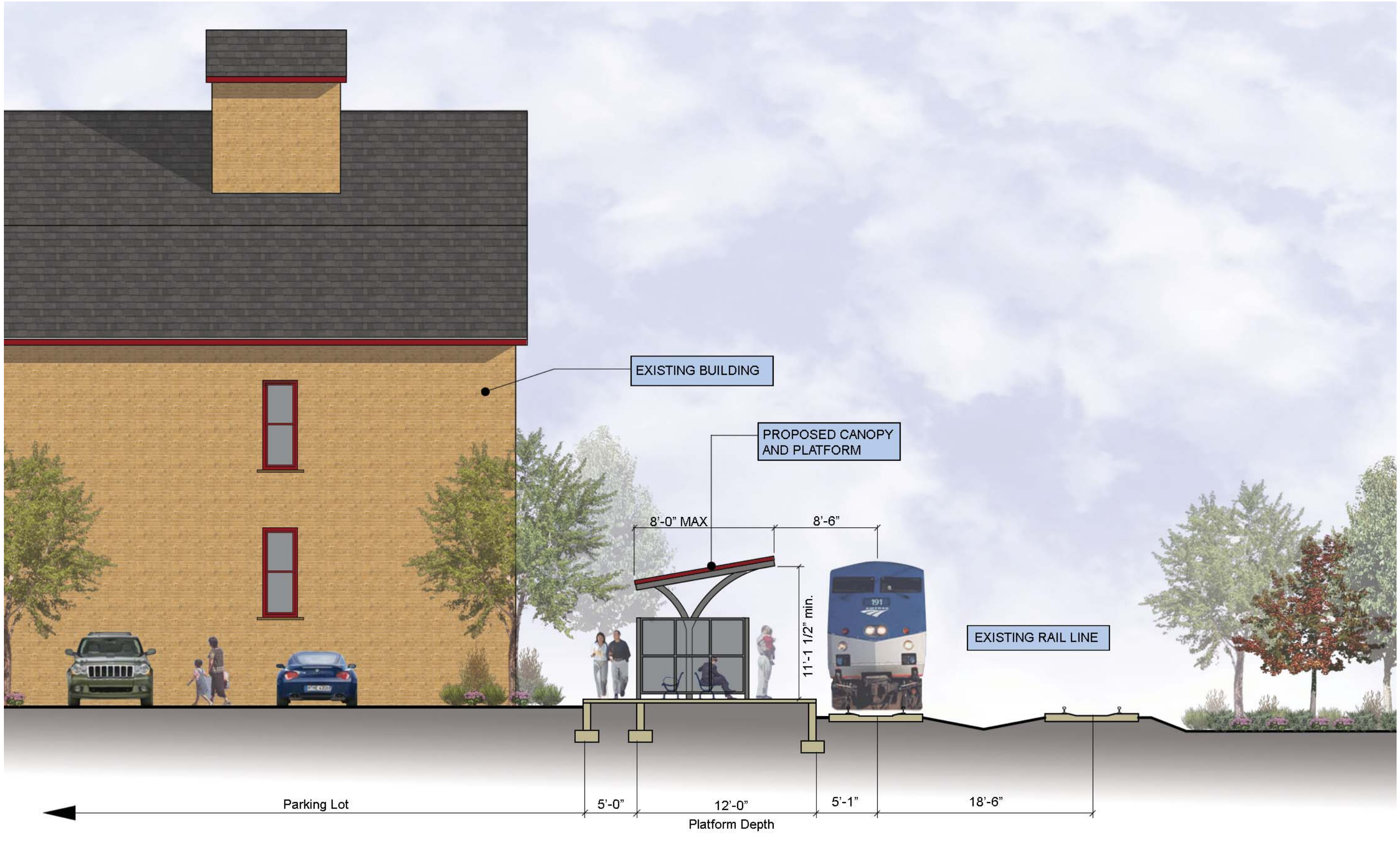
MAIN STREET
CHESTNUT STREET
60'
5'
24'
5'
60'
10'
Proposed Parking Lot
(32 spaces)
Existing
Building
Proposed Parking
8 spaces)
Proposed 450' Platform
Existing Rail Line
Proposed Canopy
0 5' 10' 20' 40'
scale

SITE PLAN



SITE SECTION

0 1' 5' 10' 20'
SCALE

Appendix B

Environmental Impacts Memo

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Table 1. Preliminary Environmental Analysis of Main Street and Industrial Site

ALTERNATIVE LOCATION 1: MAIN STREET INDUSTRIAL SITE				
ISSUE	**IMPACT ANTICIPATED**			**COORDINATION / MITIGATION REQUIRED**
	POS	**NO**	**NEG**	
Zoning		**O**		Rockwood Borough does not have zoning ordinances.
Parking and Traffic		**O**		No significant impacts to parking and traffic are anticipated.
Air quality		**O**		Air quality impacts would be assessed before the project would be added to the State Transportation Improvement Program. No significant air quality impacts are anticipated.
Historic resources			*	**Coordination with the Pennsylvania Historical and Museum Commission (PHMC) would be required to determine effects to the National Register of Historic Places (NR) historic resources in the area.**
Noise			*	**A noise impact analysis would be required, per *Transit Noise and Vibration Impact Assessment* (FTA, 2006).**
Vibration			*	**A vibration impact analysis would be required, per *Transit Noise and Vibration Impact Assessment* (FTA, 2006).**
Acquisitions			*	**An active industrial facility and its employees would be displaced.**
Hazardous materials			*	**There have been documented releases of toxic materials at this location. Phase I/Phase II Environmental Site Assessments would likely be required.**
Environmental justice		**O**		Due to the economic and racial composition of this area, environmental justice would not be of concern for this project.
Parklands and recreation areas		**O**		There are no parklands or recreation areas within the work area.
Wetlands			*	**Wetlands are known to exist in the vicinity of the site. Onsite investigations by a professional wetland scientist would be required.**
Floodplains		**O**		The station would be outside of FEMA designated flooding areas for both the base (1-percent-annual-chance) and the 0.2-percent-annual-chance floods.
Water quality and waterways		**O**		No significant impacts to water quality or waterways are anticipated.

ALTERNATIVE LOCATION 1: MAIN STREET INDUSTRIAL SITE				
ISSUE	**IMPACT ANTICIPATED**			**COORDINATION / MITIGATION REQUIRED**
	POS	**NO**	**NEG**	
Endangered species		**0**		No threatened or endangered species are known to exist in the project area.
Safety and security	+			Installation of monitored, live-feed cameras, emergency call boxes, and cellular signal amplifiers would improve security in the area.
Construction		**0**		Standard, minor construction impacts would be expected.

Table 2. Preliminary Environmental Analysis of Mill Shoppes and Opera House Site

ALTERNATIVE LOCATION 2: ROCKWOOD MILL SHOPPES AND OPERA HOUSE				
ISSUE	**IMPACT ANTICIPATED**			**COORDINATION / MITIGATION REQUIRED**
	POS	**NO**	**NEG**	
Zoning		**O**		Rockwood Borough does not have zoning ordinances.
Parking and Traffic		**O**		No significant impacts to parking and traffic are anticipated.
Air quality		**O**		Air quality impacts would be assessed before the project would be added to the State Transportation Improvement Program. No significant air quality impacts are anticipated.
Historic resources			*	**Coordination with PHMC would be required to determine effects to the historic resources in the area including the NR-Listed Opera House.**
Noise			*	**A noise impact analysis would be required, per *Transit Noise and Vibration Impact Assessment* (FTA, 2006).**
Vibration			*	**A vibration impact analysis would be required, per *Transit Noise and Vibration Impact Assessment* (FTA, 2006).**
Acquisitions	+			The property owner supports use of this site.
Hazardous materials			*	**Phase I/Phase II Environmental Site Assessments may be necessary.**
Environmental justice		**O**		Due to the economic and racial composition of this area, environmental justice would not be of concern for this project.
Parklands and recreation areas		**O**		There are no parklands or recreation areas within the work area.
Wetlands			*	**Onsite investigations by a professional wetland scientist would be required.**
Floodplains		**O**		The station would be outside of FEMA designated flooding areas for both the base and the 0.2-percent-annual-chance floods.
Water quality and waterways		**O**		No significant impacts to water quality or waterways are anticipated.
Endangered species		**O**		No threatened or endangered species are known to exist in the project area.
Safety and security	+			Installation of monitored, live-feed cameras, emergency call boxes, and cellular signal amplifiers would improve security in the area.

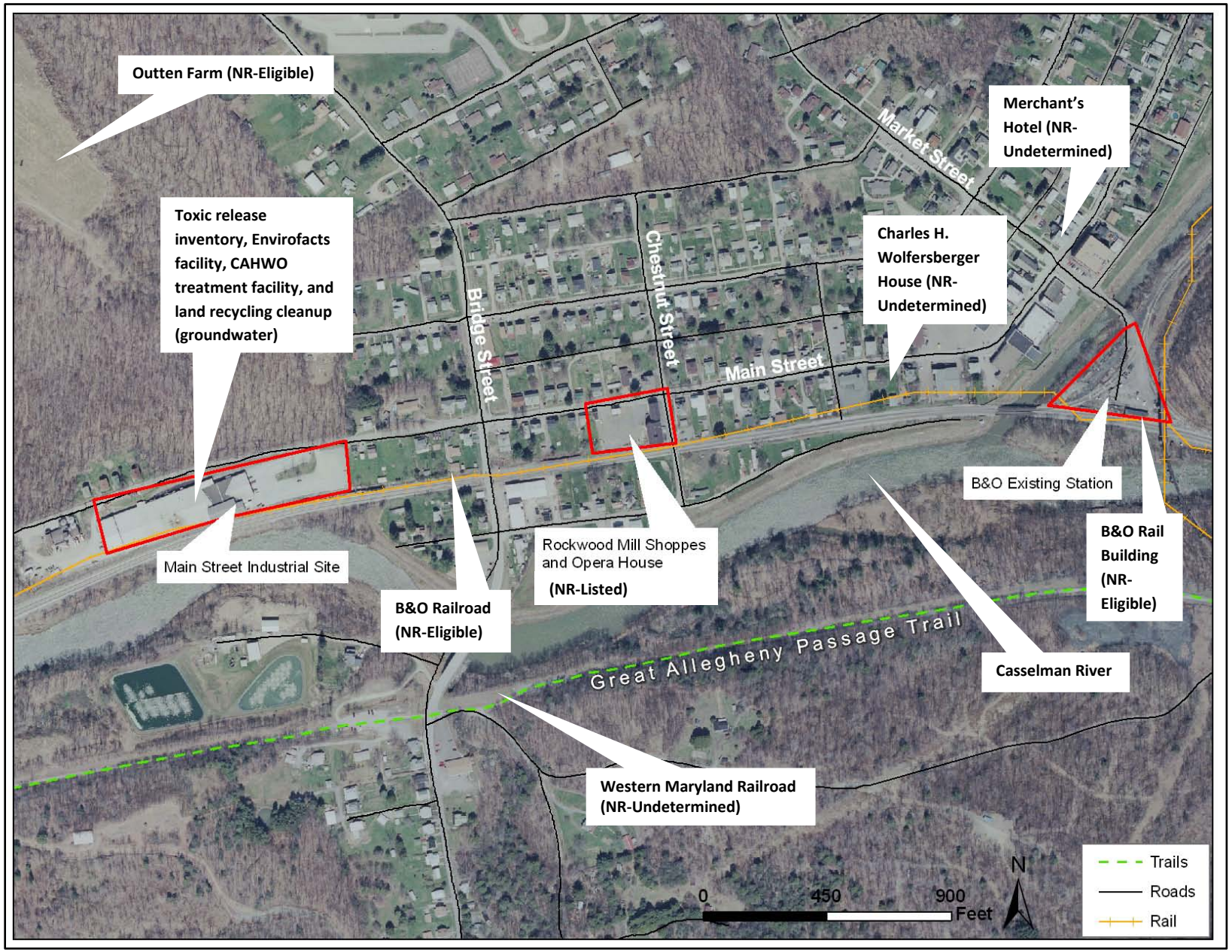
ALTERNATIVE LOCATION 2: ROCKWOOD MILL SHOPPES AND OPERA HOUSE				
ISSUE	**IMPACT ANTICIPATED**			**COORDINATION / MITIGATION REQUIRED**
	POS	**NO**	**NEG**	
Construction		**0**		Standard, minor construction impacts would be expected.

Table 3. Preliminary Environmental Analysis of B&O Existing Station Site

ALTERNATIVE LOCATION 3: B&O EXISTING STATION				
ISSUE	**IMPACT ANTICIPATED**			**COORDINATION / MITIGATION REQUIRED**
	POS	**NO**	**NEG**	
Zoning		**O**		Rockwood Borough does not have zoning ordinances.
Parking and Traffic			*	**No significant impacts to parking and traffic are anticipated, although access to the site is not ideal.**
Air quality		**O**		Air quality impacts would be assessed before the project would be added to the State Transportation Improvement Program. No significant air quality impacts are anticipated.
Historic resources			*	**Coordination with PHMC would be required. Demolishing the NR-Eligible railroad station building would result in an Adverse Effect determination. Other historic resources in the project area would also require coordination with PHMC.**
Noise			*	**A noise impact analysis would be required, per *Transit Noise and Vibration Impact Assessment* (FTA, 2006).**
Vibration			*	**A vibration impact analysis would be required, per *Transit Noise and Vibration Impact Assessment* (FTA, 2006).**
Acquisitions			*	**An active CSX facility would be demolished and its employees displaced.**
Hazardous materials			*	**Phase I/Phase II Environmental Site Assessments may be necessary.**
Environmental justice		**O**		Due to the economic and racial composition of this area, environmental justice would not be of concern for this project.
Parklands and recreation areas		**O**		There are no parklands or recreation areas within the work area.
Wetlands			*	**Wetlands are known to exist in the vicinity of the site. Onsite investigations by a professional wetland scientist would be required.**
Floodplains			*	**The station would be located within the base floodplain. It could sustain flood damages and would likely worsen flooding conditions in the surrounding area.**
Water quality and waterways		**O**		No significant impacts to water quality or waterways are anticipated.

ALTERNATIVE LOCATION 3: B&O EXISTING STATION				
ISSUE	**IMPACT ANTICIPATED**			**COORDINATION / MITIGATION REQUIRED**
	POS	**NO**	**NEG**	
Endangered species			*	**Coordination with the PA Department of Conservation and Natural Resources would be necessary, regarding potential impacts to a threatened species and to a special concern resource.**
Safety and security	+			Installation of monitored, live-feed cameras, emergency call boxes, and cellular signal amplifiers would improve security in the area.
Construction			*	**In addition to standard, minor construction impacts expected with this type of project, the existing B&O station building at this location would need to be removed. Demolition and construction at this location would increase project costs and temporarily displace the local maintenance-of-way employees and train and engine crews that work the CSX branch and use the building onsite as headquarters.**

Figure 1. Map of Select Environmental Features



Appendix C

Station Development Process

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Station Development Process