



# SOMERSET COUNTY PLANNING COMMISSION

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## REQUEST FOR PROPOSALS

### ROCKWOOD AMTRAK TRAIN STATION FEASIBILITY STUDY

JANUARY, 2011

The County of Somerset, Pennsylvania is seeking a qualified consulting firm or consulting team to complete a detailed feasibility study for the construction of a new Amtrak train station in Rockwood, Pennsylvania. A description of the feasibility study project and requested consulting services are found in the attached Request for Proposals.

The Somerset County Planning Commission (SCPC), an agency of Somerset County government, will be responsible for administering and overseeing the project on behalf of the Somerset County Board of Commissioners.

Proposals are due no later than 4:00 p.m., February 25, 2011 at the Somerset County Planning Commission offices. For additional information regarding the project, please contact Mr. Brad Zearfoss, Director, Somerset County Planning Commission, at: [zearfossb@co.somerset.pa.us](mailto:zearfossb@co.somerset.pa.us) or at: 814-445-1544.

## **REQUEST FOR PROPOSALS**

### **ROCKWOOD AMTRAK TRAIN STATION FEASIBILITY STUDY**

**January, 2011**

#### **INTRODUCTION**

The County of Somerset, Pennsylvania is seeking a consulting firm or consulting team to complete a feasibility study for the construction of an Amtrak train station in Rockwood, Pennsylvania. Amtrak has requested that the feasibility and issues associated with a new stop for Rockwood for their Capitol Limited train, which travels through Rockwood, be assessed in detail. The new station is needed to provide residents and visitors with alternative modes of transportation to and from the area.

This project is jointly funded by the County of Somerset, the Community Foundation for the Alleghenies, Somerset County Rails to Trails Association, and the Laurel Highlands Visitors Bureau.

The Somerset County Planning Commission (SCPC), an agency of Somerset County government, will be responsible for administering and overseeing the project on behalf of the Somerset County Board of Commissioners.

#### **PROJECT DESCRIPTION**

Amtrak has requested that local officials complete a detailed feasibility for the new stop. This detailed concept development study will position the project to be ready for the next steps of engineering and actual construction of the station. The feasibility study will examine the scope, schedule, budget, funding sources, and management options for the new station, up to the point of the preliminary engineering, and will enable Amtrak to make a final decision regarding the stop.

Amtrak has never had a passenger station stop in Rockwood. An Amtrak predecessor, the Baltimore and Ohio (B&O), had passenger service to Rockwood until 1971. That station, currently owned by CSX Transportation, Inc. is deteriorated beyond repair, and Amtrak has requested a study of alternative locations in the area.

In 2009, Amtrak conducted a preliminary Passenger Rail Investment and Improvement Act (PRIIA) Section 224 Pennsylvania Feasibility Studies Report in order to determine whether to reinstate the passenger station stop in Rockwood. The Amtrak study determined that the new stop would be operationally feasible if a public or private source of funding was found for the construction and maintenance of a new station, and that an agreement were reached with CSX Transportation for the use of their tracks.



Rockwood, PA Location

Rockwood Borough is located in Somerset County, in the Laurel Highlands of southwestern Pennsylvania, just off PA Route 653. Historically, Rockwood served Somerset (population 6,762), the county seat, nine miles away, and was an inside gateway to the Johnstown area 45 miles away (population 144,319). The 2000 Census counted 954 people living within the borough. Rockwood sits along the Great Allegheny Passage, which is part of a 300+ mile hiking and bicycling trail connecting McKeesport, Pennsylvania (near Pittsburgh) and Washington, D.C. Rockwood is a hub of tourism activity in Somerset County. In addition to the Great Allegheny Passage, Rockwood is located only several miles from three state parks, two ski resorts, the Flight 93 National Memorial, and other attractions in Somerset County and surrounding counties in Pennsylvania and Maryland.

Rockwood is located along CSX Transportation’s Baltimore-to-Chicago main line between Cumberland, Maryland, and Connellsville, Pennsylvania. It is a heavily utilized freight corridor with an average of 53 freight trains a day and annual million gross tons of 79.8 between Cumberland, Maryland, and Braddock, Pennsylvania. Amtrak’s *Capitol Limited* runs this route but does not currently stop at Rockwood. The nearest stops are Cumberland, 48.6 miles east of Rockwood, and Connellsville, 42.9 miles west of Rockwood. The current Amtrak *Capitol Limited* began operation along the route on October 1, 1981, and continues as an all-reserved train from Washington, D.C. to Chicago, IL.

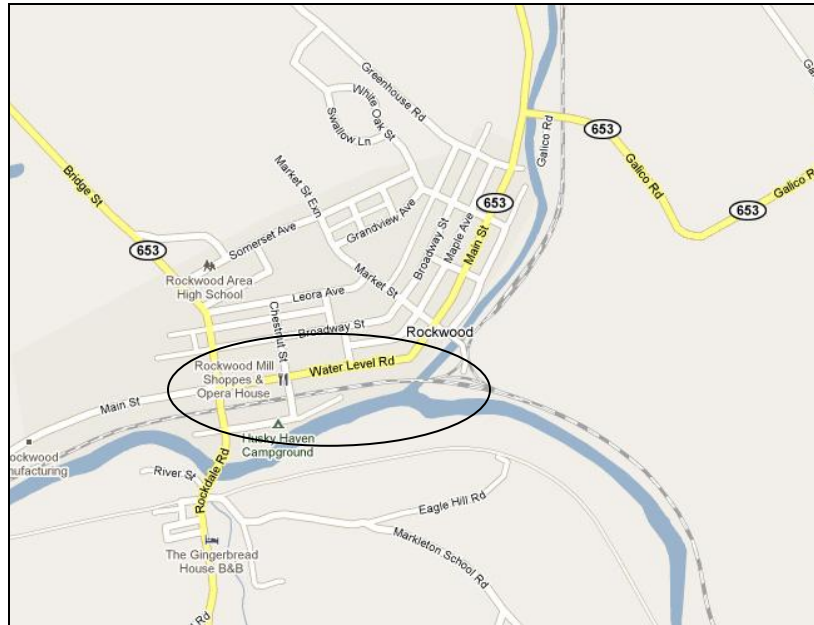
Market demand, as identified in the Amtrak study, indicated that the total “boardings” and “alightings” at the nearest two stations—Cumberland and Connellsville—have been increasing since 2004. In fact, ridership at the Cumberland station grew by more than 60 percent, and ridership at the Connellsville station grew by 20 percent from 2004 through 2008. At the same time, total ridership on the entire corridor grew by approximately 20 percent—from 180,810 in 2004 to 216,350 in 2008.

The Rockwood Station report prepared for Amtrak in September 2009, confirmed that the existing B&O station location and its deteriorated condition warranted consideration of an alternative station site, most likely at or near the location of the former Rockwood Opera House (now known as the Rockwood Mill Shoppes). A former lumberyard and opera house, this building now contains a restaurant, performance hall, shops and an exercise club. There is potential to lease space at the rear of this building for a waiting area, as well as ample space for parking and platforms. The cost to construct a prototype station in compliance with ADA is estimated at \$2.2 million. This estimate includes expenses for site development work; host railroad protection; and pathway, platform, and station structure construction (Amtrak, PRIAA. Section 224 Pennsylvania Feasibility Studies Report).



Rockwood Mill Shoppes

## Study Area



## SCOPE OF WORK

1. Station Location Alternatives. The Consultant will evaluate potential station sites within the study area, including the Rockwood Mill Shoppes site, to determine an optimum, preferred location for the station. In making this recommendation, the Consultant will look at: rider accessibility; street access; size of site; potential transit interface; topography; parking; fit within the community and neighborhood; planned uses for the adjacent area; development, redevelopment, and adaptive reuse opportunities; pedestrian and bicycle access; nearby grade crossings; impacts on railroad operations; and other special relevant circumstances.
2. Service Plan. The Consultant will confer with Amtrak regarding the proposed schedule for the stop and detail the service plan in the study.
3. Ridership Forecasting. The Consultant will request travel forecasts from Amtrak, which will use its travel demand modeling process to project the number of daily rider trips through the year 2020. The Amtrak model or other method developed by the consultant shall take into account park-and-ride demand, comparison with earlier Amtrak estimates, potential for shuttles and bus connections, impact of expanded use of tourism facilities, and other relevant factors. Added demands will be compared to existing seat capacity on the Capitol Limited for the current train consist (equipment) plan. The consultant shall also consider the potential for additional ridership through tourism efforts as defined by the study sponsors.
4. Railroad Operations Analysis. Consultant will coordinate with Amtrak and CSX Transportation Inc. regarding the effect of a new stop on existing and projected passenger and freight service on the line. Consultant will include existing track description, any proposed track infrastructure improvements or required signal improvements once a

station location and a conceptual layout of any infrastructure upgrades has been developed and agreed to between Amtrak and CSXT. Concurrence on a basic infrastructure plan must be agreed upon before more detailed design/concept plans are developed.

5. Capital Program Elements. Consultant will examine available right-of-way and existing or potential problems affecting construction of new facilities, necessity for any track or signal and communication improvements, or ticket vending equipment, and the associated costs for these elements.
6. Environmental and Community Impacts. For the preferred station location, Consultant will investigate environmental clearance requirements and the related environmental and community impacts of the project, including:
  - Wetlands;
  - Contamination issues;
  - Impacted community facilities;
  - Noise and vibration impacts;
  - Traffic impacts;
  - Multi-modal linkages;
  - Necessary residential acquisitions (if any);
  - Ground-borne vibrations;
  - Effect on property values;
  - Other relevant factors
7. Station Design Concept. Consultant will complete a preliminary site plan and station design for the preferred site location compliant with Amtrak and CSX Transportation, Inc. standards, and include design elements and costs for both staffed and unstaffed alternatives. The design concept will include, at a minimum, the following items:
  - Waiting Facility;
  - Platform;
  - Platform canopy;
  - Auto pick-up/drop-off areas;
  - Parking areas;
  - ADA requirements;
  - Station signage (Amtrak Standards);
  - Highway signage;
  - Electronic ticketing and kiosks;
  - Security measures;
  - Bicycle racks;
  - Fencing and/or sound walls;
  - Other facilities required by Amtrak or CSX Transportation, Inc.
8. Financial Analysis. The Consultant will identify how the proposed station construction and operation might be funded under current federal, state and local programs and practices.
  - Operating and Maintenance Costs – Consultant will identify projected annual costs for operating the system, including labor, administration, materials required for operation and basic maintenance, rent on any leased properties, publication of maps and schedules, and so forth.

- Funding Programs – Consultant will identify specific programs for construction, operating and maintenance funding from federal, state, local, and private sources.
- Local Funding Sources – Consultant will discuss potential use of property tax and sales tax funding sources.
- Operating Revenue – Consultant will identify potential fare revenue and other potential income sources from parking charges, advertising revenues.
- Financing Techniques – Consultant will identify and discuss potential funding techniques including debt finance, TIFIA, Railroad Rehabilitation and Improvement Loan Fund (RRIF), Grant Anticipation Revenue Vehicle Bonds (GARVEE), state infrastructure bank, and other innovative financing techniques.
- Funding Scenarios – Consultant will outline a recommended funding scenario for the construction, operation and maintenance of the facility.
- Public Involvement - Process will utilize a combination of public involvement techniques to engage the public and interested groups in the project. These techniques may include public meetings and open houses, newsletters, web page development, press releases, etc. The proposal will outline the plan for public involvement.

Consultant will coordinate closely with County, Amtrak, CSX Transportation, Inc. and agency representatives throughout the project to provide progress updates on the project and opportunities for input. Consultant will provide a proposed meeting schedule and inter-agency coordination plan as part of the proposal.

The Consultant will prepare a summary report and recommendations regarding the feasibility of the project and remaining issues to be addressed. A draft report and plans will be provided to the County, Amtrak, and CSX Transportation, Inc. to allow preliminary comment prior to finalizing the report and plans. The consultant shall provide 15 copies, one electronic copy (CD) and one camera-ready original of the completed study and plans.

### SUBMISSION REQUIREMENTS

The Consultant shall submit nine (9) copies of a Proposal/Statement of Qualifications. Receipt of insufficient copies of the Proposal or not providing the required information in the desired format may result in elimination from the selection process. The submission shall include the following and provide a table of contents indicating where the required information is located in the submission package:

- Identification of the consultant’s project manager and a description of this person and firm(s) experience with similar Amtrak projects. The project manager may not change during the project without written permission from the County.
- A description of qualifications and experience for each individual and firm participating in the project team, including an organization chart showing the relationship of each individual to the overall project work plan.

- Three current references (more recent than three years) for each individual and/or firm that will have significant and specific responsibility for this project.
- A Technical Proposal that demonstrates an understanding of the project, describes the proposed approach and lists the proposed reports and products. This is limited to twelve (12) pages.
- A proposed level of effort delineating the staff assigned with title, hours and hourly rate for each task.
- A proposed schedule showing the time line for each task including milestones and significant meetings or reviews.
- A written statement that all terms and conditions contained in this RFP is accepted by the consultant.
- Identification of the contact person during the selection phase, including the name, address, telephone numbers and email address. This contact must be available during normal business hours.

## EVALUATION AND SELECTION

The County may select a short list of at least two candidates who may be invited to make a presentation regarding their team and approach. Tentatively, we will interview finalists during the week of March 14th, 2011. Tentatively, the County anticipates hiring the consultant no later than April 1st, 2011.

The initial qualifications-based selection will be made by evaluating the proposal using these criteria:

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| • Clarity, readability and presentation of the material, including writing style            | 10% |
| • Project understanding and approach as displayed in the project proposal and the interview | 25% |
| • Relevant experience, team leadership and team capabilities                                | 35% |
| • References and supporting information   | 15% |
| • Proposed budget   | 15% |

Only consultants who supply complete information will be considered for evaluation. We will base the final decision on materials submitted, the presentation, and/or contacts with references.

## FUNDING AND BUDGET

The maximum consulting fee for this project is not to exceed \$60,000.

## PROJECT TIMELINE

The project must be completed within a 3-month timeframe. Detailed scheduling of the project will be negotiated during the contract negotiations between the selected Consultant and the County of Somerset. The date for initiation of the contract as well as the overall contract performance period will be negotiated based upon the tentative project timeline listed below:

February 25, 2011	Deadline for Proposal Submission
April 1, 2011	Tentative Date for Award of Contract
May 1, 2011	Project Start Date
July 31, 2011	Project Completion Date

## SUBMISSION DATES, ADDRESS AND CONDITIONS

The deadline for proposals is **4:00 p.m., February 25, 2011** at the Somerset County Planning Commission offices. Proposals not received after this time and date will not be accepted nor considered. We will not accept faxed or e-mailed applications. Proposals will not be opened and/or reviewed before 8:30 a.m. of the morning following the deadline.

Nine (9) copies must be mailed or hand delivered to:

Somerset County Planning Commission  
300 N. Center Ave., Suite 540  
Somerset, PA 15501  
Attn: Mr. Bradley Zearfoss, Director

The selected firm(s) will assume sole responsibility for completion of the tasks required by this RFP.

All work may be reviewed periodically by a steering committee and other groups.

All statements become part of the public file on this matter, without obligation to the County.

The County reserves the right to reject any or all RFP responses.

The County is not liable for any cost incurred by the consultant in preparation or presentation of this proposal.

For additional technical or procedural information:

Contact: Mr. Bradley Zearfoss, Director  
Somerset County Planning Commission  
Phone: 814-445-1544  
E-mail: [zearfossb@co.somerset.pa.us](mailto:zearfossb@co.somerset.pa.us)