



CONNECT Input Data and Demand Estimation

Functionality

Define/Edit Network	Summary Run	Custom Sensitivity Analysis	Launch Interactive Map
Edit Segment Info	Detailed Run	Benefit-Cost Analysis	Export KML
Edit Advanced Settings			
Network Configuration	Run Model	Perform Analyses	Cartographic Outputs

Definition of Network and Service Parameters for Primary Corridor and Additional Corridors

Define/Update Network

C1 | C2 | C3 | +

CBSA Service Characteristics

CBSA Name	Express Service	Airport Connection
CBSA 1 Richmond, VA	<input checked="" type="checkbox"/>	<input type="checkbox"/>
CBSA 2 Raleigh	<input checked="" type="checkbox"/>	<input type="checkbox"/>
CBSA 3 Charlotte	<input checked="" type="checkbox"/>	<input type="checkbox"/>
CBSA 4 Atlanta	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
CBSA 5	<input type="checkbox"/>	<input type="checkbox"/>
CBSA 6	<input type="checkbox"/>	<input type="checkbox"/>
CBSA 7	<input type="checkbox"/>	<input type="checkbox"/>
CBSA 8	<input type="checkbox"/>	<input type="checkbox"/>
CBSA 9	<input type="checkbox"/>	<input type="checkbox"/>
CBSA 10	<input type="checkbox"/>	<input type="checkbox"/>

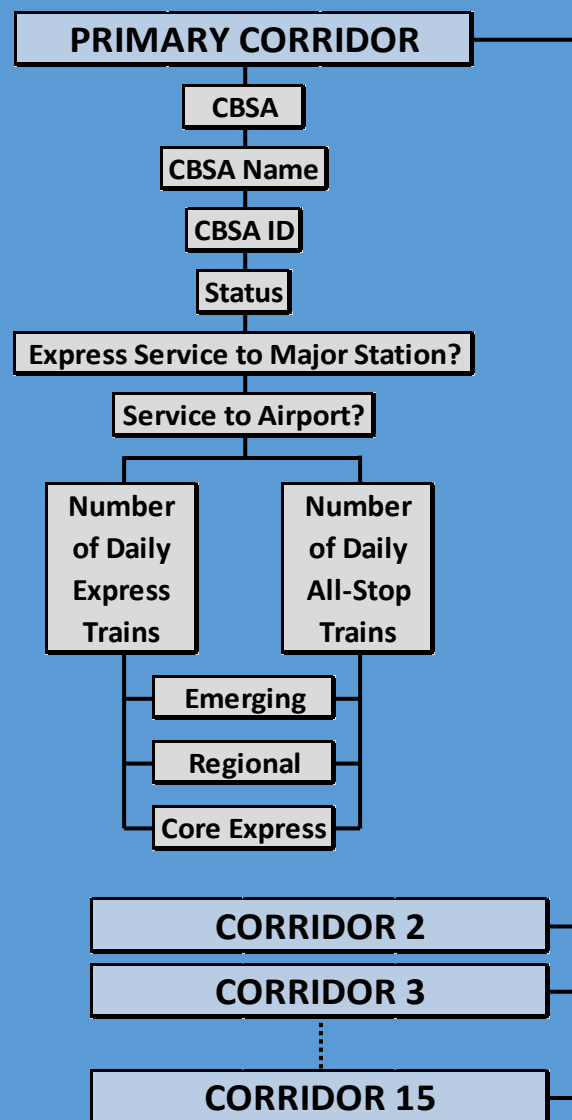
Corridor Service Characteristics

Service Type	Daily All-stop Trains	Daily Express Trains
Emerging	4	4
Regional	4	4
Core Express	4	4

Clear Corridor

OK Cancel

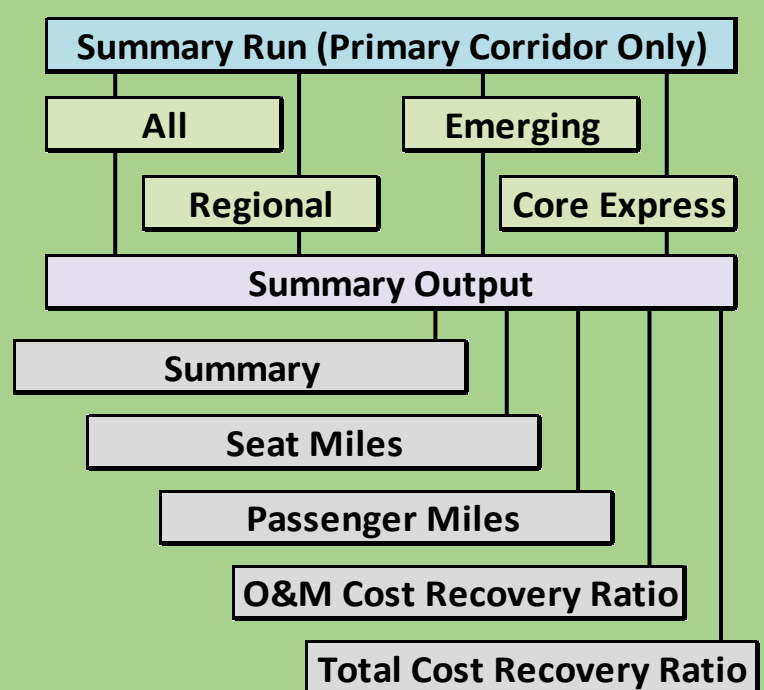
Define Corridors



Edit Corridor Segment Information

PRIMARY Emerging / Regional / Core Express				
Number	Corridor Segment	Seg. ID	Straight Line Distance	Intermediate Stations on Segment
	Corridor Length/Circuitry			
	Corridor ROW Distribution			
	New Alignment ROW Acquisition			
	New Alignment - Development Type by Investment Level			
	Existing RR Freight Density			
	Existing RR Track Quality			

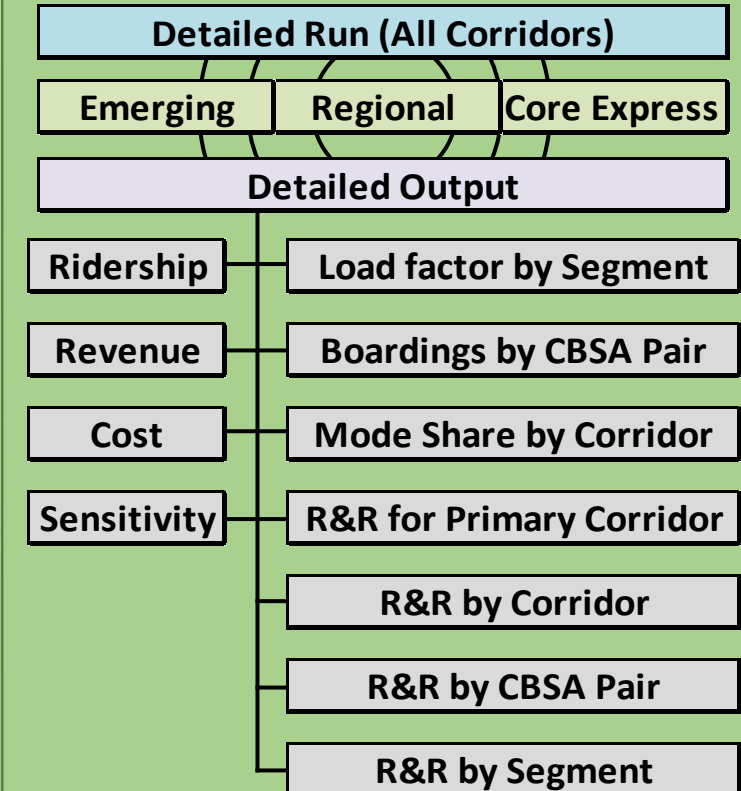
Perform Summary Run



Edit Advanced Settings

Input Value Used	User Input	User Override	Default Settings
OPERATING CHARACTERISTICS			
PHYSICAL NETWORK / FLEET CHARACTERISTICS			
FACTORS FOR BENEFIT COST ANALYSIS			
FACTORS ON RIDERSHIP			
CAPITAL COST INPUTS			
OPERATING AND MAINTENANCE COSTS			

Perform Detailed Run



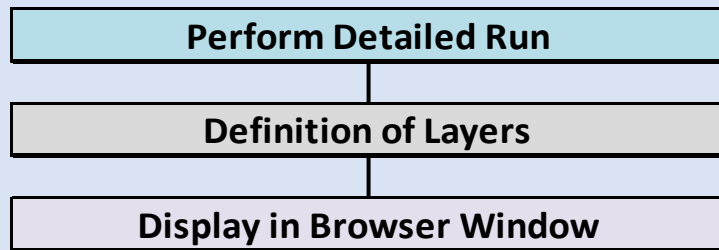


CONNECT Analyses and Output

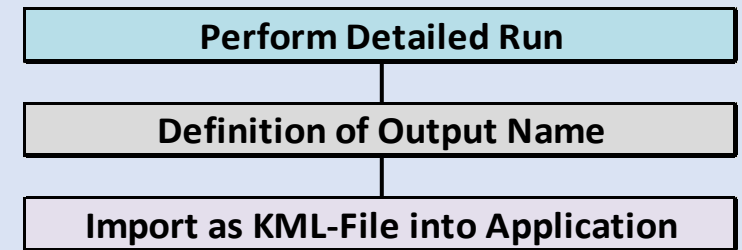
Functionality

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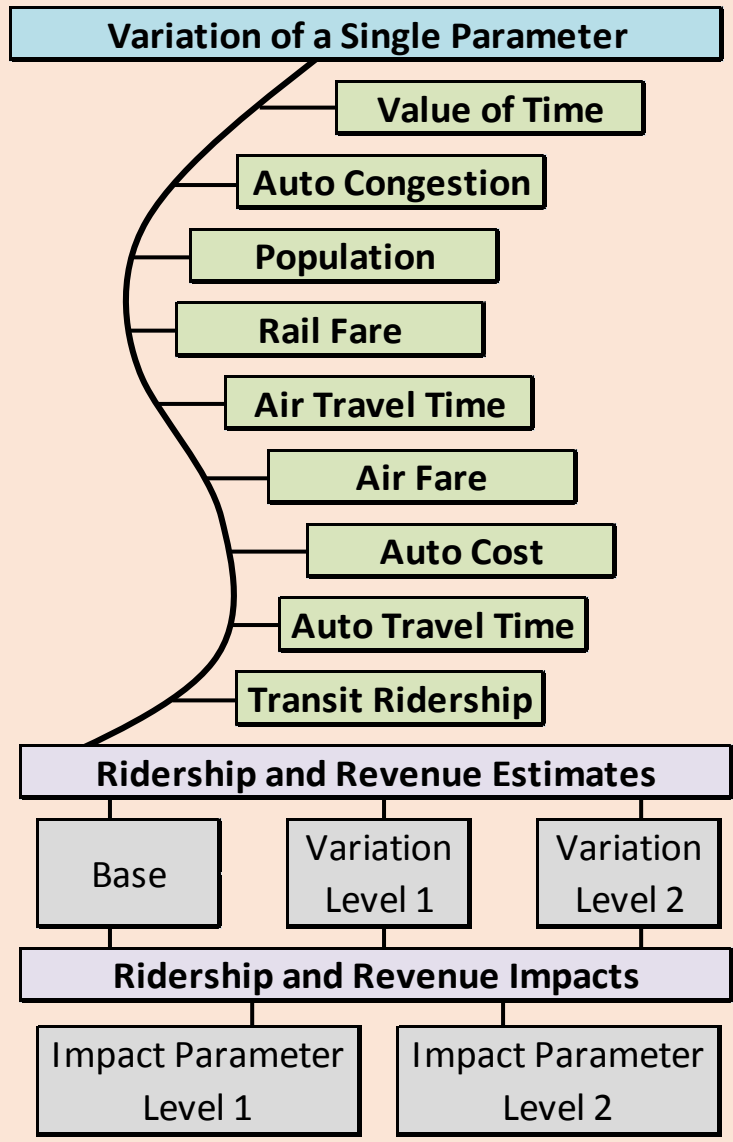
Interactive Map Display



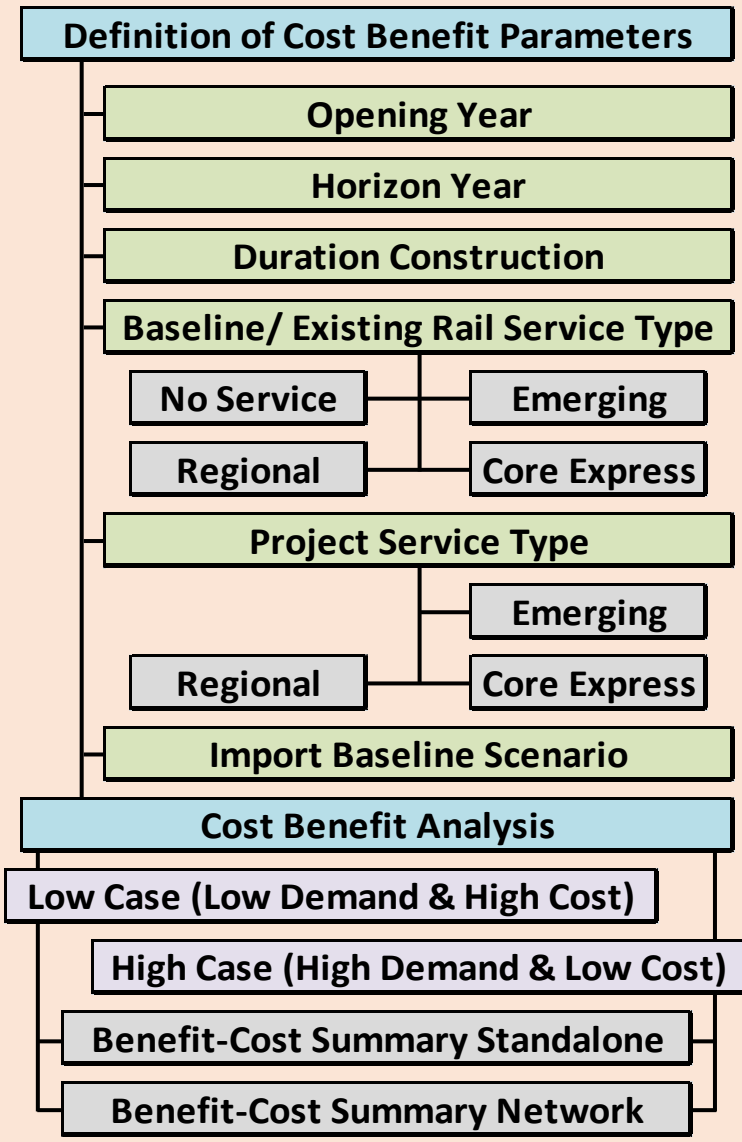
Export to KML File Format



Custom Sensitivity Analysis



Cost-Benefit Analysis



Important Things To Remember

CONNECT is a sketch planning tool and is not a substitute for detailed planning studies

General Parameters

- Ridership, Revenue and Cost is shown for Low - Medium - High Ranges
- Revenue and Cost is shown in 2015 Dollars in Runs
- Monetary values in Cost-Benefit Analysis module are shown in outer-year Dollars (User-defined time horizon)
- Standalone refers to the Primary Corridor without other corridors.
- All results are high-level and preliminary estimates and need to be used for "coarse screening" purposes only

Cost-Benefit Analysis

- Benefit-Cost Scenarios: Low = Low ridership and High cost
High = High ridership and Low cost
- The benefit-cost analysis compares the project network with a baseline (Do-minimum) alternative.
- If the baseline alternative includes existing rail service, the baseline network is defined in a separate CONNECT spreadsheet.
- No separate baseline spreadsheet needs to be prepared if there is no do-minimum/existing alternative.

CONNECT Sheet Reference

Sheet Color	Tool Element	Sheet Color	Tool Element
BLACK	TOOL OVERVIEW	GREEN	GRAPHICAL OUTPUTS
YELLOW	USER INPUTS	DARK BLUE	O&M / CAPITAL OUTPUT SUMMARIES
RED	DASHBOARD AND SUMMARY OUTPUTS	PURPLE	RIDERSHIP/NETWORK OUTPUTS