

City of Raleigh Transit Division (CAT)

1430 South Blount Street
Raleigh, NC 27603
(919)833-5701

Chief Executive Officer: Frederick D. Murray,
General Manager
ID Number: 4007

System Wide Information

Modal Information

| General Information | Financial Information | Characteristics | Demand | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|--|---|-----|----|--|-----------------|-----------------|-----------|--------------|--|--------------------------------------|--|--|---------------|----------------------|-------|-----|-----------|-----------|-----------|-----------------|---|---|---|--------------|------------------|------------------|------------------|--|--|-----|-----------|-----------------|--|--------------------------------------|--|--|--|--|
| Urbanized Area (UZA) Statistics - 1990 Census New York, NY--Northeastern NJ Square Miles 2,967 Population 16,044,012 Population Ranking Out of 405 UZA: 1 | Sources of Operating Funds Expended Passenger Fares \$1,313,668 Local Funds 3,686,169 State Funds 576,935 Federal Assistance 1,233,913 Other Funds 21,172 Total Operating Funds Expended \$6,831,857 | Operating Expense \$5,988,467 Capital Funding \$942,748 Annual Passenger Miles 10,947,993 P/D Annual Vehicle Revenue Miles 1,456,329 Annual Unlinked Trips 3,299,320 Average Weekday Unlinked Trips 11,602 Annual Vehicle Revenue Hours 115,294 Fixed Guideway Directional Route Miles 0.0 Total Fleet 47 Average Fleet Age in Years 8.9 Vehicles Operated in Maximum Service 39 Peak to Base Ratio 1.6 Percent Spares 21% | Bus Response \$1,169,315 \$0 0 D 449,947 249,559 853 34,333 N/A 13 3.6 11 N/A 18% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Service Area Statistics Square Miles 84 Population 237,500 | Summary of Operating Expenses Salaries/Wages/Benefits \$4,097,516 Materials & Supplies 863,074 Purchased Transportation 1,371,285 Other Operating Expenses 825,907 Total Operating Expenses \$7,157,782 | Performance Measures Service Efficiency Operating Expense/Vehicle Revenue Mile \$4.11 Operating Expense/Vehicle Revenue Hour \$51.94 | \$2.60 \$34.06 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Service Consumption Annual Passenger Miles 10,947,993 Annual Unlinked Trips 3,548,879 Average Weekday Unlinked Trips 12,455 Average Saturday Unlinked Trips 7,366 Average Sunday Unlinked Trips 0 | Reconciling Cash Expenditures \$0 | Cost Effectiveness Operating Expense/Passenger Mile \$0.55 P/D Operating Expense/Unlinked Passenger Trip \$1.82 | \$0.00 D \$4.69 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Service Supplied Annual Vehicle Revenue Miles 1,906,276 Annual Vehicle Revenue Hours 149,627 Total Fleet 60 Vehicles Operated in Maximum Service 50 Base Period Requirement 24 | Sources of Capital Funds Expended Local Funds \$95,027 State Funds 93,343 Federal Assistance 754,378 Total Capital Funds Expended \$942,748 | Service Effectiveness Unlinked Passenger Trips/Vehicle Revenue Mile 2.27 Unlinked Passenger Trips/Vehicle Revenue Hour 28.62 | 0.55 7.27 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicles Operated in Maximum Service <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">Directly Operated</th> <th style="text-align: center;">Purchased Transportation</th> </tr> </thead> <tbody> <tr> <td>Bus</td> <td style="text-align: center;">37</td> <td style="text-align: center;">2</td> </tr> <tr> <td>Demand Response</td> <td style="text-align: center;">0</td> <td style="text-align: center;">11</td> </tr> <tr> <td>Total</td> <td style="text-align: center;">37</td> <td style="text-align: center;">13</td> </tr> </tbody> </table> | | Directly Operated | Purchased Transportation | Bus | 37 | 2 | Demand Response | 0 | 11 | Total | 37 | 13 | Uses of Capital Funds <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">Rolling Stock</th> <th style="text-align: center;">Facilities and Other</th> <th style="text-align: center;">Total</th> </tr> </thead> <tbody> <tr> <td>Bus</td> <td style="text-align: center;">\$658,172</td> <td style="text-align: center;">\$284,576</td> <td style="text-align: center;">\$942,748</td> </tr> <tr> <td>Demand Response</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Total</td> <td style="text-align: center;">\$658,172</td> <td style="text-align: center;">\$284,576</td> <td style="text-align: center;">\$942,748</td> </tr> </tbody> </table> | | Rolling Stock | Facilities and Other | Total | Bus | \$658,172 | \$284,576 | \$942,748 | Demand Response | 0 | 0 | 0 | Total | \$658,172 | \$284,576 | \$942,748 | <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 33%;">Bus</th> <th style="width: 33%;">Passenger</th> <th style="width: 33%;">Demand Response</th> </tr> <tr> <th>Operating Expense Per Vehicle Revenue Mile</th> <th>Operating Expense Per Passenger Mile</th> <th>Passenger Trips Per Vehicle Revenue Mile</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> </tr> </tbody> </table> | | Bus | Passenger | Demand Response | Operating Expense Per Vehicle Revenue Mile | Operating Expense Per Passenger Mile | Passenger Trips Per Vehicle Revenue Mile | | | |
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| Bus | 37 | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Demand Response | 0 | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total | 37 | 13 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Rolling Stock | Facilities and Other | Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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Source: 1996 National Transit Database