2.2.8 Rail Operating Facility

DART's current light rail operating facility is located at the Central Rail Operations division immediately southeast of the Dallas CBD. The facility performs major maintenance functions on light rail vehicles, as well as cleaning, washing, and sanding. DART also has an associated facility, the Facilities Rail Operating Building (FROB) that is responsible for wayside maintenance-signals, traction electrification, track, and station.

The current DART fleet of 95 LRT vehicles (for existing LRT service, and expansion into the North Central and Northeast lines in 2002-2003) will expand to 160 with the addition of the Southeast Corridor and Northwest Corridor lines in 2007-2008 (dates subject to change).

The existing light rail operating facility will be expanded to maintain 125 vehicles. The remaining vehicles will be maintained and stored at a second facility, which will be constructed as part of, and located adjacent to, the Northwest Line to Farmers Branch and Carrollton extension. All vehicles operating along the Northwest Line to Irving / DFW will be maintained and stored at one of these two locations; there will be no rail maintenance and storage facilities along the Irving/DFW extension.

2.2.9 Operations and Maintenance Cost

Estimate of Systemwide Operating and Maintenance Costs

A spreadsheet based model was developed to estimate the annual operating budget required for DART to provide service to the Irving Light Rail Line as well as the remainder of the DART system, based on the operating plans modeled for ridership estimation. Systemwide operating costs (transportation, maintenance, and administrative) are estimated for the No Build and Build Alternatives.

The operating and maintenance (O&M) model is based on DART's FY 2006 budgeted costs to operate, maintain, and administer its current services. O&M cost information was provided by DART's Finance Department for bus, light rail, commuter rail, and paratransit modes. Since the cost factors are based on 2006 costs, the resulting forecasts are in constant 2006 dollars. Forecasted service amounts (miles, hours, and peak vehicles) were provided for the future alternatives by DART's Planning Department.

Table 2-4 presents the input data used to estimate the systemwide O&M costs.

TABLE 2-4
SUMMARY OF OPERATION AND MAINTENANCE COST INPUTS

Mode/Alternative	No Build	Build
Bus		
Annual Vehicle Miles	33,327,942	35,510,242
Annual Vehicle Hours	2,931,987	3,104,851
Peak Vehicles	751	795
Light Rail		
Annual Vehicle Car Miles	8,785,636	12,269,284
Annual Vehicle Train Hours	194,400	259,200
Peak Vehicles	106	150
Commuter Rail		
Annual Revenue Hours	20,271	20,271
Paratransit		
Annual Revenue Hours	418,681	418,681

Source: DART, 2006