

RESOLUTION NO.

3 5 7 5 4

Adopt Vintage Trolley operating plan for 1999 and direct payment of funds to Vintage Trolley, Inc to support operating costs (Resolution)

Whereas, on November 28, 1991, Vintage Trolley Inc commenced operation of the replica Council Crest vehicles on the MAX light rail line from Lloyd Center to Southwest 11th Avenue

Whereas, the property owners along the Vintage Trolley rail line formed a local improvement district in the amount of \$500,000 to support the construction of improvements necessary to assure the operation of the Vintage Trolley

Whereas, Tri-Met administered a grant from the Federal Transit Authority in the amount of \$2 5 million for construction and acquisition of the four Vintage Trolley cars

Whereas, Vintage Trolley, Inc has supported the operations of the Vintage Trolley since 1991, through sponsorships, individual support and contributions totaling \$1.5 million.

Whereas, Tri-Met and Vintage Trolley, Inc have entered into an agreement for the long term operation of the Vintage Trolley with Tri-Met committing to assure operation one weekend day per week as long as the Vintage Trolley remains on the MAX line

Whereas, Vintage Trolley, Inc commenced a fareless operation in 1995 with overwhelming success Vintage Trolley Inc. has carried in excess of 250,000 passengers per year since adopting the fareless system Sponsorships and popularity have steadily increased

Whereas, Vintage Trolley, Inc has developed a proposed operations plan for 1999 that calls for weekend only service from 10 00 a m to 6 00 p m in March and April and 7 day per week operation from May through December The Monday through Friday service is 9 30 a m to 3 00 p m

Whereas, the budget for operation is \$360,000 and Vintage Trolley, Inc has obtained commitments for support of the 1999 budget including \$60,000 from Tri-Met, \$60,000 from Vintage Trolley sponsors, and \$80,000 from special fundraising and pledges

Whereas, \$150,000 was set aside for consideration of the start-up of the Extension of Fareless Square to the Lloyd District in September 1998 and start-up did not occur

Whereas, utilizing the set-aside to operate the fareless Vintage Trolley until December 1999 continues a bridge to the Fareless Extension

Whereas, Vintage Trolley, Inc will not use the City's contribution unless the remainder of the operations budget is in hand

Now, therefore, be it resolved by the City Council that the City adopts the Vintage Trolley finance plan that assures the fareless operation of Vintage Trolley cars from Lloyd Center to Southwest 11th Avenue on the MAX light rail line

Be it further resolved that the City Council directs the Director of the Office of Transportation to prepare the appropriate agreements with Vintage Trolley, Inc to assure funding support for 1999 operations if all revenues are in place

Commissioner Hales
Elsa Coleman
December 16, 1998

Adopted by Council: DEC 23 1998

BARBARA CLARK
Auditor of the City of Portland

By Britta Olson
Deputy

1886

Agenda No

RESOLUTION NO

35754

Title

Adopt Vintage Trolley operating plan for 1999 and direct payment of funds to Vintage Trolley, Inc. to support operating costs (Resolution)

INTRODUCED BY	Filed DEC 17 1998
Commissioner Hales	Barbara Clark Auditor of the City of Portland
NOTED BY COMMISSIONER	
Affairs	
Finance and Administration	By <u>Cay Kersey</u> Deputy
Safety <i>Charles Hales</i>	For Meeting of _____
Utilities	
Works	
BUREAU APPROVAL	ACTION TAKEN
Bureau. Portland Office of Transportation	
Prepared by _____ Date _____	
Budget Impact Review	
<input checked="" type="checkbox"/> Completed <input type="checkbox"/> Not Required	
Bureau Head Victor F Rhodes <i>[Signature]</i>	

AGENDA		FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS		
			YEAS	NAYS	
Consent	Regular <i>X</i>	Francesconi	Francesconi	✓	
NOTED BY		Hales	Hales	✓	
City Attorney		Kafoury	Kafoury	✓	
City Auditor		Sten	Sten	✓	
City Engineer		Katz	Katz	✓	