

TriMet North Terminus Off-street Bus Layover Facility Requirement

**TriMet Board of Directors Briefing
December 10, 2025**

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Transit-Oriented Development**

Agenda

- Background
- Site/ Facility Criteria
- Process / Sites Considered
- Context & Existing Site
- Funding Strategy
- Next steps

Background

- Need for more bus layover space initially identified during planning phase of Division Transit Project (DTP)
- Fall 2016: the City of Portland adopted the DTP Locally Preferred Alternative (LPA) with a City Council Resolution, stating that:

*TriMet will work collaboratively with the City to **identify, plan, and design a permanent off-street layover facility for bus layover and operator breaks downtown near the north terminus of the transit mall** that complements other regional transit functions, accommodates high-capacity transit and local buses, and supports mixed-use urban redevelopment within 5 years* from the new transit service opening.*

DTP service began Sept 2022; **resolution terms to be satisfied by Sept 2027*

Site/Facility Search Criteria

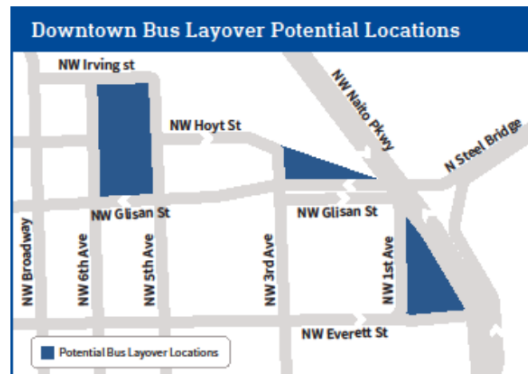
- Location:** Proximity to North Terminus/Transit Mall
- Operations:** Off-street layover with capacity for both 40' and 60' (articulated) buses and good turning movements. Minimize additional operating costs (including out-of-direction travel).
- Facilities:** Provides break and restroom facilities within a safe and secure location. Easily accessible by all transit modes.
- Cost:** Minimize property acquisition and site improvement costs to make site operational
- Other:** Provides long-term operational flexibility and supports neighborhood activation and downtown reinvestment.

Process

- A multi-year analysis of potential sites identified very few properties meeting TriMet's criteria

Shortlist Sites Considered

- **510 NW 3rd Avenue**
 - Former Firehouse site, publicly owned (Prosper Portland)
 - Near Transit Mall, but challenging site access/egress
 - Cleared site, but requires a full rebuild for layover operations
- **ODOT Right of Way (1st and Everett)**
 - Now planned for the future City of Portland Skate Park
- **550 NW 6th Avenue**
 - Former Greyhound Bus Terminal consistently identified as the best site to satisfy TriMet's obligations & fulfill needs

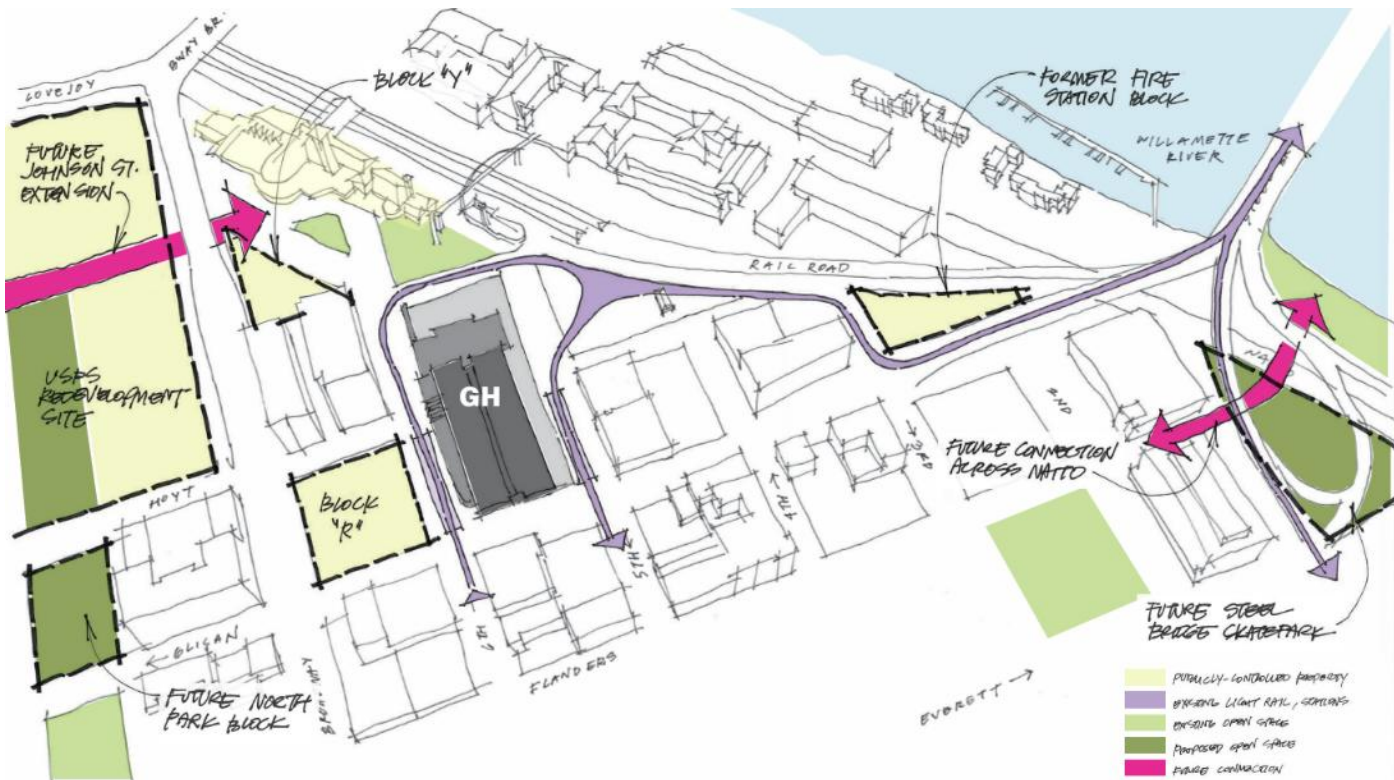


550 NW 6th: Distinguishing Features

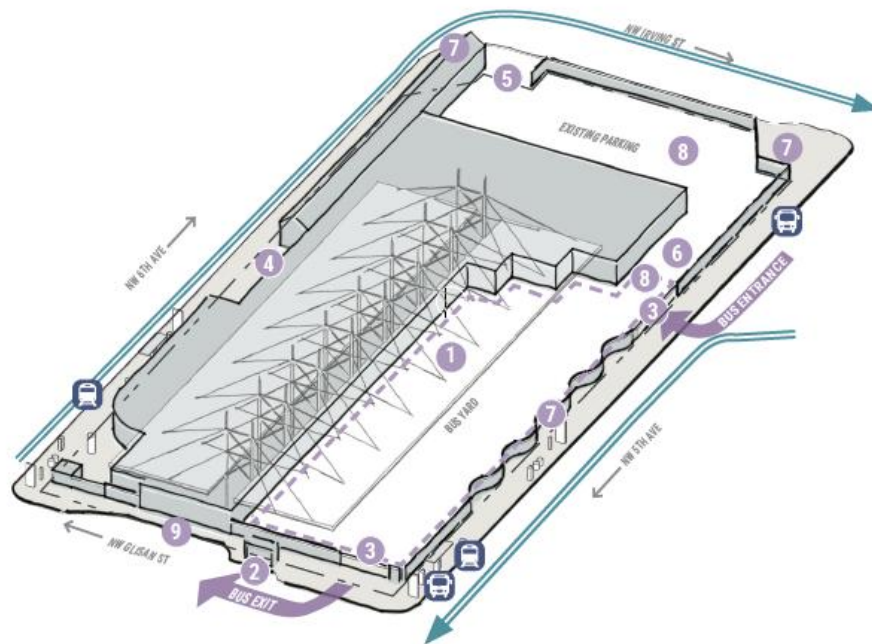


- Unique 2-acre property on the transit mall already has an **existing purpose-built bus yard**
- Lowest upfront capital investment requirements and the greatest long-term flexibility
- Best aligned with existing bus routes and schedules
- Real estate market conditions currently favor buyers

Context: Location & Neighborhood



Existing Site

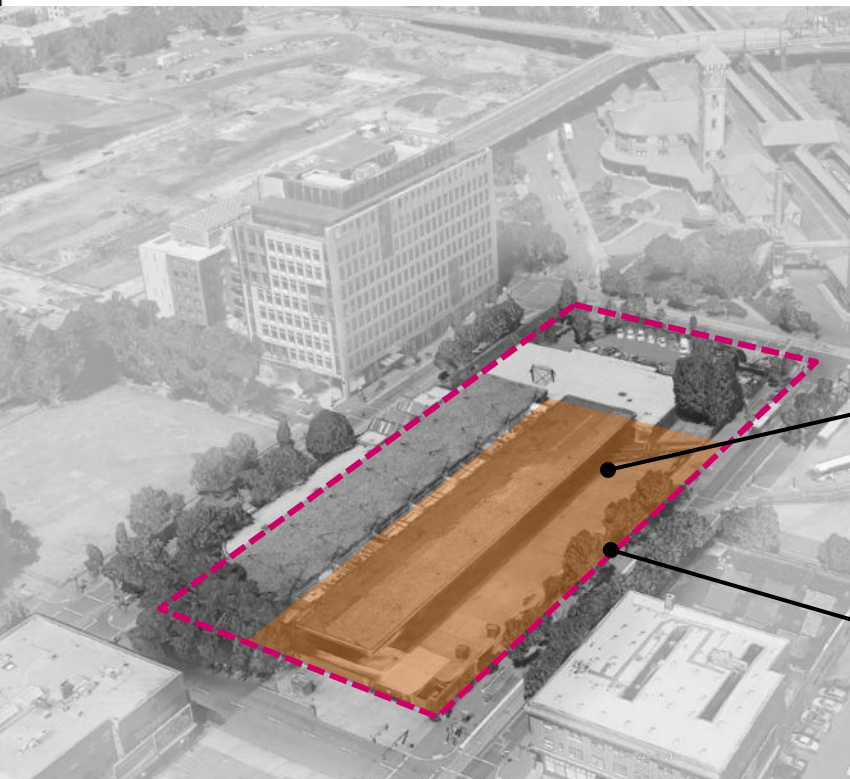


LEGEND

- 1 COVERED BUS YARD AREA
- 2 EXISTING PUBLIC RESTROOM
- 3 EXISTING MANUAL GATES
- 4 EXISTING MAIN BUILDING ENTRANCE
- 5 EXISTING CAR ENTRANCE/EXIT
- 6 EXISTING LANDSCAPED AREA
- 7 EXISTING TRIMET PROPERTIES
- 8 EXISTING PARKING
- 9 IRREGULAR CURB LINE
- ➡ MAX LINE
- 🚌 TRANSIT STOP
- ➡ TRAFFIC DIRECTION
- ➡ BUS INGRESS/EGRESS
- - - PROPERTY LINE

Minimal site investment is required to make the existing bus yard functional for TriMet Operations.

Funding Strategy



The proposed transaction specifically leverages existing federal funds & federal grant monies ***that are not available for service operations or other agency expenditures***

Bus Facility Investments/Site Readiness:

Utilize Federal Grant (5339 Formula) Funds exclusively for Bus & Bus Facilities

Property Acquisition:

Utilize Federal Restricted Account Funds exclusively for grant-related Property Acquisition

Next Steps & Questions

Next Steps:

- Finalize Federal approvals (e.g., NEPA)
- Advance and complete property due diligence
- Negotiate and execute an IGA with the City of Portland detailing project support & collaboration
- Negotiate full purchase and sale terms with the Seller
- Return to TriMet Board in January with a Resolution for Purchase Authority
- Execute Purchase and Sale Contract (binding agreement) with the Seller
- Close on Property Summer 2026