

Date: July 22, 2026

To: Board of Directors

From: Sam Desue, Jr.



Subject: RESOLUTION NO. 26-07-23 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING A CONSTRUCTION MANAGER/GENERAL CONTRACTOR SERVICES CONTRACT WITH STACY WITBECK FOR THE TRACK REHABILITATION PROJECT

1. Purpose of Item

This Resolution authorizes the General Manager or his designee to execute a Construction Manager/General Contractor (CM/GC) Services Contract (Contract) with Stacy Witbeck for the Track Rehabilitation Project (Project).

2. Type of Agenda Item

- ☒ Initial Contract
- ☐ Contract Modification
- ☐ Other _____

3. Type of Contract Procurement

- ☐ Low Bid / Invitation to Bid (ITB)
- ☒ Request for Proposals (RFP) (CM/GC)
- ☐ Request for Qualifications (RFQ) (Personal Services)
- ☐ Other _____

4. Reason for Board Action

The TriMet Board of Directors' (Board) authorization is required for the award and funding of CM/GC services contracts.

5. Type of Action

- ☒ Resolution
- ☐ Ordinance 1st Reading
- ☐ Ordinance 2nd Reading
- ☐ Other _____

6. Background

TriMet's first light rail MAX line (Blue Line) was constructed and opened in 1986. Since then, the MAX system has grown through multiple expansions – with the most recent line (Orange Line) opening in 2015 and the Better Red extension completed in 2024.

TriMet continues to ensure ongoing preventative maintenance for track infrastructure. This Project is a major investment toward full or partial replacements of the components reaching end-of-life. The Project will ensure track infrastructure is in a State of Good Repair (SOGR). The Project is structured and managed as a multi-year, multi-element project.

The Project will be conducted over the next five years, in a series of discrete locations and/or scopes (Elements) and will be assigned via task orders. The Elements are identified in TriMet's Capital Asset Management and Investment Plan. TriMet anticipates issuing one task order in FY2027, two in FY2028, and three in FY2029, FY2030, and FY2031, respectively. Work is planned at the following locations each fiscal year:

- FY2027 – Replace worn rails at Collins Circle Curves, 18th/Salmon, and at the 11th Ave Turnaround during a scheduled rail shutdown in April 2027.
- FY2028 – Short-term repair at SE Tilikum Way and procure long-lead materials for future Elements.
- FY2029 – Replace worn special trackwork at Interstate-Rose Quarter, Jackson Turnaround, and replace roadway crossing panels along the Blue Line alignment at Burnside in Gresham.
- FY2030 – Replace worn special trackwork at Pioneer Square, 1st/Yamhill, and Providence Park.
- FY2031 – Replace worn rail at Ruby Junction Yard, Glisan Ramp, and Sunset Transit Center.

SOGR Element prioritization is dependent on actual infrastructure conditions, and is subject to change, depending on future updates to TriMet's Capital Asset Management and Investment Plan. Furthermore, rail shutdown scheduling will seek to minimize impacts on the public and is subject to operational constraints.

Investment in the replacement of critical track assets to ensure SOGR:

- Decreases risk of high-consequence life safety outcomes (derailments)
- Decreases risk of unplanned service interruption for emergency work
- Decreases cost of preventative maintenance effort
- Provides a positive impact to public opinion of the Agency
- Decreases risk of extended widespread service disruptions
- Significantly decreases cost and supports higher quality outcomes (due to lower risk of emergency repairs and/or reworking interim repairs)

Because most sections of the light rail alignment are extremely active, construction must be planned and conducted with careful attention to public and worker safety and to minimizing disruption, particularly unplanned disruption, to transit service.

For this type of complex Project, reliance on the services of an experienced CM/GC is effective and efficient. The CM/GC must be able to assist with the final completion of design, perform constructability reviews, advise regarding construction staging, phasing and access requirements to minimize impacts to transit service, contribute to cost certainty, and support coordination with all stakeholders. These activities contribute to a successful construction process while minimizing the risk of unplanned impacts to transit service.

TriMet has a history of successfully utilizing the RFP process to procure the services of a CM/GC for complex construction projects, including Better Red, Interstate MAX, and East and West segments of the Portland-Milwaukie Light Rail projects. In addition, TriMet also has a history of working with Stacy Witbeck in performing this work as evident through the previous Track Rehabilitation Program which successfully repaired and replaced track at over 12 locations throughout the system.

That CM/GC services contract with Stacy Witbeck expired in June 2024. In anticipation of contract expiry and to ensure continuity, the Board approved Resolution No. 24-01-06 in January 2024, exempting this Project solicitation from low bid procurement. However, the Project was not funded for FY2025 and FY2026. With funding re-secured for FY2027 and anticipated to be secured in future years, the Project advanced the procurement for a new task order-based CM/GC contract.

This Resolution requests authorization to award the CM/GC contract to Stacy Witbeck in the amount of \$20,000,000 for both pre-construction services for the first Element in the Project and pre-construction and construction costs of all future Elements. Additionally, this resolution requests authorization of \$2,400,000 in change order allowance to be used over the five-year contract term.

This Contract will be structured around individual preconstruction and construction tasks with similar track rehabilitation scopes. During each task order pre-construction services period, we will work with the CM/GC to develop a Total Task Price that aligns with internal estimates and budget for the construction work.

7. Description of Procurement Process

At its January 24, 2024 meeting, the Board approved Resolution No. 24-01-06, exempting this solicitation from low bid procurement. This allowed TriMet to use a competitive Request for Proposals (RFP) process to select a CM/GC services contractor for the Project. TriMet issued an RFP on May 6, 2026, on TriMet's eProcurement System (TriP\$) website of which a total of 815 vendors were notified. The RFP was also advertised in the Daily Journal of Commerce. A pre-proposal conference was held on May 13, 2026, and a total of four (4) firms attended. In response to the RFP, TriMet received one (1) proposal; that proposal was from Stacy Witbeck.

TriMet appointed an Evaluation Committee (EC) consisting of TriMet staff from the Engineering & Construction Division to review, evaluate and score the proposal.

The evaluation criteria in the RFP included:

- Proposer Experience / Past Performance;
- CM/GC Project Team Staff;
- Proposed Approach;
- Draft Contracting Plan, Certified Contractor Utilization and Workforce Hiring & Training;
- Project Management; and
- Price.

After evaluation of the technical proposals, the EC determined that Stacy Witbeck was in the competitive range for Contract award. Initial scoring is summarized in the table below:

Proposer:	Stacy Witbeck
Proposer Experience / Past Performance (10 Points)	9.0
CM/GC Project Team Staff (20 points)	19.0
Proposed Approach (15 points)	14.0
Draft Contracting Plan, Certified Contractor Utilization and Workforce Training and Hiring Program (20 points)	18.0
Project Management (10 points)	7.67
Price (25 Points)	25.0
TOTAL OVERALL SCORE (100 Points)	92.67

TriMet interviewed Stacy Witbeck on June 18, 2026. TriMet subsequently requested a revised proposal and Best And Final Offer from the firm. Following receipt of the revised proposal on June 24, 2026, the EC reviewed the scoring and determined that Stacy Witbeck provided the best value to TriMet. The EC recommended that Stacy Witbeck be awarded the Contract. A summary of final scores is shown in the table below:

Proposer:	Stacy Witbeck
Proposer Experience / Past Performance (10 Points)	10.00
CM/GC Project Team Staff (20 points)	19.00
Proposed Approach (15 points)	14.00
Draft Contracting Plan, Certified Contractor Utilization and Workforce Training and Hiring Program (20 points)	18.33
Project Management (10 points)	9.00
Price (25 Points)	25.00
TOTAL OVERALL SCORE (100 Points)	95.33

TriMet staff determined the negotiated rates submitted by the firm are fair and reasonable in relation to the local market for the type of work and when comparing rates for similar services.

Notice of Intent to Award was sent to all proposers on June 24, 2026. No protests were received.

8. Financial/Budget Impact

The funds for this Project are included in TriMet's FY 2027 Adopted Budget for the Maintenance Division, and funds for the CM/GC services will continue to be requested in TriMet's five-year Capital Improvement Plan (CIP) budget for future years. This Project is being funded through General Funds.

9. Impact if Not Approved

If this resolution is not approved, TriMet could attempt to procure a CM/GC contractor again. However, TriMet received only one (1) response through the RFP process for the Contract and advertising it a second time is unlikely to lead to a more favorable outcome. In addition, Stacy Witbeck is well qualified to perform this work, and initiating the work

without delay is necessary to maintain the current schedule. Reprocuring could also delay the Project, resulting in cost escalation as well as not allowing sufficient time to plan the first scheduled rail shutdown in April 2027.

Stacy Witbeck has performed satisfactorily under previous CM/GC contracts with TriMet and there have been no major safety incidents or disputes. Competitive pricing of additional construction tasks shall be ensured through open book price negotiations with TriMet and competitive bidding of subcontractor work scopes as appropriate, in accordance with TriMet's CM/GC practices.

RESOLUTION NO. 26-07-22

RESOLUTION NO. 26-07-22 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING A CONTRACT WITH UNIVERSAL PROTECTION SERVICES, LP, DBA ALLIED UNIVERSAL SECURITY SERVICES TO PROVIDE TRANSIT CUSTOMER SAFETY OFFICERS AND SAFETY RESPONSE TEAM SERVICES

WHEREAS, TriMet has authority under ORS 267.200 to enter into a contract with Universal Protection Services, LP, dba Allied Universal Security Services to provide transit customer safety officers and safety response team services (Contract); and

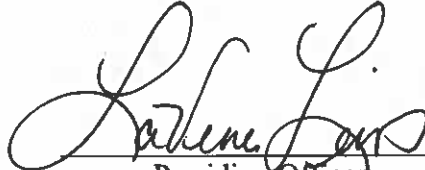
WHEREAS, by Resolution No. 25-06-29, dated June 25, 2025, the TriMet Board of Directors (Board) adopted a Statement of Policies requiring it to authorize contracts obligating TriMet to pay in excess of \$2,000,000; and

WHEREAS, the total amount of the Contract exceeds \$2,000,000;

NOW, THEREFORE, BE IT RESOLVED:

1. That the Contract shall conform with applicable law.
2. That the General Manager or his designee is authorized to execute the Contract in an amount of \$58,446,991.20, with the actual expenditure based on the cost of services provided over the Contract's potential five-year term.

Dated: July 22, 2026


Presiding Officer

Attest:


Recording Secretary

Approved as to Legal Sufficiency:


Legal Department