

**Date:** February 25, 2026

**To:** Board of Directors

**From:** Sam Desue, Jr. 

**Subject:** **RESOLUTION NO. 26-02-04 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING CONTRACT MODIFICATIONS WITH STACY WITBECK, INC. AND RAIMORE CONSTRUCTION FOR MECHANIZED TRACK MAINTENANCE SERVICES**

**1. Purpose of Item**

This Resolution requests the TriMet Board of Directors (Board) authorize the General Manager or his designee to execute contract modifications (Modifications) with Stacy Witbeck, Inc. (SWI) and Raimore Construction (Raimore) for Mechanized Track Maintenance Services.

**2. Type of Agenda Item**

- Initial Contract
- Contract Modifications
- Other \_\_\_\_\_

**3. Type of Contract Procurement**

- Low Bid / Invitation to Bid (ITB)
- Request for Proposals (RFP) (inc. CM/GC, Architecture & Engineering services)
- Other (inc. sole source)

**4. Reason for Board Action**

Board authorization is required for all contract modifications obligating TriMet to pay in excess of \$2,000,000.

**5. Type of Action (*Procurement: check appropriate box*)**

- Resolution
- Ordinance 1<sup>st</sup> Reading
- Ordinance 2<sup>nd</sup> Reading
- Other \_\_\_\_\_

**6. Background**

TriMet's MAX light rail tracks regularly require maintenance using specialized equipment TriMet does not own or operate. There also is a very limited pool of contractors who possess this specialized equipment and the skill necessary to perform this track maintenance work.

Therefore, TriMet relies on contractors to perform MAX track maintenance work such as surfacing and lining, dressing and distributing ballast, rail welding, and repairing and replacing rail-roadway at-grade crossings.

TriMet issued a Request for Proposal (RFP) for this work in June 2023 and received two proposals: one from SWI and one from Raimore. After proposal review and scoring, both proposals were determined to be high quality and in the best interests of TriMet. Therefore, on August 3, 2023, TriMet executed a contract with both SWI (SWI Contract) and Raimore (Raimore Contract) in the amount of \$800,000 per contract for mechanized track maintenance work.

#### SWI Contract

On May 8, 2024, TriMet modified the SWI Contract to add \$192,000 in order to accomplish track realignment and de-stressing rail due to summer heat, bringing the total amount of the SWI Contract to \$992,000.

At its October 25, 2024 meeting, the Board approved Resolution No. 24-10-59, which authorized a modification to the SWI Contract to add \$3,000,000 in order to keep our MAX track infrastructure running safely and reliably, bringing the total SWI Contract amount to \$3,992,000. The additional State of Good Repair work included de-stressing rail, repairing special track work, and additional rail-roadway at-grade crossing repair and replacement, along with ongoing surfacing and lining, dressing and distributing ballast, rail welding and unscheduled repairs.

#### Raimore Contract

On October 22, 2025, the Raimore Contract was modified to add \$500,000 in order to continue to address on-going maintenance needs on the Right-of-Way (ROW) similar to the work being performed under the SWI Contract, bringing the total contract amount to \$1,300,000.

#### Modification Request

TriMet now seeks a Modification to both contracts to authorize an increase in contract authority by the following amounts:

#### *SWI Contract*

Base contract	\$800,000
Modification 1 (May 8, 2024)	\$192,000
Modification 2 (Resolution No. 24-10-59; Oct 25, 2024)	\$3,000,000
<b>Amount Authorized by this Resolution No. 26-02-04</b>	<b>\$3,000,000</b>
<b>Total Amount of Modified Contract</b>	<b>\$6,992,000</b>

*Raimore Contract*

Base contract	\$800,000
Modification 1 (October 22, 2025)	\$500,000
<b>Amount Authorized by this Resolution No. 26-02-04</b>	<b>\$2,000,000</b>
<b>Total Amount of Modified Contract</b>	<b>\$3,300,000</b>

This additional funding addresses rising costs for labor and materials, and the increasing magnitudes of the projects to maintain safety and reliability. It allows TriMet to continue to maintain the embedded and exposed track way to standards prescribed by the Federal Railroad Administration (FRA) for a Class 1-4 Railroad.

**7. Description of Procurement Process**

A competitive Request for Proposals (RFP) process was used to select SWI and Raimore.

**8. Financial/Budget Impact**

The mechanized track maintenance services are included in the FY 2026 Maintenance Division budget and in the proposed FY 2027 budget.

**9. Impact if Not Approved**

Although TriMet could terminate these contracts and then obtain bids to continue the maintenance work, doing so is unlikely to result in a reduced price or greater efficiency, and could increase costs due to mobilization of new contractors and possible out-of-state scheduling and coordination. Further, both contractors have performed well under their contracts, and continued negotiation of “open book” side-by-side comparison of cost estimates will ensure fair and reasonable pricing. The approval of this Resolution will ensure that TriMet continues to maintain the embedded and exposed track way to standards prescribed by the FRA for a Class 1-4 Railroad.

**RESOLUTION NO. 26-02-04**

**RESOLUTION NO. 26-02-04 OF THE TRI-COUNTY METROPOLITAN  
TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING  
CONTRACT MODIFICATIONS WITH STACY WITBECK, INC. AND  
RAIMORE CONSTRUCTION FOR MECHANIZED TRACK  
MAINTENANCE SERVICES**

**WHEREAS**, TriMet has authority under ORS 267.200 to enter into contract modifications with Stacy Witbeck, Inc. (SWI Modification) and Raimore Construction (Raimore Modification) for mechanized track maintenance services; and

**WHEREAS**, in August 2023, after a competitive RFP process, TriMet awarded two \$800,000 contracts; one with Stacy Witbeck, Inc. (SWI Contract) and the other with Raimore Construction (Raimore Contract); and

**WHEREAS**, on May 8, 2024, TriMet modified the SWI Contract by \$192,000, and

**WHEREAS**, by Resolution No. 24-10-59 dated October 23, 2024, the TriMet Board of Directors (Board) authorized a modification to the SWI Contract by \$3,000,000, bringing the total contract amount to \$3,992,000; and

**WHEREAS**, on October 22, 2025, TriMet modified the Raimore Contract by \$500,000, bringing the total contract amount to \$1,300,000; and

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

**NOW, THEREFORE, BE IT RESOLVED:**

1. That the Modifications shall conform with applicable law.
2. That the General Manager or his designee is authorized to execute the SWI Modification in the amount of not more than \$3,000,000, increasing the total amount of the services to \$6,992,000 over the five (5) year life of the Contract.
3. That the General Manager or his designee is authorized to execute the Raimore Modification in the amount of not more than \$2,000,000, increasing the total amount of the services to \$3,300,000 over the five (5) year life of the Contract.

Dated: February 25, 2026

Attest:

\_\_\_\_\_  
Recording Secretary

\_\_\_\_\_  
Presiding Officer

Approved as to Legal Sufficiency:

  
\_\_\_\_\_  
Legal Department