

Date: April 23, 2025

To: Board of Directors

From: Sam Desue, Jr. 

Subject: **RESOLUTION NO. 25-04-20 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING A CONTRACT WITH MASS. ELECTRIC CONSTRUCTION COMPANY (MEC) FOR THE RED LINE FEEDER BREAKER & STATION CONTROL CABINET UPGRADE PROJECT**

1. Purpose of Item

This Resolution requests that the TriMet Board of Directors (Board) authorize the General Manager or his designee to execute a contract (Contract) with Mass. Electric Construction Company (MEC) for the Red Line Feeder Breaker & Station Control Cabinet Upgrade 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) (inc. CM/GC)
- Request for Qualifications (RFQ) (Personal Services)
- Other:

4. Reason for Board Action

Board authorization is required for all contracts obligating TriMet to pay in excess of \$1,000,000.

5. Type of Action

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

6. Background

TriMet's Traction Power Substations (TPSS) convert power from the regional electrical grid to supply 800 Volt Direct Current (800VDC) for the propulsion of MAX trains across more than 120 miles of light rail track. Most mainline TPSS are equipped with two feeder breakers, one Station Alarm Panel, and one AC Protection Relay. Like a circuit breaker in a private home, the large feeder breakers in each TPSS protect the light rail system from electrical overloads and must be upgraded periodically for safety and efficiency.

The five mainline TPSS -- Rocky Butte, Parkrose, Cascades, Mt. Hood, and Post Office -- that supply 800VDC for the Red Line to the Portland International Airport are 25 years old and have reached the end of their lifecycles. Replacement parts or repair services are no longer offered by the original equipment manufacturer, and the digital protection relay inside the feeder breakers and the Station Alarm Panels must be replaced. Due to the age of the equipment and the need to maintain these units in a state of good repair, upgrading and modernizing these substations now is essential in order to maintain safety and reliability along the Red Line.

7. Description of Procurement Process

TriMet issued an Invitation to Bid (ITB) on January 27, 2025, with bids due on March 3, 2025. The ITB was advertised on TriMet’s TriP\$ website. TriMet received just two bids in response to ITB, one from MEC and one from Liberty Electric, Inc.

MEC submitted the lowest responsive and responsible bid. The responsive bids and TriMet’s Independent Cost Estimate (ICE) are shown below:

	Liberty Electric, Inc.	Mass Electric Construction Co.
	\$1,671,100	\$1,456,750
<i>Independent Cost Estimate (ICE) . . .</i>	<i>\$1,800,000</i>	

TriMet determined that MEC was the lowest responsive and responsible bidder and found its bid to be fair and reasonable, based on competition and comparison with TriMet’s ICE. Accordingly, staff recommends award of a three-year requirements-based Contract to MEC in the amount of \$1,456,750. Notice of Intent to Award was sent to all proposers on March 4, 2025, and no protests were received.

As is typical for this type of upgrade/retrofit work, unforeseen circumstances may occur that may require changes to the scope of work for the Project. Therefore, this Resolution includes authority for potential future change orders of up to \$291,350, or 20% of the Contract amount. The total Contract costs will be based on TriMet’s actual requirements.

8. Diversity

MEC has 1,109 employees, and its workforce is 32.6% minority and 9.3% female. MEC will be self-performing all of the work under the Contract.

9. Financial/Budget Impact

The costs of upgrading and replacing substation feeder breakers, Station Alarm Panels, and AC Protection Relays are budgeted elements of the Maintenance-of-Way (MOW) Department’s annual capital budget, and are included in TriMet’s proposed FY2026 Budget.

10. Impact if Not Approved

The TPSS upgrade work must proceed in order to maintain system safety and reliability. If the Board elects not to approve this Resolution, necessary upgrades would not be performed in a timely manner, and safety and reliability along the Red Line could be jeopardized. Award of the three-year Contract to MEC is the most cost-effective approach for maintaining this equipment in a state of good repair.

RESOLUTION NO. 25-04-20

**RESOLUTION NO. 25-04-20 OF THE TRI-COUNTY METROPOLITAN
TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING A
CONTRACT WITH MASS. ELECTRIC CONSTRUCTION COMPANY (MEC)
FOR THE RED LINE FEEDER BREAKER & STATION CONTROL CABINET
UPGRADE PROJECT**

WHEREAS, TriMet has authority under ORS 267.200 to enter into a contract (Contract) with Mass. Electric Construction Company (MEC) for the Red Line Feeder Breaker & Station Control Cabinet Upgrade Project; and

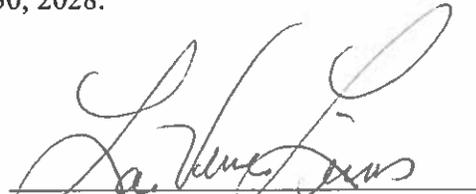
WHEREAS, by Resolution dated May 25, 2022, the TriMet Board of Directors adopted a Statement of Policies requiring it to authorize all contracts obligating TriMet to pay in excess of \$1,000,000; and

WHEREAS, the total amount of the Contract exceeds \$1,000,000;

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 the amount of \$1,456,750, and to execute change orders in an amount of not more than \$291,350, for a total authorized amount of \$1,748,100, with actual expenditures based on services provided through the Contract's expiration date of April 30, 2028.

Dated: April 23, 2025



Presiding Officer

Attest:



Recording Secretary

Approved as to Legal Sufficiency:



Legal Department