Pittsburgh Regional Transit

TO: Performance Oversight Committee
Tom Burgunder
Laura Sohinki
Senator Lindsey Williams

FROM: Tia McClenney, Committee Chair

DATE: November 9, 2026

SUBJECT: Performance Oversight Committee – November 12, 2026

The next meeting of the Performance Oversight Committee is scheduled for Thursday, November 12, 2026, in the fifth-floor boardroom, and via Microsoft Teams, immediately following the 9:00 a.m. Finance Committee meeting. The agenda is as follows:

1. Roll Call

2. Approval of Minutes of the October 15, 2026 Performance Oversight Committee Meeting

3. Proposed Resolutions:

   a) Awarding of Bids (Justin Cava)
   a) Authorization to Enter into an Agreement to Provide Property and Casualty Risk Management Services (Amy Silbermann)
   b) Authorization to Enter into an Agreement to Provide Small Business Enterprise Consulting Services (Sue Broadus)

4. Annual PennDot State Safety Oversight Agency Program Presentation (Burt Jennings)

5. Adjourn

cc: Other PRT Board Members

DRAFT

PERFORMANCE OVERSIGHT COMMITTEE MEETING

October 15, 2026

Board Committee Members
Tia McClenney, Chair (in-person)
Laura Sohinki
Tom Burgunder (in-person)
Senator Lindsey Williams
Jen Liptak

Other Board Member
Stephanie Turman (in-person)
Dr. Chris Brussalis
Bobbie Fan

Approval of Minutes:

The minutes of the September 17, 2026 Performance Oversight Committee meeting were approved.

Proposed Resolution:

The Performance Oversight Committee reviewed the following six resolutions for the Board's consideration.

The Committee first reviewed three procurement items and determined that the bids were submitted in accordance with PRT's procurement policies and procedures and that the proposed pricing is fair and reasonable.

The Performance Oversight Committee agreed to recommend approval of the bids identified in the resolution for a total amount of $5,658,622.83.

The next resolution was seeking authorization to settle a personal injury claim arising from a July 16, 2021 accident involving a PRT bus and a motorcycle near the Munhall Loop. The motorcyclist alleged that she sustained injuries after laying down her motorcycle to avoid a PRT bus that allegedly crossed her lane of travel. She and her spouse subsequently filed a lawsuit seeking monetary damages.

The parties have reached an agreement to fully and finally settle the claim for the lump sum amount of $150,000, subject to Board approval. The settlement includes no admission of fault or liability by PRT

The Committee agreed to present this to the entire Board for approval.

The next resolution was seeking approval to extend construction management contracts with CDR Maguire, Inc. and Hill International, Inc. for services supporting the University Line Bus Rapid Transit project through December 31, 2028. The resolution would also increase the contract amount by $6 million, bringing the total authorized amount to $23 million.

PRT has determined that continued construction management support is necessary as the remaining phases of BRT construction are completed.

The Committee agreed to present this to the entire Board for approval.

The next resolution was seeking authorization to extend PRT's existing agreements with WSP USA, Inc., HNTB Corporation, and Mott MacDonald, LLC for light rail transit systems contract services. These agreements provide as-needed engineering support through task-specific work orders.

The agreements currently run through December 31, 2026, with a total not-to-exceed amount of $25 million and options for two additional one-year extensions.

Because the services have been performed satisfactorily, PRT recommends exercising the first one-year option, extending the agreements through December 31, 2027, to ensure uninterrupted services.

It was noted at the meeting that the extension would not increase the previously approved not to exceed amount.

The Committee agreed to present this to the entire Board for approval.

The next resolution was seeking authorization for PRT to enter into agreements with a pool of firms to provide general architectural and engineering services in two categories: Roadway and Sitework Design and Building and Structure Design.

Following a competitive RFP and evaluation process, AECOM Technical Services, Inc., Johnson, Mirmiran & Thompson, Inc., and KCI Technologies, Inc. were selected as the three highest-rated firms in both service categories.

The resolution would authorize agreements with a not-to-exceed value of $21 million, with services assigned on an as-needed basis through task-specific work orders. The agreements would have an initial four-year term, with an option for PRT to extend them for one additional year.

The Committee agreed to present this to the entire Board for approval.

The final resolution was seeking authorization to extend PRT's existing agreements with a pool of firms providing general marketing services.

It was reported that the current agreements are scheduled to expire in November 2026 and have a total authorized not-to-exceed amount of $5.65 million.

Because the firms have performed satisfactorily and PRT requires continued marketing support while completing a new public solicitation, staff recommends extending the agreements for a period up to six additional months, through May 2027, without an increase to the previously authorized not-to-exceed value to ensure continuity of marketing services until the new procurement process is completed.

The Committee agreed to present this to the entire Board for approval.

With no further business, the meeting was adjourned.

PROPOSED RESOLUTIONS

11/20/26
T. McClenney

AWARDING OF BIDS

1. Magnetic Track Brake Replacement Parts - LRV

Solicitation B26-09-56 was publicly advertised and ebusiness documents were distributed. A total of 195 suppliers were notified of the bid opportunity, two suppliers accepted the invitation, and one bid was received to furnish and deliver magnetic track brake suspension replacement parts utilized in the maintenance of PRT's Light Rail Vehicles over a two-year period, with no renewal options available.

In accordance with Procurement Policies and Procedures, a single bid survey was conducted.

RECOMMENDATION: That a contract be awarded to the lowest, responsive and responsible bidder, Hall Technical Services LLC, in the estimated amount of $194,500.00.

This pricing represents a 37 percent increase over the previous contract prices for these products two years ago. Staff has determined the pricing to be fair and reasonable and consistent with the funds budgeted.

2. Coach Brake Drums

Solicitation B26-09-57 was publicly advertised and ebusiness documents were distributed. A total of 258 suppliers were notified of the bid opportunity, five suppliers accepted the invitation, and five bids were received to furnish and deliver brake drums utilized in the maintenance of PRT's bus fleet over a two-year period, with no renewal options available.

RECOMMENDATION: That a contract be awarded to the lowest, responsive and responsible bidder, TruckPro LLC, in the estimated amount of $199,468.00.

This pricing represents a six percent increase over the previous contract prices for these products two years ago. Staff has determined the pricing to be fair and reasonable and consistent with the funds budgeted.

3. Diesel Engine Oil

Solicitation B26-09-58 was publicly advertised and ebusiness documents were distributed. A total of 341 suppliers were notified of the bid opportunity, three suppliers accepted the invitation, and three bids were received to furnish and deliver diesel engine

oil in bulk to various PRT locations over a two-year period, with no renewal options available.

RECOMMENDATION: That a contract be awarded to the lowest, responsive and responsible bidder, Allegheny Petroleum Products, in the estimated amount of $1,149,000.00.

This pricing represents a 27 percent increase over the previous contract prices for these products two years ago. Staff has determined the pricing to be fair and reasonable and consistent with the funds budgeted.

4. Voith Transmission Rebuild Kits

Solicitation B26-09-59 was publicly advertised and ebusiness documents were distributed. A total of 238 suppliers were notified of the bid opportunity, two suppliers accepted the invitation, and two bids were received to furnish and deliver Voith transmission rebuild kits and replacement parts utilized in the maintenance of PRT's bus fleet over a three-year period, with no renewal options available.

RECOMMENDATION: That a contract be awarded to the lowest, responsive and responsible bidder, Cummins, Inc., for Line-Items 1-6, in the estimated amount of $7,757,817.55.

A direct comparison could not be made as there was an addition of several parts to these pre-assembled kits that were not part of the previous contract three years ago. Staff has determined the pricing to be fair and reasonable and consistent with the funds budgeted.

5. CRP – Brake Air Dryer Cartridges

Solicitation B26-09-60 was publicly advertised and ebusiness documents were distributed. A total of 264 suppliers were notified of the bid opportunity, seven suppliers accepted the invitation, and seven bids were received to furnish and deliver replacement parts utilized in the maintenance and repair of the brake systems on PRT's bus fleet over a nine-month period, with no renewal options available. This solicitation was issued as line-item grouping award.

RECOMMENDATION: That contracts be awarded to the lowest, responsive and responsible bidders as follows:

- Neopart Transit LLC (Line-item 1), in the estimated amount of $20,957.16
- Southern Coach Parts Company (line-items 2-5), in the estimated amount of $107,339.90

There has been no previous purchase of this equipment, however, staff has determined the pricing to be fair and reasonable and consistent with the funds budgeted.

6. Ford Bronco SUVs (COSTARS State Schedule

The Commonwealth of Pennsylvania Department of General Services Cooperative Purchasing Program (COSTARS) had awarded a contract under the respective State Schedule COSTARS-026 for the purchase of Passenger Vehicles. The effective date of the contract is from July 14, 2025, through July 14, 2027, and PRT wishes to "piggy-back" and make purchases under the terms and conditions of the contract.

Therefore, PRT wishes to purchase seven 2027 Ford Bronco SUVs upfits with LED emergency strobe lighting under the terms and conditions of the respective Contract No. 026-E25-274 awarded to Tom Masano Ford, Inc. These vehicles will be utilized by senior staff.

RECOMMENDATION: That this cooperative contract be awarded under the same terms and conditions of PA DGS COSTARS Contract No. 026-E25-274 – Passenger Vehicles to Tom Masano Ford, Inc. in the estimated amount of $236,026.00.

Staff has determined that the pricing on the Pennsylvania State Schedule fair and reasonable and consistent with the funds budgeted.

7. LRV Brake Calipers (Sole Source)

PRT currently operates 76 light rail vehicles (LRVs) on its light rail system. The 28 LRVs provided new by CAF (4300 series) and the 48 remaining Siemens LRVs rehabilitated by CAF (4200 series) both utilize identical braking systems manufactured by Knorr Brake Company, LLC (Knorr).

The Knorr brake systems provide supplemental braking to the propulsion systems, provides all braking below five mph and provides parking brake capability when the LRV is stopped. These braking systems are safety critical electronically controlled mechanical systems designed to work in concert with the propulsion system of the rail vehicle.

The brake caliper assemblies, whose design is proprietary to Knorr, are original to all vehicles and are nearing risk of mechanical failure due to age, wear and tear. Several of the replacement parts needed to make necessary repairs have been discontinued and repairs themselves require expertise beyond the capabilities of PRT's in-house Maintenance team.

Due to the proprietary nature of the design, along with the safety related type of equipment, PRT has determined that it is necessary to enter into an agreement with Knorr to procure 180 brake caliper assemblies over a three-year period to continue maintaining the braking systems.

RECOMMENDATION: That a sole source contract be awarded to Knorr Brake Company, LLC, in an amount not to exceed $2,264,200.00.

There has been no recent purchase of these items, however, staff has determined the pricing to be fair and reasonable and consistent with the funds budgeted.

8. LRV Brake Control Units (Sole Source)

PRT currently operates 76 light rail vehicles (LRVs) on its light rail system. The 28 LRVs provided new by CAF (4300 series) and the 48 remaining Siemens LRVs rehabilitated by CAF (4200 series) both utilize identical braking systems manufactured by Knorr Brake Company, LLC (Knorr).

The Knorr brake systems provide supplemental braking to the propulsion systems, provides all braking below five mph and provides parking brake capability when the LRV is stopped. These braking systems are safety critical electronically controlled mechanical systems designed to work in concert with the propulsion system of the rail vehicle.

Each LRV has three trucks, two motor trucks which power the LRV through a gearbox propelling it forward, and a trailer truck, which is not powered but does consist of braking and suspensions systems. The Brake Control Units (BCUs), whose design is proprietary to Knorr, are original to the fleet. These units manage the braking systems, provide diagnostic feedback and monitor/mitigate wheel slide conditions.

Due to the proprietary nature of the design, along with the safety-related type of equipment, PRT has determined that it is necessary to enter into an agreement with Knorr to procure 240 BCUs over a three-year period to continue maintaining the braking systems.

RECOMMENDATION: That a sole source contract be awarded to Knorr Brake Company, LLC, in an amount not to exceed $4,773,806.00.

There has been no recent purchase of these items, however, staff has determined the pricing to be fair and reasonable and consistent with the funds budgeted.

9. LRV Brake Control Boards (Sole Source)

PRT currently operates 76 light rail vehicles (LRVs) on its light rail system. The 28 LRVs provided new by CAF (4300 series) and the 48 remaining Siemens LRVs rehabilitated by CAF (4200 series) both utilize identical braking systems manufactured by Knorr Brake Company, LLC (Knorr).

The Knorr brake systems provide supplemental braking to the propulsion systems, provides all braking below five mph and provides parking brake capability when the LRV is stopped. These braking systems are safety critical electronically controlled mechanical systems designed to work in concert with the propulsion system of the rail vehicle.

The complete design of the braking system, which is proprietary to Knorr, is comprised of the brake caliper assembly controlled by the brake control units which utilize input from

the Electronic Control Units (ECUs). Each ECU is comprised of Printed Circuit Boards (PCBs) that utilize data from various sensors to dictate the operation of the brake control unit during operation of the LRV. Some of these boards, which are original to the rail cars have begun to fail causing delays in revenue service. Knorr does not offer repair services for these parts due to their function and the impact on a safety-critical system.

Due to the proprietary nature of the design, along with the safety-related type of equipment, PRT has determined that it is necessary to enter into an agreement with Knorr to procure 100 brake control boards over a one-year period to continue maintaining the braking systems.

RECOMMENDATION: That a sole source contract be awarded to Knorr Brake Company, LLC, in an amount not to exceed $275,294.80.

There has been no recent purchase of these items, however, staff has determined the pricing to be fair and reasonable and consistent with the funds budgeted.

RESOLUTION

RESOLVED, that recommendations as set forth in the report are accepted and that the chief executive officer, chief legal officer, chief innovation officer, chief financial officer and/or controller be, and hereby are, authorized and directed to execute such documents on behalf of Port Authority of Allegheny County d/b/a Pittsburgh Regional Transit as shall be required for the entry of proper contracts covering those items recommended for acceptance.

Pittsburgh Regional Transit
Procurement Summary

November 20, 2026

Item	Description	Number Of Bids	Lowest Responsive Bidder	Award Amount	2nd Bidder Amount	Annual Percentage Change to Previous Purchase
1	Magnetic Track Brake Replacement Part - LRV	1	Hall Techinical Services, LLC	$194,500.00	N/A	37%
2	Coach Brake Drums	5	TruckPro LLC	$199,468.00	$210,498.00	6%
3	Diesel Engine Oil	3	Allegheny Petroleum Products	$1,149,000.00	$1,272,500.00	27%
4	Voith Transmission Rebuild Kits & Replacement Parts	2	Cummins Inc (Line-items 1-6)	$7,757,817.55	N/A	N/A
5	CRP- Brake Air Dryer Cartridges	7	Neopart Transit LLC	$20,957.16	N/A	N/A
			Southern Coach Parts Company	$107,339.90		
6	Ford Bronco SUVs (CoStars)	N/A	Tom Masano Ford, Inc	$236,026.00	N/A	N/A
7	LRV Brake Calipers (Sole Source)	N/A	Knorr Brake Company, LLC	$2,264,200.00	N/A	N/A
8	LRV Brake Control Units (Sole Source)	N/A	Knorr Brake Company, LLC	$4,773,806.00	N/A	N/A
9	LRV Brake Control Boards (Sole Source)	N/A	Knorr Brake Company, LLC	$275,294.80	N/A	N/A
			Total Purchases	$16,978,409.41		

SUMMARY OF RESOLUTION

Authorization to Enter into an Agreement to Provide
Property and Casualty Risk Management Services

Description

Port Authority of Allegheny County d/b/a Pittsburgh Regional Transit (PRT) requires a contractor to perform property and casualty risk management services (Contractor). The work under the proposed agreement consists of the application of skills, knowledge and expertise to support PRT's property and casualty risk management programs, including but not limited to, the design and marketing of operational insurance coverages, evaluation of insurance proposals, placement of insurance coverages, claim advocacy, property engineering advocacy, advising on insurance requirement for PRT and PRT's contractors and vendors and providing comprehensive insurance marketing services for the third-party insurance coverages currently held by or sought by PRT net of commissions and other brokerage fees or taxes (collectively Services). All policy premiums will be paid directly by Contractor to the applicable insurance carrier(s) and PRT will reimburse Contractor for the policy premiums once paid and invoiced to PRT by Contractor.

The agreement for Services (Agreement) will be for a three-year period, with the option to extend the term up to two additional one-year periods at the sole discretion of PRT.

Evaluation Committee

Consistent with PRT's Board-adopted Procedures for Competitive Negotiations for Professional and Technical Services, an Evaluation Committee (Committee) was formed to evaluate the proposals and recommend the top-rated proposer to perform Services. Committee consisted of six voting members and one non-voting member, representing the Agency Innovation Services, Human Resources, Finance, and Legal & Corporate Services Divisions. The non-voting member of Committee was PRT's Procurement representative.

Schedule

Request for Proposals (RFP) No. 26-22 for Services was publicly advertised and an informational meeting was held on September 28, 2026. Five proposals were received by the proposal submission deadline of October 8, 2026.

Evaluation Process

Committee met to discuss and evaluate the proposals and determined that the highest ranked proposers in the competitive range that could potentially achieve top ranked status should get the opportunity to submit a Best and Final Offer (BAFO) and be interviewed. As a result of the review of the proposals, BAFOs, and interviews provided at the request of

Committee, Committee determined Aon Risk Services Central, Inc., as the highest rated proposer to perform the Services.

The following is a summary of the evaluated proposals:

Aon Risk Services Central, Inc. (Aon) is a global corporation that began in 1982 with the merger of Ryan Insurance Group and Combined International Corporation. Referred to as Aon since 1982, this organization has over 100 years of experience in the railroad and transit industry, through its own work and its predecessors' expertise. Aon's rail and transit risk management spans design, risk control, claims advocacy and specialized risk transfer solutions. Aon provides these services to both private and public entities, with a transit client list that includes but is not limited to Los Angeles MTA, SEPTA, Metro Transit Minneapolis and BART. Aon is also PRT's incumbent insurance services provider. Aon's project work plan proposed a five-step interconnected process for service delivery. This process has successfully served PRT through its most recent agreement with Aon, beginning in 2021. Aon's project work plan methodically answered each of the work tasks addressed in the scope of services of the RFP and featured flow chart with a timeline of their renewal process. Their project organization and management included significant insurance professional resources with many years of combined industry experience, including many key and supporting personnel who have already provided services for PRT for their respective specialties under Aon's existing 2021 agreement with PRT, including most notably the project manager. Aon's proposed project manager has been PRT's day-to-day contact for these services since 2023 and brings an additional 33 years of overall professional experience. Aon plans to subcontract 10% of the contract services to a Maryland DB certified firm that has expertise in public transit property valuation services. Aon's proposed pricing in its BAFO was unchanged from its initial proposal, reflecting what Aon has charged PRT for these Services since 2021, and remained at the lowest proposed cost of all proposers. PRT considered Aon's costs fair and reasonable and that they were consistent with what PRT anticipated for the costs to provide these Services..

Willis Towers Watson Northeast Inc. (WTW) is a worldwide advisory, broking and solutions company founded in 1828. WTW has a long history of providing data-driven, insight-led solutions in the areas of people, risk and capital. WTW has over 400 offices globally, with 65 based in the U.S., including one in Pittsburgh. WTW has a long history supporting the public sector, and this includes a dedicated Transportation & Logistics team that has existed since the early 1800s. WTW has served many organizations over the years and a few recent transit-related clients that WTW has delivered insurance brokerage, risk management, and advisory services to include DART, The Port Authority of New York and New Jersey, Massachusetts Bay Transportation Authority and Metro Transportation Authority. Their project work plan revolves around their five-step marketing and placement methodology. The interconnected processes of this proposed methodology include planning and risk assessment, renewal and market execution, program administration and responsive service, claims and risk-control integration, and monitoring and reporting. WTW also provided a flow chart featuring the timing of different work tasks during the renewal process. Their project organization and management plan was straightforward, featuring the proposed staff and their roles, along with reference to

this Willis Engagement 365 account management approach. Their project manager is based in Pittsburgh and has 33 years of professional experience, including 10 years of tenure with WTW. The resumes of the staff identified additional insurance professionals who appeared qualified and capable of performing the Services. WTW proposed to subcontract up to 10% of contract services, including transit-focused risk management consulting, contractual risk, insurance requirement reviews and more, to a DB certified firm. WTW's BAFO reduced the costs from its initial proposal, but the BAFO still offered the highest cost of the shortlisted proposers. Although the highest proposed price of the shortlisted firms, PRT considered WTW's proposed costs fair and reasonable and within the range that PRT anticipated for the costs to provide these Services.

Alliant Insurance Services, Inc. (Alliant) is a strategic risk and insurance advisory firm based in the U.S. and founded in 1925. Alliant's Public Entity Practice was established in 1977 and is utilized to focus exclusively on developing risk management and insurance strategies tailored to the unique needs of government agencies. Alliant has strong experience in this sector, working with over 150 public transit clients, including but not limited to, Charlotte Area Transit System, New York MTA, Metro St. Louis, RTD and BART. Alliant's project work plan features a 10-step annual renewal process which is used to coordinate their brokerage expertise and leverage market relationships, while maintaining transparency and consistency for property and casualty risk placements. Alliant proposed utilizing members of its Charlotte, North Carolina office as the strategic service team and utilizing its Pittsburgh based representative as a local resource to provide an immediate local presence. The proposed project organization and management plan was clear and included a project team of experienced professionals. Alliant's project manager and proposed staff members' roles and responsibilities were highlighted and explained. The project manager has 25 years of professional experience, having spent the past 5 years with Alliant. The proposed Alliant staff is rounded out with other insurance specialists with decades of relevant experience. Alliant proposed performance of 100% of the contract services without the assistance of a subcontractor. Alliant's BAFO reduced the costs from their initial proposal, offering the second lowest cost of the shortlisted proposers. PRT considered Alliant's BAFO costs fair and reasonable and within the range that PRT anticipated for the costs to provide these Services.

Arthur J. Gallagher & Co. (Gallagher) is an international insurance brokerage, risk management and consulting organizations founded in Chicago in 1927 with over 1,100 offices worldwide and over 71,000 employees. For the last 42 years, Gallagher's Public Sector Practice has been providing insurance brokerage, risk management, and consulting services to governmental entities. Their public client list includes organizations such as the Suburban Mobility Authority for Regional Transportation (SMART), Brockton Area Transit Authority and the Fayetteville Area System of Transit. Gallagher brings solid experience with the transit industry; however, other proposers had a much longer demonstrated track record by comparison. Gallagher's project work plan is a five-phased methodology with the following steps: discovery and assessment, strategic planning, insurance marketing and placement, claims advocacy and risk management, and stewardship and continuous improvement. The proposed project organization and management plan was easy to follow, showcasing proposed staff's roles and

responsibilities. Gallagher proposed to self-perform all contract services. The proposed project manager has 11 years of professional experience, all spent with Gallagher, and handles property and casualty risk insurance for over 50 different public entities based in the Pittsburgh region; however, that level of experience was much less than the project managers proposed by other proposers. The resumes of the staff show that the project manager is supported by a team of insurance professionals with additional years of experience. Gallagher's initially proposed costs were the second lowest of all proposers, were considered fair and reasonable, and were within the range that PRT anticipated for the costs to provide these Services.

USI Insurance Services (USI) is one of the largest privately held insurance brokerage and consulting firms in the world. USI delivers employee benefits, property and casualty, personal risk, program and retirement solution throughout the United States. USI puts a focus on the public sector, maintaining a dedicated Transportation Practice that has been in service for over 50 years. Transportation clients that USI has recently served in the past include PhilaPort, Philadelphia Parking Authority, and River Valley Transit Authority. While those clients are transportation-related, other proposers demonstrated more recent experience serving transit agencies comparable to or larger than PRT. USI's project work plan answered each of the work tasks addressed in the scope of services of the RFP and featured an annual service and marketing calendar with a timeline of their renewal process. The proposed project organization and management plan was easy to follow and contained a service table outlining responsibilities for relevant contract services. The resumes of USI's project manager and proposed staff had years of relevant experience but lacked detail and the level of specialized experience in comparison to other proposals. USI proposed to subcontract up to 10% of the contract services for claims and loss control. USI's proposed costs were the highest of all proposers, exceeding PRT's range of the anticipated costs for these Services.

Recommendation

Negotiations with Aon Risk Services Central, Inc., have been initiated and are progressing, subject to final PRT Board approval and Aon meeting all award requirements, on a proposed Agreement to perform Services. A total not-to-exceed amount of $285,000 is recommended for approval. The amount is based upon the proposal, including the BAFO, submitted by Aon Risk Services Central, Inc., to fully perform Services. Agreement will be for a three-year period with the option to extend the term of Agreement up to two additional one-year terms, at the sole discretion of PRT.

11/20/26
T. McClenney

RESOLUTION

WHEREAS, Port Authority of Allegheny County d/b/a Pittsburgh Regional Transit (PRT) requires a contractor (Contractor) to perform Property and Casualty Risk Management Services (Services); and

WHEREAS, Services consist of the application of skills, knowledge and expertise to support PRT's property and casualty risk management programs, including but not limited to, the design and marketing of operational insurance coverages, evaluation of insurance proposals, placement of insurance coverages, claim advocacy, property engineering advocacy, and advising on insurance requirement for PRT and PRT's contractors and vendors. Services will also provide comprehensive insurance marketing services for the third-party insurance coverages currently held by or sought by PRT net of commissions and other brokerage fees or taxes. All policy premiums will be paid directly by Contractor to the applicable insurance carrier(s) and PRT will reimburse Contractor for the policy premiums once paid and invoiced to PRT by Contractor; and

WHEREAS, in order to obtain a qualified firm to perform Services, a Request for Proposals (RFP) No. 26-22 detailing the required scope of Services was prepared and publicly advertised; and

WHEREAS, five proposals in response to RFP were received by the proposal submission deadline on October 8, 2026. Consistent with PRT's Board-adopted Procurement Policy and Procedures for Competitive Negotiations for Professional and Technical Services, all proposals were reviewed and evaluated by PRT's designated Evaluation Committee; and

WHEREAS, following completion of the evaluation process, Aon Services Central, Inc., (Aon) has been determined to be the highest-rated proposer for the performance of Services; and

WHEREAS, negotiations with Aon have been initiated and are progressing on a proposed agreement for Aon to perform Services (Agreement); and

WHEREAS, Agreement for Services with a total not-to-exceed amount of $285,000, for an initial three-year period, with the option to extend the term up to two additional one-year periods at the sole discretion of PRT, is recommended for approval.

NOW, THEREFORE, BE IT RESOLVED that the chief executive officer, chief legal officer, chief financial officer, controller, chief innovation officer and/or chief development officer be, and hereby are, authorized to enter into Agreement with Aon Services Central, Inc., to provide Services, in a form approved by counsel, for a total amount not-to-exceed $285,000 for an initial three-year term, with the option to extend the term up to an additional two one-year periods, at the sole discretion of the PRT, and to also take all such other actions as may be necessary and proper to carry out the purpose and intent of this resolution.

SUMMARY OF RESOLUTION

Authorization to Enter into an Agreement to Provide
Small Business Enterprise Consulting Services

Description

Port Authority of Allegheny County d/b/a Pittsburgh Regional Transit (PRT) requires a consultant to assist PRT's Office of Small Business Engagement with Federal Disadvantaged Business Enterprise (DBE) Program requirements that include the preparation of Semi-Annual Reports and the Commonwealth of Pennsylvania Annual Diverse Business (DB) Participation Reports; assist in the preparation of the triennial goals and methodology for the Fiscal Year (FY) 2027 through FY 2029 and for FY 2030 through FY 2032; preparation of yearly shortfall analyses, if applicable; to review and update the DBE Program Plan; assist with implementation of corrective actions born of audit results; and monitor and review changes in and interpretations of regulations and laws that may impact DBE and DB requirements and program implementation (Services). Work tasks would be assigned to the contractor via task specific work orders on an as-needed basis. The agreement for Services (Agreement) will be for a three-year period with the option to extend the term up to an additional two one-year periods at the sole discretion of PRT.

Evaluation Committee

Consistent with PRT's Board-adopted Procurement Policy and Procedures for Competitive Negotiations for Professional and Technical Services, an Evaluation Committee (Committee) was convened to evaluate proposals and recommend the top-rated proposer to perform Services. Committee was comprised of six members and represented the Agency Innovation Services, Legal and Corporate Services, Human Resources and Finance Divisions.

Schedule

Request for Proposals No. 26-18 (RFP) for Services was publicly advertised, and an informational meeting was held on August 19, 2026. Six proposals were received on September 15, 2026 and were distributed to Committee.

Evaluation Process

Committee reviewed and evaluated the proposals utilizing the rating criteria set forth in RFP. Based thereon, Committee determined that interviews were not necessary for the proposers. As a result of the review and evaluation of the proposals received based upon the evaluation criteria identified in the RFP, Committee identified Armand Resource Group, Inc., as the highest rated proposal to perform Services.

The following is a summary of the evaluated proposals.

Armand Resource Group, Inc. (ARG)

ARG, a civil rights consulting firm founded in 2001 with their corporate office located in Hackensack, New Jersey, demonstrates a history of consulting services with emphasis on design, implementation, and administration of the US Department of Transportation (US DOT) DBE Program requirements. ARG stated over 98% of their projects are related to transportation agencies as either a prime- or sub-consultant, making reference to their work with the Massachusetts Bay Transportation Authority (MBTA), the Denver Regional Transportation District (RTD), the Maryland Transit Administration (MTA), and the Los Angeles County Metropolitan Transportation Authority (LA Metro). ARG provided MBTA with SBE Availability Analysis, DBE Goal Setting, and Stakeholder Outreach; provided RTD with DBE/SBE Program Development, Outreach and Community Engagement, Contract Compliance, Annual/Triennial and Contract Specific Goal Setting, and Staff Extension Services; provided MTA Contract Compliance Monitoring and Good-Faith Efforts Evaluations; and provided LA Metro Program Management Support Services; all of which are elements of PRT's Scope of Work (SOW) for the Services. ARG identified a clear team structure that presented responsibilities, project controls, and quality assurance with a comprehensive work plan directly addressing all required tasks with clear methodologies and deliverables. ARG made good-faith efforts to find a DBE/DB subcontractor to no avail, but stated given the Services are Work Order based, they would endeavor to employ a DBE/DB subcontractor for each specific task as applicable. ARG also noted they could produce these good-faith efforts if requested by PRT. Notably, ARG's project manager is regarded as a DBE expert with extensive knowledge of the DBE program due to working with the US DOT Office of Civil Rights, DBE Programs Division for over twenty-one (21) years. Resumes of the other key personnel members demonstrate substantial DBE, transit, compliance, and program management experience, with ARG exhibiting a clear understanding of the DBE Interim Final Rule (IFR) and its potential ramifications. Hourly rates appeared to be higher than other Proposers but were still proportional to what PRT anticipated for these Services, and ARG's suggested work hours appear to be adequate for the requested deliverables of this project.

BBC Research & Consulting (BBC)

BBC, specializing in diversity, economic, and policy research and consulting services, was founded in Denver, Colorado in 1970. BBC identified three projects, including an Availability Study conducted for Pennsylvania Department of Transportation (PennDOT), examining the availability of socially and economically disadvantaged businesses based on the updated definition of the term "social disadvantaged" as outlined in the DBE IFR; and a Disparity Studies for LA Metro and the San Francisco Bay Area Rapid Transit District (BART) related to the agencies' respective implementations of the Federal DBE Programs and SBE Programs. While BBC's experience working with multiple transit agencies, especially with PennDOT's DBE Program, was viewed favorably, it was noted that BBC's project history highlighted disparity studies more than its experience with DBE,

DB, or SBE work. Also, BBC proposed a very low hourly rate but an extraordinarily large number of hours for the work PRT specified in the SOW. In relation to three similar projects provided by BBC, it appeared BBC always partnered with another firm to complete the necessary work rather than performing independently. BBC's staff consists of thirteen (13) professionals, nearly all of whom have graduate degrees in economics, public policy, behavioral sciences, and other fields relating to quantitative and qualitative research, and the three (3) key personnel appear to be highly experienced with strong DBE program, compliance, and transportation expertise. Excepting the foregoing experienced personnel and showing general expertise in the type of work PRT is seeking, BBC did not expressly convey their ability to provide meaningful or actionable results for the SOW provided by PRT.

Capitol Government Contract Specialists ("Capitol GCS")

Capitol GCS, founded in Irvine, California in 2011, focuses on providing support for the public transit sector, addressing Planning, Operations and Management Consulting, and Program Management. Capitol GCS proposed partnering with JFAB Consulting LLC (JFAB), a DBE located in Pittsburgh, Pennsylvania for the performance of PRTs SOW. Capitol GCS will perform approximately eighty-five percent (85%) of the Services, which consists of the core project management, technical compliance, data analysis, reporting, and document control functions; with JFAB performing independent engagement, process, Quality Assurance/Quality Control, compliance, and data and technical review for approximately fifteen percent (15%) of the Services. Capitol GCS identified similar experience with transit agencies and triennial review services including providing Transit DBE Program Technical Assistance for the City of Turlock; providing an Americans with Disabilities Act Paratransit Plan Update for the Morongo Basin Transit Authority; and providing a Mock Triennial Review Victor Valley Transit Authority. Capitol GCS proposed three hundred sixty-eight (368) hours to complete the Services, though the proposal was not clear these hours were intended for a single year or across the entire three (3) year term. Capitol GCS's proposed staff includes former Federal Transit Administration (FTA) employees, and the proposed project manager is a former Chief Executive Officer of both the Regional Transit Authority and the Capital Area Transit System of New Orleans, Louisiana, demonstrating both transit agency and FTA expertise. Although the experience, expertise, and subconsultant were viewed positively, the hourly rates were higher than what PRT expected for these Services, and with Capitol GCS being based in California, there was concern with time zone and cultural differences relative to PRT's internal operations.

GCAP Services Inc. (GCAP)

GCAP, a small Hispanic-owned consulting firm founded in 1997 in Costa Mesa, California, focuses on compliance, process improvement, and diversity, equity, and inclusion activities. GCAP demonstrated its experience working with both large and small transit agencies, specifically citing their work with Omnitrans, the City of Santa Clarita (Santa Clarita), and Riverside County Transportation Commission (RCTC). GCAP provided services to Omnitrans including but not limited to reviewing, evaluating, and

updating its DBE Program; developing its overall triennial goal and methodology documents; and performing ongoing DBE participation monitoring. For Santa Clarita, GCAP prepared semi-annual uniform reports, developed contract-specific goals, reviewed and updated its DBE Program, and conducted DBE trainings. As for RCTC, GCAP was selected to, among other things, develop, manage, and monitor compliance with its DBE Program in accordance with 49 CFR Part 26; prepared triennial goals and methodology documents; and developed semi-annual uniform reports. These similar projects identified by GCAP illustrate its' directly relevant DBE experience as related to the PRT SOW and history of working with other transit agencies. GCAP proposed performing one hundred percent of the work, and did not propose a DBE or DB for a subconsultant as was required in the RFP. While GCAP proposed maintaining a local agent present in Allegheny County per the RFP requirements, being located in Costa Mesa, CA without close or even regional proximity to PRT, concerns were raised regarding time zone differences and cultural differences. One other specific consideration was that the GCAP proposed project manager as identified as currently working on eighteen different projects and the Committee had concerns they would be unable to provide PRT dedicated focus and attention applicable to the Services required.

Keen Independent Research LLC ("Keen")

Keen, founded in 2011, is a national economic consulting and policy analysis firm that specializes in disparity and availability studies, DBE and Airport Concession Disadvantaged Business Enterprise (ACDBE) programs and small business research. Keen provided it has completed over two hundred (200) projects related to Minority Business Enterprise (MBE)/Women's Business Enterprise (WBE)/SBE/DBE disparity and availability studies and program development procedures, market analysis identifying MBE/WBE/SBE/DBE needs and support services, contract goals, and tracking the utilization thereof. Keen proposed partnering with Aurora Technica Systems (Aurora), a registered DBE with the Pennsylvania Unified Certification Program (PA UCP), as a subconsultant for this project with Keen completing eighty percent (80%) of the work, such as producing the Federal DBE Semi-Annual Reports, the State Annual DB Participation Reports, establishing the triennial goals, reviewing plan requirements, and monitoring regulations for material changes; and Aurora's twenty percent (20%) of the work will be acting as an independent reviewer of Keen documentation and providing specialized input on DBE and DB compliance tasks. Their respective project managers provide specialized expertise as one previously worked with the US DOT Office of Civil Rights and the other brings over forty-five (45) years of DBE experience. Keen identified having performed similar projects such as the Washington Metropolitan Area Transit Authority, North County Transit District, and the VIA Metropolitan Transit disparity studies; with Aurora providing DBE and IFR guidance to the US DOT and providing training to PennDOT and the PA UCP related to *Evaluating Personal Narratives, Appeals, State of the DBE Program and Personal Net Worth Review.* It was noted that despite Keen and Aurora bringing expertise in the required fields of transit and DBE programming, their collective experience emphasized preparing disparity studies and goal setting rather than ongoing administration and guidance. Keen also proposed significantly higher hourly rates than what PRT anticipated for these Services, neither Keen nor Aurora have a local

presence, and further do not appear to have particular knowledge of PRT or its operations.

Modern Times Inc. (MTI)

MTI, founded in Pasadena, California in 2015, is a national consulting firm specializing in the development, implementation, and management of small and diverse business, compliance, workforce and community-impact programs for transportation and major infrastructure programs. MTI plans to partner with Mitchell Consulting Group (MCG) and Unity Printing Company, Inc. (Unity), with MTI administering eighty-eight percent (88%) of the Services related to project management and primary technical delivery related to the PRT SOW; MCG providing ten percent (10%) of the Services related to economic and marketplace analysis, disparity-study research and interpretation, qualitative analysis and stakeholder consultation; and Unity providing the remaining two percent (2%) of the Services as it relates to printing, document production, direct mail, signage, meeting and event materials, and related production services. Both MCG and Unity stated they are certified as DBEs with the PA UCP, but only Unity provided the affirmative documentation, requiring PRT to confirm MCGs status if MTI were selected as the successful Proposer. MTI was one of the few Proposers acknowledging that since PRT's SOW will be Work Order based, these percentages may fluctuate depending on the individual Work Order tasks. MTI's similar experience included providing Equal Employment Opportunity, Public Information & Communications, Labor and DBE Compliance for PennDOT; and DBE Program Compliance Lead for the MBTA, overseeing the DBE participation schedules and providing the semi-annual FTA DBE Uniform Report and supportive documentation. MTI's Work Plan appeared detailed and appropriate with respect to PRT's SOW and presented a multidisciplinary structure with Pittsburgh-based leadership and clearly defined specialized roles. MTI's proposal expressed a high number of hours for this project relative to other proposers and compared to PRT's estimate, and the MTI proposed project manager's experience appeared largely focused on specific infrastructure projects rather than overall DBE Program work, with hourly costs higher than what PRT anticipated for this project.

Negotiations

The total not-to-exceed amount recommended for approval for Services during the initial term is $250,000, which will be allocated by PRT on an as-needed basis through task specific work orders. Agreement will be for a three-year term, with the option to extend the term of the agreement up to an additional two one-year periods at the sole discretion of PRT.

11/20/26
T. McClenney

RESOLUTION

WHEREAS, Port Authority of Allegheny County d/b/a Pittsburgh Regional Transit (PRT) requires the services of a consultant to assist PRT's Office of Small Business Engagement with Federal Disadvantaged Business Enterprise (DBE) Program requirements that include the preparing of Semi-Annual Reports and the Commonwealth of Pennsylvania Annual Diverse Business (DB) Participation Reports; assisting in the preparation of the triennial goals and methodology for the Fiscal Year (FY) 2027 through FY 2029 and for the FY 2030 through FY 2032; preparing any yearly shortfall analysis, if applicable; reviewing and updating the DBE Program Plan, assisting with implementation of corrective actions born of audit results; and monitoring and reviewing changes in and interpretation of regulations and laws that may impact DBE and DB requirements and program implementation ("Services"); and

WHEREAS, in order to obtain a qualified firm to perform Services, a Request for Proposals No. 26-18 detailing the required scope of services was prepared and publicly advertised; and

WHEREAS, six proposals were received on September 15, 2026, and were reviewed by PRT's previously appointed Evaluation Committee; and

WHEREAS, the proposal submitted by Armand Resource Group, Inc., has been determined to be the highest rated proposal for the performance of Services; and

WHEREAS, an agreement for Services in the total not-to-exceed amount of $250,000 for the initial three-year term, which would be allocated on an as-needed basis through task specific work orders, is recommended for approval.

NOW, THEREFORE, BE IT RESOLVED that the chief executive officer, chief financial officer, controller, and/or chief human resources officer be, and hereby are, authorized to enter into an agreement with Armand Resource Group, Inc., in a form approved by counsel, to provide Services for a total not-to-exceed amount of $250,000, to be allocated on an as-needed basis through task specific work orders, for the initial three-year period, with the option to extend the term of the agreement up to an additional two one-year periods at the sole discretion of PRT, and also to take all such other actions necessary and proper to carry out the purpose and intent of this resolution.