

February 25, 2026

WHEREAS, on September 27, 2022, pursuant to Dallas Area Rapid Transit (DART) Board Resolution 220135, the DART Board of Directors approved DART's Fiscal Year 2023 budget which included \$214,250,000.00 in allocation of excess sales tax revenues to DART's service area cities with the intent of the allocation to be used to support DART's Public Transportation System or provide Complementary Transportation Services; and

WHEREAS, on October 25, 2022, pursuant to DART Board Resolution 220153, the DART Board accepted \$19,674,000.00 in federal funds from the Regional Transportation Council (RTC), which is the transportation policy body of the North Central Texas Council of Governments (NCTCOG) and the federally designated metropolitan planning organization for the Dallas-Fort Worth Metropolitan Area, allowing DART to make an additional \$19,674,000.00 in local funds available for allocation to DART's service area cities for Public Transportation System or Complementary Transportation Service purposes; and

WHEREAS, as a DART service area city, the City of Dallas was entitled to receive a total of \$80,000,000.00 in funding from DART, which includes approximately \$72,000,000.00 in excess sales tax funds from DART and approximately \$8,000,000.00 in additional funds that are supplemented by the RTC action, to complete projects that will benefit DART's Public Transportation System or provide Complementary Transportation Services. The City of Dallas' allocation is based on the City's 2020 census population; and

WHEREAS, the City submitted eligible projects for consideration and approval by DART which included Bike Lane Upgrades; and

WHEREAS, this project is part of the approved projects to be funded by the DART Excess Sales Tax Fund; and

WHEREAS, on June 14, 2023, the City Council authorized an interlocal agreement with DART for the distribution of up to \$80,000,000.00 in funding from DART which consisted of the City's portion of (i) excess sales tax funds from DART of \$72,000,000.00 and (ii) additional RTC funds of approximately \$8,000,000.00, all to be used to complete projects eligible for this funding that will benefit DART's Public Transportation System or provide Complementary Transportation Services located in Dallas, by Resolution No. 23-0822; and

WHEREAS, on August 13, 2025, the City Council authorized Amendment No. 1 to the Interlocal Agreement with Dallas Area Rapid Transit (DART) for the distribution of up to \$80,000,000.00 in funding from DART for eligible projects that will benefit DART's Public Transportation System or provide Complementary Transportation Services located in Dallas to extend the critical deadlines and the term of the agreement by one year, from April 30, 2026 to April 30, 2027, by Resolution No. 25-1245; and

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WHEREAS, on August 14, 2024, the City Council authorized a three-year professional engineering services contract with Fehr & Peers for the development of design schematics, environmental documents, and detailed design in support of the schematic work, public involvement, plans, specifications, and estimates for bicycle lanes and/or “shared use path” improvement projects on an “as-needed” basis for the Department of Transportation, in an amount not to exceed \$450,000.00, by Resolution No. 24-1067; and

WHEREAS, on August 14, 2024, the City Council authorized a three-year professional engineering services contract with Kimley-Horn and Associates, Inc. for the development of design schematics, environmental documents, and detailed design in support of the schematic work, public involvement, plans, specifications, and estimates for bicycle lanes and/or “shared use path” improvement projects on an “as-needed” basis for the Department of Transportation, in an amount not to exceed \$450,000.00, by Resolution No. 24-1068; and

WHEREAS, bid specifications were developed and publicly advertised on December 5, 2025, for competitive bids associated with the project (CIZ25-TRN-3182) and bids were publicly opened on January 9, 2026; and

WHEREAS, on January 9, 2026, the City of Dallas Office of Procurement Services received four bids for the project, listed as follows:

<u>Bidders</u>	<u>Amount</u>
Alderink Enterprises, Inc. dba CI Pavement	\$ 655,377.49
Gibson & Associates, Inc.	\$ 792,838.68
EAR Telecommunications, LLC dba EARTC	\$ 968,620.00
Roadway Striping Inc. (non-responsive)	\$ 183,962.01

Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

SECTION 1. That the City Manager is hereby authorized to execute a construction services contract with Alderink Enterprises, Inc. dba CI Pavement, lowest responsible bidder of four, approved as to form by the City Attorney, for the Bike Lane Safety Improvements Project B along South Harwood Street from Main Street to Beaumont Street and along Commerce Street from Cesar Chavez Boulevard to Good Latimer Expressway, in an amount not to exceed \$655,377.49.

SECTION 2. That the Chief Financial Officer is hereby authorized to disburse funds in an amount not to exceed \$655,377.49 to Alderink Enterprises, Inc. dba CI Pavement, in accordance with the terms and conditions of the agreement, from the DART Public Transportation System Projects Fund, Fund 0726, Department TRN, Unit 7305, Program Bikelanes, Object 4510, Encumbrance/Contract No. PBW-2026-00029722, Vendor VC23832.

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SECTION 3. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.