COMPREHENSIVE DEVELOPMENT AGREEMENTS (CDA’S)

Freight Advisory Committee
ALTERNATIVE DELIVERY METHODS
Traditional Project Delivery

- Phased process of designing, bidding, and then building.
  - Estimated Delivery: 8.25 years
- Public Sector takes on design risks and private sector has more construction risk
- Solely funded by public dollars
- Means for delivery on all highway projects

Innovative Project Delivery

- Concurrent process of delivery through designing while building
  - Estimated Delivery: 4-6 years*
- Risks are allocated to responsible party
- Allows for innovative financing
- Potential Savings:
  - Time – concurrent design and build
  - Cost – from time, construction and road user savings

*Estimated savings for a $500M project
<table>
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<tr>
<th>CDA Design–Build (D-B)</th>
<th>CDA Concession</th>
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<td>- May not include private financing</td>
<td>- Similar to CDA D-B</td>
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<td>- Includes Innovative opportunities by the Developer</td>
<td>- More risk transfer than D-B, including T&amp;R risk</td>
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<td>- More standards are performance based</td>
<td>- Includes private financing</td>
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<td>- TxDOT retains traffic and revenue risk allocation</td>
<td>- Includes contract term lease of the project Right-of-Way</td>
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<td>- May include optional Capital Maintenance Agreement (three 5 years options)</td>
<td>- Includes maintenance and operation of facility and toll collection</td>
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<td>- Includes D-B Authority Subchapter F</td>
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Texas CDA’s

- TxDOT is using the CDA project delivery model to construct over **258 miles** of new or reconstructed highways

- CDA projects worth approximately **$15.7 Billion**

- Future projects could provide 161 miles worth approximately **$9.0 Billion**
CDA LEGISLATIVE OVERVIEW
Texas 2013, 83rd Legislative Session:
- CDA Authority (SB 1730)
  - Authorized 12 specific CDA projects
  - CDA procurement authorization expires in 2017
  - Authorized Regional Mobility Authorities & TxDOT to enter into a CDA for 10 specific projects

Texas 2011 82nd Legislative Session
- SB 1420 - CDA and Primacy Legislation (SB 19)
  - Authorized Regional Mobility Authorities & TxDOT to enter into 11 CDA projects
- Added Subchapter F – non-CDA D-B
CDA BENEFITS AND COST SAVINGS
Cost Savings & Benefits

Innovation results in Cost Savings

- Innovation through Alternative Technical Concepts (ATC’s) delivered over $277 Millions in Savings and 48 ATC’s Implemented in 6 projects

Benefits in Alternative Delivery

- Faster Delivery
- Cost Savings from time, construction and road user savings
- Better Quality
- Singular Responsibility
  - Streamlined Communications
  - Decreased Administrative Burden
  - Reduced Risk
  - Reduced Litigation Claims
CDA Rail - Benefits

- TxDOT Partners with Private Industry to deliver Rail Projects

- Freight Potential Benefits:
  - Reduced bottlenecks of rail lines due to various constraints (ROW, Access, Connections) to allow for additional freight movement
  - Potential reduction of truck traffic due to increased capacity of track lines
  - Potential to move freight lines outside of metropolitan cities, and may result in decreased at grade crossings and increased safety.

- Passenger Potential Benefits:
  - Reduced Vehicle Miles Traveled (VMT), resulting in reduced need for expanding highway facilities
Texas Transportation Code (TTC)
- Ch. 91 (Rail Facilities)
- Ch. 223 (Highway System)

- Amendments after 2005 have caused ambiguities and inconsistencies between chapters
Questions?

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