



**Annual Report 2014**





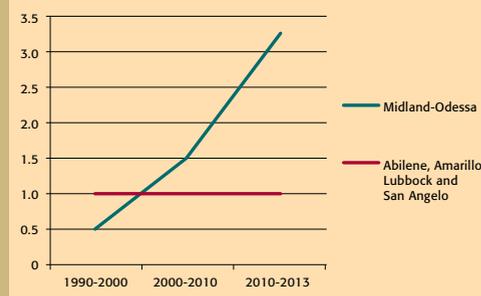
## Unprecedented Growth In The Permian Basin

For more than a decade, the Permian Basin has seen continued growth and much of it during the last three to four years at an unprecedented rate.

To help put that growth in perspective, since 2010, Ector and Midland counties together, have seen a population increase of more than 2,500 persons than Abilene (Taylor), Amarillo (Randall & Potter), Lubbock (Lubbock), and San Angelo (Tom Green) combined.

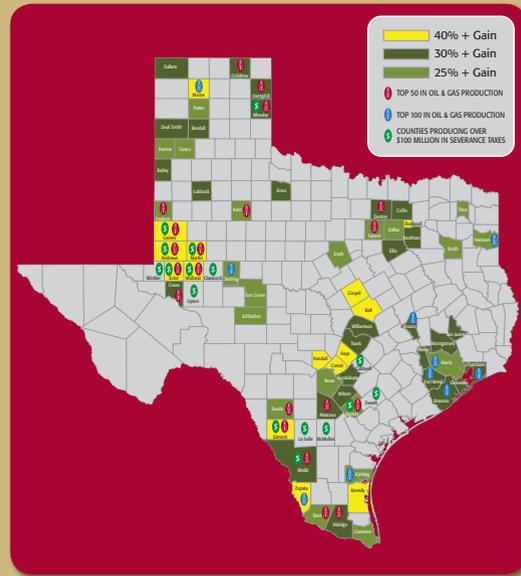
Helping spur on the local population increase has been an explosion in the local labor force. Since 2000, Ector and Midland Counties have seen an increase in their labor force of 66,565. That's approximately 20,000 more than the Abilene, Amarillo, Lubbock, and San Angelo metro areas combined.

Annual Percentage Population Growth Since 1990

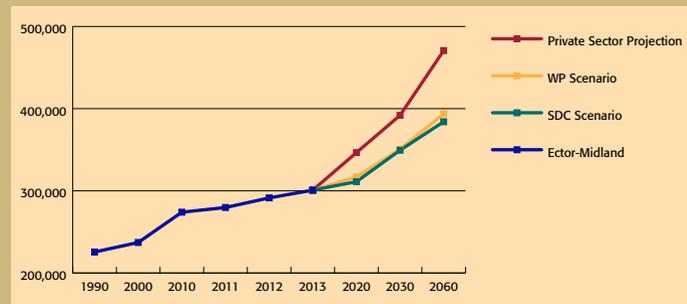


That growth is also spurring on paying tremendous dividends to the State of Texas. Since 2002, state sales tax in Midland and Ector counties have grown by \$500 million a year. During the past year, Midland and Odessa generated \$644 million for the state in state sales taxes, or, as much as, Abilene, Amarillo, Lubbock, and San Angelo combined.

Texas County Population Growth by 2030 (20 Years)



Long Term Population Increase Projections



## A Tale Of Two Corridors

In 1997, TXDOT completed their Lubbock to I-10 study. The project began in 1993, and looked at the feasibility of extending I-27 from its northern terminus in Amarillo to the Texas Oklahoma border, and from its southern terminus in Lubbock, to I-10. While the report released in 1997, stated that none of the five routes (two northern and three southern) warranted an interstate designation, the department recommended that all of the various corridors be built to four lane divided design and included as part of the Texas Trunk System. In addition, two regional organizations were born from this effort. The Midland-Odessa Transportation Alliance or MOTRAN and the associated La Entrada al Pacifico Corridor and the Port to Plains Alliance and the Ports to Plains Corridor are, today, both nationally designated high priority corridors.

However, over the years, TXDOT has taken a very different level of interests in the two respective corridors. This year at the 2014 Ports to Plains Corridor conference, TXDOT announced over \$900 million worth of investments along the corridor. In addition, the Department also indicated they would provide funding to provide for additional study of the Ports to Plains corridor both in respect to the extension of I-27 and a full time coordinator position, to track and manage improvements on the corridor.

The only notable improvements made on the MOTRAN corridor, are the expansion of SH 349, built as four lane instead of four lane divided as was done on various, lower traffic segments of the Ports to Plains corridor, and the Craddick Reliever Route, which was built only as two lanes initially, even though similar reliever routes in Big Spring and Lamesa were funded for four lanes.

Yet, despite the overwhelming investment of your tax dollars on the Lubbock based Ports to Plains corridor, the MOTRAN corridor has seen more growth in traffic, jobs, and population. Additionally, of the five original corridors, only the MOTRAN route has seen both truck and overall traffic growth on the primary segments.

Recently, the Texas Transportation Commission began moving forward with a study of the extension of I-27 based upon the request of the mayor of Lubbock and Transportation Commissioner Fred Underwood.

"Our concern is that in the Odessa District we are already using state dollars that could be available for our much needed capacity and safety improvements, to fund maintenance of the existing federal Interstate system that has dedicated federal funding," said MOTRAN President James Beauchamp.

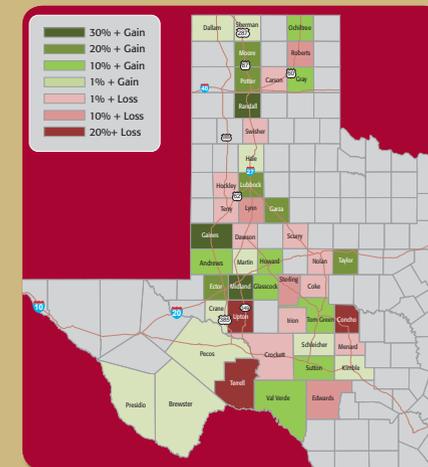
"At the same transportation commission meeting, they were discussing the new outer loop in Lubbock that is being expedited for construction, probably in the next two years. Neither Midland nor Odessa have a completed freeway design standard loop. It should be a tremendous concern to all of us in the central Permian Basin that while we are being told there are no funds for roads and highways in our area, and that we need to use what funds we receive to maintain the existing interstate, new construction is taking place on a large scale in other areas west of I-35. Areas west of I-35 that have not seen the same levels of growth or increases in crashes and fatalities we, the central Permian Basin, have seen."

TXDOT has a choice to make, continue to invest those limited dollars in a "If you build it, they might or might not come" scenario or to reinvest some of those dollars in the area that is not just growing on a local or regional level, but that is responsible for helping grow this state's economy.

Overall Traffic Growth/Loss



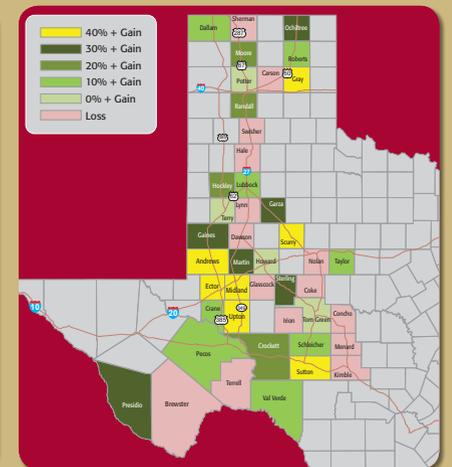
Population Growth/Loss Map (1990 - 2013)



Truck Traffic Growth/Loss



Labor Force Growth/Loss Map (2000 - 2014)



2013 State Sales Tax Generated





## SH 349 Update



**TOTAL INFRASTRUCTURE INVESTMENT**  
**\$56,921,270**

**Segment 1: Martin County (Rehab & Expand to 4 Lane)**

Midland to SH 176  
 Bid Received: September 2012  
 Bid Price: \$15,156,095.44  
 Construction Began: 2012-13 (Complete)  
 Estimated Completion: End of summer in 2014

**Segment 2: Martin County (Rehab & Expand to 4 Lane)**

Dawson County Line to 5 miles south  
 Bid Received: September 2012  
 Bid Price: \$6,430,782.01  
 Construction Began: 2012-13 (33% Complete)  
 Estimated Completion: ?

**Segment 3: Dawson County (Rehab & Expand to 4 Lane)**

Dawson County Line to SH 137  
 Bid Received: August 2013  
 Bid Price: \$18,313,514.73  
 Construction Underway  
 Estimated Completion: 18 months

**SH 349 Jones (south of Midland)**

From Midland south to Upton Co.  
 Bid Received: November 2013  
 Bid Price: \$17,020,878.01  
 Construction Begins: April 2014  
 Estimated Completion: Fall of 2015

**Lamesa Southern Cross (Connector of SH 349 & US 87)**

Bid Price: \$22,000,000.00



## SH 158 Update



**TOTAL INFRASTRUCTURE INVESTMENT**  
**\$66,458,487**

**Segment 1: Midland County (Rehab)**

4 miles south of Interstate 20 to Glasscock County Line  
 Bid Received: October 2013  
 Bid Price: \$10,798,004  
 Expected Construction Start: February 2014 (95% Complete)  
 Estimated Completion: 10 months

**Segment 2: Glasscock County (Rehab & Expand to 4 Lanes)**

Midland County Line to Garden City  
 Bid Received: June 2013  
 Bid Price: \$13,812,177  
 Construction Began: October 2013 (53% Complete)  
 Estimated Completion: 21 months

**Segment 3: Glasscock County (Rehab & Expand to 4 Lanes)**

Garden City to Sterling County Line  
 Bid Received: October 2013  
 Low Bid: \$19,242,153  
 Expected Construction Start: February 2014 (25% Complete)  
 Estimated Completion: 28 months

**Segment 4: Sterling County (Rehab & Expand to 4 Lanes)**

Sterling County Line to US 87  
 Bid Received: October 2013  
 Low Bid: \$22,606,153  
 Expected Construction Start: February 2014 (12% Complete)  
 Estimated Completion: 30 months



### Progress Continues on the La Entrada al Pacifico Corridor

With a 100% increase in fatalities from 2011-2013, a lot of the news during the last few years has focused on transportation issues here at home. However, MOTRAN has never lost sight of our other projects including development of the La Entrada al Pacifico Trade Corridor.

The primary projects on the corridor have dealt with the international bridges at Presidio and Ojinaga.

The international rail bridge was destroyed by fire several years ago, and since then there have been on-going negotiations between Texas Pacifico, TXDOT, and several of the federal agencies with oversight.

Work is now moving forward on the project that will restore the portion of the bridge on the U.S. side of the border that had been destroyed.

In addition, planning continues on the expansion of the existing vehicular and pedestrian bridge. The portion of the bridge in Ojinaga has already been funded by the federal government in Mexico.

MOTRAN President James Beauchamp and Chairman of the Presidio Municipal Management Corporation Jake Giesbrecht made several visits to Austin this year to discuss the project with TXDOT officials.

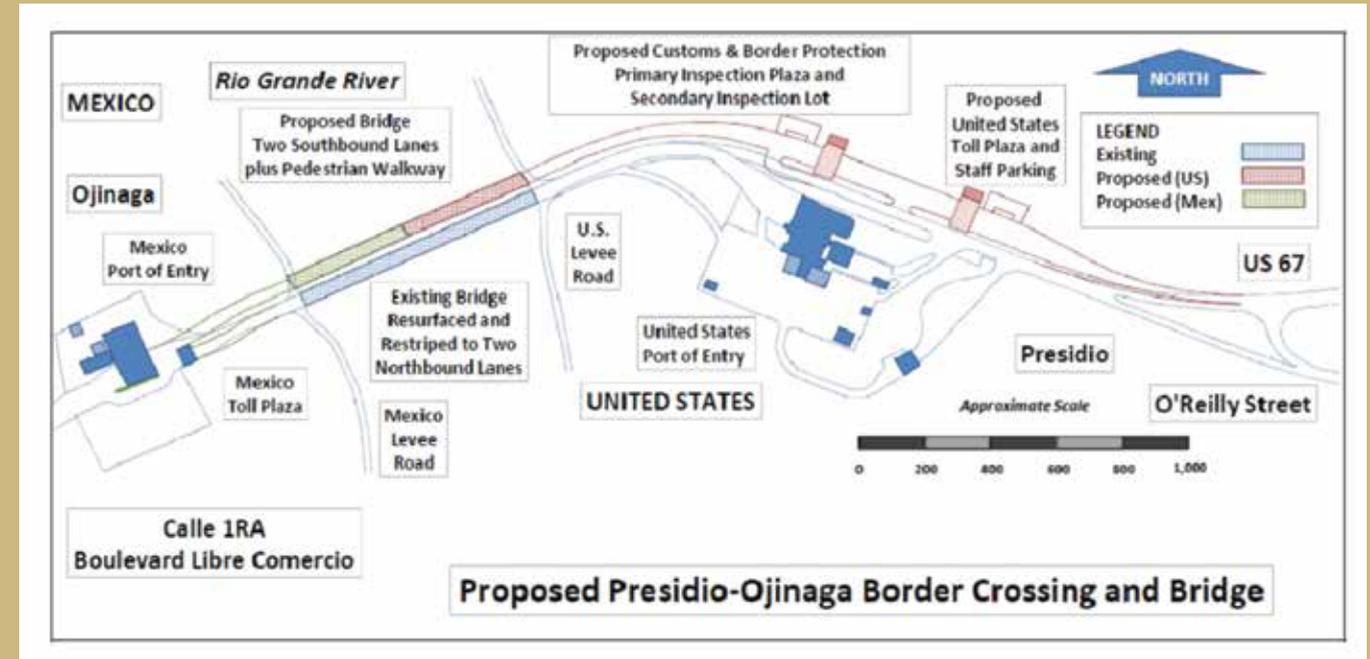
"It is a great example of how far behind we are," stated Beauchamp. "The Mexican government has already approved and funded their portion of this project while we are still waiting for consultants and engineers who speculate what is going to happen instead of planning the projects."

"These are joint, international projects and timing is essential. We have seen the delays involved in rebuilding the rail bridge. These delays do nothing but drive up costs involved in meeting the needs of today. We have been pleased to work with our friends in Presidio and Ojinaga on this project and are committed to making this bridge a reality."

In Presidio, work is underway on several fronts, including new developments along the crossing area, a parking area, and a new industrial park.

Earlier in the year, Odessa Mayor David Turner, Presidio Mayor John Ferguson, and Ojinaga Municipal President Miguel Carreon met to discuss the corridor, as well as, current developments, and new economic development opportunities.

"The work that has taken place in Presidio and Ojinaga is amazing," said Beauchamp. "We know from earlier studies that their development and capacity to facilitate developments was crucial to the success of the corridor. The Cities, County, Presidio Municipal Development District, and the State of Chihuahua have met these challenges with a real can-do attitude and it is exciting to see the effect it is having in the community."



Trey Crutcher from Odessa takes the helm as the 2014-2015 MOTRAN Chairman.



While MOTRAN continues to advocate for more highway funding in energy impacted areas, we continue to provide safety programs throughout the Permian Basin to help educate and increase driver awareness. (above)

This year, MOTRAN lost a longtime member of our board, Ector County Commissioner Freddie Gardner. His commitment to Ector County and the entire Permian Basin will be missed, but his hard work and kindness will never be forgotten. (left)



Brooks Landgraf, MOTRAN Board Member from Odessa, will become the State Representative for the 81st District of the Texas House of Representatives in January 2015.

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*A Special Thank You to Our 2014 MOTRAN Business Members!*

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