Texas Diesel Hits Record High as Aggregate Delivery Costs Rise

With Texas diesel near $6 a gallon, Aggregate Markets says local sourcing and delivered-price visibility matter more than ever for bulk materials.



AggregateMarkets Logo

DALLAS, TX, UNITED STATES, September 21, 2026 / EINPresswire.com/ -- Texas diesel reached a record statewide average of about $5.96 a gallon on Thursday, up from roughly $3.21 a year ago. At the same time, oil markets remain volatile after attacks disrupted Saudi Arabia's East-West pipeline, with crude still trading around the $100-a-barrel mark.

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>
> *Erik Mesikäpp, CEO of Aggregate Markets*

The stone did not suddenly change. The economics of moving it did. For construction, that matters immediately. Gravel, limestone, sand, road base and soil are heavy, relatively low-cost products. A few extra miles can materially change what a truckload costs by the time it reaches a jobsite. When diesel moves this fast, buying only on the price of the material makes even less sense.

Yet this industry is still largely bought the same way it was decades ago: search for a supplier, call for a quote, ask if they deliver, give them the address, wait for a price, call somebody else and start again. Aggregate Markets believes that process belongs in the last century. "The quarry price is only part of the price," said Erik Mesikäpp, CEO of Aggregate Markets. "You can find cheaper stone farther away and still pay more once you move 20 tons of it. When diesel is close to six dollars a gallon, every unnecessary mile starts to matter."

Aggregate Markets is an online marketplace for locally sourced bulk materials, including gravel, crushed stone, limestone, sand, road base, soil, recycled concrete and mulch. Instead of starting with a specific quarry or yard, the customer starts with the jobsite and what they need delivered.

That changes the question from "Who sells gravel?" to "Who can supply the right material to this address at a competitive delivered cost?"

It also exposes why phone-based procurement is so inefficient.

A phone call gives a buyer one supplier and one answer. It does not compare the local market. It does not automatically account for alternative materials, distance, availability or delivery. And for contractors moving between jobsites, the same process can start over again on every project. "If you need a hotel, you don't call every hotel in Dallas and ask what a room costs," Mesikäpp said. "But calling five material suppliers to price a few truckloads is still considered normal. There is no good reason it should stay that way."

Texas is a particularly clear example. It is the largest aggregate-producing state in the country and has major construction markets across Dallas-Fort Worth, Houston, Austin and San Antonio. Housing, roads, warehouses, manufacturing, data centers, commercial construction and landscaping all create continuing demand for the materials underneath them. The physical supply is already there. The challenge is connecting it efficiently.

For someone searching for gravel delivery in Dallas, crushed limestone near Fort Worth, flex base in Austin or sand delivery in Houston, the best source may change depending on the exact delivery address. With bulk materials, local matters. Aggregate Markets is building around that reality rather than trying to centralize it. Local quarries and material yards keep producing. Local haulers keep moving the material. The marketplace provides the digital layer between supply and demand.

The company is also building AI-assisted material selection for customers who know the problem they need to solve but may not know the exact product name. Someone may know that a driveway turns to mud after rain without knowing whether the best local option is crushed limestone, crusher run, flex base or another material.

The goal is to make that easier: describe the project, identify a suitable material, calculate how much is needed and connect the order with local supply. A gravel calculator already helps buyers estimate quantity, while the broader platform is being built toward more automated sourcing and fulfillment. "The future should be much simpler," Mesikäpp said. "Tell the system what you are building, where you need it and when you need it. The technology should do more of the work underneath."

That is also why the current fuel shock matters beyond this week's price at the pump. Construction companies cannot control oil markets, geopolitical conflict or diesel prices. They can control how efficiently they source material and how far it has to travel.

A traditional online store can show the price of a product. A marketplace can potentially understand the relationship between the material, the source, the jobsite and the delivery.

Aggregate Markets is building what it describes as a supply graph around those relationships: materials, specifications, suppliers, locations, service areas and delivery requirements. As more of the market becomes structured, software can make better decisions about how local supply and demand fit together.

For suppliers, the idea is not to replace local businesses. It is to give them another digital distribution channel without requiring every quarry or material yard to build its own ecommerce operation.

For buyers, it means fewer calls, better visibility and a purchasing experience that can work across different projects and markets.

The materials themselves will remain local. Trucks will still have to move them. Roads will still need stone, construction sites will still need base and homes will still need gravel, sand and soil.

What can change is everything around the transaction. When diesel is cheap, inefficient sourcing is easier to ignore. At nearly $6 a gallon in Texas, it becomes much harder.

The stone does not need to become digital.

The market around it does.

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