



TEXAS TECH UNIVERSITY

Center for Public Service™

## *Trucking Industry Survey*

## *Ports-to-Plains Corridor Research Consortium*

*(Texas Tech University, UT-Permian Basin, UT-San Antonio,  
Texas A&M International)*



## Purpose of the Study



**To establish a baseline of trucking firms on Ports-to-Plains awareness and potential for utilization of a “typical” trucking company**

## Survey Methodology



**Random sample of 505 trucking firms from the membership lists of the Texas, New Mexico, Colorado, and Oklahoma state motor carrier associations**

**Follow up letters were mailed**

**We are still receiving surveys and will continue to increase the response rate**

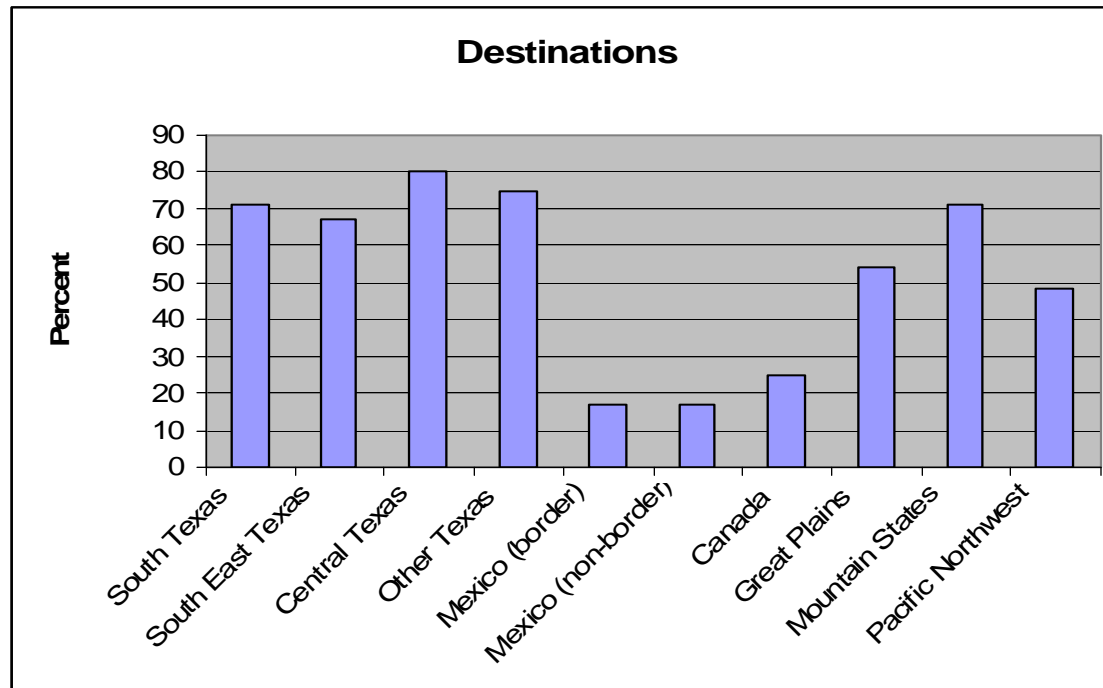
**When unlikely respondents and invalid addresses are eliminated, our response rate is just over 10 percent**

**This percentage is in-line with market research studies.**

## Description of the Sample



**Most of the destinations reported were within the State of Texas**



**Nearly 30 percent of the firms ship products to Canada, a higher percentage than ship to Mexico**

## Description of the Sample, continued



**The vast majority indicate they are for-hire carriers that carry truckloads (80%)**

**The significant percentages use refrigerated trucks (21%), tank carriers (21%), or work in inter-modal services (14%)**

**The majority of firms responding to the survey operate a private fleet (63%)**

**The range of the number of trucks is from 6 to 557, the mean is 110 trucks.**

**Number of employees ranges from 6 to 770, with a mean of 163**

**These descriptive statistics suggest a representative sample of firms operating in the region**

## **Commodities Shipped**



**How would you rank the following categories from most mentioned to least?**

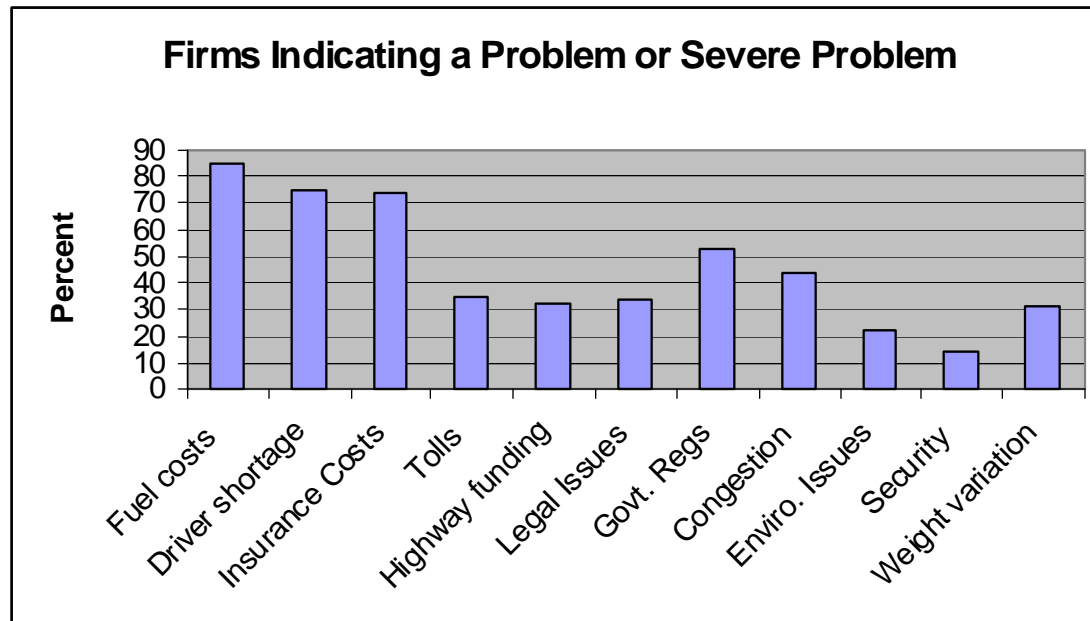
**Category 1: Industrial, construction equipment and materials, oilfield equipment**

**Category 2: Food, beverages, beverage containers, boxed meat, etc**

**Category 3: Household goods, retail goods, auto parts**

**Category 4: Agriculture products, feed and fertilized chicken embryos**

# General Issues Trucking Firms Face



**By a wide margin, issues that have a direct impact on profitability are listed as significant problems**

**Government regulations are also a concern**

## Awareness of the Corridor



**Just over 50 percent of respondents report knowledge of the Ports-to-Plains Corridor**

**22 percent of firms have actively considered the Ports-to-Plains Corridor as an alternate route**

**When asked “what is the approximate percentage of shipments that could use the Ports-to-Plains Corridor but do not” the answer was, on average, 14 percent**



## Reported Problems Experienced on the Corridor



**Most issues noted were directly related to congestion, narrow lanes, number of lanes**

**Lack of services (cell phone coverage, truck parking, etc) were mentioned, but much less frequently**

**Road conditions generally and problems with ice were mentioned few times**

**Two respondents noted that there were no major problems experienced along the corridor**

## Potential Utilization



When asked “If the Ports-to-Plains Corridor were completed to your satisfaction, would you consider it a viable alternative to I-35?” 94% of respondents said “yes”

Necessary improvements included four lanes throughout the corridor, wider lanes. Much less frequently mentioned were needs for rest areas, merge lanes, stopping spaces, better lighting, higher speed limits, and reliever routes.

The average number of trucks that could be taken off the I-35 corridor was nearly 100 (93) per trucking company

## Next Steps



**Increase reliability of findings by increasing the response rate**

**Conduct face-to-face interviews to determine validity**

**Conduct a targeted study of areas where firms have a specific choice to access the Ports-to-Plains Corridor instead of current routes**

## Other Ports-to-Plains Research Consortium Projects



Michael S. Yoder, Texas A&M International, will examine trade-related infrastructure in Laredo, Eagle Pass and Del Rio.

Perry Carter, Texas Tech University, will map truck data using from Lamesa to Amarillo using GIS.

Mehnaaz Momen, Texas A&M International, will examine the impact of transportation investment on the development of urban areas.

Sherry McKibbin and Susan Primeaux-Snyder, UT-Permian Basin, will conduct (with Thomas Longoria) a rural mobility survey.

Kyle Murray, UT-San Antonio, will use GIS to summarize transportation data with particular focus on trade generated traffic and other social and economic