



"The data clearly shows that trucks are steadily increasing their use of this safe and efficient route," Beyer said.

Chris Lippincott, spokesman for the SH 130 concession company, the private consortium that is building and will operate the new toll road, said speed won't be the determining factor in whether trucks decide to take advantage of it.

"I think anyone who's been on I-35 when it's uncongested at night will tell you there are plenty of trucks that are willing to drive that fast," Lippincott said. "We think our facility will give the trucking community good choices considering speed, congestion, topography and access points."

The new toll road might become more attractive to all vehicles in a few years if development along the I-35 corridor continues, leading to more congestion, Lippincott said.

"A company might make a different decision in fall of 2012 than they would in 2016," Lippincott said.



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