**South Carolina General Assembly**

121st Session, 2015-2016

**H. 3789**

**STATUS INFORMATION**

House Resolution

Sponsors: Reps. Felder, Simrill, Delleney, D.C. Moss, Norman and Pope

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Introduced in the House on March 5, 2015

Currently residing in the House Committee on **Invitations and Memorial Resolutions**

Summary: Transportation productivity

**HISTORY OF LEGISLATIVE ACTIONS**

Date Body Action Description with journal page number

3/5/2015 House Introduced ([House Journal‑page 6](file:///h:\HJ%20Archive\2015\03-05-15.docx))

3/5/2015 House Referred to Committee on **Invitations and Memorial Resolutions** ([House Journal‑page 6](file:///h:\HJ%20Archive\2015\03-05-15.docx))

View the latest [legislative information](http://www.scstatehouse.gov/billsearch.php?billnumbers=3789&session=121&summary=B) at the website

**VERSIONS OF THIS BILL**

[3/5/2015](file:///p:\pprever\2015-16\3789_20150305.docx)

**A** **HOUSE RESOLUTION**

URGING THE CONGRESS OF THE UNITED STATES TO IMPROVE TRANSPORTATION PRODUCTIVITY ON OUR INTERSTATE HIGHWAY SYSTEM AND MODERNIZE TRUCK WEIGHTS FOR THE TWENTY‑FIRST CENTURY BY ENACTING PROVISIONS OF THE SAFE AND EFFICIENT TRANSPORTATION ACT OF 2013 WHICH WILL SAFELY INCREASE INTERSTATE TRUCK WEIGHT LIMITS FROM 80,000 POUNDS TO 97,000 POUNDS WITH THE ADDITION OF A SIXTH AXEL.

Whereas, the State of South Carolina and our nation’s economies continue to expand today, so does the need to grow and maintain an efficient and effective national infrastructure; and

Whereas, America is facing a trucking capacity crisis; unprecedented demand and critical driver shortages resulting in an environment where today’s logistics models are unable to keep pace with increased production by manufacturers; and

Whereas, large and small businesses alike who rely on trucks to ship their products across the country often meet the 80,000 pound weight limit with significant space left in their trailers, resulting in an increased number of required truckloads to transport their goods to customers; and

Whereas, the federal vehicle weight limit has been set at 80,000 pounds for twenty‑five years without adapting to newer, safer engineering and technological advances, an outdated regulation that imposes old solutions to new challenges to our safety, economy, environment and infrastructure; and

Whereas, key proposals maintain and preserve local control by states to elect to increase interstate weight limits up to 97,000 pounds for same‑sized vehicles equipped with six axles; and

Whereas, numerous countries, state agencies and institutions of higher learning including: the United States Department of Transportation, University of Michigan, Wisconsin Department of Transportation, European Union, United Kingdom, National Academy of Sciences, and more have engaged in meaningful quantitative and qualitative research which supports increasing truck weights on vehicles with a sixth axle; and

Whereas, these documented studies have found that implementing truck efficiency measures result in a notable reduction in truck‑related accidents, increases in the quantity of goods that are shipped, a 17% increase in the amount of tons‑per‑mile that can be transported, and a 19% decrease in total fuel consumption; and

Whereas, these proposals provide a crucial funding mechanism by increasing the Heavy Vehicle Use Tax dedicating those proceeds to road and bridge repair; and

Whereas, these proposals will encourage the use of safer, higher productivity vehicles that will reduce the number of heavy truckloads that are required to move goods, dramatically reduce fuel use and carbon monoxide emissions, and reduce congestion and pavement wear. Now, therefore,

Be it resolved by the House of Representatives:

That the members of this body promote and encourage improving our nation’s inefficient truck weights regulations which will result in safer, more environmentally friendly and more productive shipping opportunities for American businesses.

Be it further resolved that the members of the House of Representatives urge the Congress of the United States to pass concepts embedded in the Safe and Efficient Transportation Act of 2013 to support today’s economic recovery, modernize antiquated federal regulations, and grant states the ability to increase the amount of weight trucks are permitted to carry on state interstates and bridges.

Be it further resolved that the Clerk of the House of Representatives is authorized and directed to transmit appropriate copies of this resolution to each member of the South Carolina congressional delegation and Governor Nikki Haley.

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