

104TH CONGRESS
2D SESSION

H. R. 3480

To amend title 49, United States Code, to ensure the ability of utility providers to establish, improve, operate, and maintain utility structures, facilities, and equipment for the benefit, safety, and well-being of consumers, by removing limitations on maximum driving and on-duty time pertaining to utility vehicle operators and drivers, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

MAY 16, 1996

Mr. LAHOOD (for himself and Mr. PETERSON of Minnesota) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To amend title 49, United States Code, to ensure the ability of utility providers to establish, improve, operate, and maintain utility structures, facilities, and equipment for the benefit, safety, and well-being of consumers, by removing limitations on maximum driving and on-duty time pertaining to utility vehicle operators and drivers, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

1 **SECTION 1. SHORT TITLE.**

2 This Act may be cited as the “Utility Consumer Serv-
3 ice Improvement and Protection Act of 1996”.

4 **SEC. 2. EXEMPTION FROM CERTAIN REGULATIONS FOR**
5 **UTILITY SERVICE COMMERCIAL MOTOR VE-**
6 **HICLE DRIVERS.**

7 Section 31502 of title 49, United States Code, is
8 amended by adding at the end the following new sub-
9 section:

10 “(e) EXCEPTION.—

11 “(1) IN GENERAL.—Notwithstanding any other
12 provision of law, regulations promulgated under this
13 section or section 31136 regarding—

14 “(A) maximum driving and on-duty times
15 applicable to operators of commercial motor ve-
16 hicles;

17 “(B) physical testing, reporting, or record-
18 keeping; and

19 “(C) the installation of automatic record-
20 ing devices associated with establishing the
21 maximum driving and on-duty times referred to
22 in subparagraph (A),
23 shall not apply to any driver of a utility service vehi-
24 cle.

25 “(2) DEFINITIONS.—For purposes of this sub-
26 section, the following definitions shall apply:

1 “(A) DRIVER OF A UTILITY SERVICE VEHI-
2 CLE.—The term ‘driver of a utility service vehi-
3 cle’ means any driver who is considered to be
4 a driver of a utility service vehicle for purposes
5 of section 345(a)(4) of the National Highway
6 System Designation Act of 1995 (19 U.S.C.
7 31136 note).

8 “(B) UTILITY SERVICE VEHICLE.—The
9 term ‘utility service vehicle’ has the same mean-
10 ing as in section 345(e)(6) of the National
11 Highway System Designation Act of 1995 (49
12 U.S.C. 31136 note).”.

13 **SEC. 3. CONTINUED APPLICATION OF SAFETY AND MAINTENANCE REQUIREMENTS.**
14

15 (a) IN GENERAL.—The amendment made by this Act
16 may not be construed—

17 (1) to exempt any utility service vehicle from
18 compliance with any applicable provision of law re-
19 lating to vehicle mechanical safety, maintenance re-
20 quirements, or inspections; or

21 (2) to exempt any driver of a utility service ve-
22 hicle from any applicable provision of law (including
23 any regulation) established for the issuance, mainte-
24 nance, or periodic renewal of a commercial driver’s
25 license for that driver.

1 (b) DEFINITIONS.—For purposes of this section, the
2 following definitions shall apply:

3 (1) COMMERCIAL DRIVER’S LICENSE.—The
4 term “commercial driver’s license” has the same
5 meaning as in section 31301(3) of title 49, United
6 States Code.

7 (2) DRIVER OF A UTILITY SERVICE VEHICLE.—
8 The term “driver of a utility service vehicle” has the
9 same meaning as in section 31502(e)(2)(A) of title
10 49, United States Code, as added by section 2 of
11 this Act.

12 (3) REGULATION.—The term “regulation” has
13 the same meaning as in section 31132(6) of title 49,
14 United States Code.

15 (4) UTILITY SERVICE VEHICLE.—The term
16 “utility service vehicle” has the same meaning as in
17 section 345(e)(6) of the National Highway System
18 Designation Act of 1995 (49 U.S.C. 31136 note).

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