

1 **Clearinghouse Rule 22-051**

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3 **STATE OF WISCONSIN**  
4 **DEPARTMENT OF TRANSPORTATION**  
5 **OFFICE OF THE SECRETARY**  
6 **PROPOSED ORDER AMENDING PERMANENT RULE**  
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9 The Wisconsin Department of Transportation proposes an order to:

10 **Repeal ss.** Trans 327.01 (2), 327.05, 327.09 (2), (5), and (6);

11 **amend ss.** Trans 112.03 (2) (a) (Note), 327 (title), 327.03 (2) (a) 1. and (7) and (Note), 327.07 (1) and (2),  
12 327.09 (1), (4) (intro.), and (b), 327.13 (Note), and 327.14 (6) (a) (intro.);

13 **repeal and recreate s.** Trans 327.03 (10); and to

14 **create ss.** Trans 327.03 (2) (a) 1g. and (Note), and 1r., and 327.09 (1) (Note), relating to Motor Carrier  
15 Safety Assistance Program (MCSAP) review for the State of Wisconsin by the Federal Motor Carrier  
16 Safety Administration (FMCSA) July 14-15, 2009, and affecting small businesses.  
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18 The Statement of Scope for this permanent rule, SS 009-21, was approved by the Governor on  
19 October 23, 2020, published in Register No. 781B on January 25, 2021, and approved by Secretary of the  
20 State of Wisconsin Department of Transportation Craig Thompson, as required by s. 227.135 (2), Stats., on  
21 September 23, 2020.

22 The state of Wisconsin Department of Transportation (“Department”) proposes an order to amend  
23 permanent rule ch. Trans 327, relating to Motor Carrier Safety Assistance Program (MCSAP) review for  
24 the state of Wisconsin by the Federal Motor Carrier Safety Administration (FMCSA). The analysis below  
25 was prepared by the Department.

26 **ANALYSIS**

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28 **Statutes Interpreted:** Wis. Stats. ss. 194.38, 194.43, 340.01, 343.02 (1), and 343.06 (2).  
29

30 **Statutory Authority:** Wis. Stats. ss. 110.07, 110.075, 194.38, and 194.43.  
31

32 **Explanation of Agency Authority:** Current law authorizes the Department to promulgate such rules as the  
33 Secretary considers necessary relating to operator’s licenses and requires that any such rules be at least as  
34 stringent as standards set by FMCSA and the regulations adopted under that Act. Also under current law,  
35 the state of Wisconsin specifically assents to the provisions of FMSCA and the regulations adopted under  
36 that Act, and declares its purpose and intent to make provisions to implement and enforce that law and those  
37 regulations so as to ensure receipt by this state of any federal highway aids that have been or may be allotted  
38 to the state under the National Highway Performance Program, Surface Transportation Block Grant  
39 Program, and National Highway Freight Program under 23 U.S.C. § 104 (b) (1), (2), (5). Current law  
40 requires the Department to institute a classified driver license system meeting all federal standards under  
41 49 U.S.C. §§ 30304 (e) and 31301 to 31317 and 49 CFR 383 and 384, and to issue driver licenses in  
42 conformity with the classified driver license system. Finally, current law prohibits the Department from  
43 issuing any commercial driver license (CDL), including a renewal or reinstated license, to any person, or

1 reinstate a person’s authorization to operate a commercial motor vehicle (CMV), during any period of  
2 disqualification under state or federal law, or under the law of another jurisdiction disqualifying a person  
3 from operating a CMV under circumstances similar to those specified in state or federal law, or under a  
4 determination by the FMCSA that the person is no longer qualified to operate a CMV under federal law, or  
5 to any person whose operating privilege is revoked, suspended, or canceled.

6 Current law requires the Department to promulgate and enforce rules as the Department deems necessary  
7 in the interests of the safety of persons and property being transported to cover the transportation, design,  
8 construction, equipment, inspection and operation of motor buses, and human service vehicles school buses  
9 and their drivers. Current law requires the Department to prescribe rules and regulations as to safety of  
10 operations and the hours of labor of drivers of common motor carriers of property or of passengers or  
11 contract motor carriers or private motor carriers, although such regulations do not apply to any farm truck  
12 or dual-purpose farm truck combined with any semitrailer or farm trailer, or any vehicle combined with a  
13 horse trailer, if the vehicle combination’s gross combination weight rating, registered weight, and actual  
14 gross weight do not exceed 26,000 pounds, the vehicle combination does not include a CMV described in  
15 s. 340.01 (8) (c) or (d), Stats., and the vehicle combination is operated solely in intrastate commerce.

16 **Related Statute or Rule:** Wis. Admin. Code chs. Trans 102, 325, 326, and 327.

17 **Plain Language Analysis:** The proposed rule revisions would bring the state into compliance with federal  
18 regulations pertaining to the intrastate transportation of passenger and property identified as part of a  
19 FMCSA audit conducted in 2009 of Wisconsin’s Motor Carrier Enforcement Program. Implementing these  
20 rule revisions would ensure that Wisconsin is receiving the full amount of federal grant funds allocated to  
21 the state and would serve to simplify and clarify ambiguous language not readily understood by  
22 enforcement and industry. The proposed changes would also guarantee that sufficient rules are in place to  
23 ensure the safe transportation of passengers and property within the borders of the state.

24 This rulemaking makes the following changes:

25 **Section 1.** Corrects a cross-reference.

26 **Section 2.** Amends the title to clarify that this chapter applies only to intrastate commercial operation.

27 **Section 3.** Repeals obsolete definitions, “Driver’s record of duty status” and “Emergency.”

28 **Section 4.** Deletes a requirement that a driver with diabetes mellitus controlled by insulin must provide  
29 statements from 2 physicians that the diabetes is not likely to cause loss of ability to control or operate  
30 a vehicle. Instead, this state adopts the federal physical qualifications, which allows a driver whose  
31 diabetes mellitus is controlled by insulin to meet the physical qualifications by obtaining a medical  
32 evaluation from only one treating clinician, who must be currently managing and prescribing insulin to  
33 the driver, and a statement from the medical examiner who completes the federal medical examination  
34 that the driver is free of complications from diabetes mellitus that might impair the driver’s ability to  
35 safely to operate a CMV.

36 **Section 5.** Limits the federal driver qualifications to CMV weighing 26,001 or more pounds (i.e. to  
37 “CMV” as defined in state law), rather than the federal minimum CMV weight of 10,001 pounds. This

1 section also reorganizes the rule to retain the “grandfather” exemption under s. Trans 327.09 (2) which  
2 allows a CDL holder who does not meet federal driver qualifications to hold a CDL if the CDL holder  
3 met state driver qualifications, was licensed before July 29, 1996 and has held the license in effect since  
4 that date and continues to meet state medical requirements as found in ch. Trans 112., but sunsets that  
5 exemption when the driver renews their CDL, upgrades or downgrades their license classification, or  
6 adds a new endorsement authorizing operation of a new class of CMV or cargo, or after 8 years and 7  
7 months, whichever occurs first. After that event or date, the driver must meet federal driver  
8 qualifications to retain the CDL.

9 **Section 6.** Limits authority of law enforcement to declare a driver out-of-service for violating hours of  
10 service to the state hours of service limits, not the more restrictive federal hours of service limits.  
11 Updates an address.

12 **Section 7.** Makes various changes to hours of service limitations. Increases the number of continuous  
13 driving hours permissible for a property-carrying CMV driver from 11 to 12 hours. Adopts federally  
14 approved enlarged hours of service wherever possible. Adopts 49 CFR 395.8 which includes the  
15 Electronic Logging Device (ELD) requirements put forth by the Commercial Motor Vehicle Safety  
16 Enhancement Act of 2012 49 U.S. Code § 31137 but delays the adoption for one year. All applicable  
17 exemptions from the ELD mandate for interstate transportation will also be applied by this rulemaking.

18 **Section 8.** Repeals existing state hours of service limitations since the rule adopts federal hours of  
19 service limitations. See the description above in Section 7.

20 **Section 9.** This section provides enforcement authority for the Division of State Patrol to issue citations  
21 of \$50-\$100 per violation for violations of certain federal motor carrier regulations, for which only  
22 warnings are now issued, including falsified records and incorrect vehicle markings and for controlled  
23 substance and alcohol testing violations. It authorizes the Division of State Patrol to stop and inspect a  
24 vehicle if the officer has a reasonable basis to believe a violation of 49 CFR 390 (an expansive federal  
25 regulation covering ‘Motor Carrier Safety Regulations; General’) has occurred. This authority to  
26 enforce 49 CFR 390 does not apply to any farm truck or dual-purpose farm truck combined with any  
27 semitrailer or farm trailer, or any vehicle combined with a horse trailer, if the vehicle combination’s  
28 gross combination weight rating, registered weight, and actual gross weight do not exceed 26,000  
29 pounds and is operated exclusively in intrastate commerce. This section also authorizes the Division of  
30 State Patrol to enforce 49 CFR 382 (‘Controlled Substances and Alcohol Use and Testing’) under  
31 sections 194.38 and 194.43 of the statutes, which subjects violators to forfeitures.

32 **Section 10.** Makes drivers of school buses used in charter activities and in extracurricular activities that  
33 are not school-related subject to the hours of service and driver qualifications.

34 **Section 11.** Contains a note summarizing the exemptions authorized by 49 CFR 350.305(b)(2) for  
35 school bus drivers engaged in intrastate operations.

36 **Section 12.** Repeals the exemption from federal driver qualifications that allows a CDL holder who  
37 does not meet federal driver qualifications to hold a CDL if the CDL holder met state driver

1 qualifications. These drivers will become subject to federal driver qualifications upon changes to or  
2 renewal of their CDL; see the treatment of Section 5.

3 **Section 13.** Updates a cross reference to reflect changes made by this rule to retain existing hours of  
4 service limitation exemptions for authorized emergency vehicles: tow trucks and drivers of CMVs that  
5 weigh 26,000 pounds or less, transport fewer than 16 passengers, or transport hazardous materials that  
6 do not require placarding. See the descriptions above in Sections 8 and 9.

7 **Section 14.** Expands an exemption from hours of service to any vehicle that does not meet the state  
8 definition of CMV. Deletes exemptions from hours of service limitations for drivers located within 150  
9 miles of home office or work site. Deletes the authority of motor carriers to declare emergencies that  
10 exempt themselves from driver qualifications and hours of service limitations. These drivers are subject  
11 to federal hours of service requirements. See the description above in Section 8.

12  
13 **Section 15.** Updates a web address.

14  
15 **Section 16.** Allows a driver who is “grandfathered” from federal driver qualification requirements due  
16 to meeting state physical qualifications to delay submitting federal medical certificates until the driver  
17 becomes subject to federal driver qualifications. See the description above in Section 5.

18  
19 **Section 17.** Provides the effective date of changes accomplished by this rulemaking.

## 20 21 **Summary of, and Comparison with, Existing or Proposed Federal Statutes and Regulations:**

22  
23 These proposed rule changes will mirror existing federal statutes and regulations and would make  
24 Wisconsin consistent with other adjacent states that are presently compliant with certain federal regulations.  
25 However, because some states are presently not compliant with every federal regulation, Wisconsin could  
26 be inconsistent with other states until these states become compliant with federal law. FMCSA identified  
27 three nonconforming areas in its 2009 audit:

- 28 1. The state’s exemption of intrastate drivers from driver qualifications and hours of service  
29 regulations during emergencies, in s. Trans 327.09 (6) is not compatible with 49 CFR 390.23. A  
30 qualifying emergency may be declared only by certain specified federal, state, or local officials.  
31 Currently, Wisconsin regulations allow the motor carrier to declare the emergency.
- 32 2. Wisconsin’s exemption in s. Trans 327.09 of intrastate drivers holding a Wisconsin CDL issued  
33 prior to July 29, 1996, from the driver qualification requirements contained in 49 CFR 391, is not  
34 compatible with FMCSR.
- 35 3. 49 CFR 395.8 requires Electronic Logging Devices in intrastate commerce put forth by the  
36 Commercial Motor Vehicle Safety Enhancement Act of 2012 49 U.S. Code § 31137.

## 37 **Comparison with Rules in Adjacent States:**

### 38 **Illinois**

- 39 1. Illinois does not allow a motor carrier to self-declare an emergency.
- 40 2. Illinois does have a grandfather provision for part 49 CFR 391.  
41 Section 391.2000 Incorporation by Reference of 49 CFR 391

1 Paragraphs (b) (3) (insulin dependent diabetic) and (b) (10) (minimum visual acuity) of 49 CFR 391.41, shall  
2 not apply to the driver of a CMV with a gross vehicle weight rating (GVWR) or gross combination weight  
3 (GCW) of over 12,000 lbs., used in the intrastate transportation of property who immediately prior to July 29,  
4 1986, was eligible and licensed to operate a motor vehicle subject to the Illinois Motor Carrier Safety  
5 Regulations (IMCSR) and was engaged in operating such vehicles, and who was disqualified on July 29, 1986,  
6 by the adoption of 49 CFR 391, by reason of the application of paragraphs (b) (3) and (b) (10) of 49 CFR  
7 391.41, with respect to a physical condition existing at that time unless such driver has a record of accidents  
8 which would indicate a lack of ability to operate a motor vehicle in a safe manner. (Section 18b-105 of the  
9 law).

10 Paragraphs (b) (3) (insulin dependent diabetic) and (b) (10) (minimum visual acuity) of 49 CFR 391.41, shall  
11 not apply to the driver of a CMV that either has a GVWR or gross combination weight rating (GCWR) of  
12 between 10,000 and 12,001 pounds; or that is designed to transport more than 15 passengers, including the  
13 driver; or that has a GVWR or GCWR of less than 12,001 pounds and transports hazardous materials in a  
14 quantity requiring placarding under the Illinois Hazardous Materials Transportation Act [430 ILCS 30]. The  
15 vehicle must be used in intrastate transportation. The driver must have been eligible and licensed to operate a  
16 motor vehicle subject to the IMCSR and engaged in operating that vehicle immediately prior to January 17,  
17 1992. The driver must have been disqualified on January 17, 1992, by the adoption of Public Act 87-829 that  
18 made the IMCSR applicable to vehicles described in this subsection (c) (4). The reason for disqualification  
19 must have been the application of paragraphs (b) (3) and (b) (10) of 49 CFR 391.41, with respect to a physical  
20 condition existing at that time. This exception does not apply to any driver who has a record of accidents that  
21 would indicate a lack of ability to operate a motor vehicle in a safe manner.

22 3. Illinois requires an ELD in intrastate commerce.

### 23 **Iowa**

24 1. Iowa does not allow a motor carrier to self-declare an emergency.

25 2. Iowa does have a grandfather provision for part 49 CFR 391.

#### 26 Iowa law: 321.449 Motor Carrier Safety Rules

27 3. a. Notwithstanding other provisions of this section, rules adopted under this section concerning  
28 physical and medical qualifications for drivers of commercial vehicles engaged in intrastate commerce shall  
29 not be construed as disqualifying any individual who was employed as a driver of commercial vehicles  
30 engaged in intrastate commerce whose physical or medical condition existed prior to July 29, 1996.

31 b. Notwithstanding other provisions of this section, rules adopted under this section concerning  
32 physical and medical qualifications for a driver shall not apply to a farmer or a farmer's hired help when  
33 operating a vehicle owned by the farmer while it is being used in connection with the intrastate  
34 transportation of fertilizers and chemicals used in the farmer's crop production.

35 4. Iowa requires an ELD in intrastate commerce.

### 36 **Michigan**

37 1. Michigan does not allow a motor carrier to self-declare an emergency.

38 2. Michigan does not have a grandfather provision from part 49 CFR 391.

39 3. Michigan requires an ELD in intrastate commerce.

### 40 **Minnesota**

41 1. Minnesota does not allow a motor carrier to self-declare an emergency.

42 2. Minnesota does have a grandfather provision for part 49 CFR 391.

1 Minnesota law: MN Statute 221.031 Subd. 3 (b)

2 The state of MN has had this exemption in their law before April 1988. Therefore, when motor carriers  
3 are transporting the below commodities, they are exempted from 49.CFR 391. (49CFR350.305(b)(2).

- 4 • Delivery of Ag Lime.
- 5 • Transportation of fresh vegetables from farms to canneries or viner stations, and transportation of  
6 sugar beets, wild rice, rutabagas from field of production to first place of delivery or unloading.
- 7 • Transportation of unprocessed dairy products in bulk within 100-mile radius from the home post  
8 office of the person providing the transportation.
- 9 • Transportation of agricultural, horticultural, dairy, livestock, other farm products within an area  
10 having a 100-mile radius from the person's home post office and the carrier may transport other  
11 commodities within the 100-mile radius if the destination of each haul is a farm.
- 12 • Farmers/employees transporting diesel fuel, gasoline, ag. chemicals, or ag. fertilizers for use on  
13 the transporter/farm when diesel fuel/gasoline tank truck vehicles <1,500 gallon owned by the  
14 transporter or other motor vehicles with GVW <10,000 lbs.

15 3. Minnesota requires an ELD in intrastate commerce.

16 **Summary of the Factual Data and Analytical Methodologies:** The changes proposed in this rulemaking  
17 are recommended by the FMCSA audit conducted in 2009 of Wisconsin's Motor Carrier Enforcement  
18 Program, which noted several incompatibilities between state law and federal law.

19 **Analysis Regarding Rule's Effect on Small Businesses:** The state's exemption of intrastate drivers from  
20 its adoption of driver qualifications and hours of service regulations during emergencies, in s. Trans 327.09 (6)  
21 is not compatible with 49 CFR 390.23. The emergency must be declared by certain specified federal, state, or  
22 local officials. The Wisconsin regulations allow the motor carrier to declare the emergency.

23 Effect: No effect on small business. If a regional emergency exists, the current governor will declare  
24 an emergency per 49 CFR 390.23.

25 Wisconsin's exemption in s. Trans 327.09 of intrastate drivers holding a Wisconsin CDL issued prior to July  
26 29, 1996, from the driver qualification requirements contained in 49 CFR 391, is not compatible with the  
27 FMCSRs.

28 Effect: Wisconsin does have drivers who have met the state medical qualifications and have been  
29 issued a valid Wisconsin CDL prior to July 29, 1996, which has not been revoked. Some of these drivers may  
30 not be able to meet the current medical standards as described in 49 CFR 391. However, these drivers should  
31 no longer be grandfathered if they do not continue to meet state medical requirements as found in ch. Trans  
32 112. This rulemaking retains the state exemption for 103 months or when the driver renews their CDL,  
33 upgrades or downgrades their license classification, or adds a new endorsement authorizing operation of a  
34 new class of CMV, after which time drivers must meet federal driver qualification requirements in order to  
35 retain a CDL. The Department has no data concerning the number of drivers who met state driver qualifications  
36 in 1996 and currently hold a CDL who will be unable to meet federal driver qualifications after this rulemaking  
37 and who would lose their CDLs.

38  
39 **Anticipated costs incurred by private sector:** The state's exemption of intrastate drivers from its adoption of  
40 driver qualifications and hours of service regulations during emergencies, in s. Trans 327.09 (6) is not  
41 compatible with 49 CFR 390.23. The emergency must be declared by certain specified federal, state, or local  
42 officials. The Wisconsin regulations allow the motor carrier to declare the emergency.

1 Effect: The Department anticipates increased shipping or driver labor costs for businesses that  
2 previously declared emergencies that were not also declared emergencies by qualifying state or federal officials,  
3 although the Department cannot quantify this cost increase.

4 Wisconsin's exemption in s. Trans 327.09 of intrastate drivers holding a Wisconsin CDL issued prior  
5 to July 29, 1996, from the driver qualification requirements contained in 49 CFR 391, is not compatible with  
6 the FMCSRs.

7 Effect: It is likely that some drivers will be ineligible to retain their CDLs; the minimum age of affected  
8 drivers is 44 years of age. However, the number of affected drivers is unknown. Small business motor carriers  
9 may be required to hire and train new drivers if the motor carrier currently has drivers who may not be able to  
10 meet the medical standards as described in 49 CFR 391 or the current medical requirements found in ch. Trans  
11 112, and are currently operating under the exemption.

12  
13 **Proposed rule's effect on small businesses:** The proposed rule will benefit small business by providing  
14 drivers who are more experienced and medically certified. If a CMV driver is not experienced or medically  
15 certified, they are at a greater risk to be in a crash. If a crash occurs it can cost a carrier by increased  
16 insurance costs and be at risk to be sued if a CMV driver is at fault. If a motor carrier is using drivers who  
17 are not medically certified, they will need to recruit and train new drivers. This recruiting and training of  
18 new drivers will cost the motor carrier time and resources.

19 The agency contact person listed below is also the small business regulatory coordinator for this  
20 proposed rule. This proposed rule, fiscal estimate, and other related documents may be viewed at  
21 <https://docs.legis.wisconsin.gov/code>.

22  
23 **Agency Contact Person:**

24 Captain Karl Mittelstadt  
25 State of Wisconsin Department of Transportation  
26 Division of State Patrol  
27 4822 Madison Yards Way  
28 Madison, Wisconsin 53705  
29 608-215-2804  
30 DOTAdminRules@dot.wi.gov

31  
32 **Place Where Comments Should Be Submitted and Deadline:** Comments may be submitted to the  
33 agency contact person listed above or through the Legislature's Administrative Rules website  
34 <http://docs.legis.wisconsin.gov/code> until the deadline given in the forthcoming notice of public hearing.

TEXT OF PERMANENT RULE

**SECTION 1. Trans 112.03 (2) (a) (Note) is amended to read:**

**Trans 112.03 (2) (a) (Note)** See s. Trans ~~327.09 (2) (b)~~ 327.03 (2) (a) 1r. "K" restrictions limit operation to non-interstate commerce and are described in detail in s. 343.17 (3) (e) 1m., Stats.

**SECTION 2. Trans 327 (title) is amended to read:**

**Trans 327 (title) Motor Carrier Safety – Intrastate**

**SECTION 3. Trans 327.01 (2) is repealed.**

**SECTION 4. Trans 327.03 (2) (a) 1. is amended to read:**

**Trans 327.03 (2) (a) 1.** ~~391.11(b)(1), and 391.41(b)(3) if, in the alternative a driver with diabetes controlled by insulin obtains statements from 2 licensed physicians indicating, on a form provided by the department of transportation, that the diabetes is not likely to cause loss of ability to control or operate a motor vehicle.~~

**SECTION 5. Trans 327.03 (2) (a) 1g. and (Note) and 1r. are created to read:**

**Trans 327.03 (2) (a) 1g.** This paragraph applies only to the operation of a commercial motor vehicle as defined in s. 340.01 (8), Stats.

**(Note)** Adoption of 49 CFR 391 only applies to state-defined commercial motor vehicles.

**1r.** 49 CFR 391.41. The exception under this subdivision applies only to any driver who met state medical qualifications and was issued a valid Wisconsin commercial driver's license prior to July 29, 1996, that has never been revoked, and who continues to meet state medical requirements as found in ch. Trans 112. The exception in this subdivision does not apply on or after the first day of the 103rd month beginning after the effective date of this subdivision [**LRB inserts date**], nor to any driver who renews a Wisconsin commercial driver's license, upgrades or downgrades their license classification, or adds an endorsement described in s. 343.03 (2), Stats. on or after the first day of the 2nd month beginning after the effective date of this subdivision [**LRB inserts date**], whichever occurs first.

**SECTION 6. Trans 327.03 (7) and (Note) are amended to read:**

**Trans 327.03 (7)** Every traffic officer and state patrol inspector employed under the authority of s. 110.07, Stats., is authorized to declare vehicles and drivers out-of-service in accordance with the North American ~~standard out-of-service criteria,~~ Standard Out-of-Service Criteria, except that s. Trans 327.03 (10) shall be used to determine the maximum number of hours allowed to drive after coming on duty.

**(Note)** The North American Standard Out-of-Service Criteria is on file with the Legislative Reference Bureau and the Department of Transportation, Division of State Patrol. ~~Copies may be obtained by writing to the~~



1 ~~Division of State Patrol, P. O. Box 7912, Madison, WI 53707-7912, or~~ A copy may be requested from ~~to the~~  
2 Commercial Vehicle Safety Alliance, 1101 17th Street, NW, Suite 803, Washington, DC 20036, or by calling  
3 ~~202-775-1623~~ 301-830-6143. You may also request copies via their website at [www.cvsa.org](http://www.cvsa.org).

4  
5 **SECTION 7. Trans 327.03 (10) is repealed and recreated to read:**

6  
7 **Trans 327.03 (10) (a)** Title 49, Code of Federal Regulations, part 395, hours of service of drivers, except  
8 as follows:

- 9 1. Title 49, Code of Federal Regulations, 395.3 (a) (2) and (3) are not adopted.  
10 2. Title 49, Code of Federal Regulations, 395.3 (b) is not adopted.  
11 3. Title 49, Code of Federal Regulations, 395.8 (a) (1) (i) through (iv) does not apply to operation on or  
12 before the last day of the 12th month beginning after the effective date of this subdivision [**LRB inserts**  
13 **date**].

14 (b) No driver may drive a property-carrying vehicle for:

- 15 1. More than 12 hours following 10 consecutive hours off duty.  
16 2. Any period after having been on duty for 16 hours following 10 consecutive hours off duty.  
17 3. After having been on duty for 70 hours in any period of 7 consecutive days.  
18 4. After having been on duty for 80 hours in any period of 8 consecutive days.

19  
20 **SECTION 8. Trans 327.05 is repealed.**

21  
22 **SECTION 9. Trans 327.07 (1) and (2) are amended to read:**

23  
24 **Trans 327.07 (1)** The provisions of ~~s.~~ ss. Trans 327.03 (4) and (5) shall be enforced under the provisions of  
25 ~~ss. 110.07 and 110.075~~ ch. 110 Stats.

26  
27 (2) The provisions of ss. Trans 327.03 (1), (2), (3), (6), (8), and (10), ~~and 327.05~~ shall be enforced under  
28 the provisions of ~~ss. 194.38 and 194.43, Stats~~ ch. 194.

29  
30 **SECTION 10. Trans 327.09 (1) is amended to read:**

31  
32 **Trans 327.09 (1)** The provisions of s. Trans 327.03 do not apply to a driver ~~or~~ of a school bus when the  
33 school bus is being used for authorized educational or extracurricular ~~or charter~~ school-related activities.

34  
35 **SECTION 11. Trans 327.09 (1) (Note) is created to read:**

36  
37 **Trans 327.09 (1) (Note)** This section preserves exemptions authorized by 49 CFR 350.305(b)(2) that were in  
38 effect on March 31, 1988, for school bus drivers engaged in intrastate operations for authorized educational  
39 or extracurricular school-related activities.

40  
41 **SECTION 12. Trans 327.09 (2) is repealed.**

42  
43 **SECTION 13. Trans 327.09 (4) (intro.) and (b) are amended to read:**

1 **Trans 327.09 (4) (intro.)** The provisions of s. Trans ~~327.05~~ 327.03 (10) do not apply to the following:  
2 **(b)** Drivers who operate motor vehicles ~~which have a manufacturers' gross vehicle weight rating equal to or~~  
3 ~~less than 26,000 pounds~~ that are not defined as a commercial motor vehicle in s. 340.01 (8), Stats.

4  
5 **SECTION 14. Trans 327.09 (5) and (6) are repealed.**

6  
7 **SECTION 15. Trans 327.13 (Note) is amended to read:**

8  
9 **Trans 327.13 (Note)** Federal motor regulations may also be obtained through the Internet via:  
10 <http://www.fmcsa.dot.gov/rules-regulations/administration/fmcsr/fmesrguide.asp> <http://www.fmcsa.dot.gov>

11  
12 **SECTION 16. Trans 327.14 (6) (a) (intro.) is amended to read:**

13  
14 **Trans 327.14 (6) (a) (intro.)** Notwithstanding ~~ss. s.~~ s. Trans 112.16 (1) (c) and ~~327.09 (2) (b)~~ except as  
15 provided in s. Trans 327.03 (2) (a) 1r., the department shall downgrade the CDL of any of the following:

16  
17 **SECTION 17. EFFECTIVE DATE.** This rule shall take effect on the first day of the month following  
18 publication in the Wisconsin Administrative Register as provided in s. 227.22 (2) (intro.), Stats.

19  
20 **(END OF RULE TEXT)**

21  
22 Signed this \_\_\_\_ day of \_\_\_\_\_ 2022.

23  
24  
25  
26 \_\_\_\_\_  
27 Craig Thompson  
28 Secretary  
29 State of Wisconsin Department of Transportation  
30