

 **07hr_JCR-AR_Misc_pt48**



 Details: Statements of scope by Department of Transportation.

(FORM UPDATED: 08/11/2010)

WISCONSIN STATE LEGISLATURE ... PUBLIC HEARING - COMMITTEE RECORDS

2007-08

(session year)

Joint

(Assembly, Senate or Joint)

Committee for Review of Administrative Rules...

COMMITTEE NOTICES ...

- Committee Reports ... **CR**
- Executive Sessions ... **ES**
- Public Hearings ... **PH**

INFORMATION COLLECTED BY COMMITTEE FOR AND AGAINST PROPOSAL

- Appointments ... **Appt** (w/Record of Comm. Proceedings)
- Clearinghouse Rules ... **CRule** (w/Record of Comm. Proceedings)
- Hearing Records ... bills and resolutions (w/Record of Comm. Proceedings)
 - (**ab** = Assembly Bill) (**ar** = Assembly Resolution) (**ajr** = Assembly Joint Resolution)
 - (**sb** = Senate Bill) (**sr** = Senate Resolution) (**sjr** = Senate Joint Resolution)
- Miscellaneous ... **Misc**

* Contents organized for archiving by: Stefanie Rose (LRB) (August 2012)



Office of General Counsel
4802 Sheboygan Ave., Rm. 115B
P O Box 7910
Madison, WI 53707-7910

Jim Doyle, Governor
Frank J. Busalacchi, Secretary
Internet: www.dot.wisconsin.gov
Telephone: 608-266-8810
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April 11, 2008

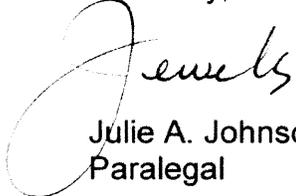
Mr. Bruce Hoesly
Legislative Reference Bureau
One East Main, Suite 200
Madison, Wisconsin 53703

RE: **STATEMENT OF SCOPE OF PROPOSED RULEMAKING, TRANS 206**

Dear Mr. Hoesly:

Enclosed is the Statement of Scope for the proposed amendment of ch. Trans 206. Please publish the Scope Statement in accordance with § 227.135(3), Stats., in the Administrative Register.

Sincerely,



Julie A. Johnson
Paralegal

Enclosures

cc: David Schmiedicke/DOA State Budget Director
Representative Dan LeMahieu, Co-Chair/JCRAR
Senator Robert Jauch, Co-Chair/JCRAR
Casey Newman
Mike Goetzman
Mark Wolfgram
Mary Forlenza
Lori Richter

STATEMENT OF SCOPE

DESCRIPTION OF THE OBJECTIVE OF THE RULE:

This proposed rule will revise Ch. Trans 206, relating to the Local Roads Improvement Program (LRIP), which interprets and administers procedures for assisting in the improvement of seriously deteriorating roads under local jurisdiction, under Section 86.31, Stats. Section 86.31 has been revised in 1999 Wis. Act 9 (eff. October 29, 1999), in 2001 Wis. Act 16 (eff. September 1, 2001), in 2003 Wis. Act 33 (eff. July 26, 2003), and in 2005 Wis. Act 25 (eff. July 27, 2005).

DESCRIPTION OF EXISTING POLICIES RELEVANT TO THE RULE AND OF NEW POLICIES PROPOSED TO BE INCLUDED IN THE RULE AND AN ANALYSIS OF POLICY ALTERNATIVES:

Section 86.31(3g), Stats., authorizes a discretionary allocation from LRIP to fund a competitive, county highway improvement program, similar to the existing discretionary program for high-cost town roads. It specified that eligible projects must have a total estimated cost of at least \$250,000. The current LRIP matching requirements will apply to this component. The proposed rule will create procedures and criteria for the selection of projects.

Section 86.31(3r), Stats., authorizes a discretionary allocation from LRIP to fund a competitive, municipal street improvement program, similar to the existing discretionary programs for high-cost town roads and county highways. It specified that eligible projects must have a total estimated cost of at least \$250,000. The current LRIP matching requirements will apply to this component. The proposed rule will create procedures and criteria for the selection of projects.

The proposed rule will modify s. Trans. 206.03(14) to indicate, "...This subsection does not apply to recipients of TRIP-D, or MSIP-D allocations."

Currently, s. 86.31, Stats., requires that all LRIP projects be awarded based on competitive bids and be awarded to the lowest responsible bidder. However, it also makes provision for any city, village, or town that does not receive a responsible bid on a project to contract with the county for the improvement. The proposed rule incorporates the new bidding requirements for town projects including the criteria that specify when a project may be awarded to a county and criteria for the selection of the lowest responsible bidder. 1999 Wis. Act 9 deletes the above provision for town projects only and requires an amendment to the rule to incorporate new bidding requirements for town projects. It also requires the inclusion of criteria and procedures for determining when a contract for a project under the town road improvement programs may be awarded to a county, including, at a minimum:

- A requirement that a written and sealed pre-bid estimate of the cost of the improvement, including the source of the estimate, be prepared before the opening of the bids.
- A requirement that all bids may be rejected and the contract awarded to a county for the improvement if the lowest bid exceeds the cost of the cost estimate by at least 10% and the town board notifies the lowest two bidders or, if only one bid was received, the single bidder, to provide information on the accuracy of the cost estimate.
- A requirement that the amount of the contract with a county for the improvement be at least 10% below the lowest bid received for the improvement.
- A provision that permits re-bidding if the amount of the proposed contract with a county for the improvement is less than 10% below the lowest bid received for the improvement.

The amendment above relating to bidding requirements is specific to town projects only and is only valid when a town rejects a bid based on price.

Currently, s. 86.31, Stats., allows county trunk highway improvements to be performed by county highway departments subject to restrictions. The proposed rule specifies the criteria to determine when it will be cost-effective for a county to do the work, and procedures for review of disputes relating to whether proposed work to be done by county highway departments is cost-effective.

1999 Wis. Act 9 eliminated the provision that requires each county highway improvement district committee to ensure compliance with the provisions related to the amount of work performed by county highway departments, and now requires these committees to:

- Review each project proposed to be done by a county highway department and determine if it would be cost effective for the county highway department to perform the work; and
- Approve the proposed project before its being performed by the county highway department.

1999 Wis. Act 9 modified the membership of county highway improvement district committees to specify that they shall be composed of the highway commissioners from each county in the district, instead of not more than five county executives, or county board chairpersons in counties that do not have county executives, or their designees.

The 2004-2005 LRIP Study Group recommended a number of changes to the local roads improvement program. The proposed rule reflects these current business rules. Specifically, these additions include:

- Defining and providing guidance regarding programming caps implemented under TRIP and MSIPLT: The number of Town Road and Municipal Street

Improvement Program projects for cities and villages with less than 20,000 in population is capped each biennium at one-half of the number of eligible municipalities within a county. One additional project is allowed for any county with an odd number of municipalities. The policy encourages a competitive, needs-based approach for selecting projects, resulting in larger and fewer TRIP and MSIPLT projects.

- **Sunset on Funds:** This policy is intended to ensure the timely use of program funds. All entitlement and discretionary funds must be used within three biennia. All projects programmed with 2004-2005 funds (or prior biennia) must be reimbursed by the end of state fiscal year 2009 (June 30, 2009). All projects programmed with 2006-2007 funds must be reimbursed by the end of state fiscal year 2011 (June 30, 2011).
- **Substitutions:** Add language specifying that only one substitution will be allowed for each entitlement project.
- **Program Review and Program Sanctions:** Add definitions for program review and program sanctions, describe the program review process and specify program sanctions agreed to by the LRIP Study Committee.
- **Clarify s. Trans 206.03(8)(b) and repeal s. Trans 206.03(8)(c)** to reflect a standard administrative reimbursement (currently, the Department uses 5%).

Several other additions and modifications to the administrative rule are recommended to maintain the integrity of the program's initial intent, which is to improve seriously deteriorating roads. These include:

- Adding language to specify programming caps will be applied under CHIP (the methodology will need to be determined, since the methodology applied to TRIP and MSIPLT will not work for this component).
- Clarifying the definition for "Eligible Project" in s. Trans 206.02(17) to reflect that improvements should be complete projects that result in a final improvement with a 10-year design life, and specify that pulling out a part or parts of a complete improvement project is not allowed under the program.
- Clarifying s. Trans. 206.03(9) with regard to real estate transactions to state that utility costs associated with real estate transactions (such as relocation of utilities) are not eligible costs.

Other updates may be needed, including:

- Updating s. Trans 206.03(10)(b) as it relates to engineering certification to reflect increased project costs to correspond with the applicable statute.

SUMMARY AND PRELIMINARY COMPARISON WITH ANY EXISTING OR PROPOSED FEDERAL REGULATION THAT IS INTENDED TO ADDRESS THE ACTIVITIES TO BE REGULATED BY THE PROPOSED RULE:

No federal regulations govern the Local Roads Improvement Program.

DESCRIPTION OF ALL OF THE ENTITIES THAT MAY BE AFFECTED BY THE RULE:

In addition to WisDOT, the following entities may be affected:

- Wisconsin Counties Association
- Wisconsin County Highway Association
- Wisconsin Towns Association
- League of Wisconsin Municipalities
- Wisconsin Alliance of Cities
- Wisconsin Transportation Builders Association

STATUTORY AUTHORITY FOR THE RULE:

Section 86.31, Stats.

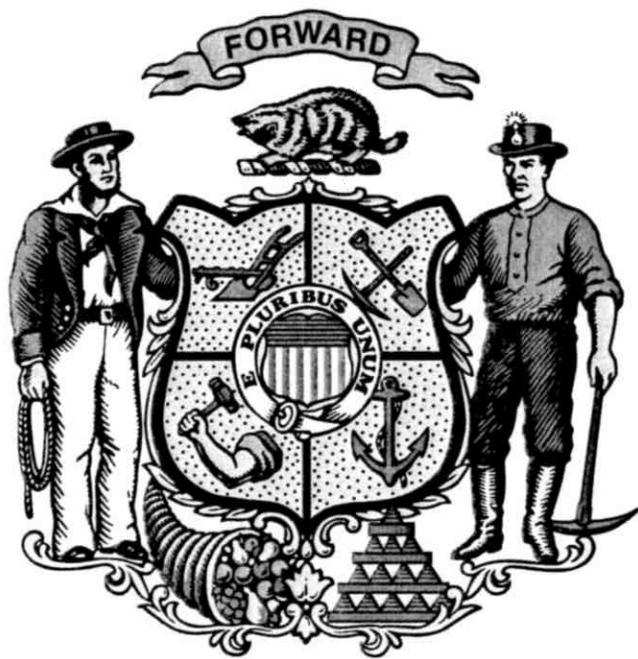
ESTIMATES OF THE AMOUNT OF TIME THAT STATE EMPLOYEES WILL SPEND DEVELOPING THE RULE AND OF OTHER RESOURCES NECESSARY TO DEVELOP THE RULE:

Approximately 200 hours.

Signed at Madison, Wisconsin, this 9th day
of **April**, 2008.



FRANK J. BUSALACCHI
Secretary
Wisconsin Department of Transportation





Office of General Counsel
4802 Sheboygan Ave., Rm. 115B
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Frank J. Busalacchi, Secretary
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April 29, 2008

Mr. Bruce Hoesly
Legislative Reference Bureau
One East Main, Suite 200
Madison, Wisconsin 53703

RE: **STATEMENT OF SCOPE OF PROPOSED RULEMAKING, TRANS 255**

Dear Mr. Hoesly:

Enclosed is the Statement of Scope for the proposed amendment of ch. Trans 255. Please publish the Scope Statement in accordance with § 227.135(3), Stats., in the Administrative Register.

Sincerely,


Julie A. Johnson
Paralegal

Enclosures

cc: David Schmiedicke/DOA State Budget Director
Representative Dan LeMahieu, Co-Chair/JCRAR
Senator Robert Jauch, Co-Chair/JCRAR
Lynne B. Judd
Supt. David Collins
Casey Newman
Mike Goetzman
Greg Niva
Carson Frazier

STATEMENT OF SCOPE

DESCRIPTION OF THE OBJECTIVE OF THE RULE:

This rule making is required by 2007 Wis. Act 171. The new law creates a multiple trip permit for certain overweight vehicles or vehicle combinations transporting granular roofing materials. The law establishes certain conditions for the permit and certain limitations on operation. This proposed rule will implement those conditions and limitations. The proposed rule will also define "granular roofing material" in order to make eligibility for permit and enforcement clear and uniform.

DESCRIPTION OF EXISTING POLICIES RELEVANT TO THE RULE AND OF NEW POLICIES PROPOSED TO BE INCLUDED IN THE RULE AND AN ANALYSIS OF POLICY ALTERNATIVES:

This proposed rule implements a newly-enacted law. This rule making does not amend existing policies. On the other hand, to the extent allowed by the newly-enacted law, this proposed rule will apply to the new permit similar policies that the Department currently applies to other multiple trip permits.

SUMMARY AND PRELIMINARY COMPARISON WITH ANY EXISTING OR PROPOSED FEDERAL REGULATION THAT IS INTENDED TO ADDRESS THE ACTIVITIES TO BE REGULATED BY THE PROPOSED RULE:

Federal regulation governs overweight transport on certain federal highways, including general prohibition of divisible overweight loads on Interstate highways. 2007 Wis. Act 171 provides that a permit under this law may be issued for up to 2.5 miles on any state trunk highway if consistent with federal law. In implementing s. 348.27(15)(d), Stats., this proposed rule may address the issue of consistency with federal law.

DESCRIPTION OF ALL OF THE ENTITIES THAT MAY BE AFFECTED BY THE RULE:

Motor carriers and shippers that transport granular roofing materials, under the provisions of 2007 Wis. Act 171.

STATUTORY AUTHORITY FOR THE RULE:

Section 348.27(15)(d), as created by 2007 Wis. Act 171

ESTIMATES OF THE AMOUNT OF TIME THAT STATE EMPLOYEES WILL SPEND DEVELOPING THE RULE AND OF OTHER RESOURCES NECESSARY TO DEVELOP THE RULE:

100 hours

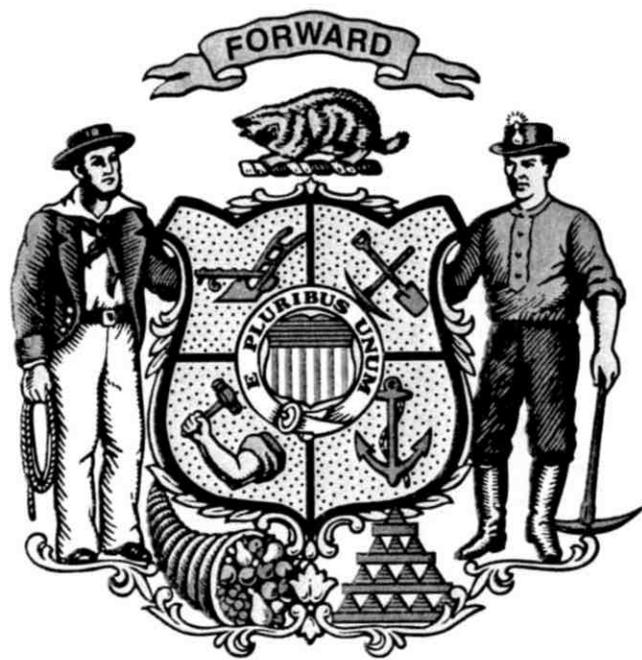
Signed at Madison, Wisconsin, this 28th day of April, 2008.



FRANK J. BUSALACCHI

Secretary

Wisconsin Department of Transportation





Office of General Counsel
4802 Sheboygan Ave., Rm. 115B
P O Box 7910
Madison, WI 53707-7910

Jim Doyle, Governor
Frank J. Busalacchi, Secretary
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May 13, 2008

Mr. Bruce Hoesly
Legislative Reference Bureau
One East Main, Suite 200
Madison, Wisconsin 53703

RE: **STATEMENT OF SCOPE OF PROPOSED RULEMAKING, TRANS 123**

Dear Mr. Hoesly:

Enclosed is the Statement of Scope for the proposed amendment of ch. Trans 123. Please publish the Scope Statement in accordance with § 227.135(3), Stats., in the Administrative Register.

Sincerely,

Julie A. Johnson
Paralegal

Enclosures

cc: David Schmiedicke/DOA State Budget Director
Representative Dan LeMahieu, Co-Chair/JCRAR
Senator Robert Jauch, Co-Chair/JCRAR
Lynne B. Judd
Casey Newman
Mike Goetzman
Carson Frazier

STATEMENT OF SCOPE

DESCRIPTION OF THE OBJECTIVE OF THE RULE:

This rule making, interpreting s. 341.10(6), Stats., will create ch. Trans 123, relating to grounds for refusing registration. The rule will:

- Clarify that Department of Transportation registration or refusal of registration of vehicles conforms to National Highway Traffic Safety Administration (NHTSA) regulations and policy memoranda implementing Federal Motor Vehicle Safety Standards (FMVSS).
- Distinguish between on-road vehicles and off-road vehicles, according to NHTSA interpretations. The rule distinguishes among vehicles manufactured: (1) before 1968 (when FMVSS became effective); (2) since a "rolling" date 25 years prior to the current date (when NHTSA regulations regarding FMVSS for imported vehicles apply); and (3) between 1968 and the rolling date of 25 years prior to the current date.
- Clarify that DMV will refuse to register all off-road vehicles that are not manufacturer-certified as meeting on-road standards and any on-road vehicles manufactured after 1968 unless they:
 - Are manufacturer-certified as meeting FMVSS;
 - Are imported by NHTSA-registered importer and determined to meet FMVSS for year of manufacture (may require retrofitting);
 - Are exempt from FMVSS at time of importation but are certified by NHTSA-registered importer as meeting FMVSS for year of manufacture; or
 - Are listed by NHTSA as 'substantially similar' to FMVSS-conforming US model.

DESCRIPTION OF EXISTING POLICIES RELEVANT TO THE RULE AND OF NEW POLICIES PROPOSED TO BE INCLUDED IN THE RULE AND AN ANALYSIS OF POLICY ALTERNATIVES:

The Department had for several years followed a policy interpreting s. 341.10(6), Stats., which prohibits the Department from registering off-road vehicles that do not meet the requirements of s. 114 of the National Traffic and Motor Vehicle Safety Act of 1966. This Department policy does not define "off-road" vehicles but essentially refuses to register for on-road use any vehicle that does not meet federal on-road safety and equipment standards. The Department concluded that the statutory provision requires Wisconsin to conform to federal regulations. Federal regulations include agency

interpretations distinguishing between "on-road" and "off-road" vehicles. The Department has revised its policy to conform to federal interpretations.

This rule making will also clarify the current Department policy that more clearly identifies "on-road" and "off-road" vehicles and what safety requirements are required for registration.

SUMMARY AND PRELIMINARY COMPARISON WITH ANY EXISTING OR PROPOSED FEDERAL REGULATION THAT IS INTENDED TO ADDRESS THE ACTIVITIES TO BE REGULATED BY THE PROPOSED RULE:

Federal NHTSA regulations implement FMVSS. NHTSA defines motor vehicles as those that use "the public highways on a necessary and recurring basis." This rule making will distinguish between vehicles manufactured for on-road and off-road use, conforming to NHTSA regulations. The rule will clarify that the Department will register or will refuse to register vehicles based on distinctions conforming to federal NHTSA regulations and interpretations.

DESCRIPTION OF ALL OF THE ENTITIES THAT MAY BE AFFECTED BY THE RULE:

Wisconsin citizens and businesses who apply to register in Wisconsin vehicles that were manufactured after 1968 for other than the US on-road market will be affected by the rule. In addition, collectors of vehicles that are non-standard vehicles will be affected. Motor vehicle dealers and vehicle importers will be affected.

STATUTORY AUTHORITY FOR THE RULE:

ss. 85.16 and 341.10(6), Stats.

ESTIMATES OF THE AMOUNT OF TIME THAT STATE EMPLOYEES WILL SPEND DEVELOPING THE RULE AND OF OTHER RESOURCES NECESSARY TO DEVELOP THE RULE:

100 hours

Signed at Madison, Wisconsin, this 13th day of **May**, 2008.


FRANK J. BUSLACCHI
Secretary
Wisconsin Department of Transportation





Office of General Counsel
4802 Sheboygan Ave., Rm. 115B
P O Box 7910
Madison, WI 53707-7910

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May 14, 2008

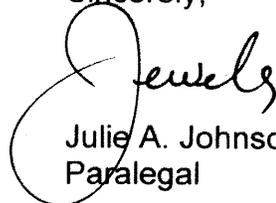
Mr. Bruce Hoesly
Legislative Reference Bureau
One East Main, Suite 200
Madison, Wisconsin 53703

RE: **STATEMENT OF SCOPE OF PROPOSED RULEMAKING, TRANS 195**

Dear Mr. Hoesly:

Enclosed is the Statement of Scope for the proposed amendment of ch. Trans 195. Please publish the Scope Statement in accordance with § 227.135(3), Stats., in the Administrative Register.

Sincerely,



Julie A. Johnson
Paralegal

Enclosures

cc: David Schmiedicke/DOA State Budget Director
Representative Dan LeMahieu, Co-Chair/JCRAR
Senator Robert Jauch, Co-Chair/JCRAR
Lynne B. Judd
Casey Newman
Mike Goetzman
Karen Schwartz

STATEMENT OF SCOPE

DESCRIPTION OF THE OBJECTIVE OF THE RULE:

This rule making will implement s. 110.09(1) and (2), Stats., relating to background check requirements required of certain Division of Motor Vehicle (DMV) employees and others who request access to certain DMV information systems. The rule making will consider confidentiality of information, type and frequency of background checks, disqualifying offenses and appeals process. Ch. Trans 195 will be amended for consistency with s. 110.09(1) and (2) and will reference other rules s. 110.09, Stats., may impact. Trans 195 provides guidance on fees and procedures for search and documentation of motor vehicle records and was updated in 2007 to include background checks for outside entities prior to authorizing access to motor vehicle records. The rule changes will also implement Federal Rule 6 CFR Part 37.45 for the federal Real ID law and s. 110.09, Stats. The rule also will clarify bulk record fees.

DESCRIPTION OF EXISTING POLICIES RELEVANT TO THE RULE AND OF NEW POLICIES PROPOSED TO BE INCLUDED IN THE RULE AND AN ANALYSIS OF POLICY ALTERNATIVES:

The DMV currently completes background checks on new, transfer and promotion employees prior to authorizing on-line access to motor vehicle records. Section 110.09(1) and (2) expands the process, adds confidentiality to the information and requires more extensive employee background checks for those who create and manufacture driver license/identification cards or access DMV information systems that contain the driver license/identification card information. Trans 195 defines fees and procedures for searches and documentation of motor vehicle records including background checks for persons other than motor vehicle employees. Section 343.24, Stats., and ch. Trans 195 define fees, but bulk record fees need clarification. Transportation Administrative Manual (TAM) Chapter 117 was updated effective February 18, 2008, to define the parameters and procedures for conducting criminal background checks when filling Department vacancies with current and new employees. TAM 117 is intended to comply with ss. 230.17(3), 111.335(1)(a), (b) and (c), Stats., and Chapter 246 of the Wisconsin Human Resources Handbook.

SUMMARY AND PRELIMINARY COMPARISON WITH ANY EXISTING OR PROPOSED FEDERAL REGULATION THAT IS INTENDED TO ADDRESS THE ACTIVITIES TO BE REGULATED BY THE PROPOSED RULE:

The Federal Rule at 6 CFR Part 37.45 sets employee requirements for issuance of driver license and identification cards, and s. 110.09(1) and (2), Stats., defines background check expectations and requires confidentiality of the information. Section 343.24 defines expectations to obtain motor vehicle records.

DESCRIPTION OF ALL THE ENTITIES THAT MAY BE AFFECTED BY THE RULE:

Motor vehicle employees, employees within DOT that work on motor vehicle system designs or access motor vehicle records, other government agencies, contractors, and others who access motor vehicle records online.

STATUTORY AUTHORITY FOR THE RULE:

Section 110.09(1)(c) and (2), Stats.

ESTIMATES OF THE AMOUNT OF TIME THAT STATE EMPLOYEES WILL SPEND DEVELOPING THE RULE AND OF OTHER RESOURCES NECESSARY TO DEVELOP THE RULE:

200 hours

Signed at Madison, Wisconsin, this 13th day of
May, 2008.



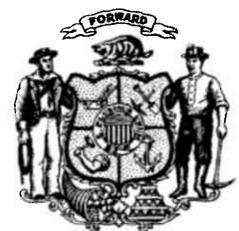
FRANK J. BUSALACCHI

Secretary

Wisconsin Department of Transportation



WISCONSIN STATE LEGISLATURE





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May 30, 2008

Mr. Bruce Hoesly
Legislative Reference Bureau
One East Main, Suite 200
Madison, Wisconsin 53703

RE: **STATEMENT OF SCOPE OF PROPOSED RULEMAKING, TRANS 145**

Dear Mr. Hoesly:

Enclosed is the Statement of Scope for the proposed amendment of ch. Trans 145. Please publish the Scope Statement in accordance with § 227.135(3), Stats., in the Administrative Register.

Sincerely,

A handwritten signature in cursive script that reads "Julie A. Johnson".

Julie A. Johnson
Paralegal

Enclosures

cc: David Schmiedicke/DOA State Budget Director
Representative Dan LeMahieu, Co-Chair/JCRAR
Senator Robert Jauch, Co-Chair/JCRAR
Lynne B. Judd
Casey Newman
Mike Goetzman
Carson Frazier

STATEMENT OF SCOPE

DESCRIPTION OF THE OBJECTIVE OF THE RULE:

2005 Wis. Act 329 and 2007 Wis. Act 33 created s. 349.26, Stats., which allows a city, town, or village by ordinance to authorize operation of Neighborhood Electric Vehicles (NEVs) on its roadways that have speed limits of 35 mph or less. The law specifies that the ordinance may apply to State Trunk Highways (STH) in only two circumstances: (1) crossing an STH at a location approved by DOT; or (2) traveling longitudinally upon a connecting highway segment approved by DOT.

While s. 349.26 language implies that NEVs cannot operate on local roads not specified in the ordinance or at any unapproved location on State Trunk Highways, statutes do not have language that specifically prohibits NEV operation on those roads. 2007 Wis. Act 33 requires DOT to register NEVs under Chapter 341. Because NEVs bear DMV-issued registration plates, NEVs traveling on unapproved roads may appear to violate no laws, despite the Legislature's intent to restrict NEV use to approved roads. DMV believes that a rule clarifying that NEV registration is valid only on approved roads will give law enforcement a provision to cite NEV operators who travel on unapproved roads.

DESCRIPTION OF EXISTING POLICIES RELEVANT TO THE RULE AND OF NEW POLICIES PROPOSED TO BE INCLUDED IN THE RULE AND AN ANALYSIS OF POLICY ALTERNATIVES:

Registration of vehicles under Chapter 341 has historically been available for federally approved vehicles and authorizes their operation on all roadways of the state – State Trunk Highways as well as local streets. The NEV law, however, restricts NEV operation to approved roads.

Under 2005 Wis. Act 329, the policy alternative was that individual municipalities registered vehicles for operation in that municipality only. However, the Legislature found that policy alternative to be unsuitable for NEV operation in multiple communities. The Legislature, in 2007 Wis. Act 33, requires registration under Chapter 341.

In order that a license plate issued by the state not be misconstrued as allowing unrestricted NEV operation, the Department proposes this rule making. It is appropriate to limit the scope of registration as a means of enforcing the operating restrictions.

SUMMARY AND PRELIMINARY COMPARISON WITH ANY EXISTING OR PROPOSED FEDERAL REGULATION THAT IS INTENDED TO ADDRESS THE ACTIVITIES TO BE REGULATED BY THE PROPOSED RULE:

No federal regulations address registration and operation of NEVs.

DESCRIPTION OF ALL OF THE ENTITIES THAT MAY BE AFFECTED BY THE RULE:

State and local law enforcement, local governmental units, and NEV owners, operators, and sellers will benefit from clarity of administrative rule language that helps limit NEV use to approved roads.

STATUTORY AUTHORITY FOR THE RULE:

ss. 341.25(1)(b) and 349.26, Stats.

ESTIMATES OF THE AMOUNT OF TIME THAT STATE EMPLOYEES WILL SPEND DEVELOPING THE RULE AND OF OTHER RESOURCES NECESSARY TO DEVELOP THE RULE:

100 hours

Signed at Madison, Wisconsin, this 30th day of **May**, 2008.



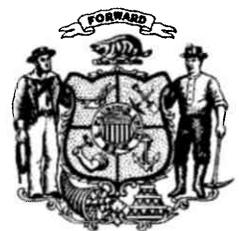
FRANK J. BUSALACCHI

Secretary

Wisconsin Department of Transportation



WISCONSIN STATE LEGISLATURE





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RECEIVED

AUG 18 2008

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August 13, 2008

Mr. Bruce Hoesly
Legislative Reference Bureau
One East Main, Suite 200
Madison, Wisconsin 53703

RE: **STATEMENT OF SCOPE OF PROPOSED RULEMAKING, TRANS 126**

Dear Mr. Hoesly:

Enclosed is the Statement of Scope for the proposed amendment of ch. Trans 126. Please publish the Scope Statement in accordance with § 227.135(3), Stats., in the Administrative Register.

Sincerely,

Julie A. Johnson
Paralegal

Enclosures

cc: David Schmiedicke/DOA State Budget Director
Representative Dan LeMahieu, Co-Chair/JCRAR
Senator Robert Jauch, Co-Chair/JCRAR
Lynne B. Judd
Casey Newman
Mike Goetzman
Carson Frazier

STATEMENT OF SCOPE

DESCRIPTION OF THE OBJECTIVE OF THE RULE:

Chapter Tran 126 governs the municipal and county vehicle registration fees, commonly known as the "wheel tax." Currently, the rule requires a municipality or county to give DOT notice of enactment at least 60 days prior to the first day of the month in which the ordinance is effective. However, in recent years, 60 days has been inadequate time for DOT to place updated information on renewal notices before mailing them to customers. This proposed amendment will require municipalities and counties to give DOT notice of enactment at least 90 days prior to the first day of the month in which the ordinance is effective.

The proposed rule making may also clarify existing procedural or operational questions.

DESCRIPTION OF EXISTING POLICIES RELEVANT TO THE RULE AND OF NEW POLICIES PROPOSED TO BE INCLUDED IN THE RULE AND AN ANALYSIS OF POLICY ALTERNATIVES:

Currently, ch. Trans 126 requires at least 60 days notice to DOT before the effective date of enactment, amendment or repeal of a municipal or county wheel tax. In recent years, since Wisconsin statutes establish an expiration date that may occur any time during a calendar month, the Department must actually print and mail renewal notices more than 60 days in advance. Thus, the 60-day notice from municipalities and counties is inadequate.

SUMMARY AND PRELIMINARY COMPARISON WITH ANY EXISTING OR PROPOSED FEDERAL REGULATION THAT IS INTENDED TO ADDRESS THE ACTIVITIES TO BE REGULATED BY THE PROPOSED RULE:

No federal regulations address this activity.

DESCRIPTION OF ALL OF THE ENTITIES THAT MAY BE AFFECTED BY THE RULE:

Municipalities and counties that are considering enacting, amending or repealing wheel tax would be affected by a longer advance notice to DOT.

STATUTORY AUTHORITY FOR THE RULE:

ss. 227.11 and 341.35(4), Stats.

ESTIMATES OF THE AMOUNT OF TIME THAT STATE EMPLOYEES WILL SPEND DEVELOPING THE RULE AND OF OTHER RESOURCES NECESSARY TO DEVELOP THE RULE:

100 hours.

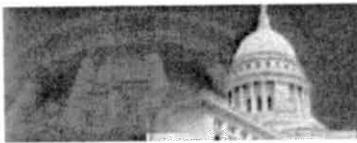
Signed at Madison, Wisconsin, this 13th day of
August, 2008.



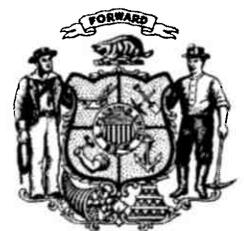
FRANK J. BUSLACCHI

Secretary

Wisconsin Department of Transportation



WISCONSIN STATE LEGISLATURE





Office of General Counsel
4802 Sheboygan Ave., Rm. 115B
P O Box 7910
Madison, WI 53707-7910

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Frank J. Busalacchi, Secretary
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RECEIVED
SEP 15 2008
BY: _____
September 12, 2008

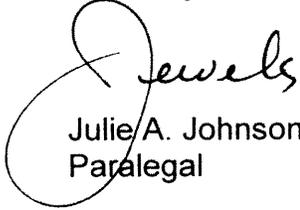
Mr. Bruce Hoesly
Legislative Reference Bureau
One East Main, Suite 200
Madison, Wisconsin 53703

RE: **STATEMENT OF SCOPE OF PROPOSED RULEMAKING, TRANS 100**

Dear Mr. Hoesly:

Enclosed is the Statement of Scope for the proposed amendment of ch. Trans 100. Please publish the Scope Statement in accordance with § 227.135(3), Stats., in the Administrative Register.

Sincerely,


Julie A. Johnson
Paralegal

Enclosures

cc: David Schmiedicke/DOA State Budget Director
Representative Dan LeMahieu, Co-Chair/JCRAR
Senator Robert Jauch, Co-Chair/JCRAR
Lynne B. Judd
Casey Newman
Mike Goetzman
Rhonda Alley
Rick Kleist

STATEMENT OF SCOPE

DESCRIPTION OF THE OBJECTIVE OF THE RULE:

Amend Ch. Trans 100 to resolve circular logic of some statutory provisions in Ch. 344, Stats., related to license reinstatement.

DESCRIPTION OF EXISTING POLICIES RELEVANT TO THE RULE AND OF NEW POLICIES PROPOSED TO BE INCLUDED IN THE RULE AND AN ANALYSIS OF POLICY ALTERNATIVES:

1. Resolve Statutory Ambiguity. DOJ has recommended that DOT amend Ch. Trans 100 to deal with an ambiguity/inconsistency in Ch. 344, Stats. The Department has always interpreted s. 343.44. Section 344.27(3), Stats., provides that "If the judgment debtor fails to pay any installment as specified by such order, the secretary, upon notice of such default, shall immediately suspend the operating privilege and registrations of the judgment debtor until such judgment is satisfied as provided in s. 344.26." DMV has always interpreted this provision as requiring the judgment be satisfied before it can release any damage judgment suspension that was temporarily lifted because of a court order if the suspension was reinstated because the judgment debtor didn't meet the requirements of the court order.

In a recent Milwaukee case, Milwaukee Circuit Court case 08-CV-4834, involving a driver named Anthony Lee, Wisconsin Legal Action suggested that another avenue is available to debtors besides satisfying the judgment: reaching an agreement with the judgment creditor. WisDOT initially rejected this approach, but in carefully reviewing the statute and in consultation with the Department of Justice, concluded that some circular logic in a number of other statutes made Mr. Lee's argument at least tenable. In as much as the only persons really affected by Mr. Lee's potential reinstatement are the judgment creditor and judgment debtor, and they are in agreement in permitting reinstatement, DMV saw no benefit in litigation over this point and has made Mr. Lee eligible to apply for reinstatement based on his agreement with the judgment creditor.

This rule making would permit DMV to allow other judgment debtors and creditors the same opportunity. At the same time, DMV would limit the extent or number of times this would be done to prevent a never-ending circle of court-ordered and debtor-creditor agreements from being filed, increasing DOT workload, and undermining the purpose of the statute.

2. Self-Insurance Requirements. WisDOT's Risk Management Section recommends that the rules regarding self-insurance be amended to exclude intangible assets such as goodwill or a franchise from consideration when determining whether a self-insurance applicant has the financial capacity to pay losses due to accidents. It also recommends that WisDOT require that any self-insurer have

an accounting system, that it track claims, that it encumber and reserve funds for claims, and that it be able to investigate accidents. WisDOT will consider amending the rules for self-insurers consistent with these recommendations.

Since the last changes to Ch. Trans 100, WisDOT has encountered entities that technically have insurance but whose insurance policies have extremely high deductibles (\$500,000, for example). WisDOT will consider whether a company with deductibles over a certain level should be required to file self-insurance documentation to establish their capacity to pay claims up to the level of their deductibles.

Because self-insurance applications require so much additional review effort by the department, WisDOT will consider whether to establish an application fee for self-insurers that will cover the costs to the agency of accepting and reviewing self-insurance applications.

3. Review the provisions of s. Trans 100.09, proof of operating without permission, to improve the readability of the section and maintain consistency with the Court of Appeals decision in Plevin v. DOT, 2003 WI App 211.

STATUTORY AUTHORITY FOR THE RULE:

ss. 85.16 (1), 227.11 and 343.02, Stats.

ESTIMATES OF THE AMOUNT OF TIME THAT STATE EMPLOYEES WILL SPEND DEVELOPING THE RULE AND OF OTHER RESOURCES NECESSARY TO DEVELOP THE RULE:

50 hours

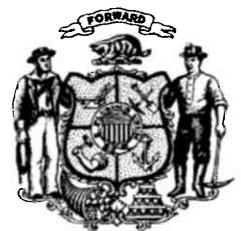
Signed at Madison, Wisconsin, this 12th day
of **September**, 2008.



Frank Busacchi
Secretary
Wisconsin Department of Transportation



WISCONSIN STATE LEGISLATURE

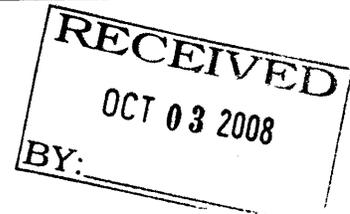




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September 30, 2008



Mr. Bruce Hoesly
Legislative Reference Bureau
One East Main, Suite 200
Madison, Wisconsin 53703

RE: **STATEMENT OF SCOPE OF PROPOSED RULEMAKING, TRANS 276**

Dear Mr. Hoesly:

Enclosed is the Statement of Scope for the proposed amendment of ch. Trans 276. Please publish the Scope Statement in accordance with § 227.135(3), Stats., in the Administrative Register.

Sincerely,


Julie A. Johnson
Paralegal

Enclosures

cc: David Schmiedicke/DOA State Budget Director
Representative Dan LeMahieu, Co-Chair/JCRAR
Senator Robert Jauch, Co-Chair/JCRAR
Casey Newman
Mike Goetzman
Ashwani Sharma

STATEMENT OF SCOPE

DESCRIPTION OF THE OBJECTIVE OF THE RULE:

A group of trucking companies led by LCK Transport LLC of Rosholt, Wisconsin, have petitioned the Department to consider amendments to Ch. Trans 276. The proposal would amend ch. Trans 276, which establishes a network of highways on which long combination vehicles may operate, by adding two highway segments to the network. The actual segments being proposed are:

STH 66 from the west side of Rosholt to CTH A east of Rosholt; and
CTH A in Portage County from STH 66 near Rosholt to USH 10 in Amherst

DESCRIPTION OF EXISTING POLICIES RELEVANT TO THE RULE AND OF NEW POLICIES PROPOSED TO BE INCLUDED IN THE RULE AND AN ANALYSIS OF POLICY ALTERNATIVES:

Federal law requires the Department of Transportation to react within 90 days to requests for changes to the long truck route network. Wisconsin state law requires that the Department use the administrative rule process to make changes to the long truck route network. Chapter Trans 276 is an existing rule set up for long truck routes. The Department has received a request from LCK Transport LLC, of Rosholt, WI, to add these highway segments. Seventeen other individuals and businesses have signed the petition.

Current law limits straight trucks on STH 66 through Rosholt and on Portage County Highway A to 40 feet in length and combination vehicles to 65 feet in length. Double bottom trucks are currently not permitted on these stretches of highway.

Designating these particular highways as "long truck routes," would lift all limits on overall truck length and permit double-bottom trucks to be operated on these highway segments, provided that the trailer on a combination vehicle does not exceed 53 feet in length and no trailer on a double bottom exceeds 28 feet in length. This proposed rule change would not permit overweight loads.

Increasing overall vehicle length raises two primary safety concerns on any highway. First, whether the physical geometrics of the highway will permit longer vehicles to operate upon it. That is, "will the vehicles physically fit on the highway?" Sharp corners, for example, can make it impossible for a long vehicle to navigate a route while remaining within its lane of travel. Second, longer vehicles are more difficult for traffic to pass. This is especially true on 2-lane roads.

SUMMARY OF AND PRELIMINARY COMPARISON WITH ANY EXISTING OR PROPOSED FEDERAL REGULATION INTENDED TO ADDRESS THE ACTIVITIES TO BE REGULATED BY THE PROPOSED RULE:

In the Surface Transportation Assistance Act of 1982 (STAA), the federal government acted under the Commerce clause of the United States Constitution to provide uniform standards on vehicle length applicable in all states. The length provisions of STAA apply to truck tractor-semitrailer combinations and to truck tractor-semitrailer-trailer combinations. (See Jan. 6, 1983, Public Law 97-424, § 411) The uniform standards provide that:

- No state shall impose a limit of less than 48 feet on a semitrailer operating in a truck tractor-semitrailer combination.
- No state shall impose a length limit of less than 28 feet on any semitrailer or trailer operating in a truck tractor-semitrailer-trailer combination.
- No state may limit the length of truck tractors.
- No state shall impose an overall length limitation on commercial vehicles operating in truck tractor-semitrailer or truck tractor-semitrailer-trailer combinations.

- No state shall prohibit operation of truck tractor-semitrailer-trailer combinations.

The State of Wisconsin complied with the federal requirements outlined above by enacting 1983 Wisconsin Act 78 which amended § 348.07(2), Stats., and § 348.08(1), Stats. This act created §§ 348.07(2)(f), (fm), (gm) and 348.08(1)(e) to implement the federal length requirements. In 1986 the legislature created § 348.07(2)(gr), Stats., to add 53 foot semitrailers as part of a two vehicle combination to the types of vehicles that may operate along with STAA authorized vehicles. (See 1985 Wisconsin Act 165)

The vehicles authorized by the STAA may operate on the national system of interstate and defense highways and on those federal aid primary highways designated by regulation of the secretary of the United States Department of Transportation. In 1984 the USDOT adopted 23 CFR Part 658 which in Appendix A lists the highways in each state upon which STAA authorized vehicles may operate. Collectively these highways are known as the National Network. In 1983 Wisconsin Act 78, the legislature enacted § 348.07(4), Stats., which directs the Wisconsin Department of Transportation to adopt a rule designating the highways in Wisconsin on which STAA authorized vehicles may be operated consistent with federal regulations.

The Department of Transportation first adopted ch. Trans 276 of the Wisconsin Administrative Code in December of 1984. The rule is consistent with 23 CFR Part 658 in that the Wisconsin rule designates all of the highways in Wisconsin that are listed in 23 CFR Part 658 as part of the National Network for STAA authorized vehicles. The federal regulation does not prohibit states from allowing operation of STAA authorized vehicles on additional state highways. The rule making authority granted to the Wisconsin Department of Transportation in § 348.07(4), Stats., allows the DOT to add routes in Wisconsin consistent with public safety. The rule making process also provides a mechanism to review requests from businesses and shipping firms for access to the designated highway system for points of origin and delivery beyond 15 miles from a designated route. A process to review and respond to requests for reasonable access is required by 23 CFR Part 658.

DESCRIPTION OF ALL OF THE ENTITIES THAT MAY BE AFFECTED BY THE RULE:

The rule will affect the requester of the route to be designated, other operators of commercial motor vehicles, and residents and businesses along STH 66 in Rosholt and along Portage County CTH A. Permitting long trucks on the route will necessarily affect all persons operating vehicles on or using those highways.

STATUTORY AUTHORITY FOR THE RULE:

s. 348.07(4), Stats.

ESTIMATES OF THE AMOUNT OF TIME THAT STATE EMPLOYEES WILL SPEND DEVELOPING THE RULE AND OF OTHER RESOURCES NECESSARY TO DEVELOP THE RULE:

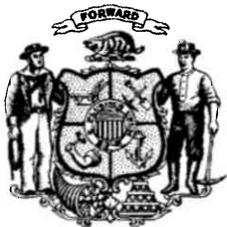
It is estimated that state employees will spend 40 hours on the rule-making process, including research, drafting and conducting a public hearing.

Signed at Madison, Wisconsin, this 29th day of **September**, 2008.


FRANK J. BUSALACCHI
Secretary
Wisconsin Department of Transportation



WISCONSIN STATE LEGISLATURE





Office of General Counsel
4802 Sheboygan Ave., Rm. 115B
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September 30, 2008

Mr. Bruce Hoesly
Legislative Reference Bureau
One East Main, Suite 200
Madison, Wisconsin 53703

RE: **STATEMENT OF SCOPE OF PROPOSED RULEMAKING
TRANS 325/326/327**

Dear Mr. Hoesly:

Enclosed is the Statement of Scope for the proposed amendment of ch. Trans 325/326/327. Please publish the Scope Statement in accordance with § 227.135(3), Stats., in the Administrative Register.

Sincerely,

Julie A. Johnson
Paralegal

Enclosures

cc: David Schmiedicke/DOA State Budget Director
Representative Dan LeMahieu, Co-Chair/JCRAR
Senator Robert Jauch, Co-Chair/JCRAR
Supt. David Collins
Casey Newman
Mike Goetzman
Capt. Charles P. Lorentz
Lt. Patricia Hansen

STATEMENT OF SCOPE

DESCRIPTION OF THE OBJECTIVE OF THE RULE:

This rule making will amend chs. **Trans 325 and 326**, relating to motor carrier safety and hazardous material transportation safety, to bring them into conformance with changes to the Federal Motor Carrier Safety Regulations (FMCSR'S) and the Hazardous Material Regulations (HMR's) which are currently in effect at the federal level. Amendment of these rules will assure State Patrol inspectors and troopers are enforcing the most current FMCSR's for interstate carriers and HMR's for both interstate and intrastate carriers of hazardous material.

1. **Trans 325** (Motor Carrier Safety Regulations) - interstate. Amend the rule to include all changes currently in effect at the federal level. Changes have been made to the Federal Motor Carrier Safety Regulations 49 CFR, Parts 390 through 397 regulating interstate motor carrier operations. In addition it is necessary to adopt 49 CFR Part 385 Subpart C, Certification of Safety Auditors, Safety Investigators, and Safety Inspectors, and 49 CFR Part 387 as it pertains to the financial responsibility requirements applicable to commercial motor vehicles subject to the provisions of 49 CFR 392.9a. Amendment to this rule will bring state regulations into compliance with current federal interstate regulations.
2. **Trans 326** (Motor Carrier Safety Requirements for Transportation of Hazardous Materials) for interstate and intrastate operations. Amend the rule to include all changes which have been made to federal Hazardous Material Regulations 49 CFR, Parts 107, 171, 172, 173, 177, 178, and 180. In addition it is necessary to adopt 49 CFR Part 385 Subpart E, Hazardous Material Safety Permits. Amendment to this rule will bring state regulations, interstate and intrastate, into compliance with current federal regulations.

The rule making will also amend ch. **Trans 327** relating to intrastate motor carrier safety regulations to bring it into compliance with the most recent changes to the Federal Motor Carrier Safety Regulations which are currently in effect. In addition, it is necessary to adopt 49 CFR Part 385 Subpart C, Certification of Safety Auditors, Safety Investigators, and Safety Inspectors. Amendment of this rule will assure State Patrol inspectors and troopers are enforcing the most current Federal Motor Carrier Safety Regulations applicable to intrastate carriers.

These proposed rule changes will bring the Department into compliance with the Federal Motor Carrier Safety Regulations and the federal Hazardous Material Regulations as necessary to qualify for continued Motor Carrier Safety Assistance Program (MCSAP) funding.

DESCRIPTION OF EXISTING POLICIES RELEVANT TO THE RULE AND OF NEW POLICIES PROPOSED TO BE INCLUDED IN THE RULE AND AN ANALYSIS OF POLICY ALTERNATIVES:

TRANS 325

The Department is updating ch. Trans 325 to keep current with the most recent changes and revisions to the Federal Motor Carrier Safety Regulations. The revisions allow state inspectors and troopers to enforce the most current safety regulations already in effect for interstate motor carriers. The rule will continue to reference the use of the most recent North American uniform out-of-service criteria for placing vehicles and drivers out-of-service.

TRANS 326

The Department is updating ch. Trans 326 to keep current with the most recent changes and updates to the federal Hazardous Material Regulations. The revisions will allow state inspectors and troopers to enforce the most current Hazardous Material Regulations already in effect for interstate and intrastate carriers.

TRANS 327

The Department is updating ch. Trans 327 to keep current with the most recent changes to the Federal Motor Carrier Safety Regulations, including 49 CFR Parts 40, 390 to 393, and 395 to 397.

SUMMARY AND PRELIMINARY COMPARISON WITH ANY EXISTING OR PROPOSED FEDERAL REGULATION THAT IS INTENDED TO ADDRESS THE ACTIVITIES TO BE REGULATED BY THE PROPOSED RULE:

Trans 325—Trans 325 (Interstate Motor Carrier Safety regulations) adopts Federal regulations 49 CFR Parts 390 to 393 and 395 to 397. In addition to the currently adopted regulations, it is necessary to adopt 49 CFR Part 385 Subpart C (Certification of Safety Auditors, Safety Investigators and Safety Inspectors).

Trans 326— Trans 326 (Motor Carrier Regulations for the Transportation of Hazardous Materials) adopts 49 CFR Parts 107, 171, 172, 173, 177, 178, and 180. In addition to the current adopted regulations, it is necessary to adopt 49 CFR Part 385 Subpart E (Hazardous Materials Safety Permits).

Trans 327—The Department updates Trans 327 to keep current with the most recent changes to the Federal Motor Carrier Safety Regulations, 49 CFR Parts 40, 390 to 393, and 395 to 397. In addition to the currently adopted regulations, it is necessary to adopt 49 CFR Part 385 Subpart C (Certification of Safety Auditors, Safety Investigators and Safety Inspectors).

DESCRIPTION OF ALL OF THE ENTITIES THAT WILL BE AFFECTED BY THE RULE:

Interstate and intrastate motor carriers and law enforcement will be affected by this rule.

STATUTORY AUTHORITY FOR THE RULE:

Trans 325 – ss. 110.075 and ch. 194, Stats.
Trans 326 – ss. 110.07, 194.38, 194.43 and 346.45(4), Stats.
Trans 327 – ss. 110.07, 110.075, 194.38 and 194.43, Stats.

ESTIMATES OF THE AMOUNT OF TIME THAT STATE EMPLOYEES WILL SPEND DEVELOPING THE RULE AND OF OTHER RESOURCES NECESSARY TO DEVELOP THE RULE:

100 hours

Signed at Madison, Wisconsin, this 29th day of
September, 2008.


FRANK J. BISALACCHI
Secretary
Wisconsin Department of Transportation

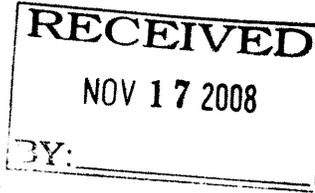


WISCONSIN STATE LEGISLATURE





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November 14, 2008

Mr. Bruce Hoesly
Legislative Reference Bureau
One East Main, Suite 200
Madison, Wisconsin 53703

RE: **STATEMENT OF SCOPE OF PROPOSED RULEMAKING, TRANS 102**

Dear Mr. Hoesly:

Enclosed is the Statement of Scope for the proposed amendment of ch. Trans 102. Please publish the Scope Statement in accordance with § 227.135(3), Stats., in the Administrative Register.

Sincerely,

Julie A. Johnson
Paralegal

Enclosures

cc: David Schmiedicke/DOA State Budget Director
Representative Dan LeMahieu, Co-Chair/JCRAR
Senator Robert Jauch, Co-Chair/JCRAR
Casey Newman
Mike Goetzman
Lynne Judd
Mitch Warren

STATEMENT OF SCOPE

DESCRIPTION OF THE OBJECTIVE OF THE RULE:

This rule making will amend ch. Trans 102 to account for changes made in 2007 Wisconsin Act 20 to the validity periods of DOT issued identification cards and for purposes of implementing the Federal REAL ID Act.

DESCRIPTION OF EXISTING POLICIES RELEVANT TO THE RULE AND OF NEW POLICIES PROPOSED TO BE INCLUDED IN THE RULE AND AN ANALYSIS OF POLICY ALTERNATIVES:

2007 Wisconsin Act 20 (the budget bill) made changes to the validity period of DOT issued identification cards, lengthening the period of issuance from 4 years to 8 years. This rule making will amend components of ch. Trans 102 that are rendered out of date by those changes.

Act 20 also included provisions for the implementation of the Federal REAL ID Act. Additionally, the Department of Homeland Security published regulations for REAL ID implementation in January 2008. This rule making will amend components of ch. Trans 102 pertaining to photograph exemptions, design of operator's licenses and identification cards, photograph specifications, special photo requirements, proof of identification and lawful status, temporary operator's licenses or driver receipts, and any other area affected by the Federal REAL ID Act and related federal regulations.

SUMMARY AND PRELIMINARY COMPARISON WITH ANY EXISTING OR PROPOSED FEDERAL REGULATION THAT IS INTENDED TO ADDRESS THE ACTIVITIES TO BE REGULATED BY THE PROPOSED RULE:

In accordance with the Federal REAL ID Act of 2005, the Department of Homeland Security established standards for State-issued driver licenses and identification cards. The Department of Homeland Security published the final regulation (6 CFR Part 37) in January 2008.

DESCRIPTION OF ALL OF THE ENTITIES THAT MAY BE AFFECTED BY THE RULE:

All Wisconsin residents who hold or wish to hold a driver license or identification card.

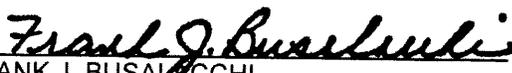
STATUTORY AUTHORITY FOR THE RULE:

s. 343.02(1), Stats.

ESTIMATES OF THE AMOUNT OF TIME THAT STATE EMPLOYEES WILL SPEND DEVELOPING THE RULE AND OF OTHER RESOURCES NECESSARY TO DEVELOP THE RULE:

Four weeks

Signed at Madison, Wisconsin, this 13th day of
October, 2008.


FRANK J. BUSALACCHI
Secretary
Wisconsin Department of Transportation