

WMCA BOARD OF DIRECTORS MEETING

DAVE BATTERMAN, CHAIRMAN

March 25, 2026

Stoughton Trailers, Stoughton, WI

AGENDA

- Welcome and Roll Call
- Secretary's Report
- Membership Report
- Financial Report
- Foundation Report
- Safety Council Report
- Legislative Report
- Other Business
 - 2026 Calendar
 - Podcast Update
 - WMCA Maintenance Council Update
- Next Meeting – June, 2026 TBD
- ADJOURN

THANK YOU HOST AND SPONSOR!



It's in the details

Wisconsin Motor Carriers Association – Meeting Minutes

Date: December 17, 2025

Location: Zeller Transportation, Hartford, WI

Chair: Dave Batterman

Recording Secretary: Dan Johnson, WMCA President

Meeting convened at: 10:05 a.m.

Meeting adjourned at: 11:12 a.m.

The meeting was called to order by Chairman Dave Batterman, and roll call confirmed a quorum. Attendees included: Jon Coca, Andrew Ryther, Nick Hilger, Craig Wolf, Chis Dahlby, David Kapitan, Dave Bernard, Zach Trepanier, Susan Jaske, Jim Stowell, Michael Hribar, Bill Skinner, Daniel Crombie, Patrick George, Dalton Tielens, Ethan Zeimet, Kevin Pence, Matt Grove, Bob Larsen, Krista Laufer, Jill Rettler, Nick Schumacher, Chris Greenberg, Jim Schulenburg, Austin Freeman, Carrie Legg, Tom Foeckler, Matthew Schroeder, Ryan Leslie, Howie Heaton, Antonio Hernandez Jr., Steve Stanaszak, Mandi Hinrichs, Kurt, Christopher Schmidt, Greg Gmeinder, Victoria Dorweiler, Dan Miller, Jerrold Schroeder, Dan Johnson, Kim Conradt and Paige Anderson.

The September 10, 2025 meeting minutes were reviewed and approved unanimously. **Motion to approve was made by Craig Wolf and seconded by Susan Jaske; the motion carried.**

Dan Johnson presented the membership report, noting 843 total members across divisions, with stable numbers except for a decline among owner-operators. **Motion to approve the membership report was made by Carrie Legg and seconded by Jim Stowell; the motion carried.**

The financial report showed a net surplus of \$12,500 between October 1 and December 1, exceeding the budgeted deficit of \$2,635. Fund balances included \$127,490 in the general account, \$33,785 in the PAC (W-TON), and \$21,779 in the Truckers for Wisconsin Fund. **Motion to approve the financial report was made by Zach Trepanier and seconded by Chris Schmidt; the motion passed.**

The Foundation report showed a balance of \$103,251. The Foundation provided grants to trucking programs and donations to causes such as \$2,000 for the Thank a Trucker event and \$250 to the Wisconsin Academy for Graduated Service Dogs. **Motion to approve the financial report was made by Carrie Legg and seconded by Craig Wolf; the motion passed.**

Legislative updates included progress on Assembly Bill 271 (camera monitoring systems) and Assembly Bill 458/Senate Bill 459 (expert witness testimony), both expected to be signed into law. The board decided to withdraw from omnibus nuclear verdict negotiations and revisit the issue in 2027. Federal updates included a pause on the non-domiciled CDL rule and enforcement of English Language Proficiency compliance by FMCSA.

The 2026 operational budget was presented, projecting \$1,088,075 in income and \$987,800 in expenses, resulting in a net surplus of \$101,125. The budget includes funding for a new Vice President of Membership Services. **Motion to approve the 2026 budget was made by Jim Stowell and seconded by Chris Schmidt; the motion carried.**

Board vacancies were addressed, with Dan Armstrong (Truck Country) retiring and Bruce Tielens (WEL Companies) stepping down effective December 31. **Motion to appoint Tom Foeckler and Dalton Tielens to fill these vacancies until September 2026 was made and seconded; the motion passed.**

Additional discussions covered the WMCA podcast initiative, a maintenance council initiative and exploratory committee, and office relocation near the Beltline, which will reduce rent by \$865 per month. The next meeting is scheduled for March in Stoughton.

The meeting adjourned at 11:12 a.m. on **a motion by Howie Heaton and seconded by Bob Schmit**, with thanks to **Craig Zeller** for hosting.

Respectfully submitted,

Dan Johnson

President

WI Motor Carriers Association

MEMBERSHIP REPORT

March 25, 2026

Membership in the WMCA consists of **827** members in the following divisions:

<u>Membership Type</u>	<u>March, 2026</u>	<u>December, 2025</u>
Trucking	269	267
Allied	122	126
Movers	9	10
Milk Haulers	65	66
Towing	180	178
Motorcoach	26	26
Owner Operators	153	168
Friends of Trucking	3	2
TOTAL	827	843

Membership in the WMCA and all Divisions remains generally stable but we do continue to see a decrease in the independent owner/operator division, which is affecting the overall number.

The Membership Committee meets on a monthly basis, and the new WMCA Vice President, Lisa VanderMause, has taken over the reigns for the Committee and we look forward to working with her and collaborating ideas for membership recruitment and retention.

This concludes the Membership report.

**TREASURER'S REPORT
WMCA BOARD MEETING
March 25, 2026**

Between January 1, 2026 and March 1, 2026, the WMCA had total expenditures of \$124,173 and total revenue of \$141,071 with an ending fund balance of \$142,069.

In regards to other WMCA accounts, as of March 1, 2026, the Political Action Committee (W-TON) account had a balance of \$33,785 and the Truckers for Wisconsin Fund had a balance of \$21,973.

The financial statements were included in your packet, and this concludes the Treasurer's report.

Wisconsin Motor Carriers Association
Profit Loss by Class
January through February 2026

	Jan - Feb 2026
Other Income/Expense	
Other Income	
Administrative Income	17,116.74
Advertising	6,500.00
ATA Commissions	1.00
Contribution Income	3,153.55
Convention Income	500.00
Diamond Club	25,000.00
Dues	79,377.50
Independent Operator Fees	2,269.00
Interest Income	1,321.58
Mover Dues	675.00
NATMI Training Income	-400.00
Processing Fee Income	1,362.68
Seminar Income	3,205.00
Services Royalties	989.92
Total Other Income	141,071.97
Other Expense	
Office Services	593.54
Computer & Software Expense	0.00
Accounting Services	14,111.20
Association Meetings	562.61
ATA-TAEC Expenses	1,422.34
Banking Fees	13.86
Business Insurance	750.00
Contributions & Scholarships	140.00
Convention Expenses	7,500.00
IT Equipment & Maintenance	476.15
Membership Dues/Subscriptions	4,054.04
Merchant Fees	2,252.11
Office Supplies	217.10
Payroll & Related	55,416.90
Pension Plan Admin Fees	342.50
Postage & Mailing Supplies	1,142.51
Rent	8,475.75
Sales & Use, Property Taxes	10.00
Seminar Expenses	3,242.44
Tailgate Expenses	21,380.00
Telephone & Internet	499.98
Travel Expenses	39.20
Utilities	781.27
Web Site	750.00
Total Other Expense	124,173.50
Net Other Income	16,898.47
Net Income	16,898.47

Wisconsin Motor Carriers Association
Balance Sheet
As of February 28, 2026

	Feb 28, 26
ASSETS	
Current Assets	
Checking/Savings	
Checking - General (OCB)	83,695.88
Money Market - General (OCB)	40,919.31
Reserve Fund (OCB)	184,071.83
Petty Cash	276.50
Total Checking/Savings	308,963.52
Total Current Assets	308,963.52
TOTAL ASSETS	308,963.52
LIABILITIES & EQUITY	
Liabilities	
Total Current Liabilities	0.00
Total Liabilities	0.00
Equity	
Fund Balance	142,069.63
Unrestricted Net Assets	149,995.42
Net Income	16,898.47
Total Equity	308,963.52
TOTAL LIABILITIES & EQUITY	308,963.52

WMCA FOUNDATION REPORT
WMCA Board Meeting
March 25 , 2026

As of March 1, 2026, the balance in the WMCA Foundation account was \$103,499.

The Foundation provides grants up to \$1,500 to the truck driving and diesel technician programs at Fox Valley, Chippewa Valley, Waukesha, Milwaukee technical colleges, Northwood Tech, as well as donations to various state and local charities.

The 2026 Sport Shooting Clay event – the primary fundraiser for the Foundation – is scheduled for June 3, 2026 at Milford Hills near Johnson Creek and we're looking forward to another record-setting event. More information at **WITRUCK.ORG/EVENTS**

This concludes the Foundation Report.

WMCA LEGISLATIVE REPORT

March 25, 2026

2025-26 Legislative Session Ends

The Wisconsin State Assembly adjourned its floor session on February 20th and the Senate's last day was March 17th. By those action, the 2025-26 regular legislative session has officially ended, but it's always possible they are called back in for a special or extraordinary session specifically for a possible tax relief package, or perhaps veto override attempts.

Barring any of that, the session ended with a few notable items of interest for the trucking industry, which were supported by the WMCA. It should be noted a proposal to curb lawsuit abuse, specifically nuclear verdicts against trucking companies, was never even introduced this session.

Grants to CDL Training Bill

2025 Senate Bill 783 updates Wisconsin's Commercial Driver Training Grant Program by expanding eligibility to include third-party CDL training providers, either in or out of state. The grant program was reauthorized for an additional two years and \$500,000 in funding.

The bill maintains federal FMCSA training standards, allows applicants to have at least one facility in the state without requiring training to occur there, and ensures that individuals trained under the program obtain their initial CDL in Wisconsin. SB 783 awaits the Governor's signature.

Expert Witness Testimony Bill Enacted

Senate Bill 459 is an update to Wisconsin's evidence code that aligns state law with the Federal Rule of Evidence 702. The bill reinforces the court's role as a gatekeeper to ensure that expert testimony admitted in Wisconsin courts is grounded in reliable data, sound methodology, and valid application to the facts of the case.

For the trucking industry, this clarification is both timely and essential. The proposed standard helps ensure that only scientifically sound, professionally supported, and systematically reliable testimony is presented to juries. SB 459 was enacted into law by the Governor on March 6, 2026.

Federal Funding Bill Signed

President Trump signed a bipartisan funding package that ended a four-day federal government shutdown stemming from disagreements over immigration enforcement funding.

The new funding law also includes several provisions affecting the trucking industry. First, it codifies the President's English Language Proficiency (ELP) executive order, requiring the U.S. Department of Transportation to place non-compliant drivers out of service.

Additionally, the legislation provides \$200 million for the federal truck parking program to expand parking capacity.

H.R. 7539 – SAFER Act

The SAFER Act is federal legislation aimed at stopping so-called "chameleon carriers", or trucking companies that shut down after safety violations and quickly reopen under a new name or registration to avoid enforcement.

The bill would require the FMCSA to study this problem and develop improved screening tools to detect suspicious applications before new operating authority is granted.

Dalilah's Law

The Dalilah Law is a federal proposal aimed at tightening CDL eligibility by mandating that licenses only be issued to U.S. citizens, lawful permanent residents, or specific work-visa holders.

During his State of the Union speech, the President called for passage of this legislation, however it had not yet been formally introduced or reviewed by US DOT, FMCSA and the White House. Since that time, that review has occurred and key provisions of the new proposal include:

1. Strengthening English-language proficiency enforcement and requiring English-only knowledge and skills testing.
2. Limiting issuance of non-domiciled CDLs and increasing state accountability for proper issuance.
3. Imposing penalties on states that fail to comply with federal requirements.
4. Prohibiting foreign dispatch services from operating within the United States.
5. DOT to undertake rulemaking to revise self-certification procedures for the FMCSA Training Provider Registry.

FMCSA Issues Final Rule on Non-Domiciled CDLs

Last month, US DOT Secretary Duffy issued a final rule to address problems with the issuance of non-domiciled commercial drivers licenses.

The rule intends to:

- Prevent unqualified foreign drivers from obtaining CDLs.
- Eliminate EADs as proof of eligibility.
- Require states to verify immigration status using the SAVE system.
- Restrict eligibility to specific vetted visa categories.

In short, the new rule seeks to ensure that if a driving history cannot be verified, the driver cannot hold a CDL in this country.

Duffy-Barres Presser on CDL and Trucking Enforcement

Last month, U.S. Transportation Secretary Sean Duffy and FMCSA Administrator Derek Barrs outlined a series of new federal actions intended to strengthen safety and compliance across the trucking industry.

Their initiatives include cracking down on deceitful and deceptive training programs, tightening oversight of state CDL testing processes, and eliminating the ability for training providers to self-certify compliance with federal standards.

They also plan to modernize the decades-old motor carrier registration system, enhance procedures for suspending or revoking noncompliant carriers or schools, and introduce new qualification and testing requirements for brokers.

Additionally, all CDL knowledge tests will now be administered exclusively in English, and federal efforts will intensify to identify and shut down “chameleon carriers” attempting to evade enforcement.

Duffy-Barrs Wisconsin Roundtable

On March 13th, Secretary Sean Duffy and FMCSA Administrator Derek Barrs returned to Wisconsin, in Sparta at Tim Neubauer Trucking for a roundtable discussion on transportation and trucking. WMCA was invited to the roundtable, along with Wisconsin Milk Hauler Chair Tim Neubauer and immediate past Chair, Jerry Schroeder.

Congressman Derrick Van Orden organized the event, which included several state lawmakers and representatives from various industries which contribute to or rely on trucking.