



## Weight Permit System Initiative For Commercial Grain, Feed, and Fertilizer

WABA supports **Assembly Bill 679 (Senate Bill 722)**, which creates a statewide overweight permit for certain agricultural commodities. This bill would enable the transportation of agricultural commodities, including commercial grain, feed, and fertilizer, on six-axle, 91,000 pound trucks on state highways. This policy aims to strengthen transportation efficiency, lower CO2 emissions, and reduce overall roadway impact.

## Commercial Fertilizer Building Sprinkler Exemption

WABA supports **Assembly Bill 956 (Senate Bill 971)**, which would exempt certain commercial agricultural buildings, specifically fertilizer and chemical buildings, from being required to have an automatic fire sprinkler system installed. In these facilities, sprinkler systems may create environmental hazards, as water can react with chemicals and fertilizers, potentially leading to dangerous reactions and water contamination. WABA supports this exemption to help protect agri-businesses while safeguarding environmental quality.

## Commercial Pesticide Applicator Recertification

Several surrounding states have altered their recertification process for commercial pesticide applicators to model other industries. Transitioning custom applicators from retesting to continuing education units (CEUs) strengthens both compliance and workforce stability. CEUs ensure applicators receive ongoing, practical training on safety, technology, and regulations—providing more meaningful oversight than a periodic exam. This model reduces barriers that discourage experienced workers, helping address workforce shortages while still maintaining high standards. By prioritizing continuous learning, CEUs improve applicator performance while protecting the industry's workforce.

## Commercial Driver Training Grant Program Eligibility Expansion

Wisconsin's commercial driver training grant program currently provides funding only to in-state training providers who help individuals earn a CDL. **Assembly Bill 766 (Senate Bill 783)** expands eligibility, allowing applicants who pay a third-party training provider to qualify, as long as they have at least one facility in Wisconsin. Training must still meet FMCSA requirements, be delivered by a registered provider, and result in a CDL in the state. The bill also ensures no individual receives more than one grant. WABA supports this bill because it increases flexibility, expands training opportunities, and helps grow Wisconsin's workforce of qualified commercial drivers.

## Sustainable Aviation Fuel Tax Credit

**Senate Bill 284 (Assembly Bill 222)** is aimed at creating an income and franchise tax credit for the production of sustainable aviation fuel, defined as aviation fuel with at least 90 percent derived from synthetic, renewable, and nonpetroleum sources. This investment not only advances clean energy but also provides new market opportunities for ethanol producers and supports Wisconsin's agricultural industry, which supplies the feedstocks that make sustainable aviation fuel possible. For these reasons, WABA supports this legislation.





## Tax Credit for Shortline Rail Infrastructure Modernization

**Senate Bill 213 (Assembly Bill 219)** would create an income and franchise tax credit for railroads that make rail infrastructure and railroad maintenance expenditures. Under the bill, a claimant that is classified by the U.S. Surface Transportation Board as a class II or class III railroad may claim a rail infrastructure modernization credit. Each year, approximately 1.6 million metric tons of grain are transported by rail in Wisconsin. For this reason, WABA supports this bill, which will improve railway efficiency and help agricultural businesses move their products more effectively.

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## Eligibility for Ag Road Improvement Program (ARIP)

Under current program rules, a highway must show it cannot safely support agricultural traffic to qualify for improvement projects. This is currently demonstrated if the highway is designated a Class "B" highway or has been subject to a posted weight limit for at least one month in the previous year. **Assembly Bill 439 (Senate Bill 443)** expands eligibility by allowing an additional way to demonstrate insufficiency: a registered professional engineer can certify through an engineering analysis that a highway cannot accommodate heavy agricultural traffic. WABA supports this change because it provides a practical, technical method to identify roads in need, helping ensure Wisconsin's agricultural producers can safely and efficiently move crops, livestock, and inputs across the state.

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