

# *The Communicator*

T H E C A L I F O R N I A M O V I N G &amp; S T O R A G E A S S O C I A T I O N

## **ONE-YEAR EXTENSION OF RICHARDSON GROVE INTERIM ACCESS AGREEMENT SIGNED**

CMSA is pleased to announce that on June 24, 2009 a one-year extension of the Interim Access Agreement for travel on Highway 101 through Richardson Grove was signed.

In March 2009, CMSA President Stephen Weitekamp and several CMSA members negotiated an Interim Access Agreement with the California Department of Transportation (CalTrans) and the California Department of Highway Patrol (CHP) allowing permitted Household Goods Carriers to pass through Richardson Grove prior to the completion of a Highway 101 improvement project that is expected to last through 2010. Before this agreement, drivers were being ticketed and red tagged on this section of

the 101 and/or asked to take alternate routes that could add on more than 600 miles to their trip.

Subsequent to that agreement, Weitekamp became a member of an assessment team, which included representatives of CHP and Caltrans, to review the success of the agreement. Members of the team were pleased with the cooperative spirit of both permitted carriers and the CHP and the fact that there have been no negative incidents during the access period.

Carriers must complete the Interim Access Agreement Form with copies to CalTrans and CHP no less than 72 hours prior to travel; they must also notify CHP and request an escort no less than 24 hours prior to passing through the area. Visit [www.thecmsa.org](http://www.thecmsa.org) for more information or call CMSA at (562) 865-2900.

## **Important CARB News Alert**

The CMSA is asking for your support! We have begun a Legislative Letter Campaign proposing modifications to the current California Air Resource Board (CARB) On-road Diesel Engine Regulation.

We are requesting the following changes to the existing regulations:

1. Provide an exemption to trucks driving 30,000 miles or less per year. This allows for a market to exist for the high mileage users to trade-in/resell/replace their trucks while allowing the low mileage industries to survive and utilize newer more efficient equipment.
2. Push out the start of the regulations for at least two additional years – these regulations should not be enacted until California is deep into an economic recovery.
3. Increase the time period between each truck year replacement date – California's current economic state and the cost of new trucks coupled with the frozen capital markets has made it almost impossible for us to survive this economic crisis without significant risks.

Visit [www.thecmsa.org](http://www.thecmsa.org) and go to the Member Center section for more information on how you can help in this campaign. Take action now!

## Chairman's Corner

By: Tim McCarthy

In my first column/article in May I stated *"Knowledge is Power."* I found that this was a quote by Sir Francis Bacon (1561-1626) in the year 1597. Many important men throughout history mention knowledge. It is the one thing that can set you apart from another. Socrates (469 BC-399 BC) once said *"There is only one good, knowledge, and one evil, ignorance"*. Where am I going with this?

A wise moving friend of mine, who has since passed away, told me at the beginning of my moving career to always be sure to join and participate in your home state moving and storage association *and* a nationwide association. His advice always stayed with me and as time passes I have come to realize just how very important that advice was. From the beginning I took that advice and joined the CMSA and the AMC, now the AMSA.



If your company is not located in California you still have the option of joining the CMSA as an associate member. It may not be specific to your state but by joining as an associate mover you will receive information you will find beneficial to your business. Currently, the CMSA does have out-of-state associate mover members.

To join and participate in the nationwide membership is made easy since there is only one nationwide association which is the AMSA. This association is located in Alexandria, VA very near the heartbeat of this country, our nation's Capital, Washington, DC. The president, Ms. Linda Bauer-Darr, has taken the Association to a new level. If your company is not a member, I encourage you to join.

Now that you are members or potential members of the two most influential and elite moving and storage associations, the CMSA and AMSA, you have all the tools placed before you that you need to operate your moving and storage company with success. As we delve into our summer season we often get busy or forget

(Chairman's Corner continued on page 19)

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## **President's Comments**

By: Steve Weitekamp



Based on the number of calls that CMSA has been fielding from consumers so far this summer it appears that, at least for the summer season, we are seeing an increase in household goods moving both locally and interstate. Consumers are calling CMSA and visiting our website looking for credible help in their search for a mover. One of the more challenging issues for our industry is to get consumers to recognize, before they are damaged, that selecting a mover from information derived solely from the Internet is an unwise decision. What appears at first glance to be a "bargain mover" is quite frequently no bargain and generally no mover.

Referenced in this issue, on the cover and in an editorial by Chairman McCarthy, is the important issue of the California Air Resources Board (CARB) "On-road Diesel Engine Regulation" and CMSA's efforts to promote some important changes in the regulation. CMSA continues its efforts to be a resource for members regarding information on pending compliance options. Additionally, we are working to affect positive changes to the regulation that we believe are vital to assisting permitted carriers and other like industries, to continue to be viable businesses in the state, while protecting the environment. Over the last year CMSA has invested time and energy on the CARB regulation and the issues outlined in our legislative letter are the culmination of a strategy that we are hopeful will resonate in the current atmosphere in Sacramento. All CMSA members should have received an e-mail with a link to a page on the "Members Only" section of the CMSA Website. Click on the Hot Topic titled "CARB Legislative Letter" and follow the instructions provided to ensure that your voice is heard on this important matter.

Viewing CARB from an entirely different

**(President's Comments continued on page 15)**



**Robert Dale Greek**  
**March 9, 1936 to July 3, 2009**



Robert Dale Greek, founder and operator of Circle Moving & Storage in Long Beach, CA, passed away on July 3, 2009 at the age of 73.

Born and raised in Nebraska, 'Bob' moved to California in 1956—along with his sister Peggy and brother-in-law Butch Miller, owner of Miller Transfer in Barstow, CA—in search of job opportunities. Fully intending not to work for a moving company as he did in Nebraska, Bob somehow wound up securing a job at Smyth Moving & Storage. Over time, he rose through

the ranks to become the firm's general manager.

In 1976, he partnered with Joe Hammer and Maxine Aikin to purchase Smyth, which he renamed Circle Moving & Storage. In 1979 Circle became an Allied agent and the company has continued to grow over the years.

A quiet man by nature, Bob is remembered for his work ethic, his sense of fairness and his regard for his employees. Bob's daughter Roberta Hart has been named the new president of Circle. She will be working alongside her sisters Betty and Nanette, and her brother Bill.

Bob is preceded in death by wife Sandra and son Robert. He is survived by 4 brothers, including Bill Greek—owner of Rebel Van Lines in Compton, CA; 5 sisters; daughters Nanette Tayrien, Roberta Hart, Stephanie Evans, Betty Sikes, son William Greek and their spouses; 9 grandchildren and 2 great grandchildren.

Services were held at Forest Lawn in Cypress, CA. In lieu of flowers, donations can be made to the American Cancer Society.

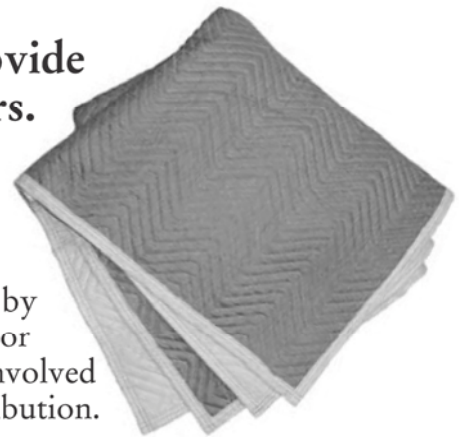
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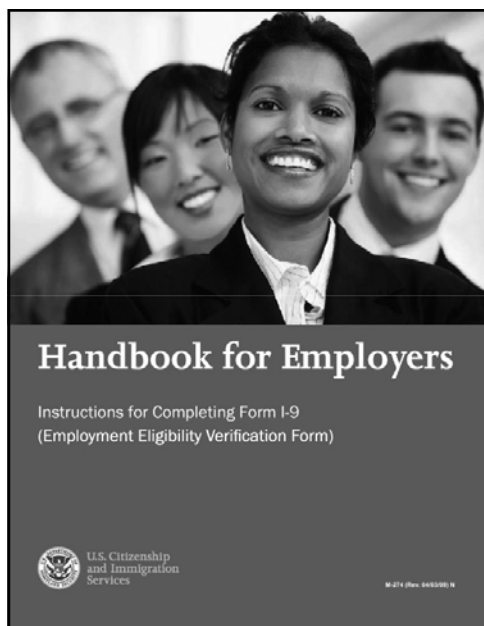
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## I-9 Form Changes Mean Employers Need to Adjust Hiring Practices



**Q:** What do I need to know about the new I-9 form?

**A:** All employers are required to verify that every new hire is either a U.S. citizen or authorized to work in the United States. Changes have occurred in the I-9 form and acceptable documents that establish both the employee's identity and employment eligibility.

Employers need to be aware of these changes and adjust hiring practices to conform to these new requirements.

### **Current v. New Employees**

**Q:** Am I required to have all of my employees complete the new I-9 form?

**A:** No, existing employees do not need to complete the new I-9 form if a complete I-9 form is on file. The new I-9 form is required to be used for all employees hired on or after April 3, 2009.

**Q:** Where can I find copies of what the documents should look like?

**A:** The new U.S. Citizen and Immigration Services Handbook for Employers (Rev.

04/03/09) now includes color pictures of the acceptable documents. The guide also contains useful information about I-9 requirements and commonly asked questions and answers. This document may be downloaded directly at [www.uscis.gov/files/nativedocuments/m-274.pdf](http://www.uscis.gov/files/nativedocuments/m-274.pdf).

**Q:** Do we need to track expiration dates on current employees?

**A:** No, not for documents that establish identity only. The new requirement of unexpired identity documents applies only to new hires. That change does not affect existing employees.

### **No Grace Period**

**Q:** Can we hire an employee who has given us a receipt that he/she has applied for an initial grant of employment authorization?

**A:** Under the old I-9 regulations, new hires were able to work by showing the employer a receipt that they had applied for an initial grant of work authorization. That receipt was then good for 90 days. The new regulations, however, have done away with that provision and the employee must check the box in Section I that he/she is already authorized to be employed.

There is no grace period under the new regulations – the employee has to be eligible to work at the time of hire.

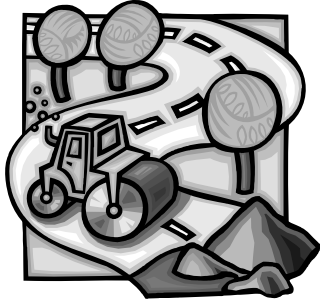
### **Limited Use of Spanish Form**

**Q:** Can I use the Spanish form for my Spanish-speaking employees?

**A:** Although a Spanish version of the I-9 is available, that version may be used only in Puerto Rico. Spanish-speaking employees may be given the Spanish form as a translation guide, but the English form must be completed and retained as the I-9 record.

Source: California Chamber of Commerce Alert

## House Panel Leaders Resist Bid to Stall Highway Funding Bill



House transportation leaders appeared isolated, as several prominent senators endorsed a bid by the Obama administration to postpone working on a major surface transportation-funding bill until 2010.

"Unfortunately, recently and unexpectedly, the administration has said: 'Let's just wait 18 months,'" said Rep. Peter De Fazio (D-Ore.), chairman of the House Highway and Transit Subcommittee. "That's not acceptable. Eighteen months of status quo means that we will not begin to address the backlog of maintenance of the legacy system and certainly won't begin any new work."

The administration's call for an 18-month extension and replenishing of the Highway Trust Fund "means no state will start a project that takes more than 18 months," DeFazio said.

Transportation Secretary Ray LaHood has backed the 18-month extension, coupled with a \$20 billion infusion of funds, into the ailing Highway Trust Fund as an alternative to writing new legislation before the current authorization expires in September.

But Sen. Barbara Boxer (D-Calif.), chairwoman of the Environment and Public Works Committee, said, "I like what the administration did with an 18-month time frame....It gives certainty."

Boxer said the length of the extension "gets us past the politics" and "gives us enough time to really reform how we do transportation."

Boxer's Republican counterpart, Sen. James Inhofe of Oklahoma, also backed the administration's plan.

"To me, the 18-month extension makes sense," he said.

However, Rep. James Oberstar (D-Minn.), chairman of the Transportation and Infrastructure Committee, said "We can move this ahead, notwithstanding the views of this administration, which puts us right back where we were before, in 2003 and 2004" when Congress extended expired transportation spending levels.

Oberstar questioned the Obama administration's priorities, arguing that a long-term highway bill would provide jobs and economic growth.

"They put more money out overnight on TARP than we put out in a whole year on our portion of the recovery act, but ours is working," he said.

Oberstar and DeFazio's fellow Democrats on the transportation panel wrote a letter urging the White House to pull back from the 18-month proposal.

"We have a significant opportunity to address the long-term issues impacting our highways and transit systems, and a drawn-out, piecemeal approach to fixing our transportation network will not work," the House members wrote in the June 24 letter.

"We are ready. We have a transformational bill. We will move it through our committee," they wrote. "We hope to work with your administration; we have requested and continue to welcome your input and participation in finalizing this important legislation in the weeks ahead."

However, several key senators said they backed the administration's proposal.

"I want to get to that transformational bill," said Boxer, "but at the moment, with the trust fund so depleted, we have to figure out how to fill the Highway Trust Fund."

Source: Transport Topics

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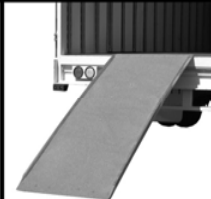
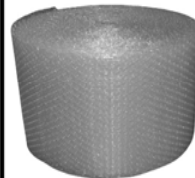
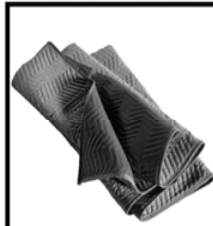
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or friends don't show up to help you load the container?" **Dunkerson** said. "With this service, **Atlas** will be there to help with any unexpected needs."

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"We've always known a container option was going to be important to **Atlas'** growth, and with the SmartVault™ design and technology, we saw an option that would be extremely efficient and effective for our customers," said **Greg Hoover**, **Atlas World Group** president & COO. "We're proud to have our new subsidiary, Smart Move, as part of the Atlas family and are confident our customers will appreciate the convenience and speed of this service."

For more information on Smart Move, go to [www.gosmartmove.com](http://www.gosmartmove.com)

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## Atlas World Group Acquires Smart Move Assets, Expands Services

EVANSVILLE, Ind. — In a move that will expand **Atlas World Group's** scope of relocation solutions, the company has announced the formation of a new subsidiary that has acquired the assets of Smart Move, Inc. Denver-based Smart Move offered container-based household relocation services in more than 60 markets. The new entity, Accel Transportation, L.L.C., will be renamed Smart Move Transportation, L.L.C and will build upon the full-service solution currently offered by the **Atlas** Accel program.

Container-based relocation is often a more timely and convenient solution for customers with small shipments, because shipments don't need to be consolidated to fit on a large truck. The addition of Smart Move will allow **Atlas** to provide this type of service not only to its corporate clients, but to individual residential customers as well.

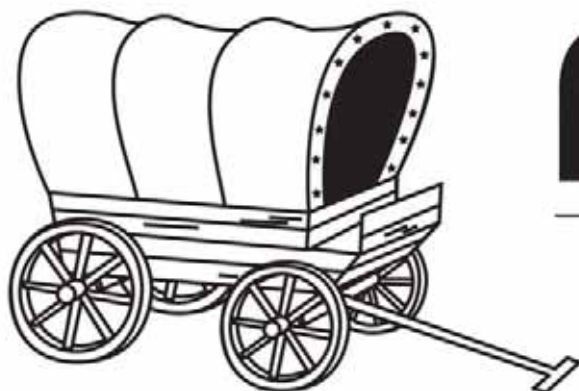
"Historically, the relocation industry has struggled with small shipments – a lot of van lines turn them away," said **Glen Dunkerson**, **Atlas**

**World Group** chairman & CEO. "We don't want to turn down anyone who needs help with a move. Smart Move now allows Atlas to offer a solution to transport small shipments safely and quickly."

Smart Move's service is designed around transportable vaults that customers pack and unload themselves. This provides quick, secure and convenient relocations that can shave up to a week or longer off standard delivery schedules. This leads to savings in temporary housing costs and, for corporate customers, helps relocated employees settle into their new positions more quickly.

**Atlas** was attracted to the SmartVault™ technology, which has become the industry standard for safe, secure and easy relocation. Because Smart Move is part of the Atlas family, Smart Move customers can elect to have Atlas agents handle all aspects of the move, including packing, loading and unloading their belongings.

"A lot of times people select container-based services under the impression they can handle everything themselves, but what if your family



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## A Call for CMSA Members to Take Immediate Action

### Editorial/Opinion

by CMSA Chairman Tim McCarthy

On Monday June 22, 2009, I had the opportunity and privilege to accompany three dedicated doctors and one very determined mover to two different state legislator's offices here in San Diego to express and convey our thoughts and concerns regarding where we stand, as movers, on the CARB ruling passed in December 2008.

The mover, besides myself, and the person who deserves the credit for putting these meetings together is Bryan Bloom from Priority Moving in San Diego. Bryan is very passionate about this CARB issue, like all movers should be. The way this law is currently written will affect many our bottom lines and has the potential to put many of us out of business.

The three expert doctors were, James Enstrom, Ph.D., a Research Professor at UCLA. The second was Dr. John Dunn based at Fort Hood, TX and the third was Dr. John Reed who is based

here in San Diego. Dr. Reed has taken time to research the reliability of the retrofit smog equipment that would be required of truckers. His opinion is not a positive one. His research is due to his ownership of a particulate trap (smog device) company. The air quality and particulate matter is important to all three Dr's.

I was convinced after observing these four highly dedicated people in action that the CARB laws that has required us, as truck owners, to either retrofit our trucks with a very costly particulate matter trap and/or replace with new equipment need to be stopped and re-reviewed. Either way the capitol outlay is prohibitive for most movers in the state. In our financial business model, as movers, we expect our equipment to last for some 20-30 years. So a capitol outlay of this magnitude is not possible. Movers, as well as small independent truckers will go out of business. None of us want to see this happen.

While observing these three experts in action, talking with the legislator assistants, they presented their facts and figures which showed CARB was using flawed scientific information

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during their research which was used to formulate their laws and policies, was very convincing. The sad part is that CARB is not willing or open to these findings from these experts.

This is where you come in as a CMSA Member and fellow movers. You need to see your legislator and tell them how you stand on this issue. There are two key points you need to focus on.

1) The availability of the grant funding. The minimal mileage to qualify for grant money is 30,000 miles per year. It is a safe bet to say your local diesel fleet would not fall into this grant category indicating you would be on your own, financially, to retrofit or replace the truck at your expense. The problem here is with the 30,000 mile floor, we are still held to the same standards as the people who qualify for grant money. It's not fair and it doesn't make sense. But who ever said that the CARB was fair and logical?

2) The required time frame CARB is expecting you to comply with. One of the methods being given is for you can choose from to comply with the rules is the 25% per year rule. This is where

you have to convert 25% of your fleet every year for four years. The more realistic approach financially would be to push this back to at least every two years, not every year as is currently mandated. Your legislator needs to know you understand the need for clean air but the expectation of the mandated time frame needs and should be reasonable.

Each and every mover should place a call to their legislator as soon as possible. Without your immediate input regarding CARB, the legislators will assume you agree with this ruling. You will be sending a very clear but wrong message that you are willing to spend the time and money on your equipment. The law has been passed; it's just a matter of time now. You must take action or pay the consequences.

***Editor's Note: As mentioned on the cover of this issue, CMSA has made a letter template available to interested members in our Member Center section of our website: [www.thecmsa.org](http://www.thecmsa.org).***

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## Bekins Agent Donates Services

STOCKTON - **Kerry Pou, Marcus Barrios** and **Ruben Guardiola** have moved their fair share of appliances working at **Pacific Storage Co.** But one day, they were considering how to carefully pack a refrigerator bound for Moldova, a tiny, landlocked country 7,000 miles away. And this wasn't any ordinary fridge. This blood-bank refrigerator needed to fit into a lift van - a sturdy, wooden box - so it could be placed inside a metal freight container for overseas shipment.

The three **Pacific Storage** employees succeeded, and the refrigerator and thousands of dollars' worth of donated medical supplies sailed in June for Romania, from where the freight will then be trucked inland to the Republic of Moldova (population: 4 million).

"It's our way of just doing a good deed," said **Greg Tudor**, president and CEO of **Pacific Storage**. His company donated the labor, lift vans and storage space to a Berkeley-based nonprofit humanitarian organization that aims to help modernize medicine in developing countries.

Cindy Basso Eaton, a Stockton native and president of Global Healing, said the medical equipment will help the Oncology Institute in Moldova's capital, Chisinau, bring its national blood service up to international standards. Moldova was part of the Soviet Union before gaining its independence in the 1990s, and it remains one of the poorest countries in Eastern Europe.

Without support from Stockton connections, Eaton said, Global Healing "would not be as successful in creating self-sufficient medical programs in the developing world."

**Pacific Storage** owners, including **Charles Wagner** and **Bob Foy**, began offering their help to the nonprofit organization several years ago.

"We used to have to store this stuff in my garage," Eaton said as she pointed to the pallets of donated items ready to be packed into the lift vans. "This is just huge - to have this storage space, these lift vans, all this help."

(Bekins Agent continued on page 15)



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## EPA Approves California's Waiver Request to Regulate Greenhouse Gas Emissions



The Environmental Protection Agency last week approved California's request for a federal waiver, allowing the state to immediately implement restrictions on greenhouse gas emissions from new cars and light trucks and reversing a Bush administration decision.

Heavy-duty trucks are not included in the regulation but will be subject to the state's truck and bus regulation that the California Air Resources Board approved last year.

The regulation, which CARB approved in December, mandates that motor carriers add expensive emission-control devices to their trucks to reduce particulate matter and nitrogen oxide emissions. The heavy-truck regulation does not require any vehicles to be replaced until 2013, nor does it require all the vehicles within a fleet to be replaced within a single year, according to the updated information posted on CARB's Web site in May.

Meanwhile, EPA's June 30 California waiver decision also gave the go-ahead for 13 other states and the District of Columbia to model similar tailpipe standards based on the California regulations. Those states include Arizona, Connecticut, Maine, Maryland, Massachusetts, New Jersey, New Mexico, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington.

EPA said in a statement its decision to reverse a waiver denial by former EPA Administrator Stephen Johnson means that the agency is returning to "its traditional legal interpretation of the Clean Air Act that has been applied consistently during the past 40 years."

"This decision puts the law and science first," said current EPA Administrator Lisa Jackson. "After review of the scientific findings, and another comprehensive round of public engagement, I have decided this is the appropriate course under the law."

In February, EPA announced it would review Johnson's decision.

California first made its waiver request in December 2005. As he announced his decision, Johnson said allowing the state to implement its own tailpipe emissions standard would lead to a "patchwork" of state global warming laws. He also said California failed to prove that it could meet the "compelling and extraordinary conditions" standards required by the Clean Air Act to impose stricter standards than EPA set.

The California tailpipe standards that were to take effect in model year 2010 would have phased in an emission reduction program over an eight-year period, ultimately cutting global warming emissions by nearly 30% by automobile model year 2016.

In May, President Obama announced stricter requirements for automobile fuel efficiency and a first-ever national greenhouse gas reduction standard covering automobile and light truck model years 2012 to 2016.

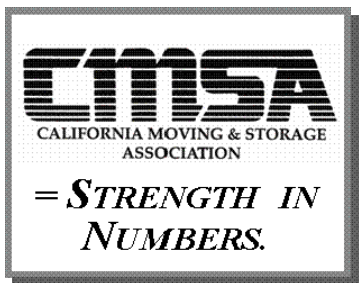
The federal requirements call for a 30% reduction in carbon dioxide and other emissions from passenger vehicles and light trucks and an overall auto fuel-efficiency standard equaling an estimated 35.5 miles per gallon rating by 2016.

When the national program takes effect in 2012, California has committed to allowing automakers that show compliance with the national

**(California's Waiver continued on page 14)**

# Calendar of Events

- |                   |   |
|-------------------|---|
| Oct. 2, Friday    | Monterey Bay Chapter<br>7th Annual Bocce & Golf<br>Tournament<br>Del Monte Golf Links<br>The Clement Monterey |
| Oct. 22, Thursday | OC/Beach Cities Chapter<br>20th Annual Golf<br>Tournament<br>Black Gold Golf Club                             |
| Apr. 20-25, 2010  | 92nd CMSA Annual<br>Convention<br>MontBleu Resort Casino<br>& Spa   |



(California's Waiver continued from page 13)

program to be declared in compliance also with state requirements, EPA officials said.

"After being asleep at the wheel for over two decades, the federal government has finally stepped up and granted California its nation-leading tailpipe emissions waiver," California Gov. Arnold Schwarzenegger (R) said of the EPA decision. "This decision is a huge step for our emerging green economy that will create thousands of new jobs and bring Californians the cars they want while reducing greenhouse gas emissions."

"By granting the waiver needed under the Clean Air Act, EPA is putting the federal seal of approval on California's leadership in cleaning up global warming pollution from our cars, SUVs, pickups and minivans," David Doniger, policy director for the Natural Resources Defense Council's climate center, wrote in a blog posted June 30.

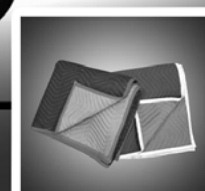
Source: Transport Topics



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(**Bekins Agent** continued from page 12)

The five lift vans **Pacific Storage**, an agent for **Bekins Van Lines**, offered were filled with a wide assortment of tens of thousands of dollars' worth of blood bank equipment - including syringes, plasma storage equipment and centrifuges - that had been shipped to the Stockton facility over the past 60 days.

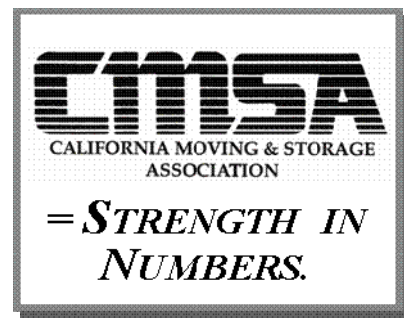
The medical goods set sail from the Port of Oakland thanks to a substantial shipping discount made possible through Pasha Group. The shipment is expected to arrive at its final destination in late July or early August. After the freight arrives in Moldova, it will be set up and calibrated. A volunteer team of specialists from Northern California and Reno will train their Moldovan counterparts to operate, maintain and repair the equipment.

"Everyone has been extremely gracious in helping with this effort," Eaton said, "This is just huge."

Reprinted article from Jo Ann Kirby  
Record Staff Writer

(**President's Comments** cont. from page 3)

perspective strategically, I have applied to be a member of the Truck Regulatory Advisory Committee (TRAC) an "informal committee" assembled by CARB to assist the state in implementing the truck and bus greenhouse gas emission-reduction law adopted in December. In the event that CMSA receives a seat at the table it will serve the dual role of providing a compliance resource for the membership as well as a voice for our position that implementation of this rule is difficult to follow and that information needs to be both easier to access and understand.



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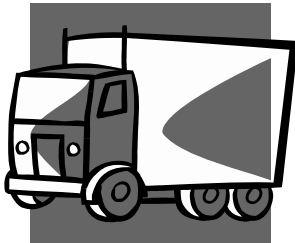


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## U.S. Highway Safety Improves in 2008 Truck Related Fatalities Drop 12%

The number of traffic fatalities continued to fall in 2008, reported the National Highway Traffic Safety Administration. Fatalities dropped 9.7 percent between 2007 and 2008, from 41,259 to 37,261. The economic slowdown was undoubtedly a factor but the fatal accident rate also fell to an historic low of an estimated 1.27 deaths per 100 million vehicle miles traveled or VMT. That's an estimate based on a trend - final 2008 VMT numbers have not been compiled yet.



There was good news for trucking, as well. The number of people killed in large-truck crashes fell 12 percent year-to-year, from 4,822 to 4,229.

The number of deaths among truck occupants dropped from 805 to 677, a 16 percent improvement. Included in that total are 72 fewer deaths in single-vehicle crashes and 56 fewer deaths in multi-vehicle crashes.

There also were significantly fewer fatalities among the occupants of other vehicles involved in heavy-truck crashes. The number dropped from 3,608 in 2007 to 3,139 in 2008, a 13 percent improvement.

Rose McMurray, acting deputy administrator of the Federal Motor Carrier Safety Administration, attributed this to several factors. On the car side, vehicles have become more crashworthy, and safety belt use has increased. "And we'd like to think, on our side of the equation, we've been doing more and more work with the states to do more enforcement of passenger vehicles that behave recklessly around large vehicles," she said.

The safety agency has been promoting a program called Ticketing Aggressive Cars and Trucks that raises public awareness of the hazards of driving around large vehicles, McMurray said. "Law enforcement has been ticketing peo-

ple who have been driving aggressively around large vehicles. We like to think that has contributed to the success story."

The one negative in the new numbers is an increase in fatalities among "non-occupants" in heavy-truck crashes - pedestrians, bicyclists and motorcyclists. That number went up from 409 in 2007 to 413 in 2008, a one percent increase.

McMurray said the agency will release the fatal accident rate for heavy trucks when it has the final data.

She said that many people deserve credit for the improvement, including law enforcement, government, safety groups, the industry, the media and, particularly, truck drivers who wear their seat belts.

McMurray added a precaution. "I do think that the economy does play a fairly significant role in the encouragement of these numbers. I think we have to be mindful that as freight demand rises,

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we have to be ever more vigilant to get these numbers where we want them to be."

The trucking and safety enforcement communities issued statements lauding the gains.

"This achievement is great for all highway users," said Bill Graves, president and CEO of American Trucking Associations. "The trucking industry remains committed to safety and ATA will continue to advance its aggressive safety agenda in an effort to further this outstanding trend."

Steve Campbell, executive director of the Commercial Vehicle Safety Alliance, which represents safety enforcement interests, said, "Clearly, focusing on educating drivers and enforcing the law on high-risk operators is paying off with the number of lives we are saving. While we may never achieve the goal of zero deaths, we should still continue to strive for that goal. The fact that 4,229 people die annually is unacceptable and until we can change that number even further we will not be truly satisfied."

Source: Transport Topics & various articles

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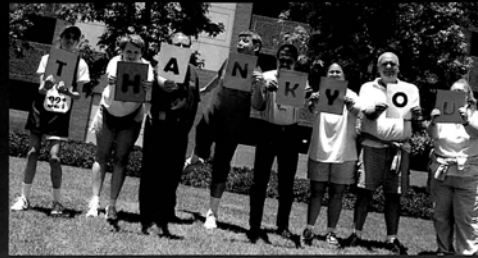
## Special Olympics Thanks to CMSA for Generous Support

CMSA President Stephen Weitekamp recently received a thank you letter from the Special Olympics for CMSA's continued support of its programs. CMSA was also mentioned as a Year-Round Supporter in its 2009 Summer Games program.

It is only through hardworking CMSA chapters and generous members that proceeds from fundraisers held throughout the year are able to help support the Special Olympics. The CMSA was able to announce once again at the Annual Convention in April 2009 a donation of \$5,000 to the Special Olympics of Southern California.

Special Olympics Southern California is a non-profit organization that empowers individuals with intellectual disabilities to become physically fit, productive and respected members of society through sports training and competition. Visit their website at [www.sosc.org](http://www.sosc.org) for more information.

Thank you letter sent to CMSA!



Dear Steve:

On behalf of the entire Special Olympics family, thank you, and California Moving and Storage Association, for playing such a significant role in our athletes' lives. Your dedication and contributions to Special Olympics help to make lifelong memories for the athletes who participated in Summer Games and the coaches, volunteers, families and spectators who cheered them on.

New Special Olympics athlete, Marco Martinez says, "Summer Games was the best day of my life!"

Highlights of the weekend included:

- Celebrating our 40<sup>th</sup> Anniversary and founder Rafer Johnson with notables such as Actor Martin Sheen, Olympian Misty May-Treanor, NBA Hall of Famer James Worthy, Women's Basketball Legend Ann Meyers-Drysdale, and Olympian Anita DeFrantz;
- LA County Sheriff's Department deputy repelling from a helicopter to light the game's torch;
- Vons' bakery team creating a 500-pound cake that served over 2,000 people; and
- Thousands of medals and ribbons being awarded to all of the Special Olympics competitors.

Only through the generosity and support of so many people, including more than 2,500 volunteers, could the Summer Games light up the lives of the thousands of individuals who participated. Thank you for your continued partnership and being a part of this inspiring weekend of sports competition, community building, and cooperation.

Thanks for everything,  
-The Special Olympics Team

*Kelly Michelle Nancy Maurer*

### FAN ALERT!

Receive Special Olympics Southern California event updates throughout the year by signing up for our e-newsletter at: [www.sosc.org](http://www.sosc.org)



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(Chairman's Corner continued from page 2)

to access these tools.

**"Knowledge is Power"**

- ✓ Take time to read our Association's *Communicator* which is published monthly with all of the latest moving information to keep you abreast of the industry. Take the time!
- ✓ There is the CMSA Web Site which is available to you 24/7. Use this tool *frequently!*
- ✓ There are the chapter meetings and of course the premier state convention which is considered the best state convention, bar none. Make it a point to participate in *both!*
- ✓ There is the CMSA office staff that is available, either by phone or in person at the office, Monday thru Friday except holidays, for your questions or moving needs. Pick up the phone!
- ✓ Last but not least there is always the opportunity to participate as a chapter officer and then a board position. Give it a try!

Knowledge **IS** Power and it appears this summer is turning out to be an interesting roller coaster ride..... so hang on..... use all these tools and get informed with the CMSA.

## Los Angeles Congestion Tolls

Los Angeles County is considering how much to charge solo drivers to use what are currently carpool lanes on Interstate 10 and State Route 110, two of the most heavily traveled routes across the sprawling county, using congestion-based pricing.

Under a current proposal, solo drivers would be charged between \$0.25 and \$1.40 per mile to use the high-occupancy vehicle lanes, depending on the time of day.

State and local highway officials currently are converting the carpool lanes on 14 miles of I-10 and 11 miles of Route 110 into toll lanes.

Class 8 trucks will not be allowed in the lanes, but a policy on smaller trucks has yet to be developed, said Rick Jager, spokesman for the Los Angeles Metropolitan Transportation Authority.

Public hearings on the proposed prices are being held this month in cities along with two free-ways.

The conversion project, which has received more than \$200 million in federal grant money, is set to be complete by December 2010.

Carpoolers still would be able to use the lanes without charge.

## CLASSIFIED ADVERTISING

CHARGES: 1-5 lines \$15; \$2 each additional line. CMSA box number \$5; Non-member charge: \$30 additional. Special heading/set up extra. Replies to ads noting box numbers to be sent to: CMSA Communicator, 10900 E. 183rd St., #300, Cerritos, CA 90703.

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Need full time manager with over five years experience in the industry. Third Generation Moving Company/Major Van Line affiliation, Northern California (SF Bay Area). Excellent Benefits & Salary for the Highly Qualified applicant. Send resume to: CMSA, Box JFNB, 10900 E. 183rd St., #300, Cerritos, CA 90703.

# HISTORICAL PHOTOS

As the CMSA closes in on its 100th year, join us in looking back down memory lane at these wonderful historical pictures. If you have any pictures you would like to share, please email them in jpg format to: [rhifumi@thecmsa.org](mailto:rhifumi@thecmsa.org).



These photos were taken at our 1987 Annual CMSA Convention held at the Monterey Sheraton in Monterey, Calif. on April 29 - May 3, 1987. A few of our members showed off their classic trucks at that convention!



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