

The Communicator

THE CALIFORNIA MOVING & STORAGE ASSOCIATION

Economic Recovery Spreading Slowly; State Unemployment Rate Concern Remains

When the California Chamber of Commerce Economic Advisory Council met on the phone in early May, the headline economic news had just processed disappointing job and gross domestic product (GDP) growth in the first quarter of 2012 (although earlier numbers were, as has become quite customary, revised upward).

Meanwhile, European issues had gone through their usual ebb and flow of anxiety with financial markets obsessing on Spain, and sometimes Italy. This spread perception risks, which many on the council deemed unnecessary, speculative or simply annoying.

Furthermore, French election results gave Nicolas Sarkozy the Donald Trump treatment by replacing him with the un-flashy socialist François Hollande. This, in addition to the anti-austerity election results in Greece and the previous resignation of the Dutch prime minister, put the so-called austerity policies in Europe so championed by the Germans and the British on notice as potentially unsustainable.

The assessment of the CalChamber's economic advisers echoed the disappointment about the recently slower economic growth.

However, the discussion also suggested that short and intermediate GDP growth prospects will continue to be in the 2 percent to 2.5 percent range, which is essentially in line with the recent assessment of the Fed's economic forecast and the blue chip outlook. While the private business sector will experience moderate output

and job growth, government spending will continue to be a drag on overall economic growth.

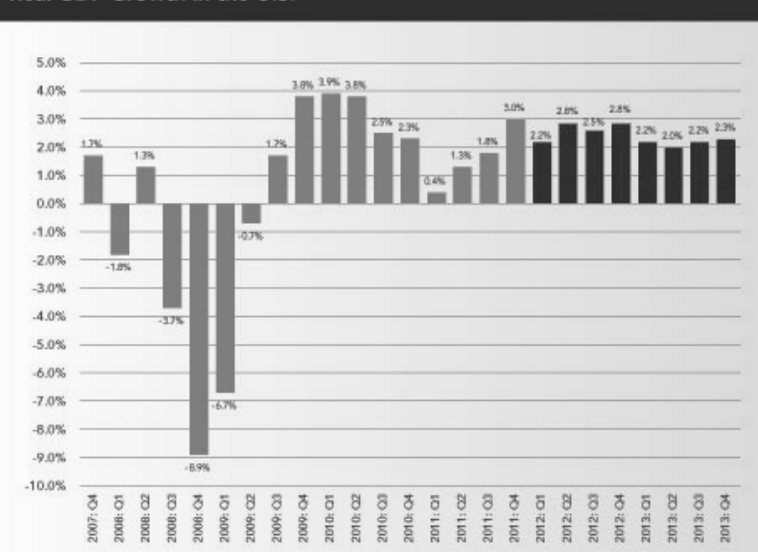
This report will focus on the current situation and convey forecasts about some key statistics, such as the expected economic and job growth in 2012. Then, it will discourse about the California economy and housing issues.

The main notions about the current situation coming out of the discussions of the council's distinguished economists are the following.

Foreign Sector

California exports continued to be good in 2011, but its growth prospects will be lower in 2012 since its trading partners are likely to grow at a lower rate this year. Nevertheless, while

Real GDP Growth in the U.S.



Sources: U.S. Bureau of Economic Analysis, KruegerEconomics

(Economy Recovery cont. on page 5)



Chairman's Corner

By: Rick Hosea

As we close the books on June and look ahead to July, it's my hope that you all found time to enjoy the fruits of your labor over the Fourth of July holiday. Our country, with all its challenges and economic struggles over the past five or so years, is still the greatest country in the world. While we all have felt uncertainty throughout our industry, and in our organizations, we know that the future is looking brighter for both our country and our businesses. A quick update on AB 2118 is that it continues to move swiftly through the legislative process. On Monday, June 25, 2012, AB 2118 passed out of the California Senate's Energy, Utilities and Communications Committee with a 12-to-0 vote, and it is now in the Senate Appropriations Committee for their review. Steve Weitekamp (CMSA), Chuck Cole (Avocations, Inc.) and Chris Higdon (California Moving Systems) have worked diligently to insure that this piece of leg-

islation receives its due support as it's reviewed at each committee hearing. We will continue to update our members as it continues through the process of becoming law.

July is a great month to focus on safety. With new Federal regulations with CSA, we must not only recognize the need to operate as safe carriers, but also embrace safety as a way of doing business. We all have a responsibility to California's moving public to insure that our vehicles are safe, our van operators are legal, and meet all physical requirements while driving on our freeways and through our cities. We must take great care to dispatch our crews with ample time to arrive, and perform the work our customers expect of us. As many of you know, our van lines continue to be closely monitored by the DOT to insure they maintain acceptable scores. Why this is necessary: It is clear that this program has contributed to a decrease in motor carrier accidents over the past couple of years. The Federal Motor Carrier Safety Administration partnered with Federal and State law enforcement, along with other stakeholders, to progressively reduce the number of motor carrier accidents resulting in injuries or fatalities on

(Chairman's Corner cont. on page 4)



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President's Comments

By: Steve Weitekamp

A recent call to CMSA began with a shipper relating the story of their missing 40-foot container destined for Alaska, and valued through the carrier at \$90,000; the unit contained all their worldly belongings.

Shortly into the recap, the rightfully upset shipper stated, "The salesman told me that he thinks it was an inside job." The caller then seemed to focus on developing a scenario that involved company personnel in a scheme to hijack their goods. I suggested that it would be more productive to focus on efforts to either locate the container or proceed with the claim. Whether or not it was an inside job will have no impact on your situation. Let the police and insurance company conduct an investigation.

Maybe the salesman didn't make the claim to his customer that it was an "inside job" or he was misinterpreted, but my experience leads me to the conclusion that he most definitely could have. In more than 30 years, I have had to clean up troubling situations wherein crews spoke poorly about dispatchers or other office staff who "overworked them," "had them do another job first, which made them late" or "sent too few crew members to properly service a job." Other complaints could fill an entire column. I have seen the problems that arise when an employee or contractor complained about another member of the crew who didn't do it the way they liked or didn't carry their weight on a difficult day. An event that I will never forget involved a driver from my own van line who in the early days of discounting informed our shared customer, I sold the job, that she would have gotten a better discount if she had booked with the agency he was a contractor for (rather than mine), the one that had afforded him the opportunity to provide the service and obtain the lion's share of the "excessive" revenue.

What we take as a basic principle bears repeating, especially in times where we know that our teammates are experiencing the stress of a busy summer season.

(President's Comments cont. on page 13)

(**Chairman's Corner** cont. from page 2)

our nation's highways. This program has undoubtedly been successful; today, we as a nation enjoy one of the safest interstate highway systems in the world. These results benefit us all, and that's why this program is here to stay. I think it is incumbent on us all to insure that we manage our organizations with an eye on safety for the benefits of our employees, service crews, van operators, customers and, most of all, our California residents.

Another area which needs our close attention this summer is claims, we are always looking to minimize our exposure to those horrible claims. Peak season volume alone can really take a toll

on us; therefore, we must all work to take great care to minimize our claims. I continuously remind our service crews that we must not overlook those processes, which we've developed to protect our customers' goods, our vehicles, and our workers' health and safety during these times. Most mistakes are made during our summer season, which is why we must not lose sight of the safeguards to protect us in our work. Remaining focused and alert is one way to manage unnecessary losses. This alone can result in a more successful enterprise. This can help us grow stronger organizations, which will benefit our employees, our customers and our industry. I wish you all a safe peak season!

Calendar of Events

Fri., October 5, 2012

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Tournament

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Wed., March 13, 2013

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(Economy Recovery cont. from page 1)

global GDP growth will slow a bit, it will still be in the 3.5 percent range in 2012, which means that California export growth will continue this year.

As noted in previous reports, Europe will continue to muddle through its debt crisis. The French people just dismissed severe austerity policies and so did the Greeks. The result of the French election is likely to dampen enthusiasm for more austerity policies, and may result in a subtle shift to a more pro-growth stance throughout Euroland. In any event, it now appears likely that the perceived recessionary environment in Europe will be short-lived and shallow.

Euroland's (15 countries) growth was .5 percent led by weak growth in Germany and France, and quite good growth in Eastern Europe, but held back by recessions in Italy, Spain, Greece and Portugal.

Furthermore, the European Central Bank has engaged in quantitative easing, and its balance sheet is now close to the \$4 trillion range. With the launching of the three-year longer-term refinancing operations (LTROs) in December 2011, euro bank's balance sheet has jumped

from the 5 percent of GDP before the crisis to about 10 percent in 2009-2010, and now close to 18 percent. This is just a tad lower than the levels reached by the balance sheets of the Bank of England and the Fed during the height of the financial crisis (respectively 23 percent and 20 percent).

Asia will continue to grow, albeit at slower rates. China's growth will go from 9.5 percent to 8.7 percent due to slowing exports. India's growth will also slow to 7.5 percent. South American countries will continue to exhibit good growth rates, with Brazil expected to grow 2.7 percent in 2012, Mexico 2.5 percent, Argentina 7.2 percent and Chile 3.4 percent.

As a result of this global economic outlook, California export growth will slow down in 2012, but exports will continue to grow at decent rates.

However, all of this quantitative easing throughout the globe in response to the financial crisis has been raising the risk of future inflation.

U.S. Situation

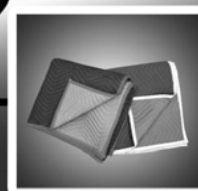
As predicted before, the U.S. economy did not dip back into another downturn. To be true, job and GDP growth in the first quarter of 2012

(Economy Recovery cont. on page 6)



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(Economy Recovery cont. from page 5)

disappointed many analysts, but by spring of this year, the U.S. economy had gained – undeniably – moderate growth momentum. Manufacturing is growing, construction is contributing to GDP growth and consumers are spending again. Even the fiscal drag, which still poses a problem in the short term, may be easing off.

GDP growth accelerated to 3 percent in the fourth quarter of 2011 from 1.8 percent in the third quarter of 2011. By the first quarter of 2012, GDP growth dropped back to 2.2 percent, but we wouldn't be surprised if that rate would be revised upward to 2.5 percent. The first quarter growth in U.S. real output was driven by personal consumption, exports, inventory investment and residential fixed investment. These contributions to growth were partially offset by negative contributions from government, non-residential fixed investments and increased import numbers (oil prices).

Recent trends in U.S. job data seem to question the idea that U.S. businesses are beginning to hire again. Just 115,000 payrolls were added in April, which follows a revised gain of 150,000 in March from an earlier re-

ported number of 120,000. Again, an upward revision would not be surprising. Of all reasons, the good weather in January and February was blamed on the disappointing job numbers in March and April. There is merit that extra jobs were stolen from the spring. In May this year, that weather effect on the statistics will have run its course and we should see at least a return to the average growth of about 160,000 added jobs so far this year. Simultaneously, the unemployment rate fell from 8.2 percent in March to 8.1 percent in April, but mostly because more workers became discouraged in their job search.

Fiscal drag still represents a constraint to U.S. economic growth. The remaining stimulus from the 2009 recovery act has faded. However, the fiscal drag seems to be easing somewhat. In the first quarter of 2012, declines on government spending shaved off 0.6 percentage points from GDP growth; in the fourth quarter of 2011, it shaved off 0.84 percentage points.

In light of the signs of continued sustainable growth in the private sector and a slowing of the expected fiscal drag, the economic advisers predict that GDP growth will be around

(Economy Recovery cont. on page 7)



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(Economy Recovery cont. from page 6)

2 percent to 2.5 percent this year, while the nation's unemployment rate could drop below 8 percent by the presidential elections next November.

California Economy Slow, But Continues to Recover

Initially, January and February California job growth statistics looked like the state's job situation had stopped gaining traction. However, March job statistics and revised numbers for January and February signaled that the state may have gotten its "mojo" back.

The improved job picture was broad-based in terms of industries and regions. Nine major industry sectors added jobs on a year-over-year basis in March 2012. They were: mining and logging; trade, transportation and utilities; construction; information; financial activities, professional and business services; education and health; and leisure and hospitality.

The California economic recovery continued to broaden also on a regional basis. Twenty-two regions added jobs on an annual basis, while six regions still lost payrolls. It is noteworthy and

a very good sign that the jobs recovery is not confined any more to urban coastal and high tech centers, but spreading out the California hinterlands.

Looking forward, the CalChamber's economic advisers continue to be concerned about California's high unemployment rate, which was still a very high 11 percent in March 2012, but down from 11.9 percent in March 2011. They agreed on a forecast in the mid to high teens by November 2011.

The state's overall job growth will continue to plug along at 1.5 percent, aided by relatively good income and taxable sales growth, both of which have picked up lately.

Also, new home construction seems to be turning the corner, and will contribute modestly to the state's economic activity in 2012, albeit not with the same vigor as in previous economic recoveries.

Housing Still in Limbo-Land, But Shows Sign of Improvement

California housing is still sluggish. New housing production was up on an annual running basis (adding up the last 12 months) in the

(Economy Recovery cont. on page 8)

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(Economy Recovery cont. from page 7)

first quarter of 2012 by 13.2 percent, driven by a sharp rise in multi-family construction, which grew 39 percent during the same time period using the same measure.

Multi-family construction growth will continue to lead the state's housing market this year as more and more public builders have rediscovered the urban infill market.

The state's home resale market is still bouncing along the bottom with essentially no regional differentiation. A major positive is the historically high ownership housing affordability plus surprisingly low inventory-to-sales ratios in the state's Multiple Listings System, which might suggest that the worst of the California housing crisis is over. In some urban areas, we already see mild home price appreciation.

Looking forward, the faster trajectory in economic fundamentals plus the higher quality of jobs in coastal areas should begin to trigger modest

home price appreciation (3 percent to 4 percent) in the urban areas of Southern California and the San Francisco Bay Area this year. This will be supported by the fact that the housing system in those areas has a lot more positive home-owner equity than is usually recognized. Also, the vacancy rate of the housing

stock is very low in those regions.

Furthermore, the pipeline for new foreclosures continues to shrink. According to various delinquency sources, 90-plus-days delinquency

rates have dropped recently in market areas that used to be ground zero of housing distress, such as the Inland Empire and Stockton.

Summation

The outlook is that global economic growth will still run at 3.5 percent. While the California export business will slow down as a result, it will continue to grow at

a good rate.

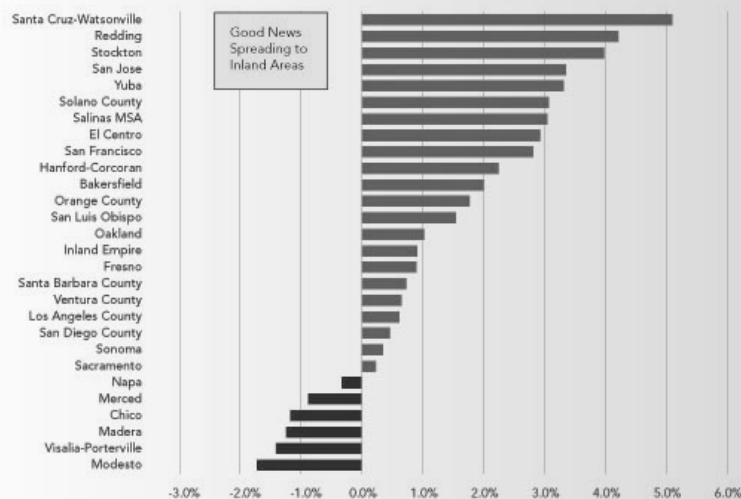
Furthermore, the construction industry will finally become a contributor to economic growth in the Golden State. California housing prices are likely to trough in the first quarter of 2012, and then rise very gently.

Declining government spending on the state and local levels will be a drag on overall output, but this will be offset by strengthening and sustainable business activity in the private sector.

What is encouraging is that the economic recovery is spreading to the California hinterlands. It is possible that all major California regions will end up in the positive growth column by the end of 2012.

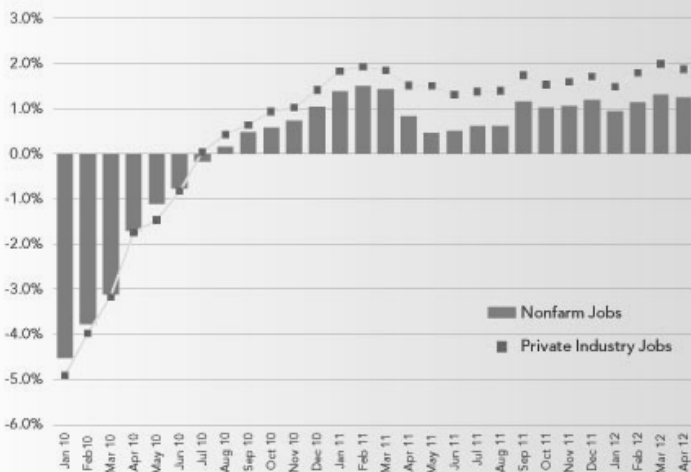
Source: California Chamber of Commerce, *Alert*

Annual Regional Nonfarm Job Growth in California, April 2012



Sources: Employment Development Department, KruegerEconomics

Nonfarm and Private Sector Job Growth in California



Sources: Employment Development Department, KruegerEconomics

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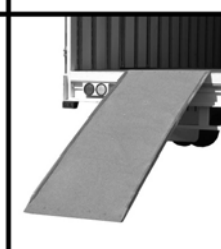
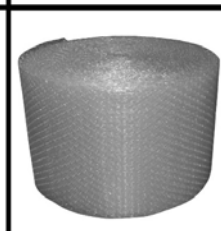
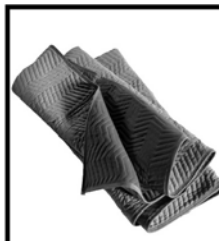
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Desert Moving Company Becomes Agent for Wheaton World Wide Moving

(INDIO, Calif.) June 13, 2012 — Desert Moving Company has joined the Wheaton World Wide Moving network of 250 agents across the country. Family owned and operated, Desert Moving Company was an independent moving company until it became a Wheaton partner.

Desert Moving Company operates from 25,000 square-foot warehouse space. The company is managed with a customer first philosophy by a team that has more than 25 years of experience in the moving and relocation services industry.

Desert Moving Company can be a single source for all of its customers' relocation needs. The company handles all aspects of relocation from packing, loading, storage and transportation of household goods for individual residents and their families – both interstate and locally – to corporate relocation of employees.

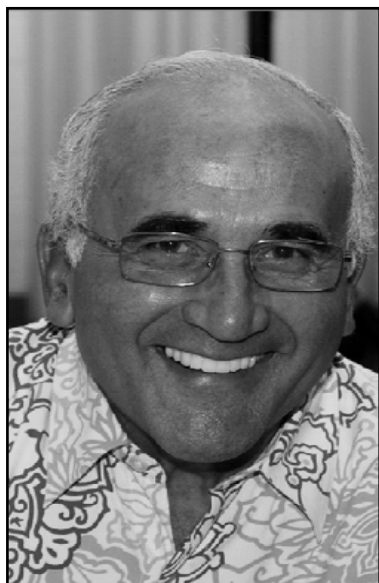
Owners Daniel and Robert Sabo made the strategic decision to affiliate with Wheaton, a company that has no long-term debt and has been profitable nearly every year since its inception in 1945. Wheaton and its network represents the only moving company to have earned the Good Housekeeping Seal for its interstate moving services – and has done so every year since 1964.

Move-Pros Opens New Location in Sacramento

(SACRAMENTO) June 5, 2012 — Move-Pros, an interstate agent for Wheaton World Wide Moving, has expanded its presence in California with the opening of its Sacramento location. Move-Pros' flagship location is located in Fremont.

Move-Pros, owned by Felipe Musskopf and Jackie Kavanaugh, operates from more than 10,000 square-feet of warehouse space and is managed with a customer-first philosophy by a team that has years of experience in the moving and relocation services industry. Move-Pros can be a single source for all of its customers relocation needs. The company handles all aspects of relocation from packing, loading and transportation of household goods for individual residents and their families – both interstate and locally – to corporate relocation of employees.

MEMORIAL BULLETIN



Alex Faruzzi

January 29, 1935 — June 15, 2012

CMSA Member Alex Faruzzi passed away on June 15, 2012. He was born on January 29, 1935, in Hanford, Calif., to Alex and Rena Faruzzi. He was one of their eight children.

Faruzzi had married Cherrill Greenhill on September 11, 1982, and lived in the San Fernando Valley.

He worked in the moving and storage industry for more than 20 years. He had owned Precision Packing, and had then worked for Qualex moving company.

Faruzzi is survived by his wife, Cherrill; sister, Angie Villalobos; his children September, Alex, Rena and Dominic; and seven grandchildren.

ECS Refining Hosts Open House for New Processing Facility

ECS Refining hosted an open house for its new processing facility in Stockton, Calif., on Wednesday, June 27, 2012. The company invited all its customers and community members for demonstrations of their innovative recycling technology at their new center as well as current news about handler/collector services and recycling news.

At this state-of-the-art facility, ECS Refining is able to perform the CRT (cathode ray tube) dismantling process more efficiently by using an optical sorting system that separates leaded and non-leaded glass per week. Non-leaded glass may be recycled in safe aggregate and/or fiberglass plants.

Leaded glass reduces recovery processes and increases efficiency at lead smelter or refinery operations by 60 percent.

The Stockton facility is also e-Stewards certified in responsible, domestic recycling of hazardous electronics. The e-Stewards certification program, created by the non-profit, charitable organization BAN (Basel Action Network), establishes a network of responsible collection and processing companies to ensure businesses and consumers that the electronics they give to certified

companies like ECS Refining will recycle responsibly old technology, and will not cause harm by dumping hazardous e-waste in developing nations' populations or the global environment.

The company took the opportunity to publicize its nationwide ecollective program to the attendees. The ecollective program provides convenient consumer e-waste drop-off locations, responsible and domestic recycling as an e-Stewards Certified recycler and management of producer recycling requirements and regulatory compliance. Currently, California has more than 300 drop-off locations and collects hundreds of pounds of e-waste annually.

Throughout the day, ECS Refining gave various workshop sessions that covered: e-waste processing, CRT dismantling processing, handler/

collector services, data destruction processes and factory tours that showcased the bustling

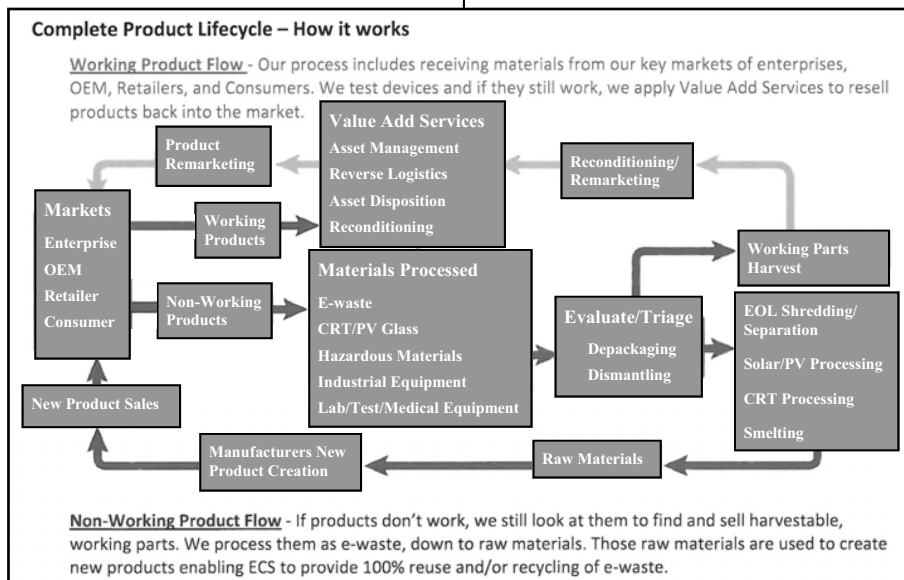
world of e-recycling, involving magnetic-separation sort lines, conveyor belts, Titech optical sorting, etc.

With the Stockton and Terrell, Texas, facilities already processing at full speed, ECS Refining say that their processing facilities

in the Midwest and East Coast regions are on track to opening in the near future.



CMSA President Steve Weitekamp and Patricia Potter of ECS Refining posing inside Stockton facility.



DAS Celebrates Exceptional CSA Score

By: Craig Disalvo, *Dependable Auto Shippers*

CMSA contributed to this article.

Dependable Auto Shippers (DAS) celebrates its CSA score being 64 percent less than the industry average. Mitch Moore, DAS' Director of Safety, has been the driver for the company's safety campaign.

In December 2010, the Federal Motor Carrier Safety Administration (FMCSA) established the Compliance, Safety, Accountability program, known as the CSA. This program was put in place to identify unsafe commercial trucks and drivers. The idea here is to reduce the amount of commercial truck crashes on our highways. DAS has one of the lowest crash rates in the industry: At the time of this article, DAS was at 0.54 crashes per one million miles. The industry average is 1 ½ crashes per one million miles.

For those who need a review of the CSA program, here are the seven points the CSA program measures interstate drivers on:

1. Unsafe Driving (Local laws, i.e., speeding, improper turns, reckless driving, failure to obey traffic control device, unlawful parking.)
2. Fatigued Driving (Driving ill or fatigued as well as HOS violations, i.e., drivers record of duty status not current, failing to retain last 7 days log.)
3. Driver Fitness (No or an expired medical card, driving a CMV without a valid CDL.)
4. Controlled Substances/Alcohol (Alcohol or drug violation.)
5. Vehicle Maintenance (Driving a CMV without a valid inspection, brakes, inoperable lights.)
6. Cargo-Related (Cars/trucks unsecured, failing to secure load, no flag on projecting load.)
7. Crash Indicator (Pattern of state-reported crashes/collisions, frequency and severity)

(CSA Score cont. on page 13)

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(President's Comments cont. from page 3)

Successful moving requires a team effort and weakening any part of the team is detrimental to the whole. Speaking negatively about a member of your team to your customer is detrimental to your company. The employee who is criticizing the company not only exposes his/her purely selfish perspective, but can also result in negative effects for the company and the employee. There are many reasons that those who point the finger at others have to justify their actions: they are just agreeing with the customer; they're mad because they feel their being treated unfairly; they were stressed out and just

felt they had to say something; they're just telling the truth, don't you want them to tell the truth? None are acceptable.

Back to my initial story, I am hopeful that the carrier will locate the container. If not, I know they will work with the shipper to settle the claim. If the salesman has any information about foul play with the shipment, he should share that with the authorities investigating the loss. Unfortunately, even if the container is located and delivered, the relationship between the carrier and the shipper has been irreconcilably damaged by the seed planted, by the one who relies on the carrier for his livelihood, that this was an "inside job."

(CSA Score continued from page 12)

All information regarding these inspections is posted on their website daily. A score is issued based on percents of infractions and thresholds the CSA holds us to. Moore checks DAS' CSA score every day, making sure the trucks and drivers are in compliance. So far, DAS passed two compliance reviews conducted by the United States Department of Transportation.

To celebrate safe drivers, Moore has also

put together an in-house program called the "Haul of Fame," which recognizes drivers who have gone wreck-free so far throughout their career. The inductees of this prestigious group are Richard Hilton, Robert Mclemore, Anthony Dobbs, David Depasquale, Dennis King, Jim Owen, Vernon Mast, Gregory Ringo and Willie Lee.

Just to show what an accomplishment it is to be part of the "Haul of Fame," review the

(CSA Score continued on page 14)



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(CSA Score continued from page 13)

number of miles covered by DAS fleet per month below:

January 2012: 1.1 million miles
February 2012: 1.6 million miles
March 2012: 1.1 million miles

That's 3.8 million miles, which equates to at least 152 trips around the earth!

The FMCSA urges all interstate motor carrier companies to check their safety figures. The agency has recently issued a statement that the CSA Safety Measurement System (SMS) website has been updated and has published its first set of proposed changes to the SMS. Motor carriers should preview their data based on the advanced methodology.

According to the SMS website, the preview allows motor carriers to:

- Improve safety compliance by diagnosing issues, and taking action to correct organizational problems, train drivers or take other appropriate actions to correct performance.
- Request corrections to any inaccurate data, such as placardable Hazardous Materials inspections are correct.



- Send feedback to FMCSA about improvements that need to be made before the proposed changes are finalized.

Motor carriers can access the SMS Preview by logging in with an FMCSA-issued U.S. DOT number and PIN through the CSA website, or they can select the CSA Outreach link in the FMCSA Portal section. The SMS Preview comment period is extended to July 30, 2012.

For more information, please visit the CSA website at www.csa.fmcsa.dot.gov.

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FMCSA Final Rule Helps Protect Consumers and Eliminate Unnecessary Burdens for Movers

This week, the U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) issued a final rule that strengthens protections for consumers moving their property across state lines. Under the new rule, if a household goods moving company and the consumer negotiate a revised written cost estimate for the move, all additional goods or services must be accurately listed on the revised estimate. The rule also removes undue burdens for moving companies by eliminating the requirement that they specify who would pay for collect calls from consumers. It also clarifies that goods transported from the factory or store to a consumer's residence are not covered by federal household goods regulations. To learn more about the Transportation of Household Goods in Interstate Commerce Consumer Protection Regulations Final Rule, visit www.fmcsa.dot.gov.

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Multi-Axle Vehicle Tolls to Rise July 1

Final Phase of Two-Step Increase

Oakland, CA, June 1, 2012...The Bay Area Toll Authority (BATA) reminds drivers of big-rig trucks, cars and trucks hauling trailers, and other vehicles or combinations with more than two axles that the second step in the two-phase toll increase approved in 2010 for multi-axle vehicles on Bay Area toll bridges takes effect July 1. The first step in the toll increase took effect in July 2011.

Beginning July 1, 2012, tolls for vehicles or combinations with three or more axles on the seven state-owned toll bridges will be fully indexed at \$5 times the number of axles, or \$15 for three-axle vehicles; \$20 for four axles; \$25 for five axles; \$30 for six axles; and \$35 for rigs with seven or more axles. The fully indexed toll rate on the Golden Gate Bridge will be \$6 times the number of axles, with a \$5-per-axle rate for FasTrak® customers.



BATA approved the two-step increase in tolls for multi-axle vehicles on the state-owned bridges in January 2010 as part of a comprehensive toll increase package to finance seismic retrofits of the Antioch and Dumbarton bridges, to help offset the increased cost of debt financing resulting from financial market turmoil that began in 2007 and to counter revenue losses caused by a decline in toll-paying traffic on the bridges since fiscal year 2003-2004. While the toll hike for most vehicles went into effect in July 2010, the Authority voted to delay the increase for multi-axle vehicles for one year, and then implement the new toll schedule in two steps. This phased approach was designed to allow commercial

(Vehicle Tolls to Rise cont. on page 17)

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(**Vehicle Tolls to Rise** cont. from page 16)

trucking firms to incorporate the higher tolls into new contracts with shippers. These contracts typically carry 18- to 24-month terms.

California state law (*Streets & Highways Code Sec. 30150.2*) requires that tolls on state-owned toll bridges be based on the number of axles on a vehicle or the total number of axles on a vehicle plus the total number of axles on a drawn trailer or vehicle.

BATA encourages all motorists — including drivers of big-rig trucks and recreational vehicles — to take advantage of the FasTrak electronic toll collection program to make toll payment easier and more convenient. FasTrak can be used in all lanes at all Bay Area toll plazas. FasTrak toll tags are available at Costco, Safeway and Walgreens stores throughout the Bay Area. Customers also can enroll in the FasTrak program

online (at 511.org or bayareafastrak.org), by telephone (dial 511 and ask for “FasTrak” at the first prompt) or in person at the FasTrak customer service center at 475 The Embarcadero in San Francisco. Currently, there are more than 1

million FasTrak account holders in the Bay Area.

BATA, which is directed by the same policy board as the Metropolitan Transportation Commission (MTC), administers toll revenues from the Bay Area's seven state-owned toll bridges. Toll revenues from the Golden Gate Bridge are administered by the Golden Gate Bridge, Highway and

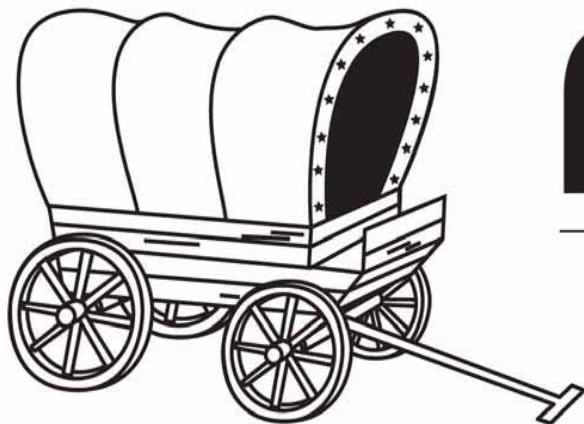
Transportation District, which joined with BATA to operate a single regional FasTrak customer service center in San Francisco. MTC is the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area.

MULTI-AXLE VEHICLE TOLL SCHEDULE

Effective July 1, 2012:

Vehicles with 3 Axles (\$5 x 3 Axles): \$15
Vehicles with 4 Axles (\$5 x 4 Axles): \$20
Vehicles with 5 Axles (\$5 x 5 Axles): \$25
Vehicles with 6 Axles (\$5 x 6 Axles): \$30

Vehicles with 7 axles or more
will be charged \$35 in toll fees.



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Cheers to DDrink

Summer gatherings are a great way to relax and enjoy the company of friends and loved ones while taking in beautiful weather, delicious food and refreshing drinks. However, alcohol is often a big part of these get-togethers and the results of driving while impaired often have a disastrous outcome. The California Office of Traffic Safety (OTS) would like to ensure that your summer plans are as entertaining and as safe as possible by announcing its summertime Designated Driver drink, or DDrink, promotion. The promotion features unique and innovative non-alcoholic drink recipes pro-

vided by bartenders at bars and restaurants across the state.



Recently, the National Highway Traffic Safety Administration (NHTSA) announced that in 2010, California's drunk driving deaths dipped to their lowest level in recorded history. While this statistic also signifies one of the largest single yearly drop of fatal drunk-driving crashes in the past 14 years, hundreds are still being killed on our roadways. OTS has worked closely with 12 popular food and drink establishments

(DDrink continued on page 19)

Vector ... A Move Ahead, Inc., Is Newest Agent for Atlas Van Lines

San Francisco-based business to exclusively offer one of nation's leading van line

EVANSVILLE, Ind. (June 12, 2012) — Atlas Van Lines, one of the nation's leading moving companies, today announces the addition of San Francisco-based agent Vector...A Move Ahead, Inc., a full-service moving and storage company, to its trusted network of nearly 500 agents throughout the United States and Canada.

Vector...A Move Ahead, Inc., specializes in a wide range of services, such as corporate relocation, household goods moves, office moves, specialized transportation and warehousing, and international moves. The highly rated moving company services the Bay Area in California, which includes San Francisco, Oakland, Alameda County, Contra Costa County, Marin County, Peninsula and San Mateo County. As a member of the Atlas agent network, Vector...A Move Ahead, Inc., now shares resources of the extensive Atlas network for state-to-state, cross-border or international moves.

Established in 1989, the Bay Area mover is

a member of the American Moving and Storage Association (AMSA) and is a certified ProMover. The company also maintains membership with the Better Business Bureau, California Public Utilities Commission and the California Moving and Storage Association (CMSA).

"With its extensive experience in the industry and variety of offered services, Vector will make a great addition to our family of agents," said Steve Hermann, vice president of agency development at Atlas Van Lines. "Their services have been highly rated for more than 20 years, and now, they will be able to continue offering customers the best quality services as an exclusive Atlas agent."

"It's such a privilege to join such a quality list of Atlas agents," said Bob Sheahon, general manager of Vector...A Move Ahead, Inc. "We look forward to continuing to offer the Bay Area the best moving and storage services under the Atlas Van Lines name."

(DDrink continued from page 18)

throughout the state to provide alternatives to alcoholic cocktails, specifically designed with designated drivers in mind. These DDrinks provide designated drivers with the opportunity to



enjoy their time while maintaining their sobriety so that everyone can be transported safely. The DDrink promotion will launch August 1, 2012, and monthly DDrinks will be featured on the OTS Facebook and Twitter social media pages, and promoted by bars and restaurants across the state.

Remember, the best way to avoid a DUI, and help save a life, is to plan ahead. Never let your guests and loved ones drive while under the influence. Always let them know that non-alcoholic drink options are available so they can join in the fun, but still be sober for the drive home. To give you a taste of

what you can expect through the DDrink promotion, below is a recipe submitted by bartender Aaron Marnet of Cafeteria 15L in Sacramento:

Basil Berry Fizz

Ingredients: 2 lemon slices, 4 fresh basil leaves, 4 fresh raspberries, 1/2 oz raspberry syrup, Ice, Club soda, Sierra Mist

Directions: Place lemon slices, basil leaves and raspberries in the glass and add raspberry syrup. Add a couple ice cubes, and muddle all ingredients into a pulp. Fill the rest of the glass with ice, and add equal parts club soda and Sierra Mist. Stir until evenly mixed and garnish with half a lemon wheel, one basil leaf and raspberry.

Remember, a DDrink would be a great alternative to have on hand for any designated drivers attending your event, and also serves as a great alternative when out with friends. You can find more DDrink recipes throughout the year on the OTS Facebook page, <https://www.facebook.com/CaliforniaOTS>, and more information on DUIs and tips on planning ahead at www.ots.ca.gov.

CLASSIFIED ADVERTISING

CHARGES: 1-5 lines \$15; \$2 each additional line. CMSA box number \$5; 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. Call Brianna Wahlstrom at (562) 865-2900 to place your advertisement.

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For Sale—Santa Barbara Area: Profitable moving company w/trucks & storage units. Excellent manager, sales staff & movers. Effective marketing plan. Online, real time access to all functions. Price: \$275,000. Please call Sharon Hills of Santa Barbara Business Brokers at 805.899.2919 or email sharon@sbbusinessbrokers.com for more information. Century 21 Butler Realty, Inc.

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Hiring a warehouse manager with 3 plus years of experience in household goods relocation/warehouse management. It is preferred that applicants have a class "A" license and a forklift certification. Please email resumes to recruiting@aqmsnationalmoving.com.

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EMPLOYMENT OPPORTUNITY

Looking for managers in L.A./Orange and Northern Bay Area. Must be extremely computer literate. Must be good with people and should have experience in the Moving and Storage Industry. Send resumes and letters of inquires to: CMSA, Box J2, 10900 E. 183rd St., #300, Cerritos, CA 90703.

HISTORICAL PHOTO

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 JPEG format to: bwahlstrom@thecmsa.org.



In 1954, CMSA members gathered for the installation of the new CMSA Chairman during the 36th Annual Convention at the Palace Hotel in San Francisco. This picture was taken during the Chairman's Dinner, hosted in the Garden room of the hotel, with the membership toasting to new CMSA Chairman Clarence Lockett of Lockett Van & Storage Co. in Sacramento.



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