

# *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

## **Required Health Care Act Notices Due October 1**

Although the employer mandate provision has been delayed, October 1, 2013, is still the deadline for notices required by the federal Patient Protection and Affordable Care Act (ACA).

Before October 1, all employers covered by the Fair Labor Standards Act are required to provide current employees with notices regarding new health insurance marketplace coverage options — in California, that's Covered California.

The notices inform the employee of the existence of the marketplace, a description of services, how to contact the marketplace and other required information.

Also starting October 1, employers must provide the notices to each new hire within 14 days of the employee beginning work.

The U.S. Department of Labor (DOL) has created two model notices — one for employers that do not offer a health plan and another for employers that do offer a health plan to some or all employees. The model notices — OMB No. 1210-0149 — are available at [HRCalifornia.com](http://HRCalifornia.com).

### **Covered California**

Californians without access to affordable health insurance through their employer can purchase health coverage through Covered Cal-

ifornia. Enrollment begins this October for coverage starting January 1, 2014.

Covered California is designed to help individuals and small businesses compare health plans, get answers, find out if they qualify for federal tax credits and enroll in a plan that meets their needs and budget.

### **HRCalifornia Help**

A special section at [HRCalifornia.com](http://HRCalifornia.com) includes an overview of federal health care reform and helpful tools and resources, including links to relevant forms, webinar recordings (free to CalChamber members) and government sources of information on the ACA.

A September 5 CalChamber-moderated webinar featured a representative of Covered California explaining what small businesses (1-50 employees) need to know about the state's new insurance marketplace.

Previous webinars in the CalChamber series on the ACA included an overview of the act's employer requirements, tax and accounting considerations, and strategies for employee benefits compliance. Recordings of the webinars are free to CalChamber members, \$99 for non-members.

Source: California Chamber of Commerce, *Alert*





## Chairman's Corner

By: PJ Welch

At the end of every summer, The CMSA hosts a Chapter Presidents Orientation in both Northern and Southern California. A busy end to the summer season limited me to only attending the Southern California orientation

where I met the incoming presidents of the Los Angeles, Ventura/Santa Barbara, Orange County and San Diego Chapters of the CMSA. I'd like to thank all the chapter presidents for their commitment to the CMSA. At the orientation, we discussed guidelines for running a CMSA chapter and brainstormed on ideas for speakers and topics at chapter meetings. Associate Board Member Jeff Nadeau of DEWITT Companies discussed the importance of including associate members in the running and promoting of a chapter meeting.

Soon after meeting the new chapter presidents, I made my way to the Twin Counties Chapter, the chapter where I grew up in the

CMSA, as the speaker along with CMSA President Steve Weitekamp. I would like to thank Mark Layton of Apple Valley Transfer & Storage for agreeing to be the chapter president (for the third year in a row) and for organizing a great meeting. With more than 20 attendees, this meeting was the largest Twin Counties meeting in years and the warm reception was exactly what I needed as I mumbled through my first attempt as a speaker. The following day, I attended the San Diego Chapter meeting organized by RaeDeane VanMeter, Republic Moving & Storage. I have been fortunate to have attended a few San Diego Chapter events in the past and I have always been impressed with the organization and size of every meeting. As always, the San Diego Chapter came through and with more than 60 attendees, I found myself literally spinning in circles in an attempt to address the crowded room. RaeDeane and Thomas McCarthy of McCarthy Transfer & Storage discussed plans for the upcoming golf tournament and Dave Rosenberg of Priority Moving volunteered to become the chapter vice president. I was very encouraged to hear from movers and associate members that the summer

*(Chairman's Corner cont. on page 4)*

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Link: [link] noun

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## **President's Comments**

By: Steve Weitekamp

The California Air Resources Board (CARB) On-Road Diesel Engine regulation as well as other CARB rules continue to be a source of both confusion and concern to many impacted carriers. CMSA members have the benefit of detailed information related to the regulations that will undoubtedly have a negative impact on many transportation companies and the greater California economy over the next several years. CMSA receives daily calls related to the regulation and works to provide regulatory guidance and compliance tools for our membership, such as the tables included in this issue.

Our membership is ahead of the curve in regards to the CARB regulations. With the help of CleanFleets.net and its director Sean Edgar, CMSA has provided CARB education at conventions, chapter presentations, workshops, Communicator articles and tables over the last three years. If you weren't a member, where would you have gotten this important information? Let me ask in another way: Have you received the kind of information CMSA regularly provides from any other source? My experience says no.

Realizing the major negative aspect of significant replacement costs imposed on carriers with already functional fleets, it is worthwhile to consider some less negative byproducts of the rule. There should be opportunity for compliant carriers to provide capacity that will be lacking as a result of out of state carriers and others not being in compliance. We should also see some leveling of the playing field as far as equipment costs are concerned. The regulations should also create a barrier to entry for marginal players who will need to have CARB-compliant equipment. Looking at the rule from the perspective of making lemonade when life gives you lemons, I would encourage carriers to market their compliance to their customers. You have invested thousands of dollars on upgraded equipment and expending countless work hours to ensure that your customers goods are moved on the greenest, most modern equipment in the world

*(President's Comments cont. on page 4)*

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

season had been extremely busy for all and that most were looking forward to a busy fall and winter season.

As summer turns to fall, I encourage mover and associate members of the CMSA to begin attending CMSA chapter meetings and fundraising events. A quick check of the calendar of events at [www.thecmsa.org](http://www.thecmsa.org) shows that chapter presidents are working hard in scheduling speakers to discuss topics such as CARB, employment law, reputation management and health care reform. January 1, 2014, will bring some huge changes to our industry and attending a chapter event will help all members stay up to date with all of the new regulations. For those of us trying to minimize the stresses and expenses that CARB and health reform will bring, the North Bay Chapter will be have a bowling night and the San

Diego Chapter will have live comedy along with its vendor appreciation night. Please check out the calendar of events in this issue as well as the CMSA website ([www.thecmsa.org](http://www.thecmsa.org)) for several upcoming chapter events.

Like it or not, the moving industry is set for some massive changes at the beginning of next year. Chapter presidents have organized some great meetings covering topics that will have a huge impact on your business as well as organizing meetings and events that will help us relax while we raise funds to support the CMSA Scholarship Fund and Special Olympics. Our chapter presidents deserve our support and there is no better way of supporting them than by attending a meeting or fundraising event. Steve and I will be traveling the state attending these chapter events and I look forward to meeting all of you soon.

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

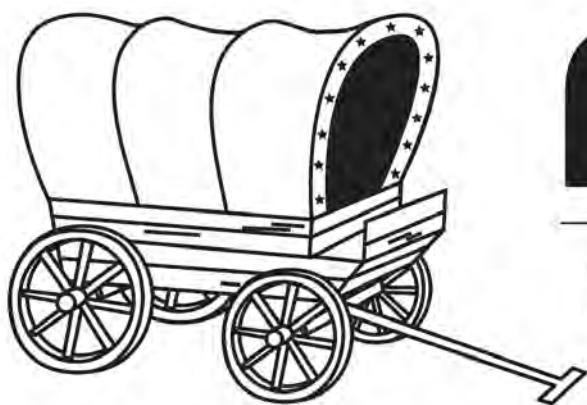
while providing the same quality service they have come to expect.

Some believe that there will not be resources or political will to enforce these rules. Evidence of actions already being taken on other CARB rules would indicate otherwise. A frequent question is, how hard will it be to catch me if I don't take the

required steps to comply? To that, I might answer by quoting Google's Executive Chairman Eric Schmidt who recently stated:

*"There were 5 exabytes of information created by the entire world between the dawn of civilization through 2003 ... Now that same amount is created every two days ... the growth rate, of course, is accelerating..."*

My takeaway: It's getting ever easier for regulators to find those not in compliance.



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## Dependable Auto Shippers Hires Benjamin Long as Vice President of Finance

(DALLAS) – Dependable Auto Shippers (DAS), one of the largest vehicle relocation services in the U.S. since 1954, announced Benjamin Long as vice president of finance, a new role added to DAS' executive leadership team. Long has 20 years of experience in finance and accounting, with more than eight of those years in the transportation industry.

"On the eve of our 60th anniversary, we felt the time was right to bring on a new team member in this role to ensure we are well positioned for continued growth and industry leadership moving forward," said John Roehll, executive vice president and partner at DAS. "We're excited to welcome Benjamin to the team and look forward to the fresh perspective and expertise

he will bring to the organization."

As vice president of finance, Long will oversee, develop and execute financial strategy for DAS. Long previously worked at Waggoners Trucking and Frozen Food Express.

In addition to hiring a vice president of finance, DAS recently announced other executive changes, including two promotions and another new hire. John Roehll, previously executive vice president of sales and marketing, became executive vice president and partner; Erin Almand moved from vice president of service delivery to vice president of corporate business; and Tim Higgins was hired as

executive vice president, focusing on technology development, and sales and service for the retail channel.



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## 5 Tips on Moving Stainless Steel Appliances

Of all “non-packed” household goods items, appliances rank very high on the list for claims of the most severely damaged items. In the last several years, stainless steel appliances have grown in popularity. Therefore, we’d like to offer some tips and guidelines for safely transporting them.

1. Prepare a thorough inventory description after viewing the appliance in good light. Check for pre-existing scratches, gouges and dents. Please note the make, model and size.
2. A third-party service should handle any disconnection or reconnection prior to your handling. Haulers and/or agents must not attempt to perform this service. Improperly done, this can lead to floor damage caused by water leakage.
3. In order to properly protect these appliances, it is strongly recommended that you first paper-wrap and then shrink-wrap or pad-wrap the item. Whatever comes in

contact with the finish of the appliance must be clean. Moving pads often hold dirt and dust particles that can leave fine scratches on the stainless steel. These scratches could result in replacement of the entire unit, as panels for most appliance doors are not readily available, opening the possibility of replacing the entire item rather than simply repairing or replacing a panel.

4. Always use an appliance dolly to move the unit. Do not remove padding until the unit is in the residence. Note: Please do what is necessary to protect floors and door-jams as you move the appliance through the residence.
5. Never attempt to repair a deep scratch or hide damage from the customer.

Source: New Jersey Warehousemen & Movers Association, *On The Move*

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## Medical Marijuana Card Holder Still Subject to Workplace Safety Actions

*Our potential new hire told me he has a medical marijuana card. How will this work if he fails his pre-employment drug test?*

In 1996, California passed The Compassionate Use Act (CUA), which ensured that seriously ill Californians have the right to obtain and use marijuana for medical purposes when a physician determines that the medical use is appropriate, and the person's health would benefit from the use of marijuana in the treatment of various disorders.

### Not 'Prescription'

This narrow legalization has raised havoc in the workplace, as employees believe they have the right to use marijuana as long as they have

a "prescription" (marijuana is not approved by the Federal Drug Administration and therefore it is not technically a prescription).

The employer has the right to maintain a drug-free workplace, however, and because federal law does not allow this use, it is still illegal.

Additionally, an employer is not required to allow employees to use medical marijuana as a reasonable accommodation under California's Fair Employment and Housing Act.

The California Supreme Court held in 2008 that it is not a violation of California law for an employer to terminate an employee who tests positive for marijuana, even though

*(Workplace Safety continued on page 8)*



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*Inquiries are always kept confidential.*

(*Workplace Safety continued from page 7*)

the employee was prescribed the marijuana for medical purposes under the CUA.

Other concerns are raised by Occupational Safety and Health Administration requirements, in that an employer is obligated to provide a safe workplace for all of its employees.

Studies have shown that marijuana-using employees are prone to accidents, injuries and absenteeism. If such an employee is working in a safety-sensitive position, marijuana use is not likely a reasonable option.

A problematic call is whether the individual is really “under the influence.” When testing for marijuana, the laboratory tests for “THC,” which remains in the person’s body for weeks after the usage.

Therefore, a person may test positive for marijuana, but not be under the influence.

Nevertheless, the law, at this time, still allows an employer to terminate an employee or refuse to hire an applicant who tests positive.

This is an area of law that is evolving, and employers who face these decisions should keep updated on any legislation or new court cases.



Source: California Chamber of Commerce,  
*Alert*

## Meaning of Positive Test

# The 2014 CMSA Roster Update Form is Here!

Submit your changes to CMSA by November 30 for the 2014 CMSA Roster.



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## FACTS ABOUT

## Truck and Bus Regulation Compliance Requirements Summary

*Fleets have flexibility to comply*

On December 12, 2008, the California Air Resources Board approved the Truck and Bus regulation to significantly reduce particulate matter, or PM, and oxides of nitrogen emissions from existing diesel vehicles operating in California. This fact sheet describes the regulatory requirements consistent with the amendments considered by the Board in December 2010.

### What vehicles are affected by the truck and bus regulation?

The regulation applies to nearly all diesel fueled trucks and buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds that are privately or federally owned and for privately and publicly owned school buses. Other public fleets, solid waste collection trucks and transit buses are already subject to other regulations and are not part of the truck and bus regulation. Trucks that transport marine containers must comply with the drayage truck regulation.

### What are the compliance requirements for heavier trucks and buses?

Engine Model Year Schedule for Heavier Trucks	
Engine Year	Requirement from January 1
Pre-1994	No requirements until 2015, then 2010 engine
1994-1995	No requirements until 2016, then 2010 engine
1996-1999	PM filter from 2012 to 2020, then 2010 engine
2000-2004	PM filter from 2013 to 2021, then 2010 engine
2005-2006	PM filter from 2014 to 2022, then 2010 engine
2007-2009	No requirements until 2023, then 2010 engine
2010	Meets final requirements

Heavier trucks and buses with a GVWR greater than 26,000 pounds would have two primary ways to comply. Fleets could comply with the compliance schedule by engine model year or could use a phase-in option that is more flexible.

Starting January 1, 2012, heavier trucks would be required to meet the engine model year schedule shown to the left. Fleets that comply with the schedule would install the best available PM filter on 1996 model year and

newer engines and would replace the vehicle 8 years later. Trucks with 1995 model year and older engines would be replaced starting 2015. Replacements with a 2010 model year or newer engines meet the final requirements, but fleets could also replace with used trucks that would have a future compliance date on the schedule. For example, a replacement with a 2007 model year engine complies until 2023. By 2023 all trucks and buses must have 2010 model year engines with few exceptions. No reporting would be required if complying with this schedule.

Phase-In Option for Heavier Trucks	
Compliance Date	Vehicles with PM Filters
January 1, 2012	30%
January 1, 2013	60%
January 1, 2014	90%
January 1, 2015	90%
January 1, 2016	100%

In addition, there would be a phase-in option that allows fleets to decide which vehicles to retrofit or replace, regardless of engine model year. Fleets must report information about all of their heavier trucks starting January 31, 2012, to use this option.

Fleets could comply by demonstrating they have met the percentage requirement each year as shown in the table. For example, by 2012 the fleet would need to have PM filters on 30 percent of the heavier trucks and buses in the fleet. This option counts 2007 model year and newer engines originally equipped with PM filters toward compliance and would reduce the overall

number of retrofit PM filters needed. Any engine with a PM filter regardless of model year would be compliant until at least 2020. Beginning January 1, 2020, all heavier trucks and buses would need to meet the requirements specified in the Compliance Schedule for Heavier Trucks.

### Are there any credits or exemptions fleets can use?

Starting January 1, 2012, fleets that report and use the phase-in option for heavier trucks, could take advantage of credits to delay requirements for other heavier trucks in the fleet until 2017 for the following:

- PM filters installed before July 2011
- Early purchase of cleaner engines before 2012 (originally equipped with PM filters)
- Reducing the number of trucks since 2006
- Adding fuel-efficient hybrids or alternative fueled engines to the fleet

All fleets could make any vehicle equipped with a PM filter prior to 2014 compliant until 2020, or could make all heavier vehicles in the fleet exempt from meeting the replacement requirements until 2023 if all heavier trucks in the fleet are equipped with PM filters prior to 2014. Fleets would need to report by January 31, 2014 to take advantage. Vehicles operated less than 1000 miles per year can also be exempt from the general requirements but must be reported in the compliance year.

#### **What are the requirements for lighter trucks and buses?**

Engine Model Year Schedule for Lighter Trucks		Requirements
Engine Year	Replacement Date	
1995 and older	January 1, 2015	requirements until 2015. The Engine Model Year Schedule for Lighter Trucks table lists the compliance dates that would apply by engine model year for lighter trucks. Starting January 1, 2015, lighter trucks with engines that are 20 years or older would need to be replaced with newer trucks. Starting January 1, 2020, all remaining trucks and buses would need to be replaced so that they would all have 2010 model year engines or equivalent emissions by 2023. No reporting would be required.
1996	January 1, 2016	
1997	January 1, 2017	
1998	January 1, 2018	
1999	January 1, 2019	
2003 and older	January 1, 2020	Fleets would also have the option to install a PM filter retrofit on a lighter truck by 2014 to make the truck exempt from replacement until January 1, 2020, and any
2004-2006	January 1, 2021	
2007-2009	January 1, 2023	

lighter truck equipped with a PM filter retrofit prior to July 2011 would receive credit toward the compliance requirements for a heavier truck or bus in the same fleet.

#### **Are there any other provisions for exemptions or delays?**

The regulation has special provisions that delay some or all of the compliance requirements, but fleets must report to take advantage of them. By April 29, 2011, fleets would need to report to qualify for lower use and specialty agricultural truck exemptions until 2017 or 2023 and must report hour meter readings for sweepers with auxiliary Tier 0 engines. Fleets would need to report by January 31, 2012 to take advantage of delays until 2014 for small fleets with one to three vehicles, log trucks, lower use construction trucks, and vehicles operating in parts of the state with less polluted air.

#### **What are the requirements for school buses?**

School buses with a GVWR more than 14,000 pounds would need to meet PM filter requirements from 2012 to 2014. School bus fleets would need to demonstrate that 33 percent of their buses have PM filters by 2012, 66 percent by 2013 and 100 percent by 2014. If an engine cannot be equipped with a PM filter it will need to be replaced by January 1, 2018. Pre-1977 model year school buses must be replaced by 2012. No reporting is required, but fleets must keep records.

#### **If I decide to sell my vehicle, do I have to notify the buyer of the requirements of this regulation?**

Yes. Any person selling a vehicle subject to the Truck and Bus Regulation must provide a specific disclosure statement in writing to the buyer on the bill of sale, sales contract addendum, or invoice. See Regulatory Advisory 416 at [www.arb.ca.gov/enf/advs/advs416.pdf](http://www.arb.ca.gov/enf/advs/advs416.pdf).

#### **For more information**

Other fact sheets and additional information are available at: [www.arb.ca.gov/dieseltruck](http://www.arb.ca.gov/dieseltruck) or by calling ARB's diesel hotline at (866) 6DIESEL (866-634-3735). To obtain this document in an alternative format or language, please contact (866) 634-3735. TTY/TDD/ Speech to Speech users may dial 711 for the California Relay Service.

## Calendar of Events

Tues., October 15	North Bay Chapter Meeting
Wed., October 16	Northern Region Chapter Meeting
Thurs., October 17	OC/Beach Cities Chapter Meeting
Thurs., October 17	Sacramento Chapter Meeting
Wed., October 23	San Diego Chapter Meeting
Tues., November 12	Mid Valley Chapter Meeting
Wed., November 13	Monterey Bay Chapter Meeting
Thurs., November 14	Central Coast Chapter Meeting
<b>Wed., November 20</b>	<b>OC/Beach Cities Golf Tournament</b>
Sat., November 30	2014 Roster Update Submission Deadline

<b>Fri., December 6</b>	<b>Northern Region Chapter Crab Feed</b>
Tues., December 17	North Bay Chapter Meeting
Thurs., December 19	Sacramento Chapter Meeting
Tues., February 4	Ventura/S. Barbara Chapter Meeting
Wed., February 5	Greater Los Angeles Chapter Meeting
Wed., February 19	Northern Region Chapter Meeting
<b>Wed., March 19</b>	<b>San Diego Chapter Golf Tournament</b>
Wed., April 9	Greater Los Angeles Chapter Meeting

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# U.S. Halts Mexico Border Scheme of Hiding Drugs in Truck Axles

By: Eric Miller, Transport Topics Reporter

Motor carriers received a stark reminder earlier this month that cross-border trucking presents special challenges when U.S. prosecutors announced the arrest of 19 members of Mexican drug organizations who allegedly transported drugs in PVC pipes concealed inside tractor-trailer axles.

The arrests, made public Aug. 15 by the U.S. attorney's office in Los Angeles, came with the claim that cocaine, methamphetamine and heroin were smuggled into the United States using random trucking companies.

The indictments come after a two-year investigation by a Southern California-based fed-

eral drug task force. Additional members of drug organizations still may be arrested, officials said.

"The allegations here describe a wide-ranging conspiracy to exploit aspects of our nation's trucking and transportation system and funnel enormous amounts of dangerous narcotics into this country," Andre Birotte Jr., U.S. attorney for the Central District of California, said when the arrests were announced.

The investigation started in 2011 after federal agents began targeting a trafficking organization that transported thousands of pounds of drugs from Mexico via the border crossing in Nogales, Ariz., dropping the contraband off at truck yards in South Gate and

*(Mexico Border Scheme cont. on page 14)*



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- ❖ Household goods freight forwarding

**(Mexico Border Scheme cont. from page 13)**

Wilmington, Calif.

The PVC pipes containing the drugs were then removed from the trucks and distributed to locations in Arizona and California, including Los Angeles and the counties of Orange, Riverside and San Bernardino, according to the indictment.

"There weren't any specific trucking companies that were targeted," said Jay Dauphinais, a Los Angeles-based Drug Enforcement Agency special agent who spoke with Transport Topics. "They were just random."

No trucking companies were identified in the charging documents.

However, a spokesman in the U.S. attorney's office in Los Angeles said one of the defendants, Julio Cesar Castro, owned JCC Trucking Inc. The Panorama City, Calif.-based carrier was placed out of service in December for refusing an audit, according to Federal Motor

*"There weren't any specific trucking companies that were targeted ... There were just random"*

— Jay Dauphinais,  
Drug Enforcement  
Agency Special Agent

Carrier Safety Administration records.

According to the United Nations Office on Drugs and Crime, cocaine is typically transported from Colombia to Mexico or Central America by sea and then onward by land to the United States and Canada.

U.S. authorities estimate that 90 percent of the cocaine entering the country crosses the U.S.-Mexico land border," the U.N. said.

The trucks used for smuggling can so easily be made to look like legitimate operations simply by bearing duplicates of familiar company logos.

Many are the Class 8 vehicles used to cross the border to haul everything from agriculture products to automotive parts. That makes it easy to conceal contraband.

Dauphinais said drivers would pick up a load, giving the traffickers access to the vehicle without their companies' knowledge.

The drivers may not, in some cases, have

**(Mexico Border Scheme cont. on page 15)**



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**(Mexico Border Scheme cont. from page 14)**

known where or what quantity of drugs was concealed in the truck, but they would likely have been aware that some contraband was on board.

The traffickers would give the truck back to the driver to be driven across the border, Dauphinais said.

"What the traffickers did was open up the rear axles and put the PVC pipe right into the axles," Dauphinais said. "There was a capability of storing anywhere from 10 to 16 kilos in the axle."

More than 2,400 pounds of methamphetamine, 66 pounds of cocaine, 79 pounds of heroin and more than \$1.2 million in cash were seized in the course of the two-year investigation, federal officials said.

"What it shows is any part of any vehicle can be used. These guys are always thinking up new ways to smuggle into any kind of vehicle,"

Dauphinais said. "But if you crack open the axle, it's obviously going to hurt the integrity of the truck. It's probably lucky that the truck makes it across in one piece."

Added Claude Arnold, special agent at the Los Angeles office of U.S. Immigration and Customs Enforcement:

"The criminal networks targeted in this case exploited one of the nation's busiest transportation corridors to mask the movement of staggering amounts of contraband — the volume of methamphetamine being smuggled by these organizations is virtually unprecedented."

Dauphinais said the investigation is continuing as agents look into "spin-off information we've received since they made the arrests."

*"What the traffickers did was open up the rear axles and put the PVC pipe right in to the axles ... There was a capability of storing anywhere from 10 to 16 kilos in the axles."*

— Jay Dauphinais,  
Drug Enforcement  
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## Generous Estate Gift to Help Homebound Reader Services

Thanks to a substantial gift from the estate of former CMSA Manager Patricia Andrews, the Long Beach Public Library will strengthen and expand its vital outreach services for senior citizens and home-bound readers who are confined to their homes due to illness, injury or advanced age. Andrews was the California Moving & Storage Association's manager for more than 21 years until she retired in 2009.

The Long Beach Public Library Foundation has received more than \$750,000 from the Andrews estate. Approximately \$50,000 will be used to increase the capacity of Homebound Reader Services, a program that provides home delivery of books selected by librarians to fit the tastes of each reader. Andrews' gift will help purchase movies and large print books, a popular format among homebound residents. Approximately \$100,000 will be used to enrich the program throughout all the

branches, and the remainder of the gift will establish the Patricia Andrews Homebound Readers Endowment Fund. Each year, the interest from this fund will support library services for seniors.



Patricia Andrews, or "Pat" as she was known at CMSA, passed away last December from a stroke at the age of 69. She was a resident of the Wrigley neighborhood and loved gardening with native plants, watching foreign films and reading her favorite authors, John Sandford and David Baldacci. Andrews

was the youngest of four siblings in a military family spent most of her childhood living in various locations, including attending high school in Okinawa, Japan.

Andrews' older sister, Sharon Christenson, lives in Virginia and serves on the Colonial Heights Public Library Board of Trustees. "Our

*(Generous Estate Gift cont. on page 18)*

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*(Generous Estate Gift cont. from page 17)*

parents spent a lot of time in the library," she said. "Our family would rather read than do anything else. Patti loved having a book in her hands." Andrews' father also served on the Board and their mother is remembered with a memorial bench.

Always a passionate advocate for her community, Andrews recognized the challenges her elderly neighbors faced and volunteered to help them with errands. While touring the Library four months before her death, she quickly recognized the financial needs of the library after years of severe cutbacks and decided to focus her gift on library services for seniors.

"I am grateful that we had the opportunity to meet her," said Executive Director Sara Myers. "She was a very cheerful person and the picture of good health. We thought we would have decades to get to know her and plan the recognition for her gift. We were shocked to learn she had passed away unexpectedly."

Thankfully, her meticulous organization and planning has allowed the Library Foundation to celebrate her legacy for generations to come.

Source: Long Beach Public Library Foundation

## CARB Holds Truck Inspections in Sacramento



The California Air Resources Board (CARB) worked with the California Highway Patrol once again to conduct inspections Tuesday, September 17, on heavy-duty trucks traveling in and around the Sacramento area. The goal was to check for truck compliance of state air pollution laws.

Inspections took place just past the Highway 99–Interstate 5 split on the southbound side only.

Earlier this year, CARB has also conducted truck inspections in the Los Angeles, Fresno and Salinas areas.



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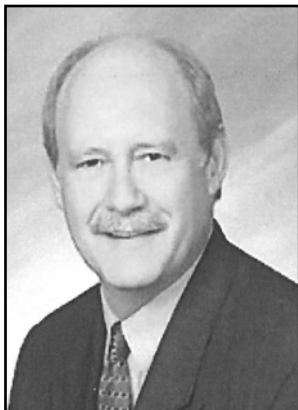
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# MEMORIAL BULLETIN



Thomas Hanson of Thomas E. Hanson Insurance Services passed away August 17, 2013, from heart complications. He was 60 this year.

Thomas has been in the insurance industry for almost 20 years.

His company has been with the CMSA for more than 10 years.

He had three brothers: Bill Hanson, Jeff Hanson and John Hanson. He is survived by his daughter, Melissa.



Dorothy Mee, co-founder of Mee's Moving & Storage an agent for Allied Van Lines passed away on September 15 at her home in Fair Oaks, CA. She was 86. She and her husband, Bill, started the company in 1969. Over the years, it grew to a large and successful moving company in the Sacramento area.

The company received several awards from Allied for quality, hauling and sales. At one time, they had branches in Sacramento, Rancho Cordova, Fairfield and Redding. Her husband, Bill Mee, passed away in 2005. She is survived by her daughters Sherrie Ryan, Julie Filer, Nancy Brown, and her son Bill Mee; 17 grandchildren and 41 great grandchildren. Dorothy and her husband attended many Allied Van Line conventions, CMSA conventions and meetings over the years, and were well known and liked by fellow agents all over the country.

Remembrances in Dorothy Mee's name may be made to Victory Christian School Scholarship Fund at: 3045 Garfield Ave., Carmichael, CA, 95608.



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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 inquiries to: CMSA, Box J2, 10900 E. 183rd St., #300, Cerritos, CA 90703.

### **OWNER OPERATORS WANTED**

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### **EMPLOYMENT OPPORTUNITY**

Santa Clarita-based company looking to hire Class A owner operator with CARB-compliant vehicle for local and OTR shipments. Must have clean record, experience and able to pass major van line standards. Send resumes and letters of inquiries to: CMSA, Box J0142, 10900 E. 183rd St., #300, Cerritos, CA 90703.

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City:	State:	ZIP:	
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FAX #:	Published Website Address:		
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Name of Principal Company Officers / Position Title: (Check (✓) one person to receive postal mailing. All names listed with email addresses will receive emails regarding chapter notices, link to online Communicator and announcements. Use additional sheet if needed.)			
<input type="checkbox"/> Name:	/ Title:	Email Address:	
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Branch Offices: (\$5 additional fee per month for each branch listed. <b>DO NOT</b> include main office.)			
Address:		Phone #:	
City:	State:	ZIP:	FAX #:
Manager Name:		Email:	
Address:		Phone #:	
City:	State:	ZIP:	FAX #:
Manager Name:		Email:	
(Use additional sheet if needed.)			
<b>IF YOU ARE A HOUSEHOLD GOODS MOVER, PLEASE ANSWER THE FOLLOWING:</b>			
	<u>Main Office</u>	<u>Branch #1</u>	<u>Branch #2</u>
1. Name of van line affiliation if any.			
2. Do you have a warehouse?			
3. If yes, give square footage.			
4. Do you have a public scale?			
5. If yes, state capacity in pounds.			
(Note corrections or additions in <u>any</u> public scale listing in current ROSTER on page 2.)			
Did you check your Roster? Yes <input type="checkbox"/> No <input type="checkbox"/>		Did you check the CMSA website? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Signature: /s/		Position:	Date:
Please return to: CMSA, 10900 E. 183 <sup>rd</sup> St., Suite 300, Cerritos, CA 90703, or FAX to: (562) 865-2944			
Email: <a href="mailto:information@thecmsa.org">information@thecmsa.org</a> Phone #: (562) 865-2900			
<b>RETURN BY NOVEMBER 30, 2013</b>			
(ASSOCIATE MEMBERS PLEASE SEE PAGE 2)			

IF YOU ARE AN ASSOCIATE MEMBER - Please mark the appropriate box(es) below.

**One category listing is free. Additional category listings cost \$20 per category per year.**

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Auctioneers	<input type="checkbox"/>	Moving Equipment Rentals	<input type="checkbox"/>
Citation Prevention	<input type="checkbox"/>	Nevada Movers	<input type="checkbox"/>
Claims Adjusting Service	<input type="checkbox"/>	Paper Products / Packing Materials	<input type="checkbox"/>
Computer Services	<input type="checkbox"/>	Payroll Services	<input type="checkbox"/>
Consultants	<input type="checkbox"/>	Printing Services	<input type="checkbox"/>
Crates / Containers	<input type="checkbox"/>	Recycling Services	<input type="checkbox"/>
Custom Trailer Manufacturer	<input type="checkbox"/>	Repairs, Sales, Truck, Trailers	<input type="checkbox"/>
Document Destruction	<input type="checkbox"/>	Telephone Services	<input type="checkbox"/>
Drug / Alcohol Testing	<input type="checkbox"/>	Third Party Specialty Services	<input type="checkbox"/>
Freight Forwarders	<input type="checkbox"/>	Truck Sales / Rentals	<input type="checkbox"/>
Furniture Rental	<input type="checkbox"/>	Uniforms / Apparel / Design	<input type="checkbox"/>
Independent Contractors	<input type="checkbox"/>	Van Line Companies	<input type="checkbox"/>
Insurance / Financial Services	<input type="checkbox"/>	Vehicle & Boat Relocation	<input type="checkbox"/>
Leasing – Employee Equipment	<input type="checkbox"/>	Warehouse Racking / Rental Equipment	<input type="checkbox"/>
Manufacturer – Commercial Vans / Trucks	<input type="checkbox"/>	Other: _____	<input type="checkbox"/>

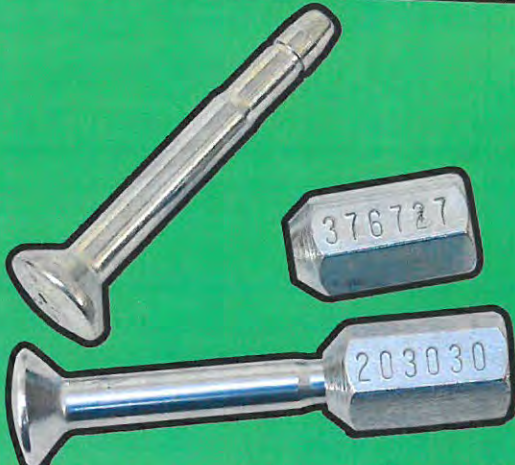
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