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Caltrans Reports on How it's Doing its Job and Where it Needs to Improve

SACRAMENTO — Caltrans released the first issue of *The Mile Marker: A Caltrans Performance Report*, a straightforward accounting of how the department is performing as it improves and protects California's transportation system.

Is Caltrans efficiently managing its funding and resources? Are California's highways and bridges getting safer? What is Caltrans doing to relieve traffic congestion, fix potholes or reduce greenhouse gas emissions? Anyone can easily access the report and find out.

"The Department of Transportation is headed in a new direction that focuses on improving its performance," said

California State Transportation Agency Secretary Brian Kelly. "*The Mile Marker* report demonstrates a serious commitment to accountability and communicating what is working — and what must be improved."

"*The Mile Marker* delivers information that the public wants in plain language," said Caltrans Director Malcolm Dougherty. "It raises the bar on Caltrans' transparency and accountability and gives us another way to clearly communicate our performance."

Publication of *The Mile Marker* comes on the heels of last week's release of a wide-reaching

assessment of Caltrans operations conducted by the State Smart Transportation Initiative, which found, among other things, that the department must improve communication with stakeholders, the legislature and the public. This publication is part of Caltrans' commitment to improving communication and transparency. By openly and honestly identifying the areas for improvement, Caltrans is positioning itself to implement lasting reforms and better public service.



This issue shows that Caltrans needs to make improvements in certain aspects related to its key performance areas: safety, mobility, sustainability, delivery and

maintenance. Caltrans met 4 of its 15 performance measures during this reporting period; however, progress is being made on 13 of the 15 metrics.

"I carried SB 486 last year to increase transparency and accountability at Caltrans," Senator Mark DeSaulnier (D-Concord) said. "*The Mile Marker* begins to carry out the spirit of that bill by releasing quantitative performance data on Caltrans projects to the public. It is important that the taxpayers know how effectively their money is being spent. I look forward to working

(Caltrans continued on page 6)



Chairman's Corner

By: PJ Welch

Prior to my final chapter visits, I was asked if being Chairman of the CMSA had been a difficult task. My automatic response to the question was: "No, absolutely not." I explained how I have been overwhelmed by the generosity of all members of our Association. So many movers have opened their offices and warehouses and proudly explained their markets and how their companies compete in those markets. I visited with our Associate members for the first time and had my eyes opened to the world of international shipping and new product distribution. After visiting so many members, I must say that if I were asked again if being Chairman is difficult, the answer would be both yes and no. Actually, being Chairman, traveling the state, meeting members and learning about the moving industry is easy. Taking what I have learned as Chairman and figuring out how to

apply those lessons to my business is the hard part.

Walking into the Northern Region Chapter meeting, I heard a mover state, "We are so busy; it feels like summer!" All movers would love to be making this statement in the off-season, especially in February, and I am certain that all Associate members would love to be providing services at peak-season levels during this same period. As the economy improves and changing regulations make it more difficult to operate, are you taking the time to make sure that your organization is prepared for the summer season? Of the many issues I have discussed as Chairman, there are three that seem to affect movers in every market and in every part of the state. The first is personnel or the need for more qualified personnel. As off-season demand grows, our ability to keep employees busy all year improves. This season will be difficult, but investments made now to hire and train new employees will be offset by increased demand at this time next year. The second is CARB: There are no exemptions. All moving companies must be operating CARB-compliant equipment in California and yes,

(Chairman's Corner cont. on page 4)

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Link: [link] noun

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President's Comments

By: Steve Weitekamp

Uncivil Discourse, in politics and political discussion, has become ever more prevalent and in the opinion of many, the result is greater intransience and less productivity. With CMSA as an Association that represents a diverse membership with a common goal to improving the business landscape for permitted carriers and the customers they serve, it is essential to communicate effectively with representatives of varying viewpoints. CMSA, on behalf of its membership, regularly engages in lobbying related to legislative issues and regulatory agencies. An understanding and empathy of the other side of an issue can go a long ways toward the discovery of a common ground and the creation of an environment where all parties are able to better understand the issues that are important to others.

February saw AMSA bring its annual convention to San Diego and CMSA was an active participant in the event. In addition to the ever present questions, comments and discussion on CARB On-Road Diesel Engine regulations, I participated, along with other CMSA members, in many of the events and took part in several meetings and presentations including:

- A meeting with a GSA representative to review DOD audits of mover shuttle service previously approved by the military. Thanks to Chuck White of International Association of Movers (IAM) and Jeanette Homan of CMSA member company Cannon Moving & Storage for including CMSA in this discussion.
- A special meeting with SDDC Captain Aaron Stanley, USN, and SDDC civilian staffer Jill Smith as well as Chuck White of IAM to share information on CARB's On-Road Diesel Engine regulations. It is important that the SDDC understand the impact of the regulation on the service providers who move military member shipments into and out of California. At least 20 percent of all military

(President's Comments cont. on page 4)

(Chairman's Corner cont. from page 2)

some members of the CMSA have been fined for operating vehicles that are not. The third is crating of domestic shipments. While capacity is always limited during the summer season, the combination of increasing demand and CARB will have a tremendous negative effect. If you are not prepared to load and deliver crated shipments, you may be missing out.

While it would be difficult to make a complete list of all the challenges involved with operating a moving company, I can say that being Chairman has opened my eyes and forced me to take a look at how my company is operated. When I began visiting chapters as Chairman, I was curious to know how well my company preformed compared to other companies. Now, I am more concerned by what we are not doing at all. Now

is the time to take a step back and evaluate your business, to build on everything that you are doing right and to make improvements where necessary before the summer season, which seems to have already begun.

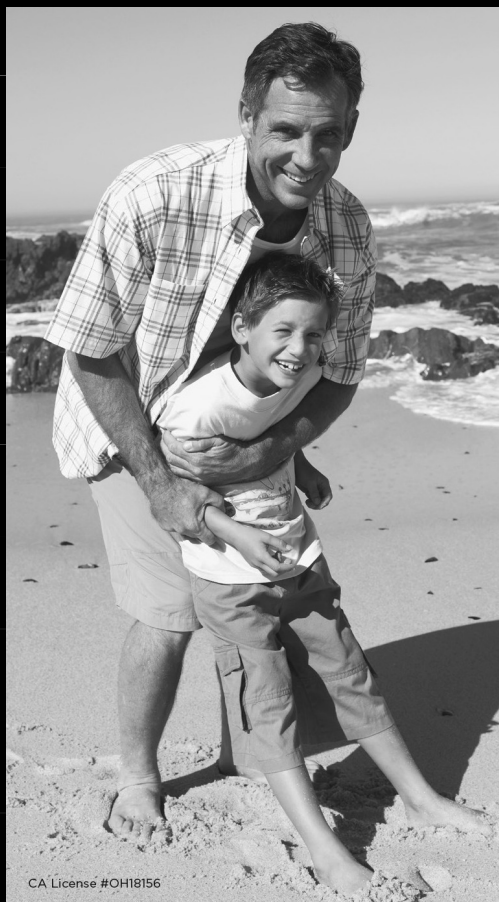
In closing, I would like to thank all of the Chapter Presidents and members who attended the chapter meetings I visited in February. I would especially like to thank Mark Macy for opening the doors of Macy Movers to the staff of the CPUC. As business improves, you will not want to miss this year's annual Convention April 29 – May 4 at the Hyatt Regency Monterey. There is no better opportunity to meet with fellow CMSA members and to discuss the challenges this peak season will bring. The real challenge, as I have discovered as Chairman, is to take what you learn from other members and applying that to your own daily operations.

(President's Comments cont. from page 3)

business passes through California and the impact of CARB on service provider capacity and costs will be significant.

- A convention presentation, Competing in the Local Market by Cutting Through the Red Tape, with several colleagues including CMSA member Bill Lovejoy, president of Republic Moving & Storage. The presentation

(President's Comments cont. on page 5)



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(President's Comments cont. from page 4)


and discussion focused on strategies and best practices for engaging local and state agencies that impact the moving and storage industry.

Later in the month, we had the opportunity, along with CMSA Chairman PJ Welch and CMSA Legislative Advocate Chuck Cole, to spend a day with California Public Utilities Commission (CPUC) staff at their San Francisco office along with a group field trip to longtime CMSA member Macy Movers Inc. The morning started with a meeting with the new CPUC Interim Director of Safety and Enforcement Denise Tyrrell. We presented her with a list of illegal operators that we have reported to CPUC staff and discussed the importance of the development of a system to address accountability and success in regards to reported violators. As someone new to her post, our meeting provided an opportunity to share a broad array of concerns and issues. In addition to the critical issue of enforcement related to illegal operators, we shared our concern about activity related to un-

authorized logo use and illegal operators' websites. Our position, reinforced by CPUC legislative division, is that the CPUC has the authority to take down websites of non-permitted operators illegally offering HHG moving services within California without CPUC authority.

We spent the next two hours with CPUC staff conducting a training session on MAX 4 paperwork and its usage by permitted carriers, a review that was valuable for both the regulator and industry. In the afternoon, we toured a moving company with review of warehouse and field operations that a legitimate carrier would do. This event was a hit with CPUC staff. A special thanks goes to Mark Macy of Macy Movers Inc. for welcoming us along with a dozen CPUC enforcement personnel to tour his facility and equipment in a CMSA training exercise that showed how legitimate movers operate.

Please don't forget about the CMSA's annual Convention. If you need more information, call the CMSA office at (562)865-2900. It's approaching quickly so send in your registration today!



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(*Caltrans continued from page 1*)

with Transportation Agency Secretary Brian Kelly and other administration officials to further improve the performance of Caltrans."

"I am very pleased with the department's first edition of this ongoing report. I believe 'no-surprises' reporting will go a long way toward demonstrating that the department is worthy of the public's trust," said Assembly Member Bonnie Lowenthal, Chair of the Assembly Transportation Committee. "I applaud the use of data and performance measures to demonstrate the department's performance and ultimately to manage the department's resources, and I look forward to continued work with the department on these important efforts."

This report is an extension of reforms begun by Dougherty since being appointed director in 2012. That year, Dougherty initiated a program review to evaluate the entire organization and make it more efficient. Caltrans incorporated input from local transportation partners and worked with the independent State Smart Transportation Initiative group. Caltrans is using the data from that review as the foundation for a new five-year strategic plan, with clearly defined

performance goals.

"We support critical assessments of Caltrans and look at them as opportunities to highlight our achievements and improve in areas where we can do better," Dougherty added.

As part of the program review, Dougherty has also made significant changes to Caltrans' organizational structure by merging divisions and functions to make it a leaner, better-organized agency. He is strengthening Caltrans' relationship with other agencies by changing the way it does business as it works with counties and cities to improve transportation across California. Caltrans also put into action a process called enterprise risk management, which helps managers identify potential issues and possible solutions to become more effective and efficient.

Copies of this first issue of *The Mile Marker* are available here:

- http://www.dot.ca.gov/ctjournal/2014-1/TheMileMarker_Jan2014.html (online)
- http://www.dot.ca.gov/ctjournal/2014-1/TheMileMarker_Jan2014.pdf (print)

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President Calls for Four-Year, \$302 Billion Transportation Bill

By: David Tanner, *Land Line* associate editor

President Obama may not be able to campaign for "four more years" as president, but he can propose four more years for transportation. He did just that on Wednesday, Feb. 26, calling for a four-year, \$302 billion investment in the nation's roads, bridges railways and transit.

The current transportation program, known as MAP-21, is scheduled to expire Sept. 30. Members of Congress are drafting new bill language — and some are hoping for a five- or six-year investment rather than a four-year plan. The longer the duration of the bill, the more certainty it would provide to states to plan and carry out transportation projects that receive federal funding.

Obama and U.S. Transportation Secretary Anthony Foxx announced a new round of competitive TIGER grants, calling on state, regional and local governments to compete for \$600 mil-

lion. TIGER stands for Transportation Investment Generating Economic Recovery, and the program originated with the 2009 "stimulus bill."

The question on everyone's mind heading into the reauthorization process is how America will pay for investments in transportation.

In Obama's latest proposal, he calls for the closing of "unfair" tax loopholes.

The administration continues to dismiss a fuel-tax increase as a possible funding mechanism.

Congressional transportation leaders, Rep. Bill Shuster (R-Pa.) and Sen. Barbara Boxer (D-Calif.) have also recently dismissed fuel taxes as a hopeful pay-for.

Boxer is promoting a wholesale tax on oil production as a possible way to pay for transportation and has not ruled out a possible tax on vehicle miles traveled, or VMT.

Shuster has his sights on proposed budget

(Transportation Bill cont. on page 8)



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Sheeler Moving and Storage Earns Awards

VENTURA — Sheeler Moving and Storage in Ventura celebrated its 10th year in business in 2013 with earning national recognition for providing top service.

Sheeler Moving and Storage, founded in 2003 by Mel Sheeler, was recognized with a Bronze Level Hauling Medallion Award based on shipments distributed between Sept. 1, 2012 and Aug. 31, 2013. Sheeler is an agent for Indiana-based Wheaton World Wide Moving. Wheaton presents this award annually to agents who hauled between \$250,000 and \$499,999 during this period.

Wheaton also recognized and thanked Sheeler for 10 years of service with Wheaton. The new Wheaton awards were presented at

the partnership conference in Orlando, Fla., late last year.

Sheeler has earned several top industry awards for high-quality services and high bookings over the last decade, including awards for bookings and top quality service.

"It's a big honor to be recognized once again by Wheaton. It's a pleasure to work with such an outstanding company and I appreciate their support," company President Mel Sheeler said.

Sheeler Moving and Storage also has been honored as a business of the year by the Ventura and Oxnard Chambers of Commerce, and the Ventura City Council has recognized the company as the business of the month.

(Transportation Bill cont. from page 7)

reforms that could set aside more money for transportation.

The House Ways and Means Committee, chaired by Rep. Dave Camp (R-Mich.) proposed a simplification of the IRS Tax Code on

Wednesday that could free up some needed revenue.

House leadership is confident they'll be voting on a transportation bill sometime this summer, while Senate leadership is on an expedited plan to have parts of the bill on the table in April.



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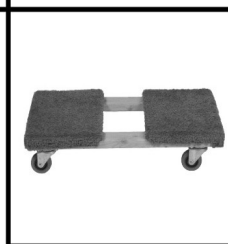
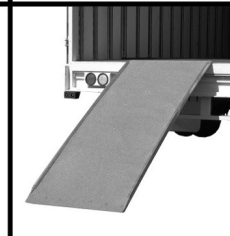
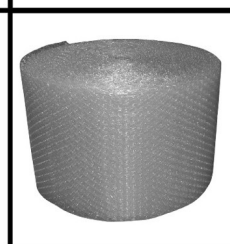
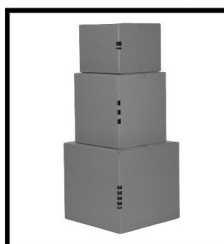
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Suddath Smashers Win OC Bowling Tournament

The Los Angeles office of Suddath Relocations Systems put together the winning team of Casamira Hite, Debbie McMillen, Rob Sowinski and Randy Williams to win the CMSA OC/Beach Cities Chapter's Third Annual Bowling Tournament held at Lucky Strike in Orange, Calif. The Suddath Smashers were sponsored by **CDS Moving Equipment**.

Second-place winning team was Blue Chip Moving & Storage, the third-place winning team was La Habra Relocations and the fourth-place winning team was Alexander's Mobility Services.

There were 17 teams — approximately 80 people — in attendance. The event generated more than \$2,000 for the CMSA Scholarship Fund.

The success of the tournament also goes to the main sponsor **DEWITT/Royal Hawaiian Movers** as well as AIT Worldwide Logistics, **Golden State Container**, **Kentucky Trailer**, **Dependable Auto Shippers**, **Pioneer Packing**, **CDS Moving Equipment**, **New Haven Moving Equipment Corp.**, McKinney Trailer Rental, **La Habra Relocations** and **Bekins A1**.

Are You Uncomfortable?

No Pain; No Change

By: Jim Mathis, 2014 CMSA Convention
Keynote Speaker

People change when the pain of changing is LESS than the pain of keeping the status quo. The fact is everyone is changing all the time. But many of us like to settle in and get comfortable. We find our place, our niche, our warm and fuzzy place and we don't want to be moved.

In my prior occupation as a church minister, we sang a hymn that said, "I shall not be moved." That was truer about attitudes and complacency than it was anything religious. I don't know anyone who likes change except a wet baby ... and some of them hate the process.

We fight change. We deny it. We want everyone ELSE to change; not us. Sometimes it is inevitable... It HAS to happen, but we still want to keep everything the way it is. We like to stay in our comfort zone.

People will change every time when it hurts more to NOT change... When the comfort is better in the new position than the present one, we are ready to change.

For instance: My daughter was one of the last children to learn to ride a bicycle. She clung to her scooter for months. But as her friends flew by each day on their bikes, she wanted to keep up with them. One date in late November, she said, "Dad, I want a bicycle for Christmas this year."

The "pain" and discomfort of not being in the

"in" crowd.

Coca-Cola changed the formula of their most popular soft drink in the 1980s. The public was outraged. They overwhelmingly demanded that the company switch the formula back to the traditional mix. Coca-Cola refused at first, but when sales began to plummet, they changed their plans and reinstated the original formula,

introduced as "Classic Coke" (Now just known as Coke).

The Coca-Cola executives became so uncomfortable with the decision they made and the public outcry, they chose to change.

The best way to introduce change is to find the discomfort and allow it to surface. In a transition with an organization several years ago, I sought out opinions one-on-one about the status quo.

- "What do you like about our practices?" I asked. Then, I listened.
- "What do you NOT like about our practices?" I followed with. Then, I took notes.

- "What do you think we should change?" was the next question. Then, I took more notes.
- "Where would you be willing to help out (commit) in making that happen?" Then, I enlisted them to join me.

As a result of seeking out the pain and

(Jim Mathis continued on page 12)



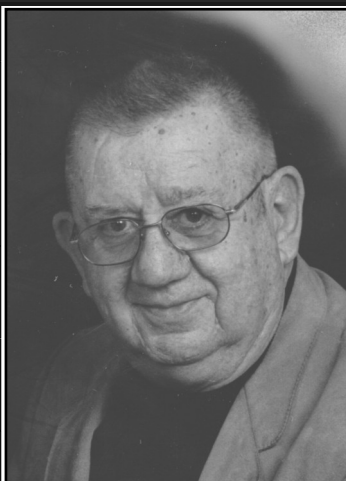
CMSA MEMBERS!

A silent auction will be held during the Exhibitors Welcome Reception at the 2014 CMSA Convention in Monterey! The silent auction is to help raise funds for the CMSA Scholarship Fund.

We are looking for basket sponsors or participants to help create the baskets! We will also take cash donations and create a basket for you if you like.

If you are interested or would like more information, please call Leslie Geissel of Galbraith Van & Storage Co. at (661)588-8635 or (661)201-3553.

MEMORIAL BULLETIN



John Franklin Eulesse

November 18, 1935 — February 23, 2014

CMSA member
John Franklin Eulesse passed away on February 23, 2014, with his wife of 60 years Carolyn and his daughters Deborah Mitzman and Pamela Barker by his side. Eulesse worked for Adams Clay Insurance Brokerage Co. before he left the industry.

He was a third-generation insurance agent — both his father and grandfather were in the

business.

The large model truck collection that was donated to CMSA by Bob Swanson of Adams Clay Insurance Brokerage Co. was primarily put together by Eulesse. He was loved by many of his clients.

Eulesse enjoyed spending time with Carolyn, watching NASCAR, completing jigsaw puzzles and working on computers.

He is survived by his wife, Carolyn; daughters Deborah Mitzman and Pamela; by his sons-in-law, Joel and Ray; and his grandchildren, Joseph, Jonathan and Jennifer.

(Jim Mathis continued from page 11)

discomfort, our transition went much, much smoother. After awhile, almost everyone was in step with the new practices. Buy-in was initiated and a fight (several, in fact) was averted.

Where is the discomfort among your staff, members, customers or team? How can you diagnose the pain and discomfort? Who should you talk with? Where should you start today?

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Charter Cities in San Diego County Sue Over Prevailing Wage Law

SACRAMENTO — Branding it an unconstitutional intrusion, four charter cities in San Diego County have filed a lawsuit seeking to overturn a new state law that forces them to choose between paying contractors higher prevailing wages on all public works projects or lose state construction dollars.

“The expenditure of local tax proceeds on local public construction projects is a municipal affair and not subject to state restriction,” the cities said in the 157-page joint lawsuit filed in San Diego County Superior Court.

The lawsuit contends that the charter cities may be confronted with decisions to cut public safety to afford higher wages or ask voters to tax themselves more.

This is the second high-profile legal battle over prevailing wages growing out of San Diego County. In a landmark 2012 ruling, the state Supreme Court upheld Vista’s policy of not requiring contractors to pay prevailing wage when

funding projects with local dollars — primarily because it has more independence as a charter city.

To comply with that ruling, but also to push prevailing wage practices, lawmakers crafted Senate Bill 7 signed into law by Gov. Jerry Brown. It requires charter cities to pay prevailing wages on all public works projects regardless of the funding source after Jan. 1, 2015. If they refuse, state construction dollars for other projects — roads, libraries and sewer lines, for example — would be forfeited.

Supporters say giving charter cities a choice makes the law constitutional because it is not a true mandate.

“The legislation does not require charter cities to change their policies so it is entirely consistent with the California Constitution,” the State Building & Construction Trades Council said in a statement. Instead, the organization

(Charter Cities Sue cont. on page 14)



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(Charter Cities Sue cont. from page 14)

- choose not to pay prevailing wage.
- Force cities to go back to voters to amend charters.

Senate President Pro Tempore Darrell Steinberg, a Sacramento Democrat who carried the bill, defended the mandate and insisted it will be upheld by the courts.

His spokesman, Mark Hedlund, said: "The purpose of SB7 is to ensure quality con-

struction and cost-effective use of state taxpayer dollars on public works projects, and to provide fair wages for the skilled workers on those projects. When local government uses state funds for these projects, the state can and should ensure compliance with state prevailing wage requirements that also support apprenticeship programs to develop the state skilled workforce."

No court date has been set.

Source: The San Diego Union-Tribune, LLC

James Lovejoy Acquires Priority Moving

Effective January 2014, Priority Moving at 9755 Distribution Avenue, Suite A, in San Diego was purchased by James Lovejoy. Priority Moving was previously owned by Bryan Bloom.

Established in 2003, Priority Moving was not only a company that serviced San Diego and its surrounding areas, but it was also the preferred mover in several of the downtown San Diego high rise apartments and condos.

Dave Rosenberg will stay on at Priority Mov-

ing as the vice president and general manager performing the day-to-day operations.

The company has changed from being a Wheaton World Wide Moving agent to an Arpin Van Lines agent and will continue to do military work for TSPs.

In its first quarter, the new management at Priority Moving plans to expand to a second location in Temecula.

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FMCSA Proposes National Drug and Alcohol Testing for CDL Drivers

WASHINGTON — The U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) announced a proposed rule to establish a drug and alcohol clearinghouse for all national commercial driver's license (CDL) holders. The clearinghouse would help improve roadway safety by making it easier to determine whether a truck or bus driver is prohibited from operating a commercial motor vehicle for failing to comply with federal drug and alcohol regulations, including mandatory testing.

"Safety is our highest priority, and we will continue to embrace new tools and opportunities that protect the travelers on our nation's roads," said U.S. Transportation Secretary Anthony Foxx. "[This] proposal will help ensure dangerous drivers stay off the road,

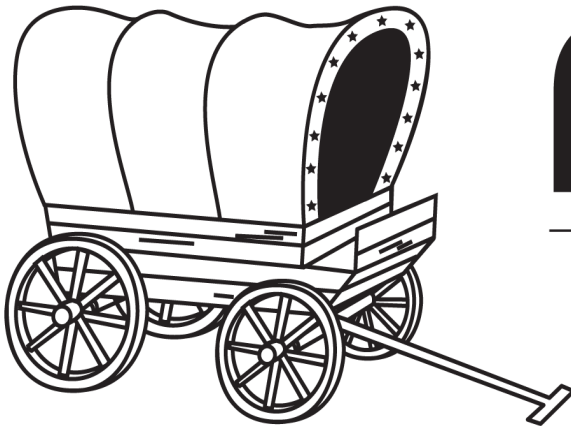
while encouraging the employment of the many safe drivers who follow our drug and alcohol requirements."



Current federal regulations require employers to conduct mandatory pre-employment screening of a CDL driver's qualifications based upon his or her driving record. However, there has not been a single federal repository recording positive drug and alcohol tests by CDL holders that employers would be able to search to ensure that the driver is able to perform safety-sensitive duties.

The proposed rule announced would create such a repository and require employers to conduct pre-employment searches for all new CDL

(National Testing cont. on page 17)



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(National Testing cont. from page 16)

drivers and annual searches on current drivers.

"We are leveraging technology to create a one-stop verification point to help companies hire drug and alcohol-free drivers," said FMCSA Administrator Anne S. Ferro. "This proposal moves us further down the road toward improving safety for truck and bus companies, commercial drivers and the motoring public everywhere."

Under the proposed rule, FMCSA-regulated truck and bus companies, Medical Review Officers, Substance Abuse Professionals, and private, third-party USDOT drug and alcohol testing laboratories would be required to record information about a driver who:

- Fails a drug and/or alcohol test;
- Refuses to submit to a drug and/or alcohol test; and
- Successfully completes a substance abuse program and is legally qualified to return to duty.

Private, third-party USDOT drug and alcohol testing laboratories also would be required to re-

port summary information annually. This information would be used to help identify companies that do not have a testing program.

To ensure the privacy of drivers involved, each CDL holder would need to provide his or her consent before an employer could access the clearinghouse.

Drivers who refuse to provide this information could still be employed by the truck or bus company; however, they could not occupy safety-sensitive positions, such as operating a commercial motor vehicle.

It is a violation of federal regulations to drive a truck or bus under the influence of controlled substances or alcohol. Federal safety regulations require that truck and bus companies that employ CDL drivers conduct random drug and alcohol testing programs. Carriers must randomly test 10 percent of their CDL drivers for alcohol and 50 percent of their CDL drivers for drugs each year.

For each of the past three years, federal and state safety inspectors have conducted approximately 3.5 million random roadside inspections of commercial vehicles and of their drivers.

(National Testing cont. on page 18)

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(National Testing cont. from page 17)

In 2013, on 2,095 occasions, or in 0.23 percent of the unannounced inspections, a CDL holder was immediately placed out-of-service and cited for violating federal regulations governing alcohol consumption. In 2012, FMCSA records show that there were 2,494 violations of this regulation.

In 2013, on 1,240 occasions, or in 0.13 percent of the unannounced inspections, a CDL holder was placed immediately out-of-service and cited for violating federal regulations governing controlled substances. In 2012, FMCSA records show that there were 1,139 violations of this regulation. In addition to random testing, truck and bus companies are further required to perform drug and alcohol testing on new hires, drivers involved in significant crashes, and whenever a supervisor suspects a driver of using drugs or alcohol while at work.

The proposed was directed by Congress in the most recent transportation bill, the Moving Ahead of Progress in the 21st Century Act.



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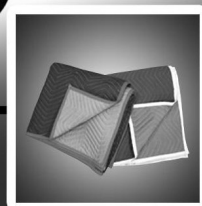
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Calendar of Events

Thurs., March 13	Sacramento Chapter Golf Tournament
Wed., March 19	San Diego Chapter Golf Tournament
Sun., March 30	Greater LA Chapter Day at the Races
Wed., April 2	OC/Beach Cities Chapter Meeting
Sat., April 5	North Bay Chapter Bocce Tournament

Sun., April 6	Ventura/S. Barbara Bowling Tournament
Wed., April 9	Greater Los Angeles Chapter Meeting
April 29 — May 4 96th Annual CMSA Convention Hyatt Regency Monterey Hotel & Spa Monterey, CA	
Fri., October 3	Monterey Bay Chapter Golf & Bocce Tournament

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