

The Communicator

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

CMSA Fall Board Meetings Held in Olympic Valley



2014–2015 CMSA Board of Directors (left) poses with their Irish green shirts on at the Resort at Squaw Creek. To the right, CMSA President Steve Weitekamp (right) presents Senior CMSA Chairman PJ Welch (left) with the 2013–2014 CMSA Board photo from the 2014 Convention.

Last month, the CMSA Board of Directors convened at their annual Fall Board meetings to discuss important issues in the industry. The meetings were held at the Resort at Squaw Creek in Olympic Valley, California, which will be the site of the 2016 CMSA Convention. Board members enjoyed the hotel amenities at the Resort at Squaw Creek and encourage members in the Association to visit for the 2016 CMSA Convention.

During the meetings, the CMSA Board led the discussions in reviewing the Association's old and new business agenda items. The first item up for discussion was the CMSA Vocational Scholarship award. It was approved unanimously by the body to increase the maximum amount of the award from \$1,000 to \$2,000, starting with the upcoming 2015 CMSA Vocational Scholarship. Both the college and vocational scholarship applications are available in this issue and will be available on the CMSA website at www.thecmsa.org/html/community/

scholarships.htm.

CMSA leadership has always focused on membership retention and recruitment to improve the Association's voice in the intrastate industry. An updated CMSA membership recruitment postcard was presented during the meeting as a way to recruit new moving companies and encourage current CMSA companies to actively participate in the CMSA.

CMSA Legal Counsel Mark Hegarty of Hegarty Law Offices spoke to the Board about the possible impacts of AB 1897 law concerning independent contractors and online household goods auctions. Specifically to AB 1897, Hegarty strongly encourages members who use independent contractors for their business needs to carefully and completely review the new law before it is implemented in 2015. CMSA President Steve Weitekamp adds that members should strongly encourage independent contractors they hire for business functions

(Board Meetings cont. on page 4)



Chairman's Corner

By: Jay Casey

In October, I had an opportunity to meet with the Board at our annual Fall Board meeting, which was held at Squaw Creek in Olympic Valley, California. It will be the home of the 2016 CMSA Convention. The board meeting

was well-attended, and all members provided valuable input.

One top agenda item discussed was the vocational scholarship. Past CMSA Chairman Joe Hammer Sr. initiated the idea with the Board of starting this vocational scholarship. The Board unanimously increased the value of the scholarship from \$1,000 to \$2,000. Please visit the

CMSA website for more information on eligibility and application procedures.

In addition, we all know our Association is approaching our 100-year mark. The Board nominated Board member Terry Pettigrew-Rolapp to lead a sub-committee to look at options on how to increase our visibility and celebrate our 100th anniversary.

Lastly, I'd like to remind everybody that this is your Association and involvement is integral to our success. If you have any questions on how to get involved, please contact Steve at the CMSA office or feel free to contact me directly.

On a special side note, thanks to Tom Smith and his team for putting on an awesome Orange County/Beach Cities Chapter Golf Tournament in San Juan Capistrano. Tom, congratulations on your success and thank you for your support.

Heritage 21st Century Driver Earns Driver of the Month

Heritage 21st Century Movers' driver Woody Hume earned Wheaton's Permanent Fleet Driver of the Month award. Hume has 20 years of professional moving experience. He

has an excellent driver rating and this is his second Driver of the Month award.

Heritage 21st Century Movers is based out of Gardena, California.

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President's Comments

By: Steve Weitekamp

In October, CMSA visited with new CPUC Program Manager Valerie Beck to discuss issues related to Household Goods Carriers enforcement and licensing. We also sent a letter to the five CPUC commissioners and the executive director regarding the need for the next permanent and effective director to oversee the Household Goods Carriers enforcement program. Highlights of that letter include:

"As the Commission reviews candidates for a permanent Director of the Safety and Enforcement Division, the California Moving and Storage Association (CMSA) asks that a permanent director with a strong enforcement background be selected. It is important that one of the primary goals of the new director be to modify the culture, ensuring that it is more proactive and aggressive in addressing the most grievous tariff and code

violators. An emphasis must be placed on those who ignore the law and operate in plain sight with no fear of legal action.

The permanent director needs to understand that our industry is being assaulted by large and frequently sophisticated groups of unlicensed operators. It is essential that this individual have a plan to address the realities that unlicensed operators advertise broadly and without fear of reprisal on many platforms including the Internet and create a chaotic and damaging environment for Consumers, Regulators, and the community of Permitted Carriers."

Because of recent activities, CMSA recently issued two alert messages to members related to AB 1897 (employer and contractor liability law) and the Online HHG Auction issue. Both alerts served their purpose which was raising awareness of potential issues, getting members talking and, where appropriate, seeking professional advice. As with any association alert, the information provided is general in nature and not intended to replace the advice of your own

(President's Comments cont. on page 4)



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(President's Comments cont. from page 3)

counsel regarding the specific facts of your situation.

This *Communicator* issue includes the 2015 CMSA College Scholarship application. Please

be sure to share this application with any qualified individuals in your organization.

On behalf of CMSA's staff, my family and myself, we wish you a happy Thanksgiving enjoyed with family and friends.

The 2015 CMSA Roster Deadline is November 30!

Please visit <http://www.thecmsa.org/html/membership/forms/CMSA-Roster-Update-Form-2015.pdf> to find the Roster Update Form and submit it to CMSA with your changes for the 2015 CMSA Roster!

(Board Meetings cont. from page 1)

to register with the Employment Development Department (EDD). Hegarty also discussed the risks involved with using online auction houses for lien sales. Hegarty emphasizes that current law mandates that household goods auctions are to be held at physical addresses. There are no current legal case studies that exist to indicate how the court will rule on online-only household goods auctions when brought up in a civil case.

To commemorate his past year as Chairman, Senior CMSA Chairman PJ Welch of Cardinal Van & Storage Co. was presented with the 2013–2014 CMSA Board of Directors photo taken at the 2014 CMSA Convention in Monterey.

At the close of the weekend meetings, CMSA Chairman Jay Casey of Casey Moving Systems presented Board members with Irish green shirts in gratitude for their work and dedication to the Association.



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Kentucky Trailer Acquires Advanced Mobility and Field Service Operation

LOUISVILLE, Ky., October 28, 2014 — **Kentucky Trailer** is pleased to announce Advanced Mobility & Shelter Technologies, LLC and a complementary mobile medical and specialty vehicle field service operation as the newest forces in its diversified set of products and services. The acquisitions of these two specialty vehicle, truck and trailer operations add world-class mobile medical and specialty vehicle field service expertise to its focus on delivering exceptional custom design, build and service solutions.

"Advanced Mobility and the field service operation provide **Kentucky Trailer** with an enhanced position in the mobile medical imaging category and expanded capabilities that we can provide to new and existing customers," commented Gary A. Smith Sr., president and CEO of **Kentucky Trailer**.

MEMORIAL BULLETIN

Sue Geissel

May 13, 1941–November 8, 2014



Sue Elisabeth Galbraith Geissel passed away peacefully at home with her husband, Ken, at her side on Saturday, November 8.

Sue and Ken co-owned Galbraith Van and Storage, a moving company that was founded by her grandfather George Harvey Galbraith, in 1912. Her love for the family business and the moving industry led her to

be the CMSA Chairman from 1997–1998. The friends who she met in the industry became some of her closest and dearest friends attending meetings and conferences and planning fun trips with all those she loved.

Sue is survived by Ken Geissel, her husband of 54 years; 3 children and their spouses; 10 grandchildren; and 3 great-grandchildren and one on the way.



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Priority Moving Donates Staff and Equipment for 2014 Kids NewsDay

Priority Moving & Storage, an agent for Arpin Van Lines, donated four trucks, drivers and helpers to distribute newspapers to pickup/distribution sites across San Diego County for the 25th Annual Kids' NewsDay fundraiser on Tuesday, October 21. The fundraiser benefits the Rady Children's Hospital in San Diego.

Mary Reynolds, co-chair of the Kids' NewsDay, said in an email, "[The event] was a great success, with **Priority Moving** being such a big part in that success!"

Approximately 48,000 newspapers were distributed and an estimated 1600 volunteers were selling them this year.

The fundraiser has raised \$2.8 million since it began and it hopes to reach its \$3 million goal at the end of the event.

CMSA BULLETIN

CMSA Vocational Scholarship Award

Voted unanimously by the CMSA Board of Directors during the 2014 Fall Board meetings, the CMSA Vocational Scholarship Award maximum amount will be increased from \$1,000 to \$2,000, beginning with the 2015 CMSA Vocational Scholarship.

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The Mover's End-of-Year Checklist for CARB

By: Sean Edgar, *CleanFleets.net*

October was a very busy month at CleanFleets as I presented out of state at both the AMSA Safety and Operations meeting and the International Association of Movers. I was surprised to hear from military customers that they didn't see a significant impact from CARB this past season. If that is indeed true, I reminded them that 2015 brings significant new challenges and costs relating to the California Air Resources Board (CARB) regulations. CARB has received the federal permission to enforce the Tractor-Trailer Greenhouse Gas Regulation, and the Truck and Bus Regulation also has hard dates over the next five years that will continue to impact truck and trailer owners. The checklist below is provided to assist in the flawless execution of the CARB-mandated programs by CMSA members.

By December 31, 2014, CMSA members should address:

- Flat Floor Trailers (53 feet and longer): Both the trailer and the tractor that pulls it on California roads must meet the aerodynamic requirements by adding Smartway-approved aerodynamic devices and/or tires;
- Mileage Tracking: A revised low-mileage exemption for trucks traveling less than 5,000 miles each year, and the new "work truck" definition can allow noncompliant trucks to continue to operate in 2015 and beyond, provided mileage tracking and reporting to CARB is accomplished;
- Opacity Testing: All diesel truck owners of two or more trucks greater than 6,000 lbs. GVWR must have the opacity test or state Smog Check inspection performed to cover the December 31 compliance deadline. Make sure you have an opacity test result for each truck. CleanFleets now performs this testing should members not have it completed yet;

(CARB Checklist cont. on page 8)



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<input type="checkbox"/>	<input checked="" type="checkbox"/>	Van line's main objective is to support its agents, not vice versa
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To learn more about a long-term partnership, call Mike Harvey at 800.932.7799, ext. 771, or visit us online at www.joinwheatonbekins.com.

Inquiries are always kept confidential.

(CARB Checklist cont. from page 7)

- Green Zone: Rural area extensions allow phased-in compliance from now to 2020 for trucks traveling only in the cleaner air zones of the state. However, 25 percent compliance is required by end of year as well as reporting and truck labeling is needed; and
- Financial Hardship: Truck owners that cannot comply due to inability to obtain financing can apply for up to two years of additional time to comply.

In the event members are still operating under an assumption that CARB's April 2014 hearing gave them a pass, the CARB Board **DID NOT APPROVE:**

- A blanket two year delay for all regulated

fleets (this was misreported in the Los Angeles Times and several trade publications);

- Any stay in enforcement of the regulation;
- A green light for van

lines or other motor carriers to dispatch or hire noncompliant trucks; or

- Additional time for fleets that ordered new trucks or diesel filters under the December 2013 "Good Faith Effort."

Registration & Documentation: Only truck

owners who register can get any form of relief and all motor carriers can only dispatch vehicles legally when specific documents are obtained. CleanFleets has already assisted dozens of CMSA members. You may email Service@CleanFleets.net with any questions related to this article or call 916-520-6040, ext. 101.

California Environmental Protection Agency
Air Resources Board

Home | Reducing Air Pollution | Air Quality | Business Assistance | Laws & Regulations | Health

Truck and Bus Regulation Reporting

On-Road Heavy-Duty Diesel Vehicles (In-Use) Regulation

This page last reviewed November 4, 2014

[Report Online](#) [Check Status](#)

How to report by mail for the Economic Hardship Extension
How to report online for the Agricultural Mileage Extensions

Who Needs to Report for 2014?
The reporting period for 2014 compliance closed January 31, 2014. By reporting, owners can take advantage of flexibility options for heavier vehicles (with a GVWR greater than 26,000lbs.) The following is a list of the compliance options and reporting deadline.

Small Fleet Option	Closed as of January 31, 2014
PM Filter Phase-In Option	Closed as of January 31, 2014
Agricultural Vehicle	Open until January 31, 2015 and closed thereafter.
NOx exempt area operation	January 31 of any year
Log truck phase-in	January 31 of any year until 2015
Low-use	January 31 of any year
Low-Mileage Work Truck Option	January 31 of any year

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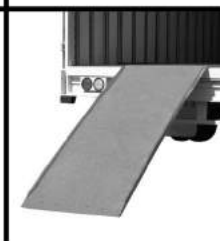
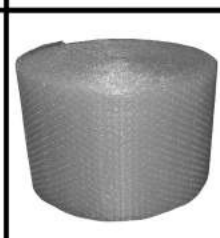
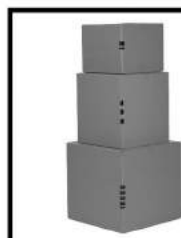
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CMSA College Scholarship 2015

CMSA will offer \$2,000 scholarships to students who will be enrolled in an undergraduate program at an accredited college, university or community college during the 2015-2016 academic school year. Applicants are not limited to any particular field of study.

Each individual must obtain and complete the required documents listed below and submit them to be received no later than noon on **Wednesday, February 11, 2015** to: CMSA, 10900 E. 183rd St., #300, Cerritos, CA 90703 or fax to: (562) 865-2944. Winners will be notified by **March 20, 2015**. The awards recognition will take place at the CMSA's 97th Annual Convention at the Paradise Point Resort & Spa in San Diego, Calif., during the Scholarship Awards Luncheon, **May 2, 2015**.

Application Requirements:

- 1) Completed scholarship application form.
- 2) Résumé.
- 3) Two letters of recommendation. Whenever possible, letters should be typewritten. One letter should be from a teacher/professor, counselor or school administrator; and one letter should be from a community business member (not family).
- 4) A copy of your most recent transcript/report card.
- 5) Completed essay of 500-1000 words addressing the following topic:

CMSA's motto is "strength in numbers." What do you see as the benefits of being part of a community? Please describe a time that your involvement in local events has improved your community.

Eligibility Requirements:

- * Student **MUST** be a California resident and an employee or child/grandchild of a CMSA mover or associate member company. The member company must have a current **ACTIVE** membership status for at least one year and no outstanding balance.
- * High school students must have a minimum high school GPA of 3.0.
- * College students must show proof of enrollment and minimum cumulative GPA of 2.0.
- * Student must be enrolled in an undergraduate program at an accredited four-year college, university or community college during the 2015-2016 academic school year.

Criteria for Selection:

Upon meeting the minimum eligibility requirements, scholarship recipients will be selected upon the quality and excellence of the essay.

CMSA scholarship awards will be mailed directly to the recipient in the name of the college or university for use during the 2015-2016 academic school year only.

If you have any questions, please call the CMSA office at (562) 865-2900.

2015 CMSA Scholarship Application

Name: _____
Last First Middle

Home Address: _____
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Telephone Number: (____) _____ Cell Number: (____) _____

Email Address: _____

Name of School Currently Attending: _____

Expected College Graduation Date: _____

Name of Employer or Parent/Grandparent (Sponsor) Associated with CMSA:

Name of Company: _____ Position: _____

Address of Company: _____
Street City, State, ZIP

CAL-T Permit number (if applicable): _____

Sponsor's Signature: _____

(CMSA will not fund a scholarship to an ineligible student. If the student was paid before being identified as ineligible, CMSA will take steps to remedy the situation. *See eligibility requirements **BEFORE** applying for this scholarship.*)

Names of colleges and universities applying to and/or currently enrolled in:

*

*

Major Field of Interest:

High School GPA: _____ Current College GPA: _____

Student's Signature: _____ Date: _____

Please list your extra-curricular and community activities. Include work experience, family activities and hobbies. (Use separate sheet if needed.)

Please answer the following in your essay in 500-1000 words:

CMSA's motto is "strength in numbers." What do you see as the benefits of being part of a community? Please describe a time that your involvement in local events has improved your community.

Americans Moved to Chicago, Washington, D.C., and Atlanta This Summer

ST. LOUIS - September 9, 2014 — On the heels of a busy residential moving season, United Van Lines announced the findings of its Summer Long-Distance Moving Trends Study, indicating that Chicago, Washington, D.C., and Atlanta are the most popular moving destinations.

Based on United's summer moving volume data, the top 5 most popular metro areas for U.S. families to move to this peak season were:

1. Chicago, Illinois
2. Washington, D.C.
3. Atlanta, Georgia
4. Boston, Massachusetts
5. Los Angeles, California

The data also revealed the five top metro areas families were moving from this peak moving season:

1. Washington, D.C.
2. Dallas, Texas
3. Atlanta, Georgia
4. Houston, Texas
5. Phoenix, Arizona

A survey of United Van Lines customers moving to the top destination cities revealed that most (71.6 percent) moved for a new job or corporate transfer. Approximately 13 percent moved because of retirement and nearly 10 percent moved for health or other personal reasons.

Dallas/Fort Worth, followed by Atlanta and Los Angeles, were the most popular destinations for new jobs and corporate transferees. When it comes to retirement, respondents were drawn to warmer weather with Phoenix and Los Angeles topping the list.

Although Washington, D.C., tops the list for

(Moving Trends cont. on page 13)

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National City Transfer and Storage Named New Prime Agent and Best Military Agent

NATIONAL CITY, October 23, 2014 — **National City Transfer and Storage** was named the 2014 Best New Prime Agent and the 2014 Best Military Agent Western Region at the Arpin Van Lines' Agent convention held in Marina del Rey last month.

The 2014 Best New Prime Agent is given to the new agent who contributes the most to Arpin Van Lines and the agency family, and the 2014 Best Military Agent Award is given to the top provider of quality services to military members. This year's recipient, National City Transfer and Storage, demonstrated a continued commitment to quality service and support of van line initiatives and programs.

"National City Transfer and Storage epitomizes

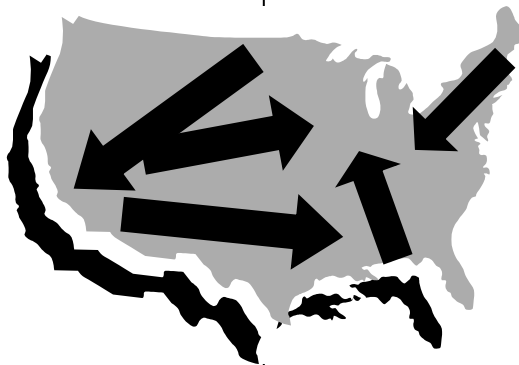
the qualities we expect from all of our new agents," said David Arpin, president and CEO of Arpin Van Lines. "Only those agents with overall best practices make it into this sought-after category. Winning this award is especially competitive as we continue to raise the bar for members of our agency family year after year." **National City Transfer and Storage** has been with the agency family since 2013.

"We at **National City Transfer and Storage** are dedicated to serving our customers by helping make their moving experience as easy and stress-free as possible" said Robert Myres, president and CEO of **National City Transfer and Storage**. "We are proud to be a member of the Arpin agency family."

(Moving Trends cont. from page 12)

highest volume of outbound moves, it also had the second highest volume of residents moving into the metro area due to the fact that it is a transient city with a high number of people coming and going. Many cities that are experiencing growth — more people moving into the metropolitan region than out — were in the Northeast, including New York, Boston and Philadelphia. The Midwest region saw considerable growth, including high volumes of millennial moves to cities such as Chicago, St. Louis and Minneapolis. The cities experiencing the biggest moving deficit — more people moving out than in — were along the West Coast (San Jose, Portland and Seattle) and in Texas (Houston and Dallas).

"Bucking recent trends, more people are moving to frost belt cities in the Northeast and Midwest," said Michael A. Stoll, economist, professor and chair of the Department of Public Policy at the University of California, Los Angeles. "Popular metropolitan destinations driving city to city migration are those with a highly educated labor force and that have growing or mature business, financial and insurance services.



In addition, strong technology and healthcare industries are driving migration, sectors where recent job growth has been relatively robust in the broader economy."

To capture the city-to-city migration patterns in the U.S., United analyzed domestic moves during the peak moving season — between May 1 and August 31 — when approximately 40 percent of all domestic household goods moves take place.

"Year after year, May through August are the most popular months to move," said Melissa Sullivan, director of marketing communications for United Van Lines.

"Because United conducts more moves than any other moving company, we're in a unique position to use this data and observe the migration of American families from city to city and state to state."

As the nation's largest household goods mover, United collects and maintains data regarding its moves. For the last 37 years, United has released an annual domestic migration study in January, and this latest peak moving season migration study offers unique insight into the current city-to-city moving patterns. The findings for the full year 2014 will be released in January 2015.

Embattled CPUC President Peevey Leaving under Fire in December

By: Ken Broder, *AllGov.com*

California's Public Utilities Commission (CPUC) President Michael Peevey, surrounded by scandal and calls for his resignation, announced Oct. 9 that he won't stand for reappointment after his second term expires in December.

Despite years of controversy at the CPUC, the former president of Southern California Edison Company was considered likely to be reappointed by Governor Jerry Brown. But the release of questionable emails during a court proceeding over the deadly 2010 San Bruno gas pipeline explosion highlighted an overly cozy relationship with Pacific Gas & Electric Co. (PG&E) and specifically called into question some of his actions.

Around 7,000 emails were released earlier in

the year and PG&E self-reported a few more questionable ones this week after it became known the U.S. attorney's office was looking at 65,000 emails between the utility and the CPUC over the past five years.



Peevey's name was prominent in emails indicating encouragement for PG&E to contribute \$1 million to the fight against a state proposition aimed at overturning California's landmark greenhouse gas law, Assembly Bill 32, and \$100,000 toward the 100th anniversary celebration of the agency.

Earlier emails between CPUC and PG&E officials discussed how to arrange for a favorable agency administrative judge to hear a rate-setting case related to the San Bruno explosion that killed eight people and leveled a neighborhood. The commission is set to vote on a proposed \$1.4 billion penalty for the utility.

(Peevey Leaving CPUC cont. on page 15)



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(Peevey Leaving CPUC cont. from page 14)

The San Bruno explosion and resulting investigations found years of negligence by the regulatory agency. A federal grand jury indicted PG&E on 12 counts involving safety violations for San Bruno in April. It accused the utility of allowing the system of natural gas pipelines in the Bay Area to decay.

"Despite knowledge of these deficiencies, PG&E did not keep a record-keeping system for gas operations that would ensure that pipeline records were accessible, traceable, verifiable, accurate and complete," the indictment said.

The indictment was loaded with information from a National Transportation Safety Board (NTSB) finding in 2011 that PG&E was responsible for the blast. The utility was accused of repeatedly violating the federal Pipeline Safety Act by not having critical infrastructure data, not conducting proper inspections, and not having a plan to identify and handle risks.

Peevey, whose wife is state Senator Carol Liu (D-La Cañada Flintridge), has been a power in Sacramento for decades. After leaving the private sector, where he was an energy execu-

tive and consultant, he was appointed CPUC president in 2002 by Democratic Governor Gray Davis and re-appointed by Republican Governor Arnold Schwarzenegger in 2008.

The CPUC regulates the privately-owned electricity, gas and water providers, as well as the telecommunications, train and intrastate moving and storage industries. With responsibility for reigning in powerful natural monopolies, the commission is likewise vested with considerable power, operating outside the authority of the executive branch and directly controlling the rates utilities can charge.

State Senator Jerry Hill (D-San Mateo) was planning to introduce a measure Thursday calling for Peevey's removal as president if Brown re-appointed him. That won't be necessary. But Peevey's imminent departure wasn't enough for one of his arch-nemeses over the year, The Utility Reform Network (TURN).

They want a stake through his heart. "TURN is in no way satisfied that Michael Peevey has announced that he is not seeking reappointment to the CPUC," TURN's Mark Toney said. "TURN renews our calls for him to resign immediately, and for Governor Brown to replace him as president immediately."

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Deficit Roadways Cost Each California Driver \$2,500 Annually, A Total of \$44 Billion Statewide

SACRAMENTO — Roads and bridges that are deficient, congested or lack desirable safety features cost California motorists a total of \$44 billion statewide annually — as high as nearly \$2,500 per driver — due to higher vehicle operating costs, traffic crashes and congestion-related delays. Increased investment in transportation improvements at the local, state and federal levels could relieve traffic congestion, improve road and bridge conditions, boost safety and support long-term economic growth in California, according to a new report released by TRIP, a Washington, D.C.-based national transportation organization.

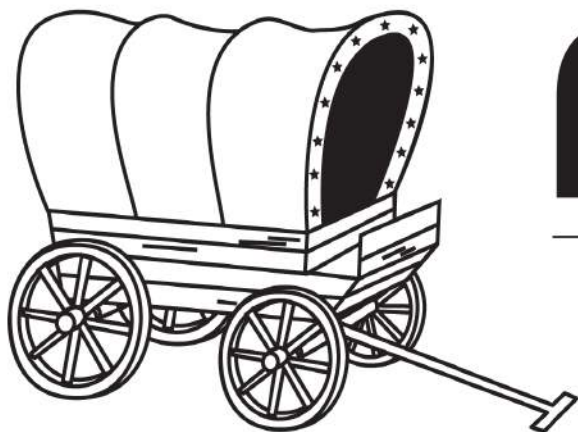
The TRIP report, "California Transportation by the Numbers: Meeting the State's Need for Safe and Efficient Mobility," finds that throughout California, 34 percent of major urban roads and highways are in poor condition. More than a quarter of California's bridges are structurally deficient or functionally obsolete. The state's major urban roads are becoming increasingly congested, with drivers wasting significant

amounts of time and fuel each year. And California's rural non-interstate traffic fatality rate is more than four times the fatality rate on all other roads in the state.

Driving on deficient roads costs each California driver as much as \$2,458 per year in the form of extra vehicle operating costs (VOC) as a result of driving on roads in need of repair, lost time and fuel due to congestion-related delays, and the cost of traffic crashes in which roadway features likely were a contributing factor. The TRIP report calculated the cost to motorists of insufficient roads in California's largest urban areas: Los Angeles, Sacramento, San Diego, San Francisco-Oakland and San Jose. A breakdown of the costs per motorist in each area along with a statewide total is below.

The TRIP report finds that a total of 34 percent of major roads in California are rated in poor condition, while an additional 41 percent of the state's major roads are rated in mediocre or fair condition and the remaining 25 percent are

(Deficit Roadways cont. on page 17)



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(Deficit Roadways cont. from page 16)

rated in good condition.

“Our goal is to responsibly manage the state’s valuable infrastructure — starting with our new ‘fix it first’ policy — because every dollar invested in maintenance saves taxpayers from future repairs that are 10 times more expensive,”

said Caltrans Director Malcolm Dougherty. “California motorists are currently enjoying highways that are in the best condition in more than a decade, and stable transportation funding

would allow us to continue to provide safe and sustainable transportation infrastructure that enhances California’s economy and livability.”

A total of 28 percent of California’s bridges show significant deterioration or do not meet modern design standards. Eleven percent of

California’s bridges are structurally deficient, with significant deterioration to the bridge deck, supports or other major components. An additional 17 percent of the state’s bridges are functionally obsolete, which means they no longer meet modern design standards, often because of narrow lanes, inadequate clearances or poor alignment.

Location	VOC	Congestion	Safety	Total
Los Angeles	\$955	\$1,300	\$203	\$2,458
Sacramento	\$592	\$669	\$282	\$1,543
San Diego	\$876	\$774	\$236	\$1,886
San Francisco–Oakland	\$795	\$1,266	\$145	\$2,206
San Jose	\$760	\$800	\$163	\$1,723
Statewide Total	\$17 Billion	\$20.4 Billion	\$6.6 Billion	\$44 Billion

“California’s roads and highways are among the most heavily traveled in the nation and this report reflects the fact that our transportation system is simply worn out,” said Will Kempton, executive director

of Transportation California. “Unfortunately, local and state agencies don’t have adequate resources to keep these facilities in good condition. However, it would be cheaper to pay to fix our aging system than paying the extra costs of

(Deficit Roadways cont. on page 18)

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(Deficit Roadways cont. from page 17)

driving on rough roads, and the longer we delay, the more expensive the cost of repair will be.”

Traffic crashes in California claimed the lives of 14,878 people between 2008 and 2012. California’s non-interstate rural roads are particularly deadly, with a fatality rate in 2012 of 2.61 traffic fatalities per 100 million vehicle miles of travel, more than four times the fatality rate of 0.63 on all other roads and highways in the state. California’s overall traffic fatality rate of 0.88 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.13.

“Well-maintained infrastructure is an integral part of fostering economic growth and enhancing our quality of life,” said Tom Holsman, Associated General Contractors of California’s CEO. “Investment in road and highway infrastructure is vital to our state’s productivity, competitiveness and economic well-being — now and for future generations who will need new roads, ports and bridges.”

The efficiency of California’s transportation system, particularly its highways, is critical to the health of the state’s economy. A 2007 analysis by the Federal Highway Administration found

that every \$1 billion invested in highway construction would support approximately 27,800 jobs.

The Federal surface transportation program is a critical source of funding in California. From 2008 to 2012, the federal government provided \$1.32 for road improvements in California for every dollar the state paid in federal motor fees. Congress recently approved an eight-month extension of the federal surface transportation program, which will now run through May 31, 2015. The recent legislation will also transfer nearly \$11 billion into the Highway Trust Fund (HTF) to preserve existing levels of highway and public transportation investment through the end of May 2015.

“These conditions are only going to get worse if greater funding is not made available at the state and federal levels,” said Will Wilkins, TRIP’s executive director. “Congress can help by approving a long-term federal surface transportation program that provides adequate funding levels, based on a reliable funding source. If not, California is going to see its future federal funding threatened, resulting in fewer road and bridge repair projects, loss of jobs and a burden on the state’s economy.”



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California Moves Ahead with Mile-Tax Plan

By: Keith Goble, *Land Line Editor*

Changes could be in store for how the state of California raises revenue for transportation work.

Gov. Jerry Brown has signed a bill into law to set up a task force to develop a voluntary program to test a new way to get money from highway users.

Specifically, SB 1077 authorizes a pilot program in the state to assess the practicality of taxing truckers and other drivers based on vehicle miles traveled in the state. The VMT tax could replace the state's fuel tax as people are driving vehicles that get better mileage.

Advocates say a change is necessary be-

cause the excise tax is not a long-term viable funding solution.

Sen. Mark DeSaulnier, D-Concord, described his bill as "a critical first step toward California considering a mileage-based fee" as an alternative to the excise tax on fuels.

Oregon and Washington are testing similar programs.

DeSaulnier has said the pilot program is a reasonable approach to address the impending fiscal cliff for transportation funding.

"We have to look at these kinds of things, as Oregon and Washington have, in anticipation of this cliff we're about to go off," DeSaulnier previously told Senate lawmakers during floor discussion.

Move for Hunger September 2014 Reports

Top Three Associations in Enrolled Movers		Top Three Associations in Regular Pounds		Top Three Associations in Event Pounds	
Southwest Movers (SMA)	45	Southwest Movers (SMA)	29,021	Pennsylvania (PMSA)	726,218
California (CMSA)	44	New Jersey (NJWMA)	27,782	California (CMSA)	513,181
Illinois (IMAWA)	36	Illinois (IMAWA)	26,765	New Jersey (NJWMA)	265,557

Source: Move for Hunger

CLASSIFIED ADVERTISING

CHARGES: 1-5 lines \$15; \$2 each additional line. CMSA box number \$5. Special heading/setup 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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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.

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EMPLOYMENT OPPORTUNITY

Rebel Van Lines is looking to hire an experienced and aggressive residential Household Goods Salesperson/Estimator for Los Angeles and Orange County areas. Email resume to: nan@rebelvanlines.com.

Calendar of Events

Sun., November 30	2015 CMSA Roster Update Deadline
Fri., December 5	Northern Region Holiday Crab Feed
Thurs., December 11	Joint OC-LA Chapter Meeting
Tues., December 16	North Bay Chapter Meeting
Thurs., December 18	Sacramento Chapter Meeting
Wed., January 14	Twin Counties Chapter Meeting
Thurs., January 15	San Diego Chapter Meeting
Wed., February 11 at noon	2015 CMSA College & Vocational Scholarship Submission Deadline

Tues., February 17	Ventura/Santa Barbara Chapter Meeting
Wed., February 18	Greater Los Angeles Chapter Meeting
Thurs., February 19	Central Valley Chapter Meeting
Tues., February 24	Northern Region Chapter Meeting
Thurs., March 5	Sacramento Chapter Golf Tournament
Wed., March 18	San Diego Chapter Golf Tournament
Sun., March 29	Greater LA Chapter Day at the Races

2015 CMSA Convention
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Link: [link] noun
 A relationship between two things or situations, especially where one thing affects the other.
 A connecting element; a tie or bond.



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2015 CMSA Vocational Scholarship

CMSA will offer one-time scholarships up to \$2,000.00 (**not to exceed 50% of school cost**) to deserving qualified persons interested in improving their skills in a vocation by attending an accredited technical or vocational school. Applicants are not limited to any particular vocation.

All applicants must complete the required documents and submit them to be received no later than noon on **Wednesday, February 11, 2015** to: CMSA, 10900 E. 183rd St., #300, Cerritos, CA 90703 or fax to: (562) 865-2944. Winners will be notified by **March 20, 2015** and the award recognition will take place at **CMSA's 97th Annual Convention at the Paradise Point Resort & Spa, San Diego, Calif., on May 2, 2015.**

Requirements:

- 1) Complete scholarship application form.
- 2) Résumé.
- 3) Submit documentation of the cost of the vocational/technical school completed during May 2014 through April 2015 OR the school's verifiable projected cost for those just beginning their education. (Scholarship does NOT include incidental expenses such as parking, childcare, etc.) You must show receipt(s) of tuition payment to be reimbursed up to \$2,000 (not to exceed 50% of the school cost). If the student has not started the vocational school at the time the scholarship is awarded, the check will be made payable to the vocational institution.
- 4) Two letters of recommendation from any of the following: teachers, employers and business leaders.
- 5) Written statement (approximately 250 words) describing the vocation you are pursuing and how the scholarship will help you to reach your future goals. Describe how this benefit will affect your life.

Eligibility:

- Student **MUST** be a California resident and an employee or child/grandchild of a CMSA mover or associate member company. The member company must have a current **ACTIVE** membership status for at least one year and no outstanding balance.
- Applicants must attend an accredited vocational or technical school.

Criteria for Selection:

Scholarship recipients must have a record of dedication to duty, demonstrate loyalty and a commitment to community service.

2015 CMSA Vocational Scholarship Application

Name: _____
Last First Middle

Home Address: _____
Street City, State, ZIP

Telephone Number: (____) _____ Student ID No.: _____

Date of Birth: _____

Name of Employer or Parent/Grandparent (Sponsor) Associated w/CMSA:

Name of Company: _____ Position: _____

Address of Company: _____
Street City, State, ZIP

Sponsor's Signature: _____

Names of Technical or Vocational Schools Applying to or Currently Enrolled in:

Field of Vocational Interest:

Student's Signature: _____ Date: _____

Please list your extra-curricular and community activities. Include work experience, family activities and hobbies.
