

# The Communicator

THE CALIFORNIA MOVING &amp; STORAGE ASSOCIATION

## U.S. Interstate Highway System Turns 60 Years Old

**Washington, DC** – As the U.S. Interstate Highway System turns 60 years old this week, it faces increasing congestion, unprecedented levels of travel – particularly by large trucks – and insufficient funding to make needed repairs and improvements. The nation's most critical transportation link continues to save lives with its enhanced safety features and is largely well-preserved, but an aging Interstate system will increasingly require more long-term, costly repairs, according to a new report released today by TRIP, a Washington, DC based national transportation organization.

The TRIP report, *"The Interstate Highway System Turns 60: Challenges to Its Ability to Continue to Save Lives, Time and Money"* finds that while the Interstate Highway System represents only 2.5 percent of lane miles in the U.S., it carries 25 percent of the nation's vehicle travel. The system is increasingly congested, with truck travel growing at a rate twice that of overall Interstate travel. And, while the nation's In-

terstates tend to be in better condition than other roads and bridges, the aging system lacks the required funding for needed improvements and repairs.

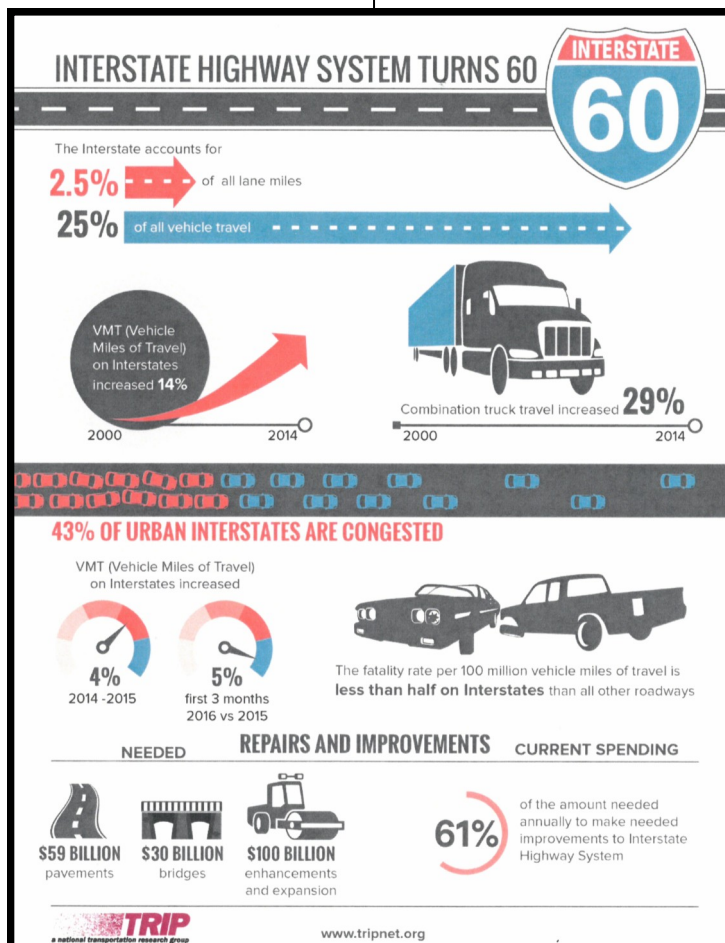
The chart on page 5 details the top 10 states whose Interstate systems have the highest levels of congestion,

the largest share of large truck travel, the highest increase in travel from 2000-2014, the highest share of pavements in poor and mediocre condition, the highest rate of structurally deficient bridges, and the largest number of lives saved annually. Data for all 50 states can be found in the report's Appendix.

"Drivers are frustrated with the condition of the nation's transportation system," said Jill Ingrassia, AAA's managing director of govern-

ment relations and traffic safety advocacy. "While a record 36 million travelers plan to hit the road for Independence Day weekend, nearly 70 percent are concerned that roads and bridges are not in great driving condition. AAA urges lawmakers to

(INTERSTATE HIGHWAY Continued on page 4)





## CHAIRMAN'S CORNER

by Robert Fraser

Well, the busy summer season is certainly upon us. A common theme this year is the lack of available employees. It doesn't matter what business or industry you're in; this seems to be a challenge for everyone. It's not too early to really start thinking about the impacts that many of the issues and prospective politicians in this year's upcoming election will have on our industry for years to come.

Whatever your party preference or where your sensibilities may lie, I really believe that this is by far the most important election cycle that we have ever seen in our lifetimes. It's hard to argue that this year's primaries have been nothing short of head-scratching entertainment. It appears that we might be down to two candidates. I'm sure that they will provide much fodder for water cooler conversations and debates in the coming months. Again, regardless of your party preference, it's very important to

listen, absorb and retain as much information as possible so that you can make an educated decision and feel confident in your vote. Even if it's a tough personal decision as to which candidate is most deserving, your vote needs to be placed. I have listened to friends and/or family members over the years complaining about the state of affairs, whether they are tied to individuals or issues, only to learn later that some of those complainers didn't, or have never, voted. If you don't vote, how can your criticisms bear any credible weight?

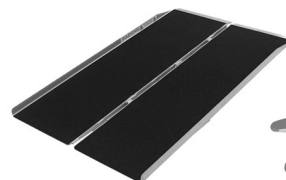
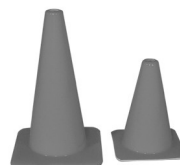
It would appear that there will be at least 10 statewide measures on this year's California ballot, including such hot-button issues as marijuana legalization, the justice system, education and gun control. It's reasonable to assume that the legalization of marijuana will have a profound effect on the labor pool and the hiring processes. We also need to think about how the other issues will impact employment.

In each of our municipalities, there will be measures on issues that will also impact our businesses. In 1985, there was a growth management ordinance (GMO) passed by the local voters here in

*(CHAIRMAN'S CORNER Continued on page 6)*



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## PRESIDENT'S COMMENTS

by Steve Weitekamp

Preparing for our monthly newsletter requires a broad review of many industry resources. As part of this process, I recently read an interview of current American Trucking Association (ATA)

President Bill Graves. He was discussing his thoughts on the future of the ATA as he prepares to retire and hand over responsibilities to a new leadership team. Several of the issues he saw as critical to the future of the trucking industry, related to regulatory and environmental challenges, seem as relevant to CMSA as to ATA. My interpretation of Graves thoughts were that while it is ever more difficult to be a one-size-fits-all organization, with an ever escalating diversity of thoughts on a broad array of issues, it remains critical that we stand united as an industry to have any impact on legislative efforts. To that end, our Association is the most important tool we have to impact regulation and legis-

lation.

June was such a busy month, and generally I would use my column to recap all the activities of the month. Items such as the meeting of the National Council of Moving Associations and my recent meeting with the CPUC, where staff agreed to work with the CMSA toward a replacement for the outdated Distance Table 8 with a more contemporary methodology for computing mileage. Hopefully, we can have that review in a future column. But today, I am consumed with one overriding issue that I want to share with you.

*On Monday, June 27th around 11am, Governor Edmund G. Brown Jr., Assembly-member Mike Gatto (D-Glendale) and Senators Jerry Hill (D-San Mateo) and Mark Leno (D-San Francisco) announced a sweeping package of reforms to bolster governance, accountability, transparency and oversight of the California Public Utilities Commission (CPUC).*

(PRESIDENT'S COMMENTS Continued on page 10)



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*(INTERSTATE HIGHWAY Continued from page 1)*

keep their eye on the ball to identify a sustainable funding source to maintain and improve our Interstate system for the future.”

The current backlog of needed improvements to the Interstate Highway System, as estimated by the U.S. Department of Transportation, is \$189 billion. The nation’s current transportation investment is less than two-thirds (61 percent) of the amount needed to keep Interstates in good condition and make the improvements necessary to meet the nation’s growing need for personal and commercial mobility. And, while the recently enacted federal surface transportation program, the Fixing America’s Surface Transportation (FAST Act) provides a modest increase in spending, it lacks a long-term, sustainable revenue source. By 2020 the shortfall into the nation’s Highway Trust Fund will be \$16 billion annually.

“The United States moves in large part thanks to the efforts of many elected officials, organizations and citizens whose shared foresight led to the construction of the national interstate system,” said Bud Wright, executive director of the American Association of State Highway and Transportation Officials. “Now, as we commemorate the 60th anniversary of the Inter-

state act, it’s clear that our investments in preserving the system are not keeping up even as our nation continues to grow.”

Since 2000 travel on the Interstate system is increasing two times faster than new lane capacity is being added. As a result, 43 percent of urban Interstate highways are considered congested during peak hours and the average annual amount of travel per Interstate lane mile increased by 11 percent from 2000 to 2014. Travel by combination trucks on the Interstate increased by 29 percent from 2000 to 2014, more than double the 14 percent rate of growth for all Interstate vehicle travel during the same period.

“It’s hard to believe it’s been 60 years since the Interstate Highway System was developed,” said Ed Mortimer, executive director for transportation infrastructure at the United States Chamber of Commerce. “The vision of President Eisenhower has enabled economic mobility throughout our nation and showed we can accomplish big things. As we work to maintain, and in many cases rebuild this great system, let’s continue to think big as we work to fund and finance an improved, smarter network.”

Travel on the nation’s Interstate highways has

*(INTERSTATE HIGHWAY Continued on page 5)*



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(INTERSTATE HIGHWAY Continued from page 4)

surged since 2014. In 2015 vehicle miles of travel on the Interstate Highway System was four percent higher than in 2014 and through the first three months of 2016 travel on the Interstate Highway System was five percent higher than during the first three months of 2015.

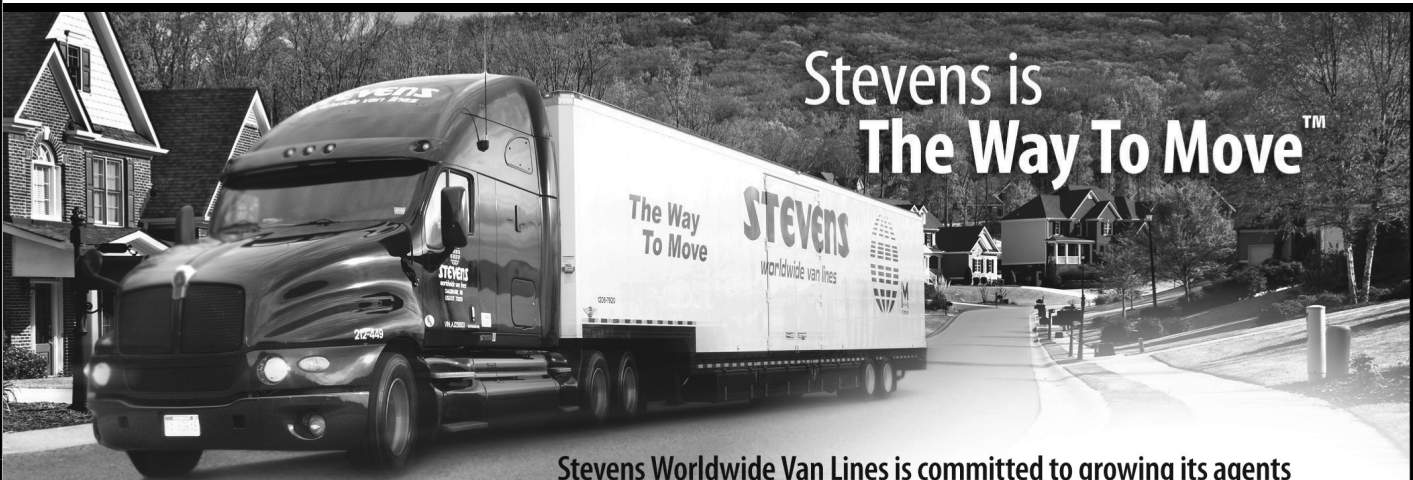
The design of the Interstate – which includes a separation from other roads and rail lines, a minimum of four lanes, paved shoulders and median barriers – makes it more than twice as safe to travel on as all other roadways. The fatality rate per 100 million vehicle miles of travel on the Interstate in

2014 was 0.54, compared to 1.26 on non-Interstate routes. TRIP estimates that the Interstate Highway System saved 5,359 lives in 2014, based on an estimate of the number of additional fatalities that would have occurred had Interstate traffic been carried by other major roadways, which often lack the safety features common to Interstate routes.

While the condition of Interstate pavement and bridges is acceptable, some deficiencies exist. Twelve percent of Interstate highways are in poor or mediocre condition. Three percent of Interstate bridges are structurally deficient and an additional

(INTERSTATE HIGHWAY Continued on page 6)

	Congested Urban Interstates	Vehicle Travel by Combination Trucks	Travel Increase 2000-2014	Pavement in Poor & Mediocre Condition	Structurally Deficient Bridges	Lives Saved Annually
1	California - 85%	Wyoming - 33%	Louisiana - 43%	Hawaii - 57%	Rhode Island - 15%	California - 481
2	Maryland - 75%	New Mexico - 28%	Nevada - 43%	California 30%	West Virginia - 9%	Texas - 367
3	New Jersey - 73%	Arkansas - 23%	North Dakota - 40%	Nevada - 28%	Wyoming - 9%	Florida - 292
4	Rhode Island - 63%	Nebraska - 22%	Colorado - 33%	Louisiana - 26%	New York - 8%	Ohio - 240
5	Delaware - 63%	Iowa - 20%	North Carolina - 32%	Delaware - 24%	Connecticut - 7%	Pennsylvania - 239
6	Massachusetts - 62%	North Dakota - 20%	Utah - 30%	Colorado - 22%	Michigan - 7%	Illinois - 229
7	Hawaii - 60%	Montana - 20%	Montana - 25%	Wisconsin - 21%	Illinois - 7%	Georgia - 220
8	Connecticut - 60%	Idaho - 19%	Texas - 24%	New Jersey - 19%	Colorado - 6%	North Carolina - 211
9	Florida - 59%	Tennessee - 18%	Florida - 21%	Michigan - 18%	Massachusetts - 6%	Tennessee - 197
10	Minnesota - 56%	South Dakota - 18%	New Jersey - 21%	New York - 17%	Maine - 5%	Kentucky - 195



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(INTERSTATE HIGHWAY Continued from page 5)

18 percent are functionally obsolete. Structurally deficient bridges have significant deterioration of the major components of the bridge, while functionally obsolete bridges no longer meet modern design standards, often because of narrow lanes, inadequate clearances or poor alignment.

"The long-term vision that helped establish the

current Interstate system 60 years ago is needed again today," said Will Wilkins, TRIP's executive director. "In order to maintain personal and commercial mobility, transportation investment and a sustainable, long-term funding source for the federal surface transportation program must remain a priority."

Source: TRIP, A National Transportation Research Group

(CHAIRMAN'S CORNER Continued from page 2)

Healdsburg that limited the amount of building permits issued in any given year. The thought was that the community would inhibit excessive growth and rampant development. In the meantime, Healdsburg has become a worldwide tourist hotspot and destination. The unintended consequence of the GMO, as written, is that rent is extremely high, housing prices in Healdsburg are the highest in Sonoma County and there is a severe lack of affordable housing. There will be a measure on our local ballot to amend the GMO to allow for intelligent and economical development. The outcome will have an obvious impact on how Redwood Moving & Storage adapts to any changes. The biggest challenge in my mind will

be our workforce – where do we find them and how do we keep them?

So...it's undeniable that regardless of where you live or where you do business, there will be plenty of changes coming. I like to look at change with my glass half full. As David Bowie wrote in 1971 on his classic song "Changes" "Ch-ch-ch-changes, turn and face the strange." I can't help but ponder how relevant those lyrics are today. Time may change us, but we can't trace time. What we can do is make sure that we each have an educated voice and a vote in allowing the freedoms that we all share. We also need to make sure that we are all prepared to adapt for success.

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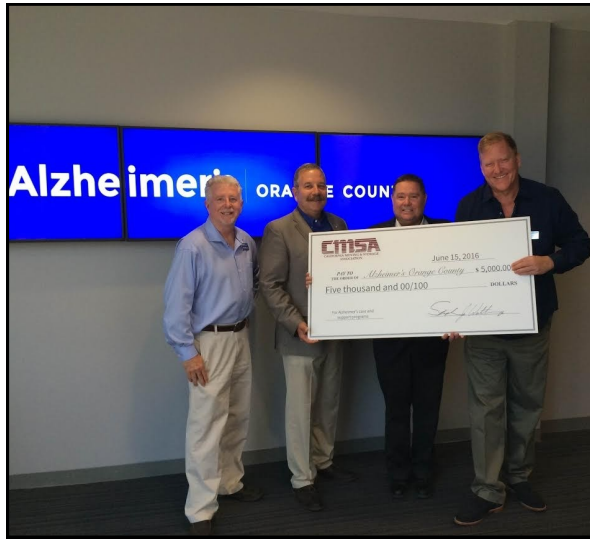
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## CMSA Delivers \$5,000 Donation to First Recipient of the Chairman's Choice Charity Program

(CMSA, Cerritos, CA) – On June 21, 2016, CMSA President Steve Weitekamp and CMSA Senior Chairman Patrick Longo delivered a check for \$5,000 to Alzheimer's Orange County (formerly the Alzheimer's Association, Orange County Chapter) in Irvine, Calif.

Alzheimer's Orange County is the first recipient of the Chairman's Choice Charity program. This program was started last year by the CMSA Board of Directors to allow every incoming CMSA Chairman to select a charity, with Board approval, to make a one-time \$5,000 donation on behalf of the CMSA.

During Longo's tenure as the 2015-2016 CMSA Chairman, he selected the Alzheimer's Orange



(L-R) Alzheimer's OC VP of Programs Mark Odom, CMSA President Steve Weitekamp, CMSA Senior Chairman Patrick Longo, Alzheimer's OC CEO Jim McAleer.

County as his Chairman's Choice Charity in honor of his late father. In addition to selecting this organization to receive \$5,000, Longo also helped raise \$5,530 for the Alzheimer's Association by putting together Team CMSA for the Walk to End Alzheimer's event at the Angel Stadium in Anaheim on November 14, 2015.

The mission of Alzheimer's Orange County:

*"To provide hands-on care and support, information,*

*referrals, education and resources for families in Orange County and surrounding areas who experience memory loss, Alzheimer's and other dementias, while advancing critical research for a cure."*



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## What's Your Airplane Speech? (Part 3)

### How to Engage Almost Anyone

by Jim Mathis, CSP

#### Do Your Homework!

Now work on your statement. Practice with your spouse, friends, business associates and graduate to the general public at networking events, in restaurants, in line at the DMV and in the mirror. See what appeals to you best and tweak it occasionally to make it current and different from everyone else. My friend Mike says, "I help my clients make money, does that make sense?" Who wouldn't want to know more about how he does that?

Once you craft your airplane speech, you will be able to apply it to other situations like cold-calling, public transportation, dinner meetings and every facet of your business life. Imagine that the world is looking for something special that stands out, because it is! What will you do that makes you stand out and be noticed like no one else?

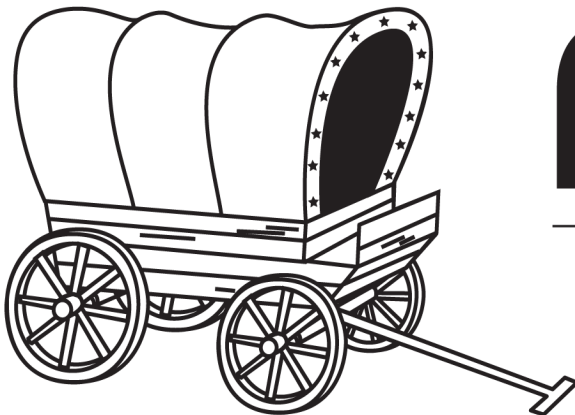


**Easy Action Step:** Spend the next three days crafting what you do in 14 words or less. Try it out and see if other people say, "How do you do that?" Next find three opportunities, i.e. the phone, an event or a traveling location, to share it and get the person to engage with you. Finally, follow up immediately and make *their* phone ring!

*Jim Mathis, CSP is The Chief of Reinvention Nation™, an international Certified Speaking Professional and best-selling author of Reinvention Made Easy: Change*

*Your Strategy, Change Your Results.*

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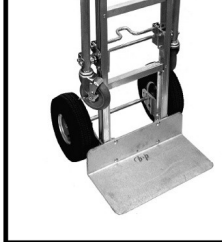
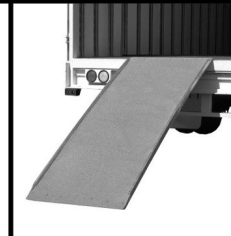
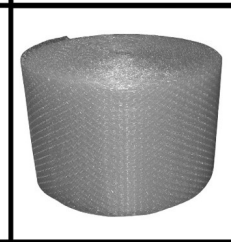
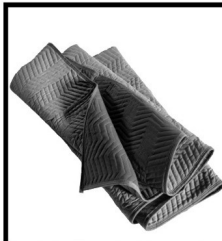
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(PRESIDENT'S COMMENTS Continued from page 3)

*"These reforms will change how this commission does business," said Governor Brown. "Public access to meetings and records will be expanded, new safety and oversight positions will be created and ex parte communication rules will be strengthened."*

*"These reforms mark a new beginning for the CPUC. The commission will become transparent and accountable to Californians and focused on the safety of our communities," said Assemblymember Gatto, chair of the Assembly Utilities and Commerce Committee. "I want to thank my colleagues in the Legislature and Governor Brown for their support of these key reforms."*

*"Increasing the CPUC's focus and expertise by relocating responsibilities and making logistical changes that improve the commission's ability to function."*

*"Transfer the implementation and enforcement of the following CPUC transportation responsibilities to departments within the California State Transportation Agency (e.g., California Department of Motor Vehicles primarily for licensing, registration, evidence of insurance and select investigations and the California Highway Patrol primarily for enforcement and select investigations) through the Governor's Reorganization Plan process.*

- > Passenger Stage Corporations*
- > Charter-Party Carriers (including Transportation Network Companies)*
- > **Household Goods Carriers***
- > Other carriers subject to CPUC registration requirements (for-hire vessel carriers, commercial air operators, private carriers of passengers and interstate carriers)"*

What does this mean? In short, the Governor is attempting to save the CPUC from legislation, most importantly Assembly Constitutional Amendment (ACA) 11, which would have called for the dissolu-

tion of the Agency. The actions listed above create hardships and challenges for long regulated industries that have not been a part of the problem that legislative actions were attempting to address.

Is it happening tomorrow? No, at this time we have no date for implementation. At least one in government, who we deem to be a reliable source, suggests we are looking at March of 2017 before any action can be taken, but even they cannot be certain. This same source believes that it may not be a complete move with some aspects of regulation even remaining with CPUC.

The Association has a long history of supporting industry regulation. Believing an agreed set of Standards and Measurement is of benefit to both consumers and industry. This philosophy has been affirmed by the CMSA Board of Directors and remains one of our core values.

This issue will be a primary focus of our Association and we will work for the best possible outcome for our membership, the industry at large, and the moving public. Our first step will be to attempt to impact the Governor's Reorganization Plan, which will hopefully lay out a more detailed plan for any transition. Once developed, this plan will be the framework for the legislation required to facilitate any change. CMSA's team, including our legislative advocate Chuck Cole, president of Advocation Inc., CMSA legal counsel Mark Hegarty of Hegarty Law and CMSA staff are already addressing this issue. Note, while not expecting this issue to escalate so quickly, we have been contemplating this as a possibility since before our Legislative Day early in the year. With guidance from the board and the assistance of many of you, we will have a positive impact on our future.

## **CALENDAR OF EVENTS**

Tue., Aug. 16	Chapter President's Orientation—Southern CA
Thu., Aug. 18	Chapter President's Orientation—Northern CA
Fri., Oct. 7	<b>Monterey Bay Chapter Golf &amp; Bocce Tournament</b>
2017 CMSA Convention, May 2–7 The Westin Mission Hills Resort Golf & Spa	



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## CPUC Investigations Result in Enforcement Actions, Fines Imposed On Various Moving Companies – 1<sup>st</sup> Quarter 2016



SAN FRANCISCO, June 15, 2016 – The California Public Utilities Commission (CPUC), in its ongoing commitment to consumer protection, took the following enforcement actions during the first quarter of 2016 against moving companies for violations of the Public Utilities Code and CPUC rules and regulations, including Maximum Rate Tariff 4 (MAX 4), which contains maximum rates that carriers must observe as well as rules and regulations governing intrastate moves.

### Criminal Filings

**Gregory M. Pinto, an individual doing business as (dba) Greg's Moving and Delivery (Unlicensed):** The CPUC requested that the Riverside County District Attorney's Office file a misdemeanor complaint against the carrier for advertising without CPUC authority pursuant to PUC Section 5314.5. The case is pending assignment to Deputy District Attorney.

**Complaint # 6CJ00037 Jojo's Delivery In Motion, Long Beach (Unlicensed):** The CPUC requested that the Los Angeles City Attorney's Office file a misdemeanor complaint against the carrier for operating and advertising as a used household goods moving business without having a valid operating authority issued by the CPUC in violation of PU Code 5131, 5133 and 5314.5; failure to procure and continue in effect evidence of PLPD, cargo, worker's compensation insurance coverage with CPUC in violation of PU Code 5161(a)(c) and 5135.5(a)(1); and failure to obtain and include signatures of carrier and shipper and show change order of services on shipping documents in violations of MAX 4, Items 128 & 132.

### Update

**Case # M094830, Rustam Kholov and Umed Salomov, a general partnership dba San Francisco Moving, Belmont and Andrey**

*(CPUC INVESTIGATIONS Continued on page 13)*

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(CPUC INVESTIGATIONS Continued from page 12)

**Slivko dba Vector Moving, San Diego (MTR 190802):** The CPUC requested that the San Diego District Attorney's Office file a misdemeanor complaint against the carrier for operating without workers compensation insurance coverage. At a January 4, 2016, court hearing, the three defendants provided proof of current workers compensation insurance and paid restitution of \$4,500 to the Workers' Comp Fraud Fund and their cases were dismissed.

**Case # M094878, Markis Frederick Stone Jr. dba Bubbas Moving Company, San Diego (MTR 190605):** The CPUC requested that the San Diego County District Attorney's Office file a misdemeanor complaint against the carrier for operating and advertising without CPUC authority. On March 29, 2016, the San Diego County District Attorney's Office filed a 4-count misdemeanor complaint in San Diego County Superior Court for violations of PU Code 5133 (1 count), PU Code 5314.5 (1 count) Labor Code 3700.5(a) failure to have workers compensation (1 count), and Labor

Code 226(c) failure to comply with a records request (1 count). The carrier plead guilty to 3-counts (PU 5314.5 and LC 3700.5(a) and LC 226(c)) and was sentenced to 3 years of informal probation, ordered to pay standard court fines, stipulate to pay \$500 restitution by April 15, 2016, obey all laws and Labor Code requirements, and comply with all Department of Industrial Relations requests.

### Administrative Citations

Tam Nguyen and Bill Pham dba Tam Moving, Fountain Valley (MTR 191074), was fined \$3,000 for the following violations:

1. Operated as a household goods carrier without a valid permit
2. Operated without evidence of cargo insurance on file and in effect
3. Failed to include a "Not to Exceed Price" on all freight bills
4. Failed to provide and properly complete the "Important Notice About Your Move" to shippers
5. Failed to complete and issue a Combined

(CPUC INVESTIGATIONS Continued on page 14)



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GENERAL LIABILITY	COMMERCIAL PROPERTY	BENEFITS PROGRAMS	SPECIALTY COVERAGES	



(CPUC INVESTIGATIONS Continued from page 13)

### Agreement for Moving Services and Freight Bills

Valencia Moving and Storage Co Inc., Santa Clarita (MTR 187197), was fined \$1,500 for the following violations:

1. Failed to issue "Combined Agreements for Moving Services and Freight Bills"
2. Failed to include "Not To Exceed" prices on "Combined Agreements"

Jack William Glodich dba Two Brothers Moving Truck, Costa Mesa (MTR 134650), was fined \$5,000 for the following violations:

1. Operated without evidence of workers compensation insurance on file and in effect
2. Maximum Tariff 4 violations
3. Failed to report accurate gross revenue from household goods operations

Aaron Jacob Labrano dba Monster Moving, Huntington Beach (MTR 190950), was fined \$5,000 for the following violations:

1. Operated as a household goods carrier without a valid permit
2. Operated without evidence of cargo insurance on file and in effect

ance on file and in effect

3. Failed to include a "Not to Exceed Price" on the Combined Service Agreements
4. Failed to properly complete the "Important Notice About Your Move" to shippers
5. Maximum Tariff 4 violations

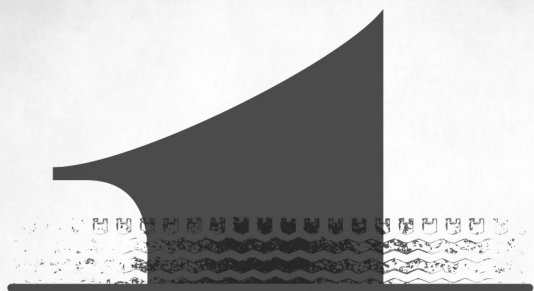
Dozhin Sergey dba European Moving Services based in Los Angeles (MTR 191371), was fined \$1,500 for the following violations:

1. Operated without PLPD insurance
2. Failed to include a "Not to Exceed Price" on combined agreements

### Telephone Disconnections

As part of its ongoing efforts to clamp down on illegal household goods movers, the CPUC had telephone service shut off to two household goods carriers operating in California without authority. These companies continued to advertise and hold themselves out to engage in the business of transporting household goods and personal effects, notwithstanding CPUC staff directives to immediately cease and desist unlawful acts and to obtain a household goods carrier permit.

(CPUC INVESTIGATIONS Continued on page 15)



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(CPUC INVESTIGATIONS Continued from page 14)

- **Thomas J. Carty dba Carty Moving and Storage, San Francisco (MTR 189107-Denied):** The carrier advertised and offered household goods moving services on the Internet without a permit. The advertisement listed three telephone numbers. Notwithstanding the CPUC's Cease and Desist letter directing the carrier to immediately cease all unlawful advertisements and operations, the carrier continued to violate the law. On February 04, 2016, the CPUC obtained a Finding of Probable Cause signed by a San Francisco County Superior Court Judge ordering the disconnection of telephone service to the numbers advertised and used by the carrier to violate criminal laws in the State of California.
- **Small Move Pros, Inc., dba SF Bay Small Moves, Small Move, Small Move Pros, San Francisco (Unlicensed):** The carrier advertised and offered household goods moving services on the Internet. The advertisements listed one phone number. Notwithstanding the CPUC's Cease and Desist

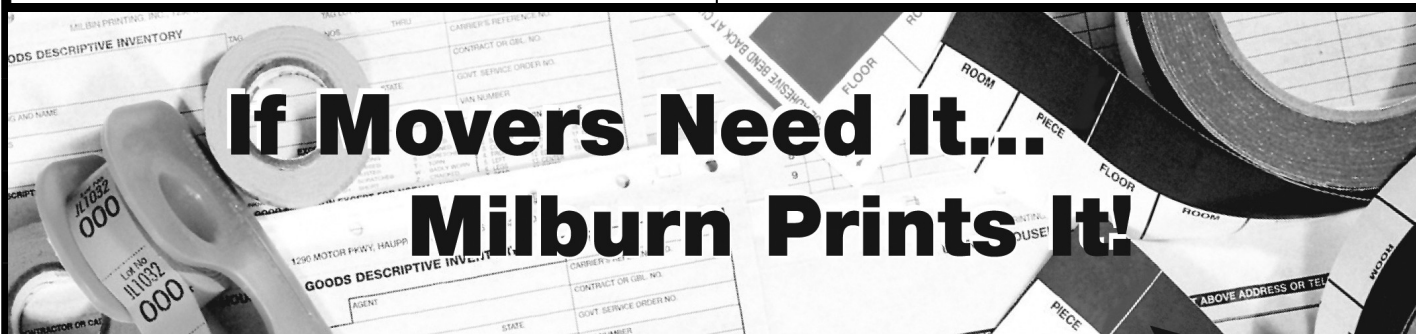
notice directing the carrier to immediately cease all unlawful advertisements and operations the carrier continued to violate the law. On February 1, 2016, the CPUC obtained a Finding of Probable Cause signed by a San Francisco County Superior Court Judge ordering the disconnection of telephone service to the number advertised and used by the carrier to violate criminal laws in the State of California.

### Official Notices

Twelve companies received official notices for one or more of these violations:

- Advertised and operated without authority (prior to issuance, expired, or suspended)
- Engaged employees without workers' compensation insurance on file and in effect
- Failed to include (Cal PUC T) authority number in advertisements
- Maximum Rate Tariff 4 violations
- Knowingly and intentionally filed a false report that understates revenues and fees

(CPUC INVESTIGATIONS Continued on page 16)



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(CPUC INVESTIGATIONS Continued from page 15)

**Companies receiving notice:**

1. S and D Moving Services, Inc., dba Pasadena Moving Company, Pasadena (MTR 190877)
2. White Glove Logistics, Inc., Los Angeles (MTR 191412)
3. Raul Flores dba Bakersfield F & F Movers, Bakersfield (Unlicensed)
4. Daniel Kennedy, Los Angeles (Unlicensed)
5. Pleskun Vladislav dba Royal Moving Co., Santa Clarita. (MTR 191203)
6. Good Hands Movers, Thousand Oaks (Unlicensed)
7. Patrick Rickey dba Rickey's Gold Country Moving, Grass Valley (Unlicensed)
8. Rade Radakovich dba Greystone Relocation Concierge, Los Angeles (Unlicensed)
9. M & M Movers, East Palo Alto (Unlicensed)
10. JPX Professional Movers, Los Angeles (MTR 191427)
11. White Glove Movers, Palmdale (Unlicensed)
12. Hollywood Moving & Storage Inc., Los Angeles. (MTR 189467)

**Overcharges and Refunds**

The CPUC assisted and/or directed moving companies to refund consumers more than \$15,000 for overcharges and other violations of the Maximum Rate Tariff 4.

**Cease and Desist Notice**

The following companies were issued a Cease and Desist notice for operating and advertising without a valid permit (unlicensed, revoked, or denied):

1. David Moyal, dba Pasadena Moving & Storage, West Hills (Unlicensed)
2. E.W. Express Inc., Hawaiian Gardens, (Unlicensed)
3. Donnies Piano Transportation, Glendora, (Unlicensed)
4. One Moving Kind of Guy, L.A. (Unlicensed)
5. City of Angels Moving, L.A. (Unlicensed)
6. Charlie's Moving System, L.A. (Unlicensed)
7. Daily Transportation, San Gabriel, (Unlicensed)
8. White Glove Movers, Palmdale, (Unlicensed)

(CPUC INVESTIGATIONS Continued on page 17)

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9. Long Beach Pro Movers, Long Beach (Unlicensed)
10. M & J Trucking and Delivery Co., L.A., (Unlicensed)
11. Tony Joseph Amaral dba Tony's Moving Service, San Francisco (Unlicensed)
12. Matteo Porcedda dba Students with Muscle Moving Service, San Mateo (Unlicensed)
13. Thomas Tadao Nakane dba Chargers Moving Company, San Diego (Unlicensed)
14. Go Ahead, Inc. dba Go Pro Moving & Storage, San Jose (MTR 190383)
15. Radu Binzari dba SF Moving, Oakland (Unlicensed)
16. Xiao Yun Xu dba Xu's Moving Company, San Francisco (Unlicensed)
17. Mario Lopez dba M&M Movers, East Palo Alto (Unlicensed)
18. Irving Jauregui Ceja and Lucas Brandon Larson dba Two Strong Movers, Riverside (Unlicensed)
19. Baldemar Jimenez dba Jim's Moving Co., Santa Ana (Unlicensed)
20. Orange County Delivery Services, Inc., Aliso Viejo (Unlicensed)
21. Aaron Jacob Labrano dba Monster Moving, Huntington Beach (MTR 190950)
22. Bartle Brothers Moving Inc., San Diego (MTR 189253)
23. Louis Pacheco dba Louie's Moving, Lancaster (MTR 190804)
24. Baldemar Jimenez dba Jim's Moving Co., Santa Ana (Unlicensed)
25. Go Ahead, Inc. dba Go Pro Moving Storage, San Jose (MTR 190383)
26. Fabio & Joshua Mazzarelli dba Two Strong Men & A Truck, Cathedral City (Unlicensed)
27. Gerald & Travis Hatfield dba Hatfield Moving, Garden Grove (Unlicensed)
28. Gabriel Oaxaca Peralta dba GOP Moving Company, Orange (Unlicensed)
29. Richard Thomas Villalobos dba Professional Full Service Movers, San Diego (Unlicensed)
30. Rapid Movers, Orange (Unlicensed)
31. Jeff Todd dba PCH Movers, Newport Beach (Unlicensed)
32. Ruff & Ready Moving LLC, Lake Elsinore (MTR 191454)
33. Ignacio Sanchez dba Nacho's Moving, San Jose (Unlicensed)
34. Bobby Martinez dba Far North Movers, Fremont (Unlicensed)
35. Less 4 Movers Inc., Costa Mesa (MTR 190816)

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### **EMPLOYMENT OPPORTUNITY**

Santa Clarita based agent for Stevens Worldwide Van line looking for driven salesperson to produce accurate and profitable in-home estimates, close sales, and generate new business through various networking opportunities while maintaining current relationships through consistent professional service. Please email resume to [wmsads@yahoo.com](mailto:wmsads@yahoo.com).

### **EMPLOYMENT OPPORTUNITY**

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Ernie's Van & Storage (Atlas Van Lines agent) in Rocklin, CA is looking to hire a qualified & experienced HHG/NAC salesperson. For more information, please contact [msowell@evsmoving.com](mailto:msowell@evsmoving.com).

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# HISTORICAL PHOTO

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



*2016 Meeting of the National Council of Moving Associations (NCMA) in Louisville, KY at the Kentucky Trailer facility.*



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