

California Trucking Association to Take AB 5 Case to Supreme Court

The California Trucking Association is taking its case to the U.S. Supreme Court.

The association on June 21 learned that the 9th U.S. Circuit Court of Appeals will not reconsider its earlier rejection of CTA's challenge to a state independent contractor law. In a court filing submitted the same day as the denial, CTA said it plans to appeal its complaint to the nation's highest court. CTA also asked the 9th Circuit to leave in place a mandate by a lower court in CTA's favor until the Supreme Court either declines to hear the case or issues a ruling; that request was granted on June 23.

A three-judge panel in the 9th Circuit overturned that earlier ruling, but CTA sought a review by an 11-member panel of the court. The court declined, setting the stage for a Supreme Court challenge.

The contractor law, widely known by its

legislative designation, Assembly Bill 5, or AB 5, adopts a new "ABC test" for determining whether a worker must be treated as an employee for purposes of California's labor laws. The problem is that the test "effectively prohibits motor carriers from using independent contractor drivers," according to CTA's 2018 lawsuit that reached the 9th Circuit last year.

Trade organizations (including American Trucking Associations) representing motor carriers and independent owner-operators alike strongly oppose the new law, which

aims to reclassify large numbers of independent contractors as company employees, according to court documents filed earlier this month.

"ATA is pleased that the 9th Circuit has blocked enforcement of California's restrictive independent contractor law while the California Trucking Association appeals the

(AB5 CASE continued on page 6)



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CHAIRMAN'S CORNER

by John Chipman, Jr.

Our motor carrier partners at the California Trucking Association (CTA) have been battling the State of California since 2019. You remember the case: *CTA vs. Bonta*, which is CTA's ongoing fight against AB5's three-prong worker classification test. Back in early 2020, CTA landed an early punch before the trial even got started. CTA scored a preliminary injunction against enforcement of AB5. That's like knocking down your opponent at the weigh-in. Fast forward to this year, and the State of California struck back. On April 28, the majority of a three-judge panel of the 9th Circuit Court of Appeals (9th Circuit) ruled in *CTA vs. Bonta* that AB5's could be enforced against independent contractors (ICs) operating in California. Later, on June 21, the same court denied CTA's request for a rehearing. If this was Marvel Comics, the brightly colored paneled captions would read: "BAAAAM!" and

"POOOOW!" as a superhero version of CTA dressed as a tractor-trailer got pummeled.

But, just two days later, CTA received some unexpected help.

CTA's CEO Shawn Yadon describes the legal slugfest this way: "While we were disappointed by the 9th Circuit's refusal to rehear the matter [en banc], we immediately filed a motion to stay the mandate, thereby allowing the preliminary injunction to remain in place. We received word on June 23 that the 9th Circuit granted our request, which is great news."

Shawn's remarks mean California authorities will be prevented from enforcing AB5 as to motor carriers operating in California. Although the Court's relief is temporary – probably months – it's a big deal. I was pleasantly shocked. For years I've been shaking my head about decisions coming from this West Coast based Federal Court. Now it's time to express gratitude: "Thank you, 9th Circuit!"

CTA's next legal round is to seek a Writ of Certiorari with the U.S. Supreme Court. To which, California Movers and Suppliers

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PRESIDENT'S COMMENTS

By Steve Weitekamp

This summer peak season has been as challenging for the moving industry as we have ever seen.

Members servicing household moving around the state have seen capacity issues of a magnitude and variety never seen before. One of many issues is a shortage of Trucks! Intel CEO Pat Gelsinger is quoted as saying, that he doesn't expect the semiconductor shortage that is negatively impacting manufacturing and delivery in many industries, including new trucks, to be corrected to a healthy supply-demand status until 2023. Yet, CMSA member companies remain focused on providing quality service for the moving public.

We have had several media interviews on Scam Operators damaging both consumers and legitimate movers. KCAL 9 tele-

vision, reporter Stacey Butler ran a story on the issue. From a 1/2-hour Zoom interview, she used four segments with our comments and referenced CMSA. The link to the segment is available on the CMSA Facebook page. We were also interviewed by KNX news radio producer Donald Morrison on the same topic.

We were disappointed to learn that Nicholas Oliver has been relieved of his position as BHGS Bureau Chief effective July 1, 2021. We thank him for all his efforts and the success we shared in standing up a new regulatory program with the DCA.

Regularly, shippers call CMSA to discuss service issues or claims. If we feel there is a valid issue or a misunderstanding, we will try to intercede. Last month, a shipper contacted us on a perceived issue with a member. Once we reviewed the facts, we agreed with the mover and felt there was nothing we could add to the situation. The shipper continued to email daily including BHGS, and the Attorney General's office as well as the mover in all communication. When it became clear that complaints were garnering

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might rightly ask, "What the heck is a Writ of Certiorari?"

For our purposes, it's Latin gobbledygook for: "Dear Supreme Court Justices, If AB5 is enforced, Sacramento politicians will unilaterally erase the livelihood of 70,000 ICs in California, and effectively purge a service model that's been the entrepreneurial backbone of California's growth and prosperity for generations. Justices, if you decide not to hear CTA's case, AB5 will spread like a diabolical plague through many other states. It's already inflected Congress; witness the Pro Act. Motor carriers everywhere will be confronted by a conflicting patchwork of interstate laws. For example, a motor carrier's IC can load an order in Reno, Nevada on Monday morning, and deliver the same order in Truckee, California later that afternoon, but only as a presumptive employee. This sort of Dr. Jekyll-Mr. Hyde legal fiction puts everyone in an impossible situation. If motor carriers are prevented from choosing ICs as a service model, AB5 will jackknife the U.S.'s interstate logistic supply chain.

Justices, please preempt AB5!"

Will the Supreme Court agree to hear CTA's case, and is CTA likely to prevail? As to the first question, CTA's Yadon is optimistic: "I feel positive about our prospects with the U.S. Supreme Court should the court decide to hear us." As to the second question, in my opinion, Yes. Judge Mark Bennett wrote a very strong, yet respectful, dissent in *CTA vs. Bonta*. He thoughtfully explained if California is allowed to eliminate ICs as a service model than AB5 can't help but run afoul of Congress' Federal Aviation Authorization Act of 1994, which protects against significant impacts on a motor carrier's prices, routes, or services.

If you are reading this article from the safe confines of a politically rational state, you're thinking: "California is totally nuts; glad my IC service model is based in Texas [or Missouri, or Indiana]." Well, vanline leaders and independent movers doing pickups and deliveries in California heed me. The outcome of CTA's case will affect you dramatically. As noted above: Your ICs will be presumptive employees when operating in

(CHAIRMAN'S CORNER continued on page 17)



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(PRESIDENT'S COMMENTS from page 3)

no interest, the shipper finally agreed to delivery at a reduced rate. In a classy move, the shipper paid the \$600 bill in coins. The mover sent a photo of a wheelbarrow full of 344lbs. of change.

Over the last month we have spent a good amount of time lobbying in opposition to AB 224 (Daly). Our focus has been letters and outreach by CMSA members who have State Senator's on the Senate Business and Professions committee, the next legislative group to hear the bill. AB 224 (Daly) is exactly the same bill as AB 2460 (Daly) that we fought in the 2020 session. That bill ended up being pulled, in good part because our lobbying convinced several senators to state their willingness to oppose it. The bill would exempt from state oversight

(think BHGS regulation) a motor carrier that meets the requirements of the limited-service exclusion in Section 13102 of Title 49 of the United States Code, or a broker covered by the same exclusion. The reason for the bill, this is not what the code in California currently says and BHGS was starting to enforce the law. CMSA's position for both bills has been the same, we contend that removing BHGS oversight and enforcement from certain motor carriers involved in transporting household goods, or brokers arranging for services, will adversely impact consumers and the regulated moving industry.

If you have yet to share with your assemblyperson or senator your opposition to AB 224 (Daly) do so today!



A shipper paid the \$600 bill in coins.

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(AB5 CASE continued from page 1)

Court's ruling to the Supreme Court of the United States," said ATA spokesman Sean McNally. "We are hopeful that the Supreme Court will ultimately not only take the case, but will see the wisdom of CTA's argument and reverse the 9th Circuit's ruling."

CTA said its Supreme Court review is due on or before Nov. 18, 2021.

In its brief June 21 order, the 9th Circuit said none of its judges requested a vote for reconsideration of the earlier denial.

The AB 5 law was to go into effect Jan. 1, 2020, but a district court judge stayed a decision, stating that CTA had a good chance to prevail in its challenge to the law.

"A stay of the mandate is plainly warranted under this court's standards," CTA said in a June 21 filing after the 9th Circuit declined to rehear the issue. "First, CTA's petition will present a substantial question of law on which there is an acknowledged circuit split: Whether the Federal Aviation Administration Authorization Act, or FAAAA, preempts the application to motor carriers of a state worker-classification rule that effec-

tively prohibits motor carriers from engaging truck drivers as independent contractors."

The CTA noted that there is good cause for a stay and that it is "reasonably likely" that four members of the Supreme Court

will support a grant of certiorari in the case and ultimately reverse the three-judge panel's 2-1 decision from April 28.

"If the mandate issues, then CTA's members will have to restructure their businesses to comply with AB 5, risk severe civil or even criminal sanctions, or cease doing business due to the financial inability to purchase equipment and hire employee drivers," the group

said.

CTA added the owner-operators who have offered their services as independent contractors will either have to close their small businesses and become employees or cease working in California.

"A stay of the mandate is needed to maintain the status quo while CTA contests the validity of California's far-reaching worker-classification rule in the Supreme Court," CTA argued.

Source: Transport Topics



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Revisions to the COVID-19 Prevention Emergency Temporary Standards

Following the June 17 vote by the Occupational Safety and Health Standards Board to adopt the [revised](#) COVID-19 Prevention Emergency Temporary Standards, Governor Gavin Newsom signed an [executive order](#) to allow the revisions to immediately take effect on June 17. The revised regulations reflect the state's latest COVID-19 public health guidance. The updates include changes to face coverings and physical distancing requirements. More information on the revised COVID-19 Prevention Emergency Temporary Standards can be found in Cal/OSHA's [Frequently Asked Questions](#).

What are the important changes in the June 17 revised ETS?

- Fully vaccinated employees without symptoms do not need to be tested or quarantined after close contacts with COVID-19 cases unless they have symptoms.
- No face covering requirements outdoors (except during outbreaks), regardless of vaccination status, though workers must be trained on CDPH recommendations for outdoor use of face coverings.
- Employers may allow fully vaccinated employees not to wear face coverings indoors, but must document their vaccination status. There are some settings where CDPH requires face coverings regardless of vaccination status. In outbreaks, all employees must wear face coverings indoors and outdoors when six-foot physical distancing cannot be maintained, regardless of vaccination status.
- Employers must provide unvaccinated employees with approved respirators for voluntary use when working indoors or in a vehicle with others, upon request.
- Employers may not retaliate against employees for wearing face coverings.
- No physical distancing or barrier require-



ments regardless of employee vaccination status with the following exceptions:

- Employers must evaluate whether it is necessary to implement physical distancing and barriers during an outbreak (3 or more cases in an exposed group of employees)
- Employers must implement physical distancing and barriers during a major outbreak (20 or more cases in an exposed group of employees)
- No physical distancing requirements whatsoever in the employer-provided housing and transportation regulations.
- Where all employees are vaccinated in employer-provided housing and transportation, employers are exempt from those regulations
- Employers must evaluate ventilation systems to maximize outdoor air and increase filtrations efficiency, and evaluate the use of additional air cleaning systems

Are there requirements from the November 2020 ETS that will remain in place?

Yes, including:

- An effective written COVID-19 Prevention Program.
- Providing effective training and instruction to employees on the employer's prevention plan and their rights under the ETS.
- Providing notification to public health departments of outbreaks.
- Providing notification to employees of exposure and close contacts.
- Requirements to [offer testing](#) after potential exposures.
- Requirements for responding to COVID-19 cases and outbreaks.
- Quarantine and exclusion pay requirements.
- Basic prevention requirements for employer-provided housing and transportation.

Source: Cal OSHA



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Employers Not Required to Provide Holiday Pay for Federal Holidays

Now that Juneteenth (June 19) has become a federal holiday, are we required to provide holiday pay to our employees for that day?

When President Joe Biden signed the Juneteenth National Independence Day Act on June 17, 2021, creating the Juneteenth National Independence Day to be celebrated on June 19 every year, it created the 11th federal holiday and the first since the creation of the Martin Luther King, Jr. federal holiday in 1983.

Juneteenth marks the day when federal troops entered the state of Texas in 1865 and read the Emancipation Proclamation, effectively marking the end of slavery in the United States.



Because it has been decades since the creation of a new federal holiday, many employers in California are confused about their obligations to their employees regarding Juneteenth.

For employers, the most important thing to know about Juneteenth and any other federal holiday is that the laws creating the holidays provide holiday pay only to federal government employees.

Employer Discretion

Whether a California employer chooses to provide its employees with a paid or unpaid holiday for Juneteenth or any other holiday is entirely at the employer's discretion.

When creating a holiday policy, employers have discretion as to which holidays to

(HOLIDAY PAY continued on page 11)

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(HOLIDAY PAY continued from page 9)

celebrate, whether the holiday will be paid or unpaid, and which class of employees are entitled to the holiday.

But once employers establish the holiday policy, the policy has been interpreted as a contract to do so, so employers should consistently apply the policy as designed.

The first step for employers is to determine before the start of the new year which holidays will be observed and whether the holidays will be paid or unpaid. Employers may decide when to observe holidays depending on the operational needs of the business and whether the holiday falls on a nonbusiness day.

For example, Independence Day — a commonly observed holiday — falls on a Sunday in 2021. Businesses that are not open on Sundays may instead choose to observe another day, such as the following Monday.

Conditions for Holiday Pay

Next, an employer should designate which employees are eligible to receive holiday pay and whether there are any conditions the employee must meet before earning the holiday pay.

For example, an employer could create a policy that only full-time designated employees earn holiday pay, or only employees who work the days before and after the holiday or are otherwise on paid leave such as paid sick leave or vacation, or employees must have been employed for at least 90 days. Whatever eligibility requirements the employer establishes, the employer should make sure they are well defined in the policy.

Nonexempt Employees

The next step for employers is to determine how to handle situations where a non-exempt employee works on one of the observed paid holidays. Because the holiday pay is interpreted as a contract to provide

the day, employers must decide how to provide holiday pay to that employee. Some examples include:

- Pay the employee for all hours worked, plus eight hours of holiday pay.
 - Pay the employee for all hours worked, plus provide a paid day off another time instead of holiday pay.
 - Pay for all hours worked at a premium rate (for example, time-and-a-half), plus eight hours of holiday pay.
- Also note that premium pay for working a holiday is not required, but an employer may choose to do so to incentivize employees to

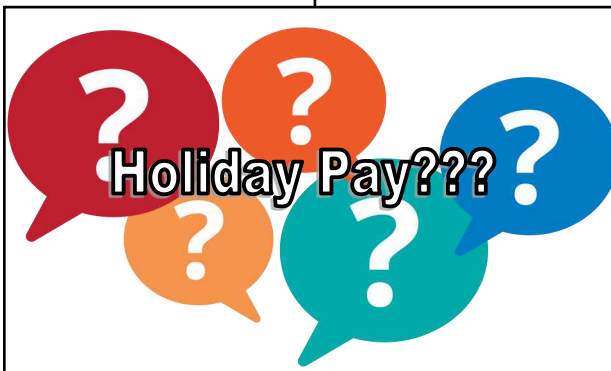
work the day.

Exempt Employees

Lastly, employers need to be aware of how holiday closures affect exempt employees. In general, if an exempt employee performs any work in a workweek, they are paid their full salary for the workweek.

If the employer closes the business on a holiday, but does not provide holiday pay, employers will still need to pay the exempt employees' salary if they were otherwise ready, willing and able to work.

Source: Alert, CalChamber



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Unlicensed Household Mover Sentenced to Jail and Ordered to Pay Restitution

VENTURA, California – District Attorney Erik Nasarenko announced today that Jason Paul Ellis (DOB 07/05/81), of Simi Valley, was sentenced to 120 days in jail for embezzlement of personal property by a carrier and being an unlicensed household mover. Ellis, doing business as Roadrunner Moving Company, performed numerous in-state and out-of-state moves between 2017 and 2019 without following the requirements of the California Household Movers Act or obtaining a permit to operate.

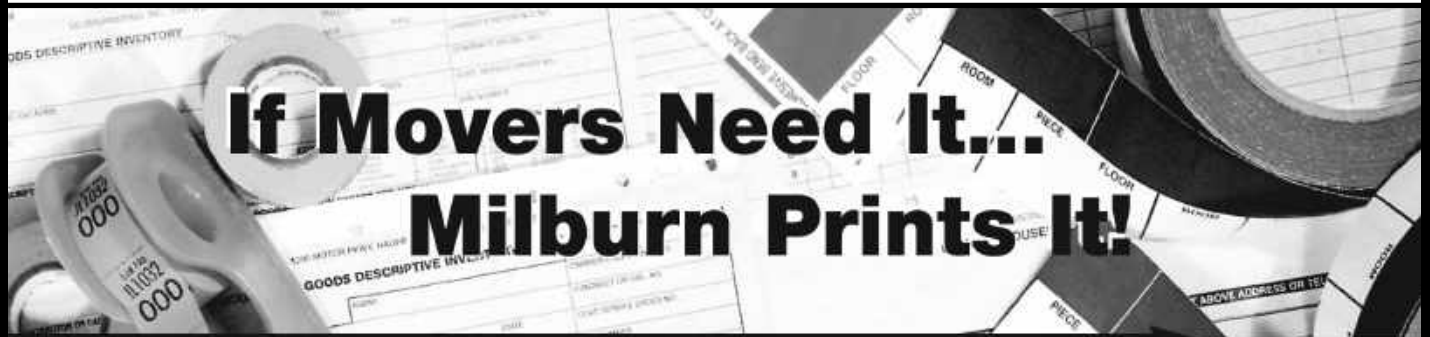
In addition to the jail sentence, Ellis paid \$13,000 in restitution for fees he unlawfully collected from the victim

in this case. The Department of Consumer Affairs (DCA), Bureau of Household Goods and Services (BHGS) became aware of Ellis' unlawful operations

due to multiple consumer complaints. This case was jointly investigated by the DCA and the District Attorney's Office Consumer and Environmental Protection Unit.

All household movers and moving companies operating in California are required to be licensed with the DCA. To report a violation or file a complaint against an unlicensed mover, please call the DCA at (916) 999

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229% Surge in China-US Shipping Costs Drives Inflation Pressure

The cost to ship a boxload of goods to the U.S. from China edged close to \$10,000 as the world's biggest economy keeps vacuuming up imports amid slower recoveries from the pandemic from Europe to Asia.

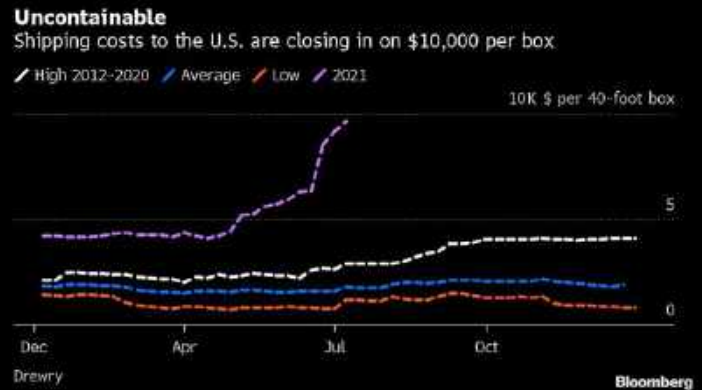
The spot rate for a 40-foot container from Shanghai to Los Angeles increased to \$9,631, up 5% from the previous week and 229% higher than a year ago, according to the Drewry World Container Index published July 8. A composite index, reflecting eight major trade routes, rose to \$8,796, a 333% surge from a year ago. Drewry said it expects rates to increase further in the coming week.

While the surging rates represent a profit bonanza for container lines including Copenhagen-based A.P. Moller-Maersk A/S and China's Cosco Shipping Holdings Co., they're making it more difficult for importers to absorb higher costs. Some are raising retail prices, adding to inflationary pressures that worry central banks, while COVID-related supply bottlenecks are also holding back economic activity.

The cost for a container from Shanghai to Rotterdam passed the \$10,000 threshold in late May and has continued to rise. It reached \$12,795 this week, according to Drewry. That's up nearly 600% from a year ago.



Shipping containers sit at the Port of Long Beach in California in March 2021. (Bing Guan/Bloomberg News)



Unthinkable Rates

The prospect of \$10,000-a-box charges for the busy Asia-to-U.S. route would have been unthinkable to most shipping analysts before the pandemic. The average rate for shipping from Shanghai to Los Angeles was less than \$1,800 per container from 2011 to March 2020, Drewry data show.

While demand from American consumers and companies is one reason for the rate spike, a shortage of containers remains another reason for the tight market.

Container capacity is particularly scarce for eastbound transpacific shipments, with COVID outbreaks at a port in southern China recently snarling both exports and imports. Meanwhile, a queue of vessels waiting to enter the twin ports of Los Angeles and Long Beach, Calif. — the largest U.S. gateway for oceangoing trade — showed little signs of going away.

The number of container ships anchored in San Pedro Bay totaled 18 as of late July 6, nearly double the queue of two weeks earlier, according to officials who monitor harbor traffic. That bottleneck has persisted since late last year, peaking around 40 vessels in early February.

The average wait for berth space was 5.3 days, compared with 4.6 in early June, according to the L.A. port. That number peaked around 8 days in April.

Source: *Transport Topics*

House Approves \$715 Billion Highway Policy Bill

Legislation that would update the country's highway and wastewater policies was approved by the U.S. House of Representatives on July 1, an effort by congressional Democrats to advance President Joe Biden's multitrillion-dollar infrastructure agenda.

The chamber gave approval to the \$715 billion measure by a vote of 221-201, mostly along party lines. Bill sponsors touted climate change-centric provisions, as well as proposals meant to facilitate the modernization of Eisenhower-era freight and passenger transportation corridors.

The legislation, titled the Investing in a New Vision for the Environment and Surface Transportation (or INVEST) in America Act, consists of a five-year surface transportation reauthorization as well as policy updates for wastewater management and water infrastructure programs. A 2015 highway policy law expires at the end of September.

"The American people are sick and tired of potholes, getting stuck in traffic, delayed buses and slow trains, lead-tainted pipes and sewers that back up, the result of decades of underinvestment in our infrastructure, our communities and our future," said Transportation and Infrastructure Committee Chairman Peter DeFazio (D-Ore.). "The good news is that this is an American problem America can fix. By passing the INVEST in America Act today, the House took a bold and badly needed step to build for the future, tackle the existential threat of climate change by modernizing our transportation systems to cut carbon pollution, and improve the lives of hundreds of millions of people."

Prior to the bill's passage, Speaker Nancy Pelosi (D-Calif.) referred to the bill as a "strong jobs-creating package that seizes the once-in-a-century opportunity to rebuild America's infrastructure."

"The better we invest — the title of the bill — now, the less it's going to cost and the better off the American people will be, in terms of the quality of their lives, our lives, as well as the strength of our economy," the speaker continued.



Overall, the legislation would authorize a new round of severe weather resilience programs. It also would approve about \$300 billion in funding for highway systems and about \$100 billion for transit operations.

Specific to trucking policy, the legislation would pave the way for \$1.5 billion from fiscal 2023 through 2026 for safety operations and programs at the Federal Motor Carrier Safety Administration. It also would establish a truck leasing task force meant to examine leasing agreements, evaluate recruitment practices targeting commercial drivers, and review underdrive guards used by commercial vehicles.

Nearly every Republican opposed the legislation, arguing that proposals related to artwork and various technologies did not qualify as infrastructure policy. Rep. Sam Graves (R-Mo.), the top transportation policymaker in the GOP caucus and a chief critic of the bill, emphasized what he described as the Democrats' partisan approach to legislating.

"This was a missed opportunity for partnership and for passing a bill that addresses the real infrastructure needs of all our communities, from our largest cities to the most rural areas," said Graves. "A deal was there to be had on this bill; that's clearly evident by the various bipartisan bills and ongoing discussions in the Senate. But the speaker had no true interest in bipartisanship; only in moving this one-size-fits-all vision for what the majority thinks our infrastructure should look like."

(HOUSE APPROVES continued on page 15)

For the most part, transportation stakeholders praised the measure's passage in the House and called for further action.

"The American people strongly support making infrastructure improvements to help accelerate U.S. economic recovery post-pandemic," said the Transportation Construction Coalition, a group of road builders and labor unions. "The TCC urges House, Senate and Biden administration leaders to ensure enactment of a surface transportation law, and broader infrastructure package, before the Sept. 30 funding deadline."

Jim Tymon, American Association of State Highway and Transportation Officials executive director, noted his group "continues to call for a bipartisan bill that strengthens and builds upon formula-based funding to states, while maintaining the flexibility necessary to allow states to deliver national transportation priorities including equity, [resilience], carbon reduction, safety for all roadway users, improving project delivery and maintaining and improving their transportation assets."

On the other side of the Capitol, committees in the Senate have approved highway and freight policy bills. Yet, questions about a highway bill's likelihood of reaching the president's desk remain murky. Transportation leaders have not resolved long-term funding concerns linked to a multiyear highway bill, and negotiations between the White House and congressional leaders on an infrastructure package signal the potential for nearly every transportation legislation to fall under an infrastructure legislative umbrella.

A bipartisan deal between Biden and a group of senators on infrastructure policy has opened the door for the consideration of a \$1.2 trillion package that would update much of the country's mobility grid.

"This deal is going to more than double the funding directed to state and local programs that improve the safety of people in vehicles, including highway safety, truck safety, pipeline and hazardous materials safety," Biden said June 29.

Source: Transport Topics

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How Will Utilities Deal with Electric-Vehicle Charging and Stressed Electric Grids?

California and other states are [scrambling to find electricity](#) this summer amid record heat, with a growing risk of black-outs. The Texas power grid that failed in February winter storms, leaving millions of homes and business without power and resulting in more than 100 deaths, has [already had 1,280 summer outages](#). If our power grids already can't handle the extremes being caused by climate change, how are they going to handle the addition of battery-electric vehicles?

A 2019 study by the U.S. Department of Energy estimated that increased demand for electricity — much of that for electric vehicles — could see a 38% increase in energy demand by 2050. And the Biden administration wants to build 500,000 EV chargers and "electrify thousands of school and transit buses across the country." As [Reuters recently reported](#), the city of Austin, Texas, has budgeted \$650 million over 20 years for electric buses and a charging facility for 187 such vehicles.

"The electrification of the transportation sector will catch most utilities a little bit off guard," Ben Kroposki, director of the Power Systems Engineering Center at the National Renewable Energy Laboratory (NREL), told Reuters.

A New Business Model for Utilities

ACT Research analyst and economist Jim Meil talked about the issue in an HDT interview about the firm's [recent electrification report](#).

"Right from the get-go, you have a very interesting problem or challenge with the fact that utilities traditionally deal with a stationary customer set," Meil explained. "With the potential for electrification of the transportation sector, all of a sudden, you're going to be dealing with customers who will be

working and where the final node for electricity will be these vehicles that run all over a city, a region, a country. So the utilities are dealing in a way with, how do we deal with our business model? How do we deal with regulators? So you have a bit of a transition right there."

Noting that another issue is the fact that some of the utilities leading the way in pushing electrification also have an electric grid under duress (looking at you, California), Meil pointed out that utilities and fleets will also have to figure out issues with rates.

"For many utility customers, including California customers, you have the highest rates set for many of their current market segments in that 5 to 9 p.m.

period, when the grid is under stress as people return from their workday, go into their house, and crank up their air conditioning because it's a 95 degree day out in the Imperial Valley," Meil said. "And if you're running a parcel delivery service, [that's the same time] you'd like to be plugging in your vehicle, and you'd like to be using cheaper power."

"We like to think that the industry, that both industries [trucking and utilities], will have time to find the way to a solution," Meil told HDT. "That might be a little bit Pollyanna; we know there are going to be some bumps in the road, especially in the first year or two or three, as utilities recognize and start accommodating and pricing this influx of electric vehicle demand. And hopefully, we'll see government utility and user willingness to do the infrastructure necessary to shore up the grid for this new source of demand."

Source: HDT, Truckinginfo



(CHAIRMAN'S CORNER continued from page 4)

California. Are you seriously going to dispatch and compensate them as both ICs and as employees? If that happens, labor lawyers will be parachuting into a federal district court near you, and IRS agents will pop up like daisies.

The next big round of CTA's fight is coming upon us like a speed trap on Highway 99. Getting a case heard by the U.S. Supreme Court is very expensive. *CTA v. Bonta* is projected to cost \$2 million dollars by the time the briefs are drafted and sub-

mitted, and CTA's lawyers make their oral arguments in Washington, DC.

I am asking you to help CTA.

Donate to the CTA AB5 Litigation Fund by sending checks made payable to CMSA, 10900 E. 183rd St., Ste. 300, Cerritos, CA 90703 and write "CTA-AB 5" in the memo section. All of the money collected will be sent to CTA. This would not only assist CTA, but also give CMSA more visibility with CTA which could be helpful not only for this litigation, but for future actions. Thank you for your support!

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Truck can be de-rated to 25,950 GVWR

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Association Leaderboard Report

Association		Enrolled Movers	Association	Total Lbs.
1	California (CMSA)	84	1 Pennsylvania (PMSA)	2,444,869
2	Southwest Movers (SMA)	72	2 Illinois (IMAWA))	2,183,491
3	Illinois (IMAWA)	44	3 Southwest Movers (SMA)	1,485,978
CMSA Report Food Collected and Delivered			4 California (CMSA)	1,484,623
			5 North Carolina (NCMA)	1,369,699
			Hunger Fact	
Monthly	Year to Date	All Time	42 MILLION AMERICANS ARE FACING HUNGER, YET WE ARE WASTING 40% OF THE FOOD WE PRODUCE	
48,182 lbs.	52,199 lbs.	1,484,623 lbs.		
40,151 meals	43,449 meals	1,237,185 meals		

CALENDAR OF EVENTS

 Fourth of July Independence Day!		Sat., Oct 23	North Bay Chapter Bocce Tournament Marin Bocce Federation San Rafael, CA
		Fri., Oct 1	Monterey Bay Chapter Golf & Bocce Tournament Del Monte Golf Course and Embassy Suites Monterey, CA
		Fri. - Sun. Nov. 5 - 7	CMSA Fall Board Meeting Omni Rancho Las Palmas Rancho Mirage, CA

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CHARGES: 1-5 Lines \$15; \$2 each add'l line. CMSA box number \$5.
Special heading/setup is extra.
Email: information@thecmsa.org to place your advertisement or call (562)865-2900.

EMPLOYMENT OPPORTUNITY

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

EMPLOYMENT OPPORTUNITY

Hemsted's Moving & Storage, Redding, CA is **HIRING Class A & B drivers, warehouse/operations, and general office positions.** Applicants must pass background check & drug/alcohol screening. Paid vacation, 401k, health ins. available. Submit resumes and inquiries to hemsteds@hemsteds.com. All discussions/applications will be conducted in the strictest confidence.

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EMPLOYMENT OPPORTUNITY

Luigys Moving is looking to hire Class A & B drivers & helpers. Please email resume to: moveme@luigysmoving.com or call 415-413-4646

HISTORICAL PHOTOS



CMSA Chairmen's Dinner. Seated L-R: John Carlson (1957-1958), James Nevil (1958-1959), Neil Shaner (1965-1966, Clair Coe (1963-1964), George Thomas (1962-1963), Clarence Lockett (1954-1955). Standing L-R: Don Estrin (1961-1962, Art Chipman (1956-1957), Bill Goines, Jr. (1960-1961).



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