

California Governor Gets Bill on Humans in Autonomous Trucks

Gov. Gavin Newsom Is Expected to Veto a Five-Year Mandate

California [Gov. Gavin Newsom](#) is on the spot. The California Senate passed a bill Sept. 11 [mandating human drivers behind the wheel of autonomous trucks](#) on state highways for at least the next five years. The Legislature says it's concerned about safety. The governor's office says it's concerned about innovation.

It's now up to Newsom to veto the bill or sign it. All indications point to veto. [Go-Biz](#), the governor's California business development office, wrote a letter to the bill's sponsor that argues passage of the bill would hamper the state's competitiveness, limit supply chain innovation and undermine existing oversight.

The legislation, [Assembly Bill 316](#), passed the Senate on a 36-2 vote. In essence, it would require driverless trucks, weighing from 10,000 pounds to big rigs weighing 80,000 pounds, to have a human

safety driver on board. The requirement would remain in place for at least five years, but proponents say the Legislature could remove that requirement earlier if it's reasonably confident about vehicle safety.

The bill was sponsored by Assembly-member [Cecilia Aguiar-Curry](#), (D-Winters).

"There is a reason why local elected and public safety officials, local firefighters and police officers,

and the state's highway patrol officers all support AB 316. They, and we, want a collaborative, truly public process between the Legislature, local officials and the executive branch in making these decisions that impact the safety of millions of California travelers and hundreds of thousands of jobs," she said after the vote Sept. 11.

The two 'no' votes came from Sens. [Brian Dahle](#) (R-Bieber) and [Steve](#)



A Torc Robotics truck. Autonomous vehicles operating in California would need a human driver for the next five years under AB 316.

(AUTONOMOUS TRUCKS continued on page 5)



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CHAIRMAN'S CORNER

by Jesse Chabot

The year is moving along fast as summer comes to an end. My kids are back in school, and we have a slight uptick in work but nothing like years past. Our activity in a very slow period has been the result of networking with our CMSA colleagues and diversifying into areas outside of our traditional military and household goods model.

The CMSA fall season of events has kicked off. I would suggest that you regularly check the CMSA Calendar of Events accessible on the CMSA Website [CMSA - California Moving & Storage Association \(theCMSA.org\)](http://theCMSA.org). The first event I was honored to attend was the San Diego Chapter fundraiser, the San Diego Padres versus the San Francisco Giants game. What a great event. Petco Park is amazing, You get the feel of the city around you as you're walking into the game and even as you're

watching the game, the buildings, and the people watching from balconies, it's just an amazing experience. I want to give a big thank you to Andria Skiff for putting together such a fun event and thank you too to Victory Packaging for sponsoring, it was great to see their chapter come together for such a good time and even had a couple of CMSA members from San Francisco come down to cheer for their team. Talk about member unity, it is awesome what our Association can accomplish with member support. It was great to see everybody. What a great way to kick off my chapter visit.

My second event for the week was the first CMSA chapter meeting of the fall season, the Twin Counties chapter meeting hosted by Ed Coelho with Burgess Moving and Storage. This is my local chapter, so it was a good place to start. We had a very good turnout, and I would like to thank all the associate members that came out. As Steve was laying out his points, there was a desire among those in attendance for more information. As we continue into the unknown, movers are seeking more answers

(CHAIRMAN'S CORNER continued on page 4)





PRESIDENT'S COMMENTS

By Steve Weitekamp

As I write this column, I am reminded that the 22nd anniversary of September 11th is around the corner. I had the privilege of serving as CMSA Chairman during that time and traveled to all

12 chapters in the following weeks and months. As I have noted on several occasions, the tragic events of 9/11 and the long-running shutdown of COVID-19, cement in my thoughts the importance of what we do to our American way of life. The broad practice of regular relocation, be it for employment, retirement, or adventure is relatively unique to the American way of life.

I am proud to be a part of an industry that ensures the mobility of our citizenry. It was amazing to travel the state and country during my time as chairman, particularly in the first month after the 9/11 attacks, when flights were fewer and less than full and the

military with high-powered assault weapons patrolled the airports. The spirit of our membership was amazing, and when I shared the story of the eight New York moving company employees lost in the attack on the World Trade Center, we all felt a sense of loss but also one of unity. I was scheduled to oversee a significant installation in the SoHo district of Manhattan starting on September 14, 2001. It was postponed until early October, and when I arrived, I walked around ground zero several nights after completing my daily work. Significant barriers had yet to be erected, and the 6th-floor window of my hotel room was still lined with ash. World Trade Center Building 7, a 47-story building, was so compressed that it looked more like a geological site with each floor compressed to the point where it reminded me of layers of different types of soil. The once bustling area was relatively quiet in the early evening, except for the rustling created by the thousands of flyers with photos of the missing and the fading hope of families that maybe by some miracle...I will never forget.

(PRESIDENT'S COMMENTS continued on page 4)

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(CHAIRMAN'S CORNER continued from page 2)

to their questions, from "What happened to our summer?" to "Will the work we missed over summer ever catch up?" and even more intricate details about the GHC.

The CMSA Fall calendar is starting to fill up with chapter meetings and fundraisers you do not want to miss. Additionally, the 2024 CMSA Convention hotel block and registration forms are now available on the CMSA website. Visit the Convention Kiosk and register today for a cannot-miss event at a terrific value.



Book your room for the convention today!
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(PRESIDENT'S COMMENTS continued from page 3)

One of the more interesting and enlightening aspects of our work lives is the people who become a part of our lives. Frequently, we develop professional relationships with those with whom we never would have had the opportunity to meet, but for the workplace. Renee Hifumi grew up on the island of Oahu and relocated to California upon graduation from college. This month, we say farewell to our CMSA colleague of 16 years,

who is moving on to a new challenge in her career, having accepted a job offer with the county of Orange. Renee has served the Association well as the CMSA office manager. We are grateful for the contributions that she has made in support of our team and our membership. I know you join me in wishing Renee success and happiness in her new job and the years ahead. We hope our paths will cross again, and she will visit her friends at the CMSA.

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(AUTONOMOUS TRUCKS continued from page 1)

[Glazer](#) (D-Orinda). Glazer said requiring human drivers in experimental robot trucks was equivalent to demanding that people use typewriters.

If Newsom vetoes the bill, Aguiar-Curry's office said, she'll push for an override vote. A two-thirds majority vote in each house of the Legislature would be required.

Because the [Teamsters](#) union is a big backer of the bill, opponents say the issue is really about job loss. Proponents say that too is a concern, but the key is making sure massive semi-trucks can operate safely on state highways.

The safety issue has risen to the fore after [San Francisco police officers and the city's fire chief complained in August that driverless taxis](#) deployed by [Cruise](#) and [Waymo](#) persistently impede emergency vehicles and first responders. Those companies sought and won approval Aug. 10 for rapid expansion of their commercial operations in the city from the [California Public Utilities Commission](#). All five members of the commission are Newsom appointees.

One member, [John Reynolds](#), was the top attorney at Cruise before he joined the CPUC. He cast his vote, which is legal under current state law, but said he saw no conflict of interest.

The Newsom administration has also been under constant fire for the way the California [Department of Motor Vehicles](#) is regulating driverless car safety. It allows [Tesla](#) to test its driverless car technology — dubbed Full-Self Driving — on public streets, but says because drivers are instructed to pay attention, the cars aren't really driverless.

The DMV has said it is investigating whether the company is violating DMV rules that bar a company from marketing autonomous technology when it does not allow full self driving. The investigation has been ongoing for 2½ years. Several legislators said during debate that they don't trust the DMV's oversight of robot vehicle public safety.

Source: Transport Topics

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HomeSafe Alliance and USTRANSCOM Continue Global Household Goods Contract Transition with Adjusted Phase-in Schedule

HOUSTON- HomeSafe Alliance, the premier move management provider for the U.S. Armed Forces, Department of Defense Civilians and their families, received notice from U.S. Transportation Command (USTRANSCOM) that the timeline for the Global Household Goods Contract (GHC) phase-in process has been



season.

“HomeSafe leadership supports the decision from USTRANSCOM to adjust the phase-in schedule to ensure a successful launch,” said Al Thompson, CEO of HomeSafe Alliance. “HomeSafe continues to engage in intense preparation to make our internal systems, processes and staff



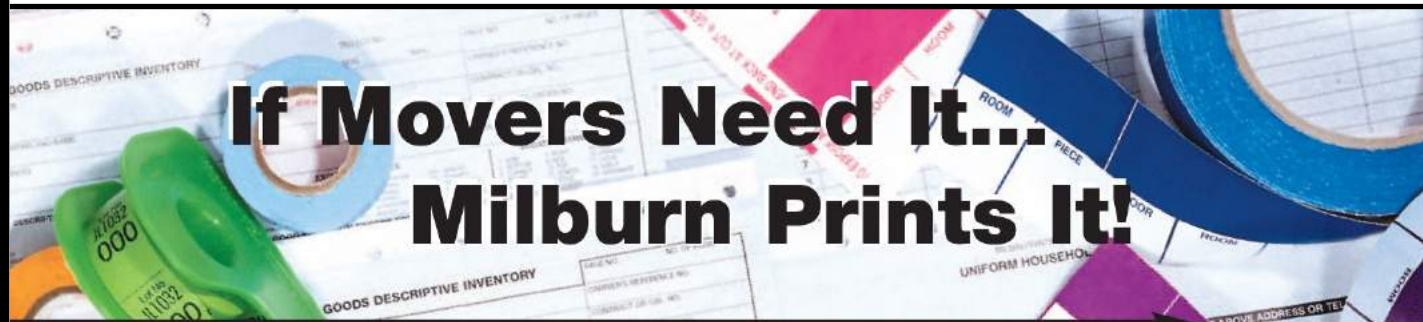
HomeSafe Alliance
CEO Al Thompson

adjusted. The first shipments under the GHC are still set to begin in 2023 but later than the initial September target. The schedule remains on track for HomeSafe to perform 100% of domestic household goods moves for the 2024 summer peak moving

ready to begin making every military move seamless and easy.”

A key component of the GHC is the integration of the government system MilMove and HomeSafe’s system HomeSafe Connect. MilMove will allow customers to upload their permanent change of station orders and start a shipment scheduling

(GHC PHASE-IN SCHEDULE continued on page 9)



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(GHC PHASE-IN SCHEDULE continued from page 7)

request, while HomeSafe Connect will empower customers to manage and track every step of their move process.

The change to the phase-in schedule will allow more time to integrate these two IT systems after recent government testing pinpointed enhancements to be made before customers begin using them. Additional modifications of the system interfaces will provide for a smooth, efficient customer experience.

As the awardee for the GHC, HomeSafe will be the sole household move management service provider for the U.S. Armed Forces and Department of Defense. The organization is dedicated to providing fast, efficient, high-quality move experiences using cutting-edge technology to improve the domestic and international relocation process for military personnel and their families. Services will include 24-hour personalized customer service, a customized electronic dashboard to track the move process, a dig-

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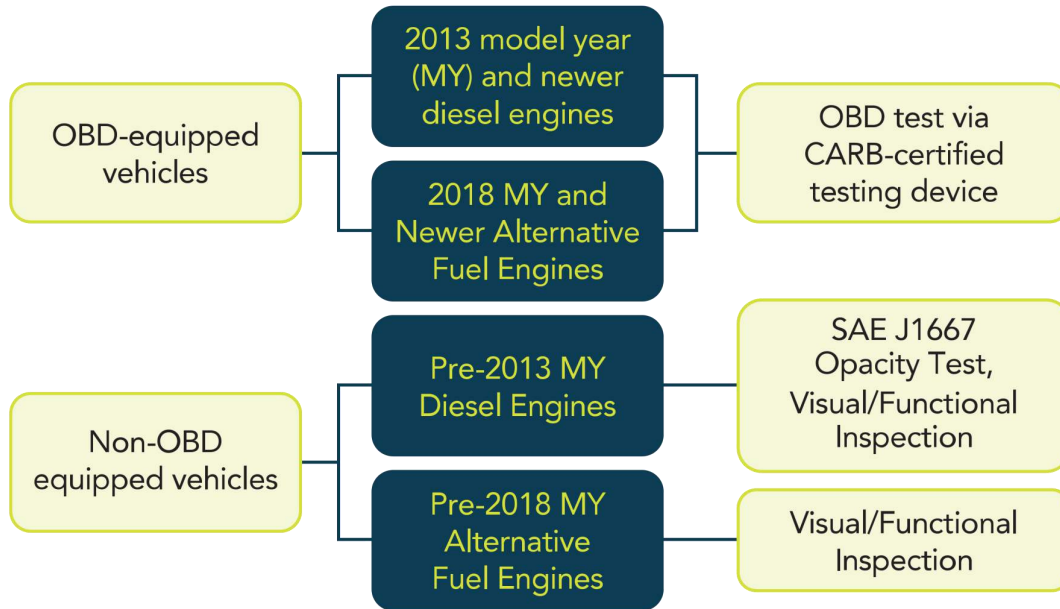
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Clean Truck Check is designed to ensure trucks operate at maximum efficiency for the life of the vehicle and to help California meet its air quality standards. The program is similar to California's Smog Check Program for light-duty vehicles but provides more flexibility for heavy-duty vehicle owners and operators.

Heavy-duty vehicle owners will be able to complete the required test and deliver emissions systems inspection information remotely without having to travel to designated testing locations.

(CLEAN TRUCK CHECK continued on page 12)

EMISSIONS TEST REQUIREMENTS



The test can be conducted anywhere using the truck's OBD system provided it's performed by a CARB-credentialed tester using a CARB-certified readout device. When submitting testing and reporting data using telematic devices that have received CARB certification, a CARB-credentialed tester is not required.

Older heavy-duty vehicles without OBD systems will use the current opacity testing requirements with an added visual testing component.

(CLEAN TRUCK CHECK continued on page 13)

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TESTING FREQUENCY

- OBD-equipped vehicles: 2 times per year, increasing to 4 times per year after 3 years.
- Non-OBD equipped vehicles: 2 times per year.
- Agricultural vehicles and California registered motorhomes: Once per year.

In addition to Clean Truck Check, other CARB regulations apply to heavy-duty vehicles. For more information, visit:

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(CLEAN TRUCK CHECK continued on page 14)

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- be regularly tested to ensure all emissions-related equipment is functioning properly.
- report the testing data to CARB.
- pay a compliance fee of \$30 per year per vehicle.

TRAINING REQUIREMENTS FOR TESTERS

Clean Truck Check requires that all emissions testing and reporting is performed by credentialed testers. Testers must renew their credentials every two years. Truck owners can obtain the credential to perform their own test. A credentialed tester is not required when emissions testing and reporting is performed using telematics devices that are CARB-certified.

NOTICE TO SUBMIT TESTING (NST)

Since January 2023, roadside emissions monitoring devices have been deployed throughout California to screen for high-emitting vehicles. Owners of vehicles identified as potential high emitters will be issued a NST letter and have 30 days to submit a passing emissions test to CARB. Failure to do so will result in a violation, loss of compliance certification, and DMV registration hold.

TIMELINE

**Began
January 2023**

- High-emitter vehicle screening using roadside emissions monitoring
- NST issued to vehicles identified as potential high emitters

**Planned start for
October 2023**

2023 Reporting in Clean Truck Check Database System

- Establish owner accounts and input owner/vehicle information
- Pay 2023 per vehicle compliance fees

CARB staff conducts webinar training on Clean Truck Check Database System

January 2024

To legally operate in California:

- Compliance with NST letters and reporting requirements
- Payment of compliance fees

**Planned start for
July 2024**

- Periodic compliance testing begins in Clean Truck Check
- Periodic Smoke Inspection Program (PSIP) ends

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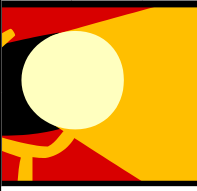
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Interest Rates Rise to 22-Year High

The Federal Reserve on July 26 raised interest rates to the highest level in 22 years and left the door open to additional increases as officials fine-tune their effort to further quell inflation.

The quarter percentage-point hike, a unanimous decision, lifted the target range for the Fed's benchmark federal funds rate to 5.25% to 5.5%, the highest level since 2001. It marked the 11th increase since March 2022, when the rate was near zero.

"The committee will continue to assess additional information and its implications for monetary policy," the central bank's Federal

Open Market Committee said in a July 26 statement, which overall was almost identical to its previous statement in June.

"In determining the extent of additional policy firming that may be appropriate to return inflation to 2% over time, the committee will take into account the cumulative tightening of monetary policy, the lags with which monetary policy affects economic activity and inflation, and

economic and financial developments," the statement read.

Together, those sentences suggest that officials are holding their options open to ei-



Fed Chair Jerome Powell announces the rise in interest rates on July 26.

(INTEREST RATES continued on page 20)

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(INTEREST RATES continued from page 19)

ther hike again at their next meeting in September, or pause or skip an increase depending on incoming data.

The Fed has since early last year engaged in the most aggressive tightening campaign since the 1980s in an effort to curb inflation, which in 2022 hit a 40-year high. While policymakers paused rate hikes last month to assess the impact of previous moves, they also signaled at the time that two more increases probably would be appropriate by the end of the year.

The latest hike was widely anticipated after recent reports showed a resilient economy that has largely withstood higher interest rates so far. But ahead of the most recent hike, investors saw a second increase as less certain – in part because of data on consumer prices showing inflation receded sharply last month.

The FOMC in its statement repeated its description of inflation as “elevated,” and upgraded its description of economic growth to “moderate” from “modest.” It reiterated

that the banking sector is “sound and resilient,” while cautioning that credit tightening is expected to weigh on the economy after the failures of three U.S. regional banks earlier this year.

While June’s consumer price report showed inflation decelerating to 3% from last year’s 9.1% peak, policymakers have expressed concern about so-called “core” inflation, excluding food and energy, which has been slower to come down. They have singled out service-sector inflation in particular as a category they believe remains elevated due to tight labor markets.

Fed officials also have been surprised by the resilience of economic growth. Some Wall Street economists have pushed back calls for a recession this year in light of the ongoing strength in economic activity alongside receding price pressures.

The FOMC next meet Sept. 19-20 and subsequently Oct. 31-Nov. 1.

Source: *Transport Topics*



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Tue., Sep. 5 Twin Counties Chp. Mtg.

Thu., Sep. 7 OC/Beach Cities Chp. Mtg.

Wed., Sep. 20 Monterey Bay Chp. Mtg.

Thu., Sep. 21 Central Coast Chp. Mtg.

**Fri., Oct. 13 Monterey Bay Chapter
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