

Electrifying Trucking: \$1 Trillion Needed for Infrastructure

Clean Freight Coalition Commissioned Study to Assess What a Switch Would Cost

The trucking industry transitioning to full electrification would require nearly \$1 trillion in infrastructure investments, a new study revealed March 19.

The Clean Freight Coalition

commissioned

the study to gain a better sense of what the switch would cost to inform policymakers and the public. The organization was formed to advocate for lower emissions in trucking, but in an economically effective way. The study concluded that infrastructure upgrades alone would be a nearly \$1 trillion expenditure.

"The Clean Freight Coalition is an alliance of transportation stakeholders committed to a clean energy future," CFC Execu-

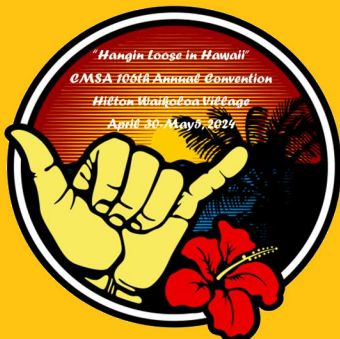


tive Director Jim Mullen said. "We found that there was a void in information relative to this transition as it relates to the buildup of the nation's electrical infrastructure, including the generation, transmission and

distribution of electricity to electrify all the nation's medium- and heavy-duty commercial trucks."

Management consulting firm Roland Berger was commissioned to conduct the study because of its expertise in infrastructure, the automotive sector and commercial trucking. It specifically found \$620 billion of investments would be needed for charging infrastructure, with an additional \$370 billion to upgrade distribution grid networks.

(NEEDED FOR INFRASTRUCTURE continued on page 6)



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CHAIRMAN'S CORNER

by Jesse Chabot

Hawaii is calling your name!!! With the Convention right around the corner, I'm getting closer and closer to the end of my chairmanship year. I finished all my chapter visits; this will be my last article. Very bittersweet. I've enjoyed seeing all my friends on their home turf and meeting many new friends. I got to visit some awesome moving companies and got a great tour of New Haven. Steve and I also spent time at San Quentin, but that's a story for another time. A special thank you to Bob Fraser and Lenny Gollnick for opening your homes to us, and an extra thank you to Griselda and Charlie for offering to let us stay in their upstairs apartment in their warehouse (if you know you know).

I went back and read past chairman's last articles, and most of them I could've cut and pasted because they said the words so much better than I could. However, I think

the main consensus is that our industry is very diverse, and no two moving companies or CMSA chapters are the same. I've always tried to look at a world bigger than mine, and I think the CMSA provides that. If you have ever thought about getting into or being part of leadership, I would encourage you to do so. The amount of knowledge out there and the amount of good people willing to share it is abundant.

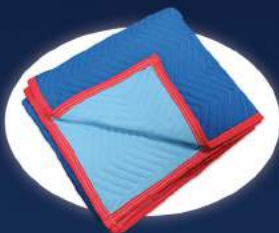
As my chairmanship ends, I want to thank senior chairperson Shiree Hammer for always taking my calls and listening to whatever weird question I had that day. You were an incredible help and are an awesome person surrounded by an awesome family. I want to welcome Vince Cardinale back as our new chairman. I look forward to working with him as his senior chair as he completes his second chairmanship.

To save the best for last is an understatement: the CMSA staff is top notch. Gale has always been there for me, always prompt and helpful. Steve, a true Renaissance man, always has a great story to tell

(CHAIRMAN'S CORNER continued on page 4)



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PRESIDENT'S COMMENTS

By Steve Weitekamp

The month started with a lot of association activity. Over seven days, I made two trips up and down the state to support CMSA Chapter fundraising activity.

These important events allow us to contribute \$61,000 annually to CMSA Charities and Scholarship programs. It's easy to get caught up in all the negative news about our state, but take a road trip away from the major metropolitan areas. It isn't easy to find another state with the beauty and diversity of nature and climate that California offers. Back to those metropolitan areas, California is the most populous state with the largest economy (\$3.63 trillion gross state product (GSP) in 2022), where you want to be if you're in the moving business. Anyways, back to the drive, in twenty-four hours, we went from snow in the Grapevine through a rainy central valley to

high winds and choppy seas in the San Francisco Bay. Saturday morning, we woke to smooth seas, a sunny CMSA North Bay Bocce tournament, and a first-class BBQ in San Raphael.

Chairman Jesse Chabot will culminate his term of board leadership at the upcoming convention, and I know that you join me in thanking him for his service to the Association.

Every chair brings a unique style, skills, and knowledge to the job, and the Association is better for it. Jesse was a great advocate for the smaller mover and younger people within the Association. He reminded us that it was okay to have a little fun along the way. Thank you to his wife, Sovann, who shared Jesse with the Association and even joined us on a road trip.

Incoming Chairman Vince Cardinale is the only CMSA Chair to serve two non-consecutive terms as the CMSA Chairman of the Board. For those of you who are relatively new to the Association, upcoming Communicator issues and Chapter visits will

(PRESIDENT'S COMMENTS continued on page 4)

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(CHAIRMANS CORNER continued from page 2)

about whatever subject comes up. I told him many different times he needed to write a book. I believe my time with him has been one of the most positive things about my time as chairman. The amount of knowledge and advice he has given me has

been something I'll definitely treasure.

One last "Mahalo" to all who have been a part of this incredible ride! I hope to see you in Hawaii!



(PRESIDENT'S COMMENTS continued from page 3)

introduce you to Vince. For those of us who have been around a while, we've worked with Vince on committees and the board since the 1980s. I look forward to taking another turn at the wheel with our incoming Chairman.

Last month, we saw a return to an in-person CMSA legislative day in Sacramento. The opportunity for members to visit with legislative and departmental staff is extremely valuable to our legislative efforts, and all in attendance gave the event high marks. Special thanks to the staff at Shaw Yoder Antwih Schmelzer and Lange, particularly our lead lobbyist, partner Matt Robin-

son, and his team, including Lizzie, Olivia, and Carole. We'll be discussing more legislative activity in the coming months.



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You in
Hawaii!

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A cartoon illustration featuring four anthropomorphic packing supplies characters on a sandy beach. From left to right: a large brown cardboard box with a face, wearing a white glove and holding a wooden mallet; a roll of clear packing tape wearing sunglasses; a blue barrel with a face and a smiling mouth; and a small white shipping box with a face and a red shipping label. The large box is holding a white sign that says "Packing Supplies". The background is a light green sky with white starburst patterns.

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“Our industry has an incredible pedigree and commitment to a clean environment,” American Trucking Associations President [Chris Spear](#) said. “What Roland Berger’s study shows us is that this mad dash to zero exposes the supply chain to a \$1 trillion unfunded mandate. This is not included in the latest Infrastructure Investment and Jobs Act. This is a \$1 trillion unfunded mandate that the supply chain, including our industry, is going to have to invest.”

Spear pointed out that emissions coming out of the tailpipes of trucks have been reduced by 98.5% over the past four decades. That equates to 60 trucks today emitting what one truck emitted in 1988. He stressed that the industry is on board with reducing emissions, but it must be done in a collaborative and common-sense way that isn’t just rushing to one potential solution.

He noted that means having realistic timelines and targets.

“We looked at the Class 3 to 8 vehicles to understand how they are distributed in the country, what does this mean for the charging situation at the county level, what does it then mean for the investments that have to be taken at the fleet level,” Roland Berger senior partner [Wilfried Aulbur](#) said. “Our calculations show that we will have to invest about \$620 billion into charging infrastruc-

ture, which includes chargers, site infrastructure and utility service costs.”

Aulbur believes that the logistics sector as a whole won’t be able to easily absorb the costs considering its 5% return on sales. He warned that without support, the transition could lead to significant freight rate increases to fund it. He also noted that the \$620 billion specifically takes into account local and long-distance operations.

“For the local investments in on-site charging infrastructure, we would need close to \$500 billion, to be exact \$496 billion,” Aulbur said. “Then in

addition to the local on-site charging, we need to make sure that there is also on-road charging available for higher-mileage vehicles, which is an additional \$69 billion on top. So that’s the way this distributes.”

Aulbur said the development of these highways also is constrained by the pace of transmission grid infrastructure. He noted this process can happen slowly since it requires getting the infrastructure and permits in place.

“Now if we want to look at full electrification of longhaul vehicles, that’s basically the challenge to electrify our highways,” Aulbur said. “That is going to need about \$57 billion in additional investment. Again, a significant amount of money that needs to be spent. We’ve said it, infrastructure investment is great, it creates jobs, but we need to find a way to fund it.”



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To perform your biennial update of your DOT permit, follow these steps:

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*Log In to the FMCSA Portal: Visit the Federal Motor Carrier Safety Administration (FMCSA) website - <https://www.fmcsa.dot.gov/>

*Log in using your USDOT number and PIN: Navigate to the Biennial Update Section: Once logged in, find the section related to the Biennial Update.

You may need to verify or update your company's information, such as address, contact details, and fleet size.

Complete the Update:

Follow the prompts to complete the necessary information.

Ensure accuracy in all fields, including vehicle count, mileage, and other relevant data.

Submit the Update:

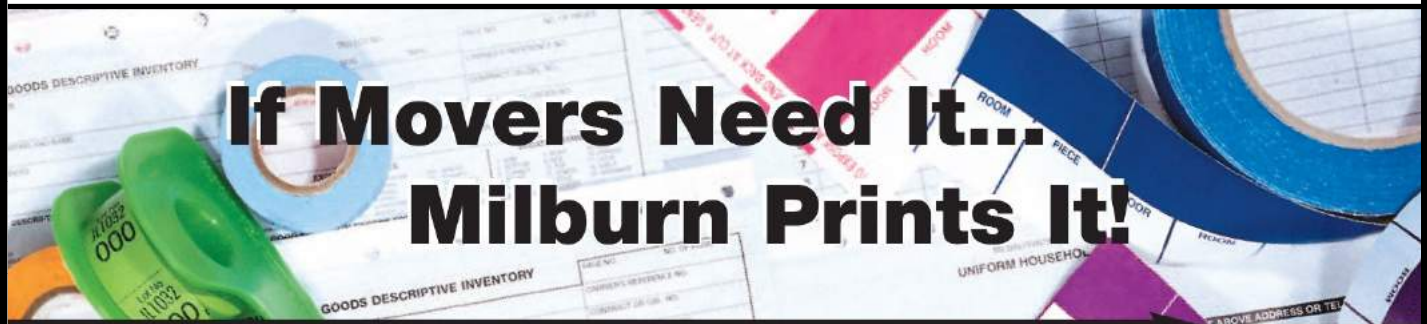
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Federal Judge Denies CTA Challenge to California AB 5

Judge Says Independent Contractor Law Does Not Run Afoul of Federal Statute

A federal district court has delivered a setback to the California Trucking Association as the group continues efforts to block the state's enforcement of a controversial law that aims to reclassify independent contractors as motor carrier employees.

On March 15, the U.S. District Court for the Southern District of California denied CTA's request for a new temporary injunction that would block California from enforcing the so-called AB 5 law. The group previously had won an injunction to block it.

In its legal filings, CTA has claimed that the law's three-pronged "ABC" test for worker status determination cannot be enforced against the trucking industry. The B-prong requires that the individual is customarily engaged in an independently established business. CTA has argued that AB 5 will force owner-operators to become motor carrier employees.

In this latest challenge, CTA renewed its claim that AB 5 was, in fact, pre-empted by a federal deregulatory statute. But the district court held that an implied pre-emption claim was unproven. This renewed request came after a federal appellate court rejected CTA's earlier attempt to stop enforcement of AB 5, and the U.S. Supreme Court's denial to hear the case.

ABC Test

The three-pronged ABC test dictates that a worker is considered an independent contractor to whom a wage order does not apply only if the hiring agency establishes:

► (A) That the worker is free from the con-

trol and direction of the hirer in connection with the performance of work, both under the contract for the performance of such

work and in fact.

► (B) That the worker performs work that is outside the usual course of the hiring entity's business.

► (C) That the worker is customarily engaged in an independently established trade, occupa-

tion or business of the same nature as the work performed for the hiring entity.

"Judge Roger Benitez of the U.S. District Court of the Southern District of California ruled against CTA and the Owner-Operator Independent Drivers Association on our combined renewed motion for preliminary injunction and merits trial," CTA said in a statement after the ruling. "Unfortunately, Judge Benitez ruled against CTA and OOIDA on multiple claims, including a narrower [pre-emption] claim, dormant commerce clause and equal protection. We will be discussing remaining options moving forward with counsel and supporters of the litigation."

Benitez in his ruling said the law does not run afoul of federal statute.

"In the end, AB 5 does not offend the core constitutional principle of prohibiting purposeful discrimination against interstate commerce," he wrote. "And while AB 5 has economic effects, the effects do not confirm purposeful discrimination against interstate commerce in the design of AB 5."

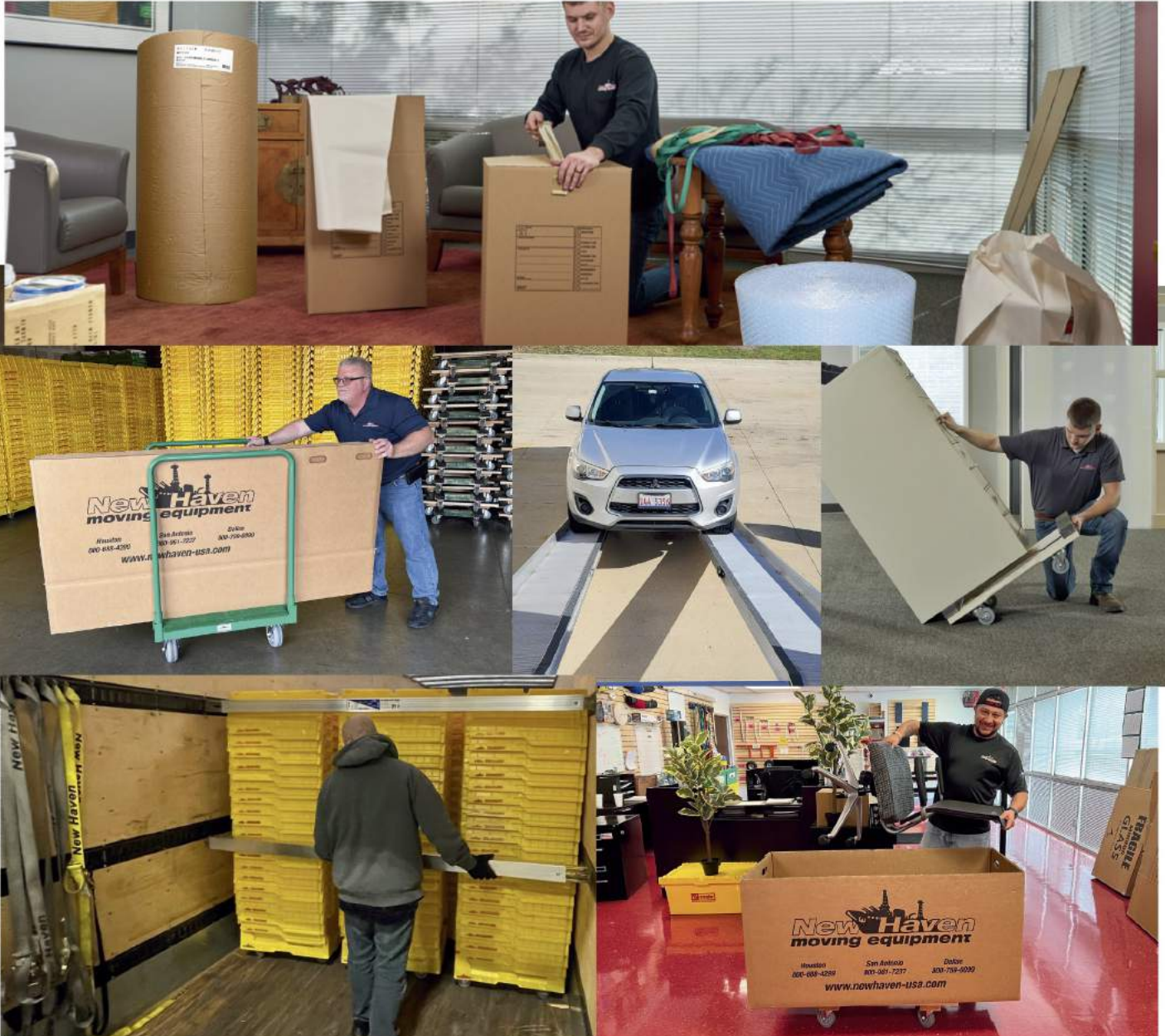
He also rejected CTA's claims regarding carrier control over drivers. "Plaintiffs' contention seems to be an argument that if a



(JUDGE DENIES continued on page 12)



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motor carrier must exercise exclusive possession and control of a leased truck, then by implication, it must also exercise exclusive control over the owner-operator who may drive the truck. It is not at all clear that AB 5 treats interstate owner-operators in an irrational manner."

According to CTA, truckers feel differently. "As shown by declarations, recent protests at the ports and surveys, owner-operators want the freedom to operate their own businesses," it wrote.

"The state defendants have never articulated how a motor carrier can possibly satisfy the statute, including the 'Prong B' of the ABC test, and they remain intent on enforcing [the law] against motor carriers," CTA's legal brief continued. "They thus continue to threaten irrevocable harm to plaintiffs and the owner-operators who have built businesses in reliance on federal law."

The court disagreed. "While the jury is out as to whether AB 5 substantially affects carrier prices, routes or services, it does not attempt to do so directly," it said.

MEMORIAL BULLETIN

Jan L. Farnsworth 1940 - 2024

Jan Lind Farnsworth January 6, 1940 - February 14, 2024. Jan L. Farnsworth was born and raised in San Rafael to Earl and Elvira Farnsworth. In 1958, he enrolled in the Marine Corps Reserves for eight years serving his country. Soon after Jan would bump into the "love of his life" Viveca, a young Swedish flight attendant. Jan and Viveca got engaged after only four weeks of dating and were happily married for 56 years! Jan's family had been in the moving business for three generations. In the early 1900s, his grandfather co-owned Farnsworth & Ruggles, a San Francisco drayage firm. They hauled water after the 1906 earthquake. Jan's stepfather, Richard "Dick" Hardin, Sr., was co-owner of Pierce Hardin Van & Storage in San Rafael. In the early 70s, Jan worked for his stepfather as a sales manager for Pierce Hardin North American Van Lines. Jan then bought the family busi-



ness, becoming the North Bay North American Van Lines owner. Jan and Viveca then had two children, Mekaela and Lars. Lars worked for the family business by his father's side for many years. Jan had many interests and passions, but his love for hunting and fishing surpassed all others. Jan had a love for fishing and the ocean.

Jan shared his love for the outdoors with his kids and taught them how to fly fish. Jan retired at 77 with the "love of his life," Viveca, and spent joyous time with his three grandchildren and hunting dog, Daisy. Jan is preceded in passing by his brother, Earl Farnsworth. He is survived by his wife Viveca, his daughter Mekaela, his son Lars, and a large extended family. Indeed, one of a kind, Jan will always be remembered for his sense of humor, adventurous spirit, infectious laughter, love for music and "Zest for Life"! In lieu of flowers, please donate to your favorite charity or his "California Waterfowl" at calwaterfowl.com.



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LEGISLATIVE CORNER

Assembly Bill AB 1228

Per Assembly Bill AB 1228, the fast-food minimum wage takes effect April 1, 2024, which means:

The minimum wage for covered “fast food restaurant employees” increases to \$20/hour beginning April 1, 2024.

Also, beginning April 1, employers covered by the fast-food minimum wage must post the supplemental fast-food minimum wage notice.

The Labor Commissioner’s FAQs identify who is covered under the law, along with additional criteria and exemptions for fast food restaurants.



Higher prices on the menu as fast-food chains brace for California's big minimum wage jump.

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Ask AI

What is the status of the PAGA legislative initiative in California?



The **California Employee Civil Action Law Initiative**, also known as the **PAGA Repeal Initiative**, has qualified for the ballot in California. [This initiative aims to repeal the Private Attorneys General Act \(PAGA\) and replace it with a new law called the Fair Pay and Employer Accountability Act¹](#). Here's what the initiative proposes:

1. **Repeal PAGA:** The initiative seeks to **repeal PAGA**, which currently allows employees to sue employers and collect a share of monetary penalties for state labor law violations.
2. **New Penalties:** Under the proposed law, statutory and civil penalties for willful violators would be **doubled**.
3. **Employee Compensation: 100% of monetary penalties** (instead of the current 25%) would be awarded to harmed employees.
4. **Labor Compliance Resources:** Employers would receive **resources** to ensure labor compliance.
5. **DLSE Involvement:** The **Division of Labor Standards Enforcement (DLSE)** would be a party to all labor complaints filed with the Labor Commissioner.
6. **No Attorney's Fees:** Unlike PAGA, the new law would **not award attorney's fees**.
7. **Funding Requirement:** The state legislature would be required to **fully fund the DLSE** to meet its requirements by law.

PAGA, enacted in 2003, allows employees to pursue civil penalties for labor code violations without state intervention. Before filing a lawsuit, employees must notify the state of the alleged violation. [If the state does not investigate, the employee can proceed with legal action¹²](#).

[The campaign in support of this initiative is led by Californians for Fair Pay and Accountability, which has raised \\$10.8 million in contributions¹. The initiative will be on the ballot for the November 5, 2024 election¹](#)



Association Leaderboard Report

**CMSA Enrolled
Movers: 90**

CA Leaderboard		Total	CMSA Report Food Collected and Delivered		
1	All-Ways Moving & Storage, Inc.	414,907 lbs.	Monthly	Year to Date	All Time
2	Ace Relocation Systems- Los Angeles	205,582 lbs.	409 lbs.	8,988 lbs.	2,212,424 lbs.
3	Ace Relocation Systems - San Diego	152,893 lbs.	341 meals	7,490 meals	1,843,687 meals

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CALENDAR OF EVENTS

Sat April 6	North Bay Chapter 19th Annual Bocce Ball Tournament	Wed April 17	Monterey Bay Chapter April Meeting
Sat April 6	Ventura/Santa Barbara 3rd Annual Cornhole Tournament	Wed April 17	Northern Region Chapter April Meeting
Sun April 7	Greater LA Chapter's "Day at the Races"	Fri May 17	Central Valley Chapter May Meeting
Tues April 9	San Diego/Imperial Counties Chapter Golf Tournament	106th Annual CMSA Convention Hilton Waikoloa Village April 30-May 5, 2024	
Fri April 12	Sacramento/San Joaquin Valley Chapter Spring Golf Tournament		

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LEGISLATIVE DAY - 2024



Legislative Day - 2024, Sacramento, CA

L to R: Steve Weitekamp, Vince Cardinale, Tim McCarthy, Ed Coelho, Olga Garcia, Ken Robertson, Shiree Hammer, Marshall Lambert, Griselda Gonzalez, Fred Wallace, Paul Fraser, Carl Freese, Bill Arvidson and Dan Dempsey



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