

ATA Critical of Proposed Federal Downgrade of Marijuana

Trade Organization Fears Possible Drug Testing Implications

American Trucking Association has expressed safety concerns over a U.S. Drug Enforcement Agency proposal to downgrade the classification of marijuana from Schedule I to Schedule III, a less serious category.

In a May 15 letter to top federal transportation, health and legal officials, ATA said it is "alarmed by the possibility that certain industries could be prohibited from screening for drug use by workers performing safety-sensitive roles."

"If the trucking and broader transportation industries' ability to conduct drug testing is restricted, the risk of impaired drivers operating on our nation's roadways unde-



tected would increase, endangering all who share the road," ATA's letter warned.

The DEA's proposed downgraded placement of marijuana on the list is based upon such factors as the substance's medical

use, potential for abuse, scientific evidence of its pharmacological effects and safety or dependence liability as defined in the federal Controlled Substances Act.

DEA said its proposal, announced May 21, also was consistent with the expressed view issued last year by the Department of Health and Human Services.

The DEA proposed rule did not directly address the subject of future drug testing by federal agencies.

(MARIJUANA continued on page 5)

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CHAIRMAN'S CORNER

by Vince Cardinale

I hope July was as busy for all our members as it was here in Monterey. For us, July was much better than June. Speaking with some of our members, it seems we were not alone

in this experience.

But now, as we move toward the fall and the summer moving season slows down, it is a good time to look at our marketing programs. Marketing is more than your Google ad or local print ad. Marketing is advertising our Company services daily.

Our vans are rolling billboards. Now is the time to be sure they are clean and not in disrepair, showing well to the driving public. Now is also a good time, as residential moves slow, to identify other lines of business. Finding and securing alternate business lines will help us get through the current and future housing and residential slowdowns.

There are many things we can do besides traditional moves; it takes just a little foresight and forward thinking to devise a plan to diversify our business lines.

For example, contact the local interior designers in your area. Offer warehouse, receiving, and delivery services. Contact the local hotels and motels in your area. Find out when they plan to renovate. Most hotels and motels are renovated every 3-5 years.

Have a brainstorming session with your key staff members and ask them to answer some questions, for example.

1. What areas of our business could we spend more time developing?
2. What is something different we can do to change the traditional way we have always done things?

Fall is also the time when we begin our local chapter meetings. Our Chapter Presidents orientation will be held on Zoom on Tuesday, 20 August.

A Chapter President has a large responsibility, including scheduling meetings and obtaining speakers with interesting and pertinent topics. I encourage you to support

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PRESIDENT'S COMMENTS

By Steve Weitekamp

Thank you for your service! This has become a common and appropriate salutation when we learn that someone has served our country in military service. Verbal gratitude has become al-

most expected in our society, whether someone is still on active duty or served over 50 years ago. This was not always the case, but this minimal gesture can make an individual feel appreciated and reinforce the importance of our military to our way of life.

I regularly deal with tough and challenging issues facing movers and frequently wish members of the public, regulators, law enforcement, and the Military Services and their programs (DP3 and the pending GHC) were more empathetic and respectful regarding their challenges. I am often disappointed by the lack of understanding the first time something doesn't go exactly as the

other party expected, even if less than reasonable.

I, for one, say to the community of movers, "Thank you for your service."

Before anyone jumps the gun and thinks I am directly comparing the job of moving with serving in the military, hear me out.

Movers, particularly household goods movers, have played and continue to play a significant role in personal mobility, a critical element in the successes of industrial and postindustrial America. Having served as CMSA Chairman during the tragedy of September 11, 2001, I have strong memories of the almost complete shutdown of transportation and the difficult impact on relocation that resulted from those terrorist acts.

Most movers work hard to make a reasonable wage for the risks and challenges they face regularly. They can regularly work in less-than-ideal weather, well over 100 degrees in the summer and below-freezing temperatures in the winter. Day in and day out, they pack and move everything from bedroom sets to major appliances, pool tables to gun safes, filing cabinets to easy

(PRESIDENT'S COMMENTS continued on page 4)

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(CHAIRMAN'S CORNER continued from page 2)

and offer input to your Chapter Presidents as we begin to schedule our Chapter meetings.

Another responsibility of the Chapter President is to encourage participation in the CMSA. Our Association needs your input and ideas.

So please plan to get involved and participate in as many of the CMSA activities as possible. Support your Chapter leaders who have volunteered to make your chapter successful. I am certain they would welcome

help setting up meetings and planning events.

If your chapter hosts a large fundraiser, it will also require many volunteers to be successful. I personally invite all of you to Monterey on October 4, 2024, for our Monterey Bay Chapter 21st annual Golf and Bocce Tournament benefiting the CMSA Charities.

If I don't see you in Monterey in October, I look forward to meeting many of you as your CMSA President, Steve Weitekamp, and I visit all 12 CMSA Chapters.

(PRESIDENT'S COMMENTS continued from page 3)

chairs. They are frequently away from family and friends, missing events like birthdays and graduations.

Moving military members and their families is a significant part of our total business, and many movers have real concerns about their future engagement. I'll leave business decisions up to individual movers and contractors, but I will always speak up about issues of fairness and respect. The International Association of Mover (IAM), a highly

respected voice for all movers recently wrote about US TransCom and the current DP3 program highlighting serious concerns about misleading satisfaction statistics. If true, this is at least a black eye for the program if not a tool of manipulation. Movers deserve respect for the hard work they do for the military, be it today or 50 years ago.

To all movers past and present, "Thank you for your service."

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(MARIJUANA continued from page 1)

The Federal Motor Carrier Safety Administration in a statement to Transport Topics said, "Please note that the proposed rulemaking must be reviewed by the White House Office of Management and Budget, and then undergo a public comment period and subsequent review from an administrative judge. As such, it would be premature for FMCSA to speculate on the impact of this proposed rulemaking."

In its letter, ATA expressed concern that if the rulemaking were to advance without appropriate regulatory review, oversight and deliberation, it held the potential — depending on outcome — to severely curtail the ability of motor carriers and other employers of safety-sensitive positions to maintain a safe working environment, threatening the safety of all road users."

ATA's letter was authored by Dan Horvath, the trade organization's senior vice president of regulatory affairs and safety policy.

The DEA's rule proposal triggered a 60-day period for public comment, through

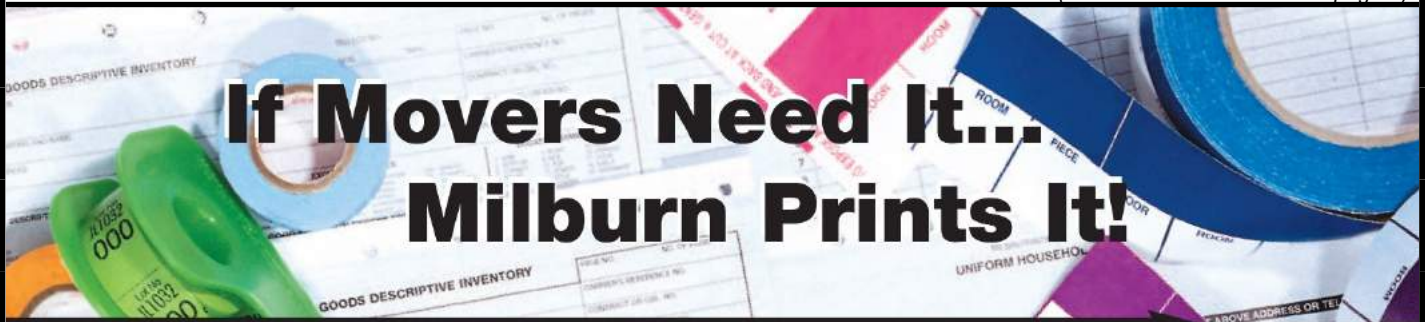
July 22. At press time, there already had been more than 6,000 comments on the proposal. They ranged from comments that the rule "is a horrible idea, this should remain in Schedule I. Marijuana is a gateway drug and ruins lives," to "This rescheduling does not do enough to rectify the unjust limitations put on the freedoms of the American people to ingest what they please, how they please. Autonomy is not up for vote."

DEA said it will likely be months, or possibly longer, before a final determination is issued. "During that time, marijuana will remain a Schedule I controlled substance," it said.

DEA and HHS last examined the issue of whether to reschedule marijuana in 2016, when DEA denied two petitions to reschedule marijuana. "At the time, HHS concurred that marijuana should remain a Schedule I drug because it met the three criteria for placement in schedule I," the current proposal said.

The recent increase in marijuana use in general and among truck drivers specifically is believed to have caused an exodus

(MARIJUANA continued on page 6)



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(MARIJUANA continued from page 5)

of drivers from the industry. Some of the most common drugs that can disqualify a driver include amphetamine, codeine, fentanyl, hydrocodone, methadone, morphine and marijuana.

When a driver tests positive for use of marijuana or any of the 14 drug panels tested, he or she can be disqualified from driving. To get back behind the wheel they are required to complete a return-to-duty protocol.

Widespread use of marijuana, currently legal for recreational use in 24 states and for medical use in 38 states, is believed to have created more general societal acceptance of the drug.

In its cautionary letter, ATA cited a case from last summer of a truck driver in Indiana colliding with a series of vehicles, killing seven. The driver's toxicology report

ultimately showed marijuana in his system at the time of the crash.

The federation also cited a case from this year in Buda, Texas, where a cement truck driver who admitted to "ingesting marijuana the night prior — among other drugs in the preceding hours — veered head-on into a school bus carrying pre-kindergarten children, killing one child, as well as the driver of another vehicle and injuring nearly a dozen others."

"Rescheduling marijuana without an explicit drug testing carve-out for safety-sensitive workers could ultimately lead to more devastating tragedies like these and add to the ever-increasing death toll on our nation's roadways," ATA said.

Source: Transport Topics

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Text Message Scammers Seek Fake Toll Fees in Multiple States

People Are Fraudulently Asked to Pay Small Amount to Avoid Penalties

The FBI and tolling operators across the nation are issuing warnings about “smishing” text message scams being sent randomly to cellphones asking people to pay fake toll charges on fraudulent websites.

While the fake messages aren’t sent specifically to truckers or actual tolling customers, everyone with a cellphone can find themselves a target of this text scam, Charles Cyrrill, spokesperson for the Ohio Turnpike and Infrastructure Commission, told Transport Topics.

The Ohio Turnpike recently sent an email alert to some 500,000 of its E-ZPass customers that it doesn’t request its E-ZPass customers to pay via text.

“Collections of unpaid tolls and/or toll violations do NOT occur by text either,” the alert stated, reminding customers that its legitimate web addresses are ezpassoh.com and ohioturnpike.org.

Anyone receiving fake toll text messages should file a complaint with the FBI’s Internet Complaint Center (IC3). Smishing attacks are social engineering plays by cyber-criminals who send false text messages to trick people into downloading malware, sharing sensitive financial information or sending money to crooks.

Mark F. Muriello, vice president of policy and government affairs at the International Bridge, Tunnel and Turnpike Association, called the tolling text scams clever and opportunistic crimes that continue to cause problems.

“The fraudulent messages communicate low toll values owed, combined with the sense of urgency to avoid potentially high fees and risks of vehicle registration or li-

cence suspensions. The combination often tricks unsuspecting victims into providing details of their personal information,” Muriello said.

“Targeted phone numbers appear to be chosen at random and not necessarily associated with toll accounts or use of toll roads.

Scammers have been growing in their sophistication, including more authentic-looking websites and believable sounding URLs.”

Lisa Shearer-Salim, the Oklahoma Turnpike Authority’s communication and marketing manager, said OTA learned about these attacks in April and sent alerts via email, its website and social media.

“OTA is working with a third-party vendor to collect delinquent toll balances via a text message campaign. OTA worked to ensure those vendor text messages were identifiable as a legitimate attempt to collect a debt and encouraged customers to reach out to our customer service line if they had any concern or questions,” Shearer-Salim said. “While this smishing activity did have a limited impact in Oklahoma, fraudulent activity is a concern for everyone. We appreciate the FBI’s proactive stance to give consumers information and tools to protect themselves from fraud.”

Rachel Bell, Kansas Turnpike Authority



Florida Attorney General Ashley Moody cautions consumers about the texting scam that attempts to lure people into paying fraudulent fees. (Florida Attorney General's Office via YouTube)

(SCAMMERS continued on page 10)

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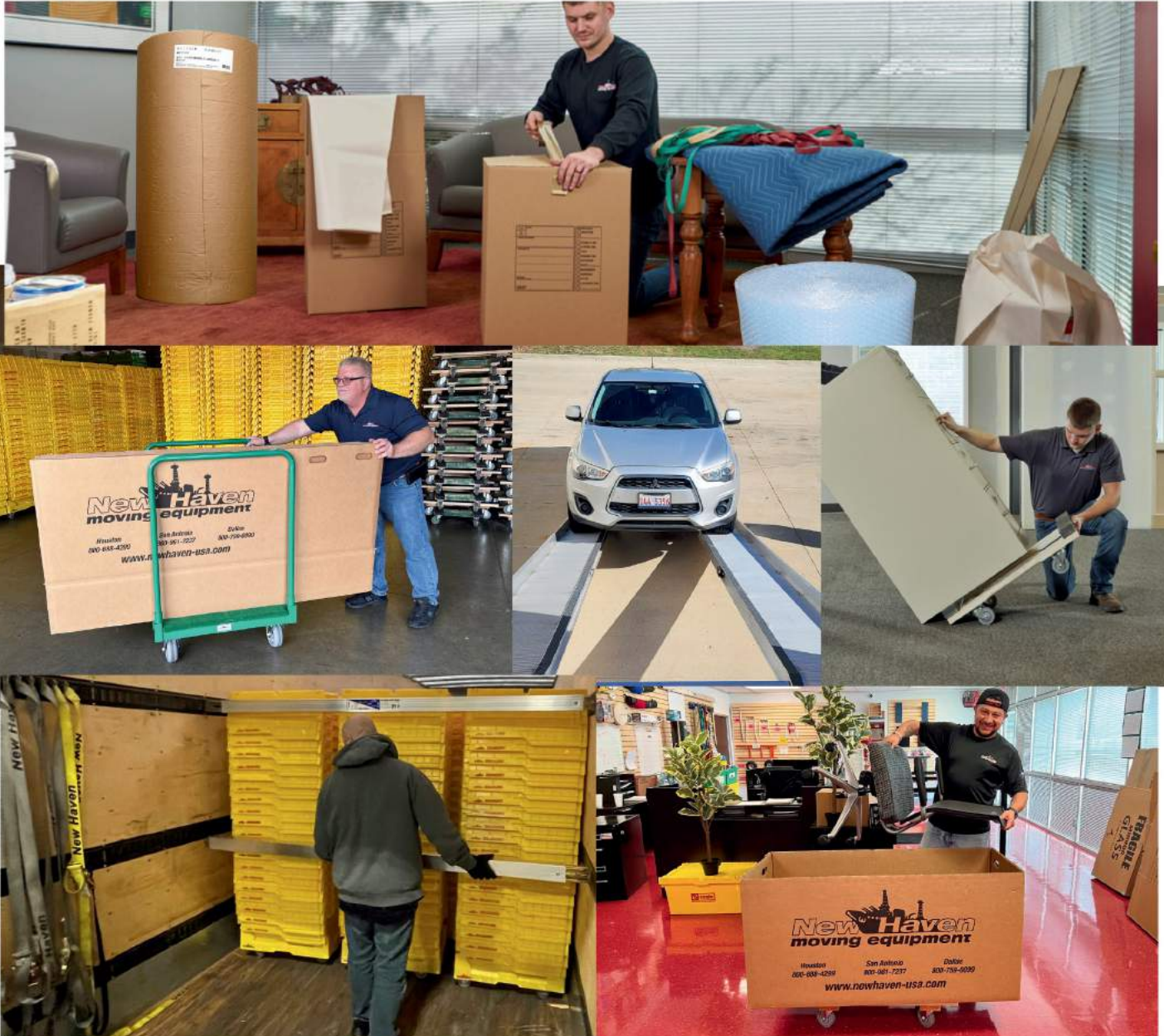
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(SCAMMERS continued from page 7)

director of business services and customer relations, said Kansas residents are now being targeted with fake text messages from a supposed "Kansas Toll Services" seeking money for unpaid tolls with an urgent request to pay to avoid a late fee.

"The targeted phone numbers seem to be chosen at random and are not uniquely associated with a toll account or use of toll roads," Bell said. "The Kansas Turnpike does not send text messages for toll payment."

Texts lying about owed toll payments have exploded since the FBI issued its alert April 12 after getting 2,000 complaints from at least three states about smishing texts from impostor roadway toll collection operators. The FBI said the text messages had almost identical wording and requested similar toll payment amounts with false claims about toll money owed. The FBI revealed a typical toll smishing text says: "(State Toll Service Name): We've noticed an outstanding toll amount of \$12.51 on your record. To avoid a late fee of \$50.00, visit <https://>

myturnpiketollservices.com to settle your balance."

The only differences in the crooked text messages were changing website links and phone numbers indicating the scheme was moving from state to state.

The FBI asks people who receive the phony toll text messages to file a complaint with the IC3 (ic3.gov) that gives the phone number from where the text originated and web address in the text message.

What You Can Do

Anyone receiving the ploy also should:

- Check their account using the toll service's legitimate website.
- Contact the toll operator's customer service phone number.
- Delete any smishing texts received.
- If any link has been clicked or information has been provided, take steps to secure personal information and financial accounts. Dispute unfamiliar charges.

Less than two weeks after the FBI's warning, IBTTA alerted toll operators about smishing attacks in six states impersonating

(SCAMMERS continued on page 12)

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(SCAMMERS continued from page 10)

the Central Texas Regional Mobility Authority, Florida's Turnpike Enterprise, Illinois Tollway, New Jersey Turnpike Authority, North Carolina Department of Transportation and Pennsylvania Turnpike Commission.

A fake text released April 18 by the N.J. Cybersecurity & Communications Integration Cell read: "NJ Turnpike toll services: We've noticed an outstanding toll amount of \$13.34 on your record. To avoid a late fee of \$50.00, visit <https://njtollservices.com> to settle your balance."

Michigan Attorney General Dana Nessel warned residents in May about deceptive texts, one asking for money for unpaid tolls with a \$50 late fee if payment wasn't settled immediately and another with phony toll company weblinks.

Fraudulent Websites

- sunpass-service.com
- sunpass-help.com
- sunpass-online.com
- sunpass-florida.com
- sunpass-toll.com
- sunpass-tolls.com

- sunpass-express.com
- service-sunpass.com
- tolls-sunpass.com
- web-sunpass.com

"Scammers craft these messages with links designed to steal consumers' personal and financial information," Nessel said. "It's important for residents to recognize the signs of smishing texts so they aren't duped out of their hard-earned money."

Florida Attorney General Ashley Moody issued a video consumer alert about shutting down 10 impostor websites posing as an official SunPass website to cheat E-ZPass users out of money.

North Carolina Attorney General Josh Stein warned residents after hearing of "fake robo-texts pretending to be a toll road collection service."

Tolling operators continue to issue customer alerts. The PA Turnpike stated July 13 that fake texts have been going out saying they are "from 'Pennsylvania Turnpike Toll Services'" and seeking payments.

SOURCE: Transport Topics

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CalChamber Opposes Ballot Measure Raising Minimum Wage to \$18 an Hour

The California Chamber of Commerce Board of Directors has taken an **oppose** position on **Proposition 32**, a November ballot measure that would increase California's minimum wage to \$18 an hour for thousands of the state's employers.

"If Proposition 32 is passed, Californians will see higher costs, fewer jobs and a reduction of available work hours for employees in the state," said CalChamber President and CEO Jennifer Barrera. "Voters need to reject this proposal because it will contribute to inflation, add to the high cost of living in California, and hurt state revenues. It will put even more pressure on our state budget."

CalChamber and other opponents argue that passage of Proposition 32 will leave fewer resources available to fund important programs, including those that enhance public safety and education, and work to combat California's homelessness crisis.

Further, smaller employers, who often are least able to absorb increased costs, will experience a disproportionate impact if the measure passes. "Smaller companies that are crucial to the success of local communities and our economy will be hit hard if Proposition 32 becomes law," said Barrera. "Businesses will be saddled with a sustained rise in workforce costs that may be unsustainable."

Proposition 32 hurts workers because it will result in a reduction of jobs and reduced working hours for California employees, disproportionately impacting those with limited

training or who are new to the workforce. Importantly to employers, the measure will lead to an increase in payroll expenses because they will be forced to increase wages for many exempt workers. Under California law, to qualify as "exempt," an employee must make at least twice the minimum wage. Currently, that minimum annual salary with a \$16 an hour minimum wage is

\$66,560. Under an \$18 an hour minimum wage, that minimum salary would be \$74,880.

Proposition 32 Provisions

Proposition 32 increases the minimum wage for employers with more than 25 employees from the current \$16 an hour to a \$17

hourly wage for 2024 and \$18 hourly wage in 2025. For employers with 25 or fewer employees, the minimum wage would increase to \$17 an hour in 2025 and \$18 an hour in 2026. Minimum wages would thereafter be increased annually by an inflation adjustment—the equivalent of the consumer price index (CPI), but no greater than 3.5% a year.



Chevron to Quit California for Texas After Warning on Rules

Company Misses Q2 Profit Estimates

Chevron Corp. is relocating headquarters to Houston from California after repeatedly warning that the Golden State's regulatory regime was making it a tough place to do business.

The move announced Aug. 2 will end the company's more than 140 years of being based in California and comes amid a shakeup in senior leadership ranks apparently aimed at improving results.

Chevron already had slashed new investments in California refining, citing "adversarial" government policies in a state that has some of the most stringent environmental rules in the U.S. In January, refining executive Andy Walz warned that the state was playing a "dangerous game" with climate rules that threatened to spike gasoline

prices.

CEO Mike Wirth pushed back on suggestions that the relocation is being driven by politics, saying "it's really to be closer to the core epicenter of our industry."

"We've had some policy differences with California," Wirth said during a Bloomberg Television interview. "But this isn't a move about politics. It's a move about

what's good for our company to compete and perform."

Chevron joins a long list of California emigres that includes Oracle Corp., Hewlett Packard Enterprise Co. and [Tesla Inc.](#) While the migration among former Silicon Valley tech giants has been largely driven by tax and cost-of-living considerations, Chevron

(CHEVRON continued on page 16)



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has been at loggerheads with state leaders over increasingly tough fossil-fuel rules.

Wirth has been extolling the virtues of the Lone Star State's business climate for at least half a decade.

"The policies in California have become pretty restrictive on a lot of business fronts, not just the environment," he said during a 2019 speech in Houston.

California has long been an incongruent state for an oil company to call home. It pioneered the push to cut tailpipe emissions in the 1960s. And in 2022, Gov. Gavin Newsom signed a sweeping climate measure setting a goal for California to become net zero by 2045, five years ahead of the U.S. as a whole.

Frequent droughts and wildfires mean the state is already suffering from catastrophic effects of climate change. California accounts for more than a third of the country's EV sales. And almost all of America's renewable diesel, made from vegetable oil and natural fats, is consumed in California.

Separately, Chevron missed second-quarter profit estimates, heaping pressure on Wirth to prevail in his [\\$53 billion effort to acquire Hess Corp.](#) Chevron shares fell as much as 3% in pre-market trading.

Three senior executives are departing Chevron, including oil-production chief Nigel Hearne and Colin Parfitt, who oversees pipeline and shipping businesses.

Hearne, 56, will see his duties handed over to Vice Chairman Mike Nelson, a key Wirth lieutenant. Parfitt's replacement is Walz.

The leadership changes come just months after former Chief Financial Officer Pierre Breber issued a stern warning to employees to improve performance and results. The rebuke followed a year of dismal results stemming from refinery disruptions, weaker-

than-expected oil production in the Permian Basin, and cost overruns and delays at a massive project in Kazakhstan.

Breber stepped down in March.

Second-quarter adjusted earnings per share of \$2.55 were 38 cents below the median estimate among analysts surveyed by Bloomberg. The miss was in stark contrast to the [outsized profits reported by Exxon](#)

[Mobil Corp.](#), Shell Plc and BP Plc, which capitalized on strong oil and natural gas production.

The Hess takeover was agreed to nearly 10 months ago but has been delayed by an arbitration case brought by arch-rival Exxon, which claims to have a right-of-first-refusal over Hess' 30% stake in a Guyanese oil development. Chevron remains confident it will prevail, but the case won't be heard until May 2025.

The arbitration case leaves Chevron in strategic limbo, with investors struggling to analyze a company that will look very different if its biggest deal in two decades succeeds. Chevron claims Exxon's right to Hess'

stake does not apply because the deal is structured as a corporate merger rather than an asset sale, and has vowed to walk away from Hess if the case fails.

In the meantime, Wirth is trying to make the case that Chevron has a strong investment case on a stand-alone basis. The company is aiming for 3% production growth annually through 2027 while it plans to buy back \$20 billion of stock annually and recently increased its dividend.

Even so, Chevron has significantly underperformed Exxon this year with a roughly 2% advance compared with its bigger rival's 17% gain.

SOURCE: Transport Topics



Chevron reports second quarter 2024 results

- Reported earnings of \$4.4 billion; adjusted earnings of \$4.7 billion
- Record Permian production; world-wide production 11 percent higher than last year
- Returned \$6 billion cash to shareholders; more than \$50 billion over last two years

MEMORIAL BULLETIN

Wanda Louise Mallery **February 28, 1944 - July 12, 2024**

Wanda "Sweetie" went to join our Lord on Friday, July 12, 2024. She passed away peacefully, yet unexpectedly with her husband Arlan Mallery by her side. Wanda will be greatly missed by her family and friends. Her quick wit, bright smile, and cheerful laugh had a huge impact on those who knew her. She was a wonderful wife, mom, mother-in-law, Nannie, and friend.

Wanda was born on February 28, 1944 in Burbank, CA to Ray and Welda Goodwin. Her family moved to Susanville when Wanda was four years old. She graduated from Lassen High School. She was very involved in school activities and was the Secretary/Treasurer for the class of 1961.

Wanda's family was very involved in Sacred Heart Catholic Church. She knew her future husband since childhood from church services and social gatherings, but it was not until her senior year in high school that they officially became a couple. After graduation, Wanda married Arlan on June 17, 1961. The two had four children – Sondra (Jim) Base, Terry (Ranielle) Mallery, John (Julie) Mallery, and Tony (Tami) Mallery.

In 1965, Arlan and Wanda started the family business – Lassen Transfer and Storage. In 1972, they relocated to where you will still find the family business (59 continuous years) off Richmond Road.



With four children, Wanda was a busy mom. She was very involved with school field trips, programs, and class projects. When her kids were old enough to join 4-H, she became the Johnstonville leader and was a leader for almost fifteen years. As her kids got older and moved out of the house, Wanda continued to be involved in the community, joined local organizations, and supported local events.

In 2023, Arlan and Wanda were recognized for their community involvement by being selected Grand Marshalls for the Lassen County Fair Parade.

Wanda was a faithful servant and follower to God. Throughout her lifetime, Wanda relied on and drew heavily on her belief in God and the Catholic Church.

Wanda is survived by her husband of 63 years, Arlan Mallery, her sister Mona (Donny), her four children, ten grandchildren (her Angel Babies), seven great-grandchildren and numerous nieces and nephews.





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Stay cool in an air conditioned area



Wear light-weight, light colored, loose fitting clothes

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CLASSIFIED ADVERTISING

CHARGES:
1-5 Lines \$15;
\$2 each add'l line.
CMSA box # \$5. Special
heading/setup is extra.
To place your ad, contact
Gale Iwashita by email:
giwashita@thecmsa.org
or call (562)865-2900.

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BUSINESS WANTED

We are interested in purchasing all or a part of your business. We are able to provide quick cash for certain assets. We can assist in an exit strategy. Major CA markets are desired. Discussions will be in strictest confidence. Send information to CMSA, Box J1, 10900 E. 183rd St., #300, Cerritos, CA 90703.

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,

EMPLOYMENT OPPORTUNITY

AQMS is looking for an Operations Assistant. Starting Pay \$25+ per hour
Job Description: Answering/Directing Calls, Completing Daily Time Cards, Data Entry (Google Sheets), Completing Paperwork for Local and Long Distance Moves, Setting Up In Home Estimates, Receiving Payments, Completing Confirmation Calls, Using our Van Line(s) System to Register Upcoming Moves, Assist with Local Errands, and Other Tasks As Needed.
Hours: Monday - Friday (Part Time to Full Time, as needed)
Location: Santa Clarita
Email resumes to:
Ben@aqmsnationalmoving.com
Please use CMSA JOB POST for the subject line.

CALENDAR OF EVENTS

Fri., Sept. 6

San Diego/Imperial Counties Chapter
San Diego Padres Game

Fri., Oct. 4

Monterey Bay Chapter
Golf & Bocce Tournament



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Association Leaderboard Report

CA Leaders for the month of July

		Total
1	Daly Movers	32,907 lbs.
2	Alexander's Mobility Srv.	281 lbs.
3	Ace Relocation - San Diego	170 lbs.

CMSA Report Food Collected and Delivered

Monthly	Year to Date	All Time
33,447 lbs.	192,953 lbs.	1,814,176 lbs.
27,873 meals	160,794 meals	1,511,813 meals

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