

4 Top Truck Makers Sue CARB, Newsom Over Emissions Rules

DTNA, International, Paccar, Volvo Group North America Say They're 'Caught in the Crossfire' Between California, Federal Guidelines

Four major truck makers have filed a federal lawsuit against the California Air Resources Board, claiming that recent federal directives override state-level emissions regulations that leaders there continue pushing OEMs to follow.

Daimler Truck North America, International Motors, Paccar Inc. and Volvo Group North America argue the California agency is unlawfully pursuing emissions standards that were essentially vacated in June, when President Donald Trump reversed a waiver issued by the U.S. Environmental Protection Agency that allowed California to set its own emissions limits. The OEMs now maintain that this action prevents California from continuing to require them to follow a set of rules adopted by the state that differ from federal requirements elsewhere in the country.

"The OEMs are in an impossible position," according to the lawsuit. "On the one hand, California



insists that plaintiff OEMs must follow CARB's standards, including CARB's truck and engine certification requirements, or be excluded from the California market, subjected to significant civil penalties, shut out of special considerations and flexibilities in future regulatory con-

siderations, and excluded from state purchasing and incentive programs."

"On the other hand," per the lawsuit, "the United States Department of Justice has issued cease-and-desist letters to plaintiff OEMs stating that those same standards are invalid and unlawful, such that only the EPA regulations apply, and that the cornerstone of CARB's new enforcement efforts,

the Clean Truck Partnership, is itself pre-empted by federal law." The Clean Truck Partnership, unveiled in July 2023, is an agreement signed by the four plaintiff OEMs and other industry stakeholders — including the Truck and Engine Manufacturers Association — under



(TRUCK MAKERS SUE continued on page 5)



CHAIRWOMAN'S CORNER

By: Jeanette Homan

I want to take a moment to give a heartfelt shout-out to Griselda Gonzalez and Olga Garcia for organizing an incredible "Women on the Move" event in Winters, California. The gathering

brought together nearly 40 women—and a few supportive men, including our CMSA President Steve Weitekamp—for a powerful day of connection, reflection, and empowerment.

The event featured six inspiring guest speakers who shared their professional journeys, offering encouragement, insight, and wisdom drawn from their experiences in the moving industry and beyond. It was deeply moving to also hear personal testimonies from women within our own ranks—stories of perseverance, struggle, and success that reminded us all of our shared strength.

One of the most impactful moments of

the day came from keynote speaker Jennifer Garcia. She spoke about the trials and tribulations of King Solomon, drawing from scripture to remind us that on our journeys, we may encounter moments of doubt, confusion, or resistance. But her message was clear: remain steadfast. The verse she shared resonated deeply with many of us and reminded us to trust our paths, even when the way isn't clear.

What struck me most from the entire experience was the overwhelming sense of empowerment. We didn't just hear from professionals—we lifted one another. We shared our hurdles and heartaches, our challenges and triumphs. And together, we found strength not only in our individual stories, but in our collective support.

As the day came to a close, one verse continued to echo in my mind: "As iron sharpens iron, so one person sharpens another" (Proverbs 27:17). That message resonated with me—and I hope it did with everyone who attended. Together, we are stronger. And together, we rise.



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PRESIDENT'S COMMENTS

By Steve Weitekamp

In June, I participated in the annual meeting of the National Council of Moving Associations (NCMA) in Charleston, South Carolina. For the last 10 years, I have served as the Chairman of this informal group of State Moving Associations, ATA MSC, IAM, and the Canadian Association of Movers. As chair, I develop the agenda for our annual meeting as well as our monthly Zoom calls. This is a valuable process that keeps me focused on the big picture items that impact our industry. The annual gathering is a terrific opportunity for association executives to share best practices, learn about issues impacting other states and regions, and network with colleagues, all to the benefit of our own membership groups.

The Claims Procedure and Prevention Council (CPPC), an Association related to

Claims in the moving industry, is a member of the NCMA. CMSA, with the board's approval, is working with the CPPC on a trial alliance, a relationship that creates added membership value without additional cost. CMSA members can join CPPC on a trial basis at no cost (see ad on page 14 in this issue). This will allow CMSA members to access the CPPC membership roster and search for repair firms. Hopefully, you will find value in this relationship. Please let us know your thoughts.

Our Chair, Jeanette Homan, is already proving to be the right CMSA Chair for the time, which is no surprise. As I've frequently shared, our leadership channel has produced terrific leaders on a regular basis, a real understatement! Jeanette has been busy; she has already written 3 columns, conducted a peak season meeting for her local chapter, participated in the recent very successful Women on the Move event in Winters, CA, and made herself available whenever needed by phone and text. As I write this column, I am flying to St. Louis to meet with her and other movers. Approxi-

(PRESIDENT'S COMMENTS continued on page 4)

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(PRESIDENT'S COMMENTS continued from page 3)

mately 200 movers and moving advocates are scheduled to meet with Major General Curtis and his team at the PCS Task Force in O'Fallon, IL. The task force has been stood up by the Secretary of Defense, Pete Hegseth, with the goal of developing a path forward for military moving after the collapse/termination of the Global Household Goods program under HomeSafe Alliance.

Soon, Chair Homan and I will be touring the state, visiting each of CMSA's twelve chapters. Please check our website's calendar of events for upcoming chapter meetings and fundraisers. Several members have asked recently about event participation, so let me clarify here. All CMSA members and/or members of their team are welcome at any chapter meeting or event. We hope to see you soon.



CMSA President **Steve Weitekamp**, ensuring that the PCS Task Force understands the challenges local movers are experiencing as a result of the GHC debacle.



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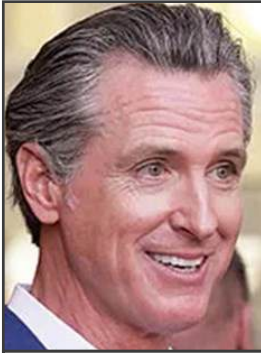
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(TRUCK MAKERS SUE continued from page 1)

which the parties agreed to follow California's emissions regulations in exchange for certain concessions. Now, due to differing guidance from the federal government and the state agency, the plaintiff OEMs maintain they have been "irreparably harmed by this uncertainty."



Newsom

The original equipment manufacturers claim California is using as its authority for its action the 2023 Clean Truck Partnership and a recent executive order from Gov. Gavin Newsom (D). However, included in the lawsuit is a letter to DTNA from the Environment and Natural Resources Division at the U.S. Department of Justice that concluded, "because CARB's regulations are pre-empted, the Clean Truck Partnership is pre-empted and unlawful. You must therefore immediately cease and desist your compliance with both the Clean Truck Partnership and its pre-empted

state vehicle emission regulations."

"Plaintiffs are caught in the crossfire," the lawsuit claims. "California demands that OEMs follow pre-empted laws; the United



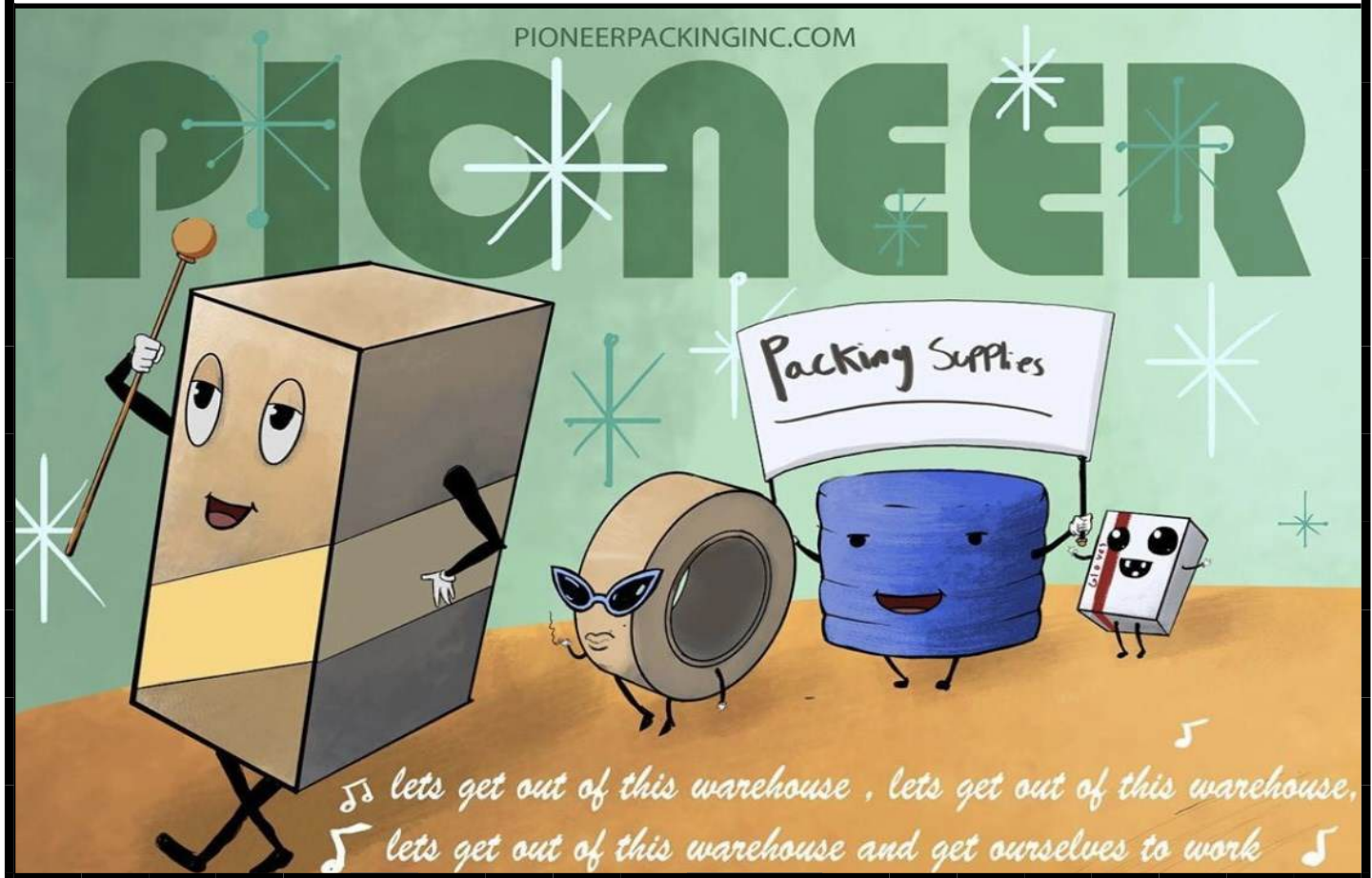
Trucks and other vehicles on Interstate 905 in San Diego. ATA and other trucking groups have praised the unwinding of California's emissions standards.

States maintains such laws are illegal and orders OEMs to disregard them. This situation is not tenable."

Trump's June actions formally rolled back a Biden-era emissions policy that permitted California wide leeway in setting its own transportation emissions rules.

Arguing that California had been carrying out an electric vehicle mandate, Trump enacted procedural measures to undo cer-

(TRUCK MAKERS SUE continued on page 14)





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Powerful Connections, Bold Conversations: Women On The Move 2025 Draws \$580M in Collective Revenue to Winters, California

Winters, CA – With nearly \$580 million in combined revenue and over 300 years of industry experience, a remarkable group of 40 leaders—

women and a few brave men—gathered in Winters, California for Women On The Move 2025: Lead With Impact, a two-day leadership and visibility conference for professionals in the moving and storage industry.

Hosted by the California Moving & Storage Association (CMSA) and organized by Griselda Gonzalez and Olga Garcia, CG Moving Company Inc., in the Northern Region, this event was far more than a workshop—it was a catalyst.

Participants from across the country convened July 31–August 1 to explore growth strategies in sales, leadership, communication, and professional wellness. “This wasn’t about checking a box. It was about claiming space, building confidence, and moving forward with purpose,” said Griselda Gonzalez, CMSA Board Member and event organizer.

Key Themes:

- Confidence is built, not bestowed
- Mission is greater than tasks
- Curiosity and compassion lead to connection
- Perfectionism silences—authenticity leads

Tools and Strategies Shared:

- Authentic LinkedIn presence strategies

- Sales techniques rooted in preparation and self-awareness
- Wellness practices as leadership essentials

- Styling and body language tips to command professional presence

Featured Speakers Included:

- Jennifer Garcia, COO at LBN and founder of Fluential Leadership

- Hannah Burns Dunham, Organizational Psychologist and founder of Climbing Trees

- Maria O’Hollearn, LinkedIn Strategist and founder of Ivy Latina
- JR Jones, Wellness Coach and founder of Groove Pointe Fitness
- Janet Adkins, Sales Strategist, California Moving Systems
- Katty López De Gull, Certified Image Consultant and founder of Lopez De Gull Inc.
- Plus a powerful industry story shared by Gaylynn La Venture of Valley Relocation & Storage

The event’s success reflects a growing movement in the industry. “Women On The Move isn’t just a CMSA initiative,” said Gonzalez. “It’s a mindset, a community, and a call to lead differently—with clarity, courage, and compassion.”

“I feel inspired, energized and challenged to continue to grow my LinkedIn following, and appreciate all the wisdom and practical



(WOMEN ON THE MOVE continued on page 11)

Be Aware of Heat Exhaustion vs Heat Stroke

Signs of Heat Exhaustion

Heat exhaustion is a condition that happens when your body overheats. Symptoms may include heavy sweating and a rapid pulse. Heat exhaustion is one of three heat-related illnesses, with heat cramps being the mildest and heatstroke being the most serious.

Causes of heat illness include exposure to high temperatures, particularly when there is also high humidity, and strenuous physical activity. Without prompt treatment, heat exhaustion can lead to heatstroke, a life-threatening condition. Fortunately, heat exhaustion is preventable.

Signs of Heat Stroke

- High body temperature (over 104°F or 40°C)
- Confusion, disorientation, or seizures
- Dry, hot skin
- No sweating

- Rapid, shallow breathing
- Nausea and vomiting
- Weak pulse
- Loss of consciousness

Important Note:

Heat stroke is a medical emergency that requires immediate medical attention. If you or someone you know experiences any of the symptoms of heat stroke, call 911 or seek emergency medical help immediately.

HEAT EXHAUSTION	OR	HEAT STROKE
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EXCESSIVE SWEATING		NO SWEATING
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Trucking Industry Hails Plan to Void GHG Phase 3 Rule Zeldin Says Prior Rules 'Twisted the Law' and 'Warped Science'

If finalized, the EPA proposal would remove all GHG standards for light-, medium- and heavy-duty vehicles and heavy-duty engines. (Environmental Protection Agency)

The trucking industry lauded plans unveiled by the Trump administration to vacate a legal determination that provided the foundation for previous administrations to propose tougher federal regulations on greenhouse gas emissions.

Environmental Protection Agency Administrator Lee Zeldin on July 29 unveiled his plan to overturn the so-called Endangerment Finding, which the agency in 2009 used as justification to propose a slew of updated environmental rules, including some that target greenhouse gas emissions.

Per the EPA, the Endangerment Finding is the legal prerequisite used by both the Obama and Biden administrations to regulate emissions from new motor vehicles and new motor vehicle engines. Absent this finding, EPA said it would lack statutory authority under the Clean Air Act to issue standards for greenhouse gas emissions. This proposal, if finalized, would repeal all federal greenhouse gas standards, stretching back to EPA's first GHG standards set in 2010 for light-duty vehicles and those established in 2011 for medium-duty vehicles and heavy-duty vehicles and engines.

Zeldin made the announcement from an Indianapolis truck dealership, with U.S. Secretary of Energy Chris Wright, Indiana lawmakers and Indiana Motor Truck Association President Gary Langston in attendance.

"We are honored that Secretary

Wright and Administrator Zeldin chose Indiana as the place to make this important announcement," Langston said. "The unrealistic and unattainable mandates of the previous administration had put the trucking industry on a path of economic ruin. We are

thankful for and encouraged by the leadership we are seeing today, which is returning us to a path of common sense and is allowing us to reduce our environmental impact and continue to deliver for the American people.

When regulators work with our industry, rather than against it, the sky is the limit to what we can achieve."

If finalized, the EPA proposal would remove all GHG standards for light-, medium- and heavy-duty vehicles and heavy-duty engines.

American Trucking Associations President Chris Spear said, "We commend President Trump and EPA Administrator Zeldin for taking decisive action to rescind the disastrous GHG Phase 3 rule. This electric-truck mandate put the trucking industry on a path to economic ruin and would have crippled our supply chain, disrupted deliveries and raised prices for American families and businesses. Moreover, it kicked innovation to the curb by discarding available technologies that can further drive down emissions at a fraction of the cost."

Spear noted that trucking has long



Chris Spear

(TRUCKING INDUSTRY continued on page 11)

(WOMEN ON THE MOVE continued from page 8)

tips shared by the impressive group of speakers” said Olga Garcia, co-creator and leader of WOTM.

Special thanks were extended to Olga Garcia (event MC and co-creator), Charlie Gonzalez of CG Moving Company (employer and supporter), CMSA President Steve Weitekamp, Association President and supporter of the initiative which started five years ago, photographer Halie Carroll, volunteer Sophia Pfeilsticker, and all 2025 sponsors:



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(TRUCKING INDUSTRY continued from page 10)

demonstrated a willingness to work with environmental regulators.

“For four decades, our industry has proven that we are committed to reducing emissions. The trucking industry supports cleaner, more efficient technologies, but we need policies rooted in real-world conditions. We thank the Trump Administration for returning us to a path of common sense, so that we can keep delivering for the American people as we continue to reduce



our environmental impact.”

The EPA proposal also cites new scientific data from the Department of Energy that challenges assumptions made under the En-



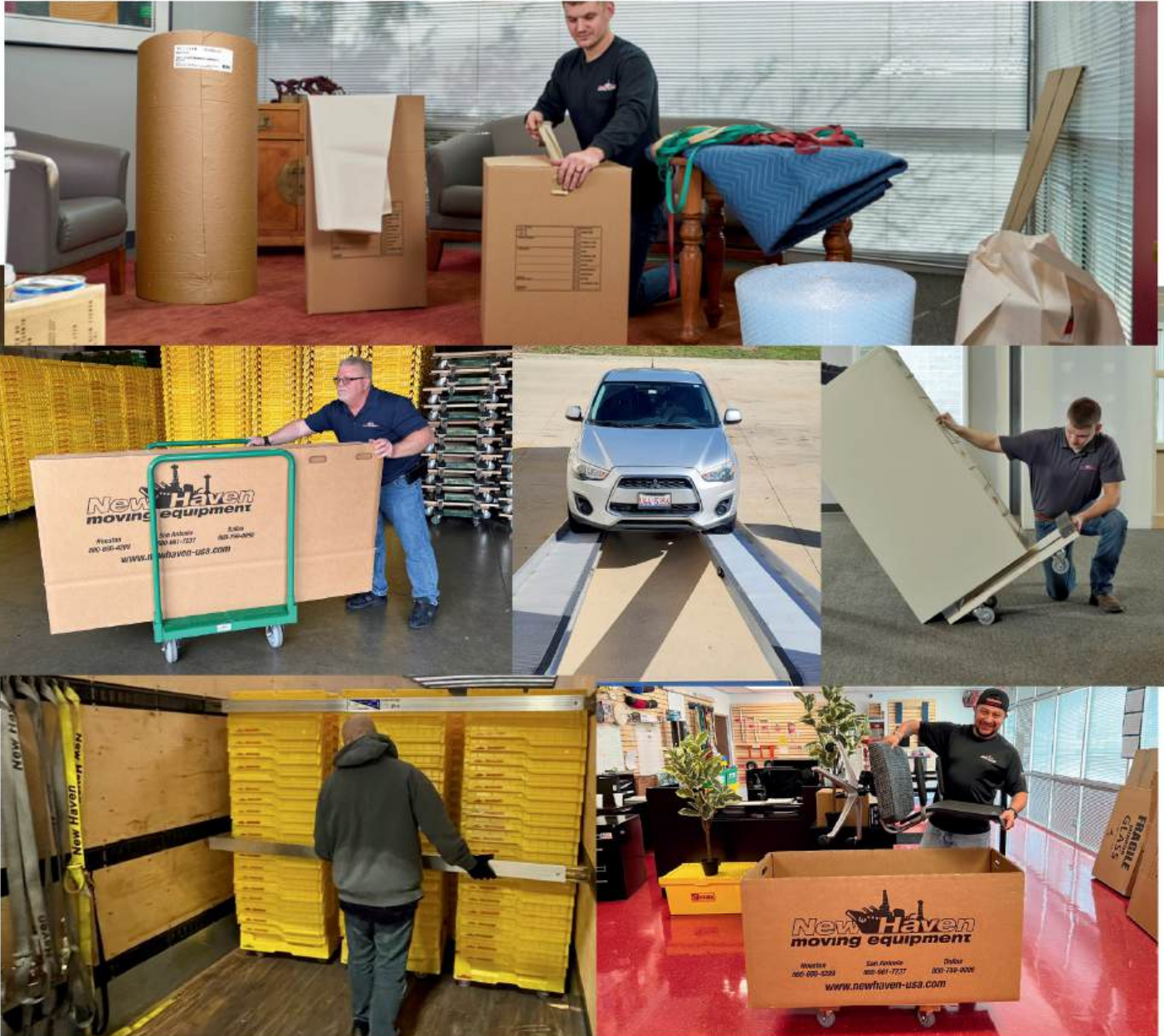
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dangerment Finding. To coincide with the EPA announcement, DOE released a new report called “A Critical Review of Impacts of Greenhouse Gas Emissions on the U.S. Climate,” developed by a group that the release said included five independent scien-

(TRUCKING INDUSTRY continued on page 13)



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tists and that evaluated peer-reviewed literature and government data on climate impacts of GHG emissions.

Commenting on the report, Wright said, "Climate change is real, and it deserves attention. But it is not the greatest threat facing humanity. As someone who values data,



I know that improving the human condition depends on expanding access to reliable, affordable energy."

The EPA will now launch a public comment period to gather public input on the plan.

One group voicing displeasure with the move was the U.S. Climate Alliance, a consortium of 24 governors of U.S. states. The group is co-chaired by California Governor Gavin Newsom and Wisconsin Governor Tony Evers, both Democrats.

"Americans deserve the truth from their federal government about the climate crisis. No amount of burying research or firing scientists will change the facts: Greenhouse gas pollution causes climate change and endangers our health and welfare — period. From devastating floods to extreme heat to catastrophic wildfire, Americans are seeing the deadly impacts of climate change with their own eyes, and we won't be deceived by the Trump administration's reckless abandonment of science and the law."

Zeldin said the proposal provides clarity to the business community.

"With this proposal, the Trump EPA is proposing to end 16 years of uncertainty for automakers and American consumers," Zeldin said. "In our work so far, many stakeholders have told me that the Obama and

Biden EPAs twisted the law, ignored precedent, and warped science to achieve their preferred ends and stick American families with hundreds of billions of dollars in hidden taxes every single year."

Wright added, "America is returning to free and open dialogue around climate and energy policy — driving the focus back to following the data."

Per ATA, modern trucks produce 99% fewer nitrogen oxide and particulate matter emissions than those on the road decades ago, and new trucks cut carbon emissions by over 40% compared with trucks manufactured in 2010. As a result, 60 of today's trucks emit what just one truck did in 1988.

The Clean Freight Coalition also welcomed the proposal. "We appreciate President Trump and Administrator Zeldin for taking this critical step to rescind the Heavy-Duty Greenhouse Gas Phase 3 rule," said CFC Executive Director Jim Mullen. "The CFC members have consistently opposed the unattainable targets included in this rule that would cause tremendous harm to the



trucking industry, jeopardize the supply chain and result in higher prices for goods across our country."

Indiana Gov. Mike Braun called the announcement "a win for consumer choice, common sense and American energy independence."

(TRUCK MAKERS SUE continued from page 5)

tain waivers granted by EPA to the state. The enactment of these resolutions blocked California from proceeding with electrification rules specific to commercial trucks and commuter cars, as well as rules that set higher standards for heavy-duty diesel engines. The state had announced a determined push for a zero-emission goal in the marketplace long criticized by industry firms and freight stakeholders.

The American Trucking Association was among the groups in June praising Trump's enactment of the procedural resolutions specific to California. As ATA Presi-



dent Chris Spear put it, "This is not the United States of California. With the stroke of his pen, President Trump is restoring the certainty that the trucking industry needs to

deliver for our nation as we continue to reduce our environmental impact."

Per background information from ATA, it takes about 15 minutes to fuel a diesel truck to go 1,200 miles. Conversely, it takes six to



eight hours to charge an electric truck that can at most travel 200 miles on a single charge. ATA noted that as part of the California framework, "More trucks would be needed to move the same amount of freight, at a much slower rate, while in search of nonexistent charging locations."

Despite the drumbeat of governmental and industry pressure, California has been

(TRUCK MAKERS SUE continued on page 16)

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(TRUCK MAKERS SUE continued from page 14)

defiant. The state in June sued the White House over Trump's use of the so-called Congressional Review Act to vacate the authority EPA used to grant California its earlier waivers. In an executive order issued that day, the state also committed to continue Clean Truck Partnership work and require reports on progress every six months. It also said it would prioritize "funding for state incentive programs for clean manufacturers and fleets."

Lawmakers are equally defiant. House Energy and Commerce Committee Chair-

man Brett Guthrie (R-Ky.), on Aug. 11 took CARB executive officer Steven Cliff to task for moving forward with initiatives he said were halted at the federal level.

"The committee is concerned about reports that California, and other jurisdictions who have adopted California standards for which waivers of pre-emption have been granted, are enforcing pre-empted vehicle emission regulations in violation of the Clean Air Act. In light of these reports, the committee requests documents and information to better understand these actions."

Your 2025 - 2026 CMSA Board of Directors - (continued)

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Wed., Sept. 10 Monterey Bay Chapter
September Meeting

Fri., Sept. 12 San Diego Chapter's
Baseball Fundraiser

Tue., Sept. 23 Mid Valley Chapter
September Meeting

Wed., Sept. 24 Central Coast Chapter
September Meeting

Fri., Oct. 3 Monterey Bay Chapter's
Cardinale Classic
Golf/Bocce Ball Tourn.
Monterey, CA

Sat., Oct 4 Central Valley Chapter's
Cornhole Tournament
Lemoore, CA

Wed., Oct .8 Greater LA Chapter
October Meeting

Fri. - Sat.,
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1	VIP Transport of CA	247 lbs.
2	Mother Lode Van & Storage	225 lbs.
3	Ace Relocation of San Diego	17 lbs

CMSA Report Food Collected and Delivered

Monthly	Year to Date	All Time
489 lbs.	66,732 lbs.	2,071,004 lbs.
408 meals	55,610 meals	1,725,837 meals

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