

Trump Removes California Emissions Waiver ATA Calls White House's Action an Industry Win

President Donald Trump on June 12 hosted a signing ceremony at the White House with freight and trucking executives to formally roll back a Biden-era emissions policy that permitted California wide leeway in setting its own transportation emissions rules.

Arguing the Golden State had been carrying out an electric vehicle mandate, the president enacted procedural measures to undo certain waivers granted to California from the U.S. Environmental Protection Agency. Essentially, Trump 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 has been pushing a zero-emission goal in the marketplace that was criticized by much of the industry.

"They're making you buy stuff that doesn't work. It's no good — doesn't work. And I'm all for electric. If you want to buy electric, you can buy electric cars [that are] great. If you buy the right ones," Trump said. "Cars are great. And you should be given the option. Buy the electric car. Buy a gasoline-powered car. Buy a hybrid."

Stakeholders, such as American Trucking Associations, touted Trump's enactment of the procedural resolutions.



"Today, common sense prevailed. We thank President Trump, EPA Administrator [Lee] Zeldin and congressional leadership for taking decisive action to end crippling, detached-from-reality rule-

makings that would have imposed devastating economic consequences on American businesses and families," ATA President Chris Spear said. "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."

Gina Jones, a driver for Werner Enterprises and an America's Road Team captain, took to the podium alongside Trump. "We cannot allow one state's regulations to disrupt our entire nation's supply chain," she said. "Allowing California to do so would have negatively impacted the hundreds of thousands of truck drivers who deliver critical goods across the country each and every day."

(CALIFORNIA EMISSIONS continued on page 9)



CHAIRWOMAN'S CORNER

By: Jeanette Homan

Women on the Move: Leading with Impact

As we move into the heart of summer, I'm thrilled to shine a light on an event that's especially close to my heart—

Women on the Move:

Lead with Impact, happening Friday, August 1st in Winters, California. This inspiring day is designed to help women in our industry grow, gain visibility, and expand their influence.

One of the guest speakers, Jennifer Garcia, is a leadership coach and founder of Influential Leadership. She brings a wealth of insight and passion to her work, and her guidance on strategies for growth, visibility, and influence will be incredibly valuable to all attendees. I'm so excited about this gathering—a day where women will come together to empower one another, share stories, and learn new tools for leading with

confidence and clarity.

Whether you're a business owner, manager, or just beginning your journey in the moving and storage industry, this event will offer space to reflect, connect, and grow. I hope to see many of you there.

A Long-Awaited Victory: The End of the GHC Contract

One of the most encouraging developments we've seen recently is the termination of the Global Household Goods Contract (GHC). Secretary of Defense Pete Hegseth made the decision to pull the plug on HomeSafe Alliance, and for now, our industry is safe from the damage this contract has already begun to cause.

While this news brings relief, the future remains uncertain. We can only hope that the new commander at USTRANSCOM, General Curtis, does not attempt to rebid a similar contract. Ideally, he will recognize that the Tender of Service program—despite its imperfections—is still the most effective and reliable model for relocating our military service members.

Unfortunately, significant harm has al-

(CHAIRWOMAN'S CORNER continued on page 4)





PRESIDENT'S COMMENTS

By Steve Weitekamp

More than a few measured voices are speaking to the current issues with US TransCom and the need for the industry to represent itself as a partner, assisting the Command with

solutions to its self-induced crisis. I appreciate the potential benefits of being there to pick up the pieces. However, let me address the elephant in the room, an issue that US TransCom has yet to discuss publicly. Thanks, do not pay the rent! Every call, following the failure of the Global Household Goods (GHC) program, includes many verbal thanks but not a single word on correcting some of the significant government missteps that led to the program's collapse.

During a recent call, an industry participant shared that Transcom had pushed rates to an unsustainable level in an attempt to align the current program pricing with the

GHC (Statement made by Command). This has drastically injured the industry. A 15-20% decrease in weight hauled in 2025 and a 15-18% decrease in revenue is not a successful formula. This is strangling not only agencies, but it is also causing drivers harm. One could reasonably assume that the Government would have at least one comment, but their only comment is that this is not the correct forum to discuss such issues.

Another comment, and I want to share these because some in social media follow a narrative that those who have long spoken up for the entire industry are just sitting on their hands or working for some self-serving end. The industry asked, "Is US TransCom planning to help agents in any way mitigate the rate reasonableness issues that were raised earlier in the year? When General Reed was on the Hill, he mentioned that US TransCom was going to reduce rates for this peak season. I'm thankful for compliments on what the industry has been able to do, but compensation for the work is depressed. When agents have to file their fi-

(PRESIDENT'S COMMENTS continued on page 5)

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(CHAIRWOMAN'S CORNER continued from page 2)

ready been done. Many service members suffered due to HomeSafe's failures, and I continue to hear from moving companies who haven't been paid. Even now, as I write this letter, we're feeling the aftershocks of rescue shipments and the burden of cleaning up their mess.

What's most disheartening is that our industry—the agents, drivers, and companies who have served the military with pride for decades—is being unfairly blamed for HomeSafe Alliance's failures. It's frustrating to watch our reputations suffer because of a broken system that we warned against from the beginning.

Peak Season 2025: Pressures and Persistence

In the midst of this chaos, we're also navigating another challenging peak season. Labor shortages, shipment backlogs, and regulatory headaches continue to test our patience and resources. From military to COD to corporate accounts, the pressure is on—and yet, we keep going.

Many of us are still turning down work

because we simply don't have the capacity to do it right. Others are stretched thin trying to meet customer expectations with limited help, long hours, and rising costs. But even now, our industry shows its strength. We adapt. We show up. We support each other.

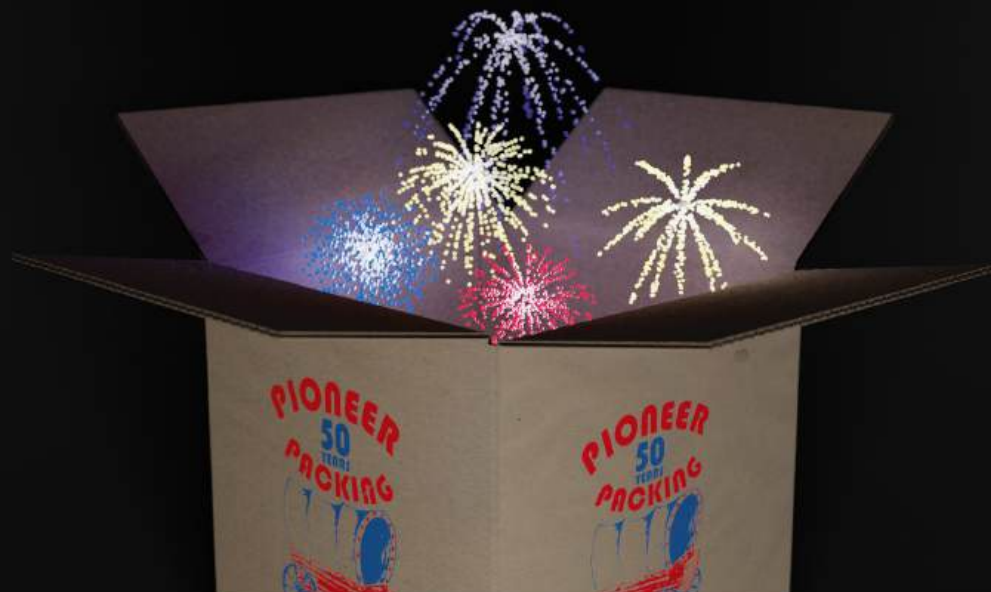
As Chairwoman, I am proud of the tenacity I see every day across California and beyond. We are battle-tested, and I believe we'll come through this season stronger if we keep sharing knowledge, standing up for what's right, and working together.

Let's keep the momentum going—and let's keep moving forward.



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(PRESIDENT'S COMMENTS continued from page 3)

financial statements at the end of the year, there's going to be an impact due to the rates they are operating under. Will there be a mechanism in place to ensure that money reaches the curb? The industry is living on borrowed time.

Just a reminder for US TransCom, the health of the moving industry in peak determines the capacity for the next peak. They are directly related; the longer the delay in

workable economics, the greater the impact on the industry's ability to provide the necessary capacity for the next peak and beyond. If nothing is done as soon as possible, we will see a continued deterioration of contractors and more agents closing after the peak season. When the economy begins to improve and residential and corporate moves return, the remaining balance of capacity will be dedicated to those business lines.

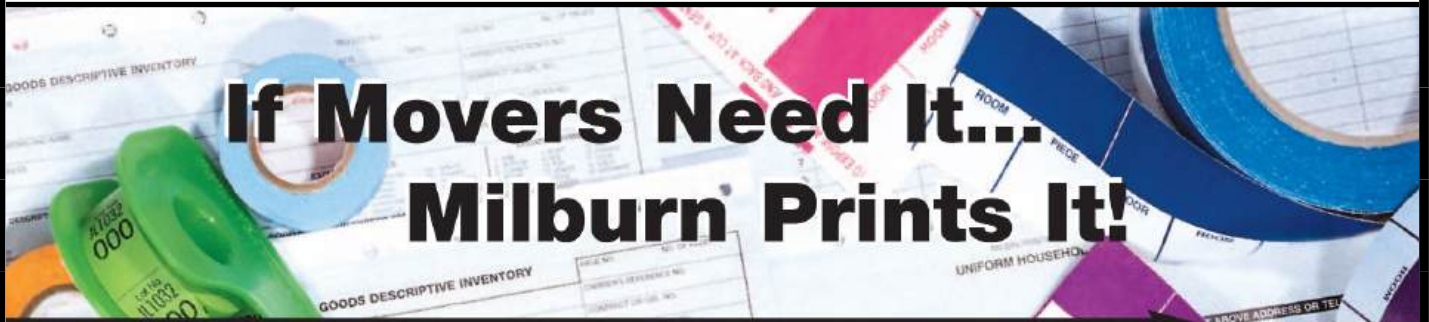
CARB Chair Liane Randolph responds to President Trump's approval of illegal resolutions to revoke California's Clean Air Act waivers

California Air Resources Board Chair Liane Randolph issued the following statement in response to President Trump signing illegal actions attacking California's Clean Air Act waivers for Advanced Clean Cars II, Advanced Clean Trucks, and Heavy-Duty Engine and Vehicle Omnibus:

"Despite the President's signature, this remains an unconstitutional, illegal,

and foolish attempt to undermine California's clean air protections. We welcome Governor Newsom's and California Attorney General Bonta's prompt legal action and look forward to judicial review. In the meantime, CARB will use every tool at its disposal to continue our critical work to clean the air and address

(CARB CHAIR RESPONDS continued on page 15)



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LEGISLATIVE CORNER

CMSA changes its opposition to AB 1331 (Elhawary) from Oppose to Watch.

Current California legislation, AB 1331 (Elhawary) was originally drafted as a broad restriction on workplace surveillance. CMSA opposed the bill based on a lack of clarity

related to issues of workplace safety and security. The revised draft of the bill is now limited to the following employee areas: bathrooms, locker rooms, changing rooms, break rooms, lactation spaces, and the cafeteria. The references to employee vehicles have been struck.

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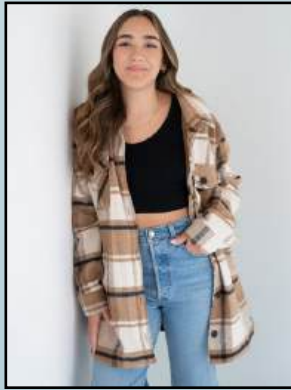
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Jeffrey Layton



Logan Layton



Tatyanna Leonard

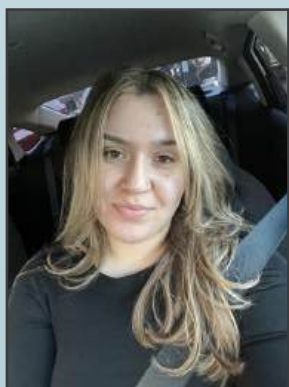


Fiamma Lesky



Kassie Lindeblad

(SCHOLARSHIP WINNERS continued on page 8)



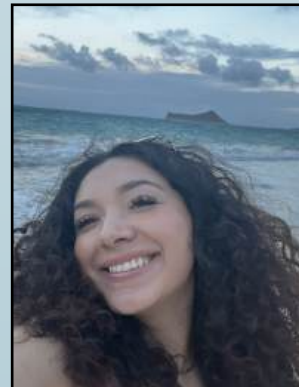
Natalie Lopez



Makena Makekau



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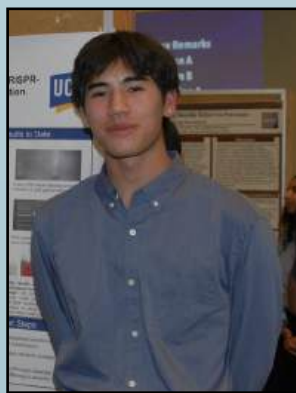
Isabella Maldonado



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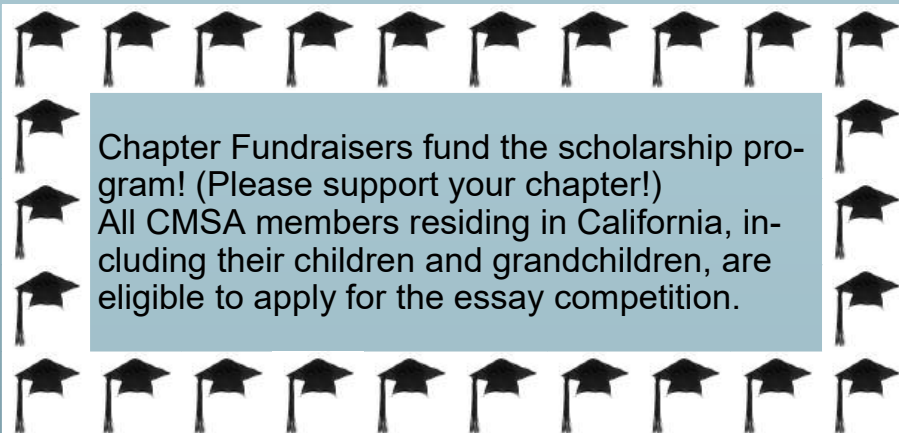
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All CMSA members residing in California, including their children and grandchildren, are eligible to apply for the essay competition.

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Allen Higginbottom

Per information provided by 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. Under 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," ATA maintained.

Trump's action followed Congress' passage on May 22 of joint resolutions of disapproval on the California policy matters via the procedural Congressional Review Act, or CRA. Republican proponents described the Congress-cleared resolutions as victories in the effort to repeal the EPA waivers to California.

"With President Trump's signature today, we have successfully ended California's attempt to establish a nationwide [electric vehicle] mandate that would have hurt our economy, eliminated jobs, and removed consumer choice across our country," said Sen. Shelley Moore Capito (R-W.Va.), chairwoman of the Senate Environment and Public Works Committee. "Despite the best efforts of the Biden administration and congressional Democrats, the voice of the American people has been heard and put into action through the repeal of this rule. I'm proud to have led this effort and thank President Trump and my Republican colleagues in Congress for their work and support throughout this process."

Zeldin noted that the waivers reversal "not only prevents California from implementing their attempt at [electric vehicle] mandate actions but ensures that they can never do something similar again."

Jim Mullen, executive director of the Clean Freight Coalition, said, "The trucking industry won a tremendous victory today with President Trump signing congressional rescission of the Biden EPA's waivers for

California's ACT and NOx regulations. The Clean Freight Coalition thanks President Trump, Administrator Zeldin, and Congress for this momentous action that protects the trucking industry, the backbone of the nation's supply chain and economy."

Democrats mostly voted against passage of the procedural resolutions, and voiced concern over use of the CRA process to target the waivers.

Senate Minority Leader Chuck Schumer (D-N.Y.) warned that the move set a dangerous precedent. "Tomorrow, the [Congressional Review Act] could be used to erase any policy from an agency that the

Trump administration doesn't like at a simple majority threshold," he said.

Following Congress' vote, California Gov. Gavin Newsom (D) criticized the Republican-led federal legislature and threatened legal action. "We won't stand by as Trump Republicans make America

smoggy again — undoing work that goes back to the days of Richard Nixon and Ronald Reagan — all while ceding our economic future to China. We're going to fight this unconstitutional attack on California in court," he said.

California Air Resources Board Chairwoman Liane Randolph echoed the governor's viewpoint: "These actions are contrary to the text of the Congressional Review Act, as recognized by the nonpartisan U.S. Government Accountability Office and the Senate parliamentarian."

Randolph added, "California will pursue every available remedy to challenge these actions and defend our right to protect the public from dangerous air pollution. Turning the clock back on both cleaner combustion engine requirements and zero-emission technology is an attack on clean air."

Source: *Transport Topics*



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Mark Macy, Tad Allies



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Steve Weitekamp, Jane Carole
Bunting



Ron Mallonee, Tim Grimes,
Matt Robinson, Jay Casey



James Paulley, Jeff Paulley,
Andrew Paulley, Colton Withers



Dennis Paulley, Art Harvey,
Art Murray, Adam Brown



Kevin Grant, Jeremy Day,
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(CMSA CONVENTION GOLF TOURNAMENT continued on page 12)



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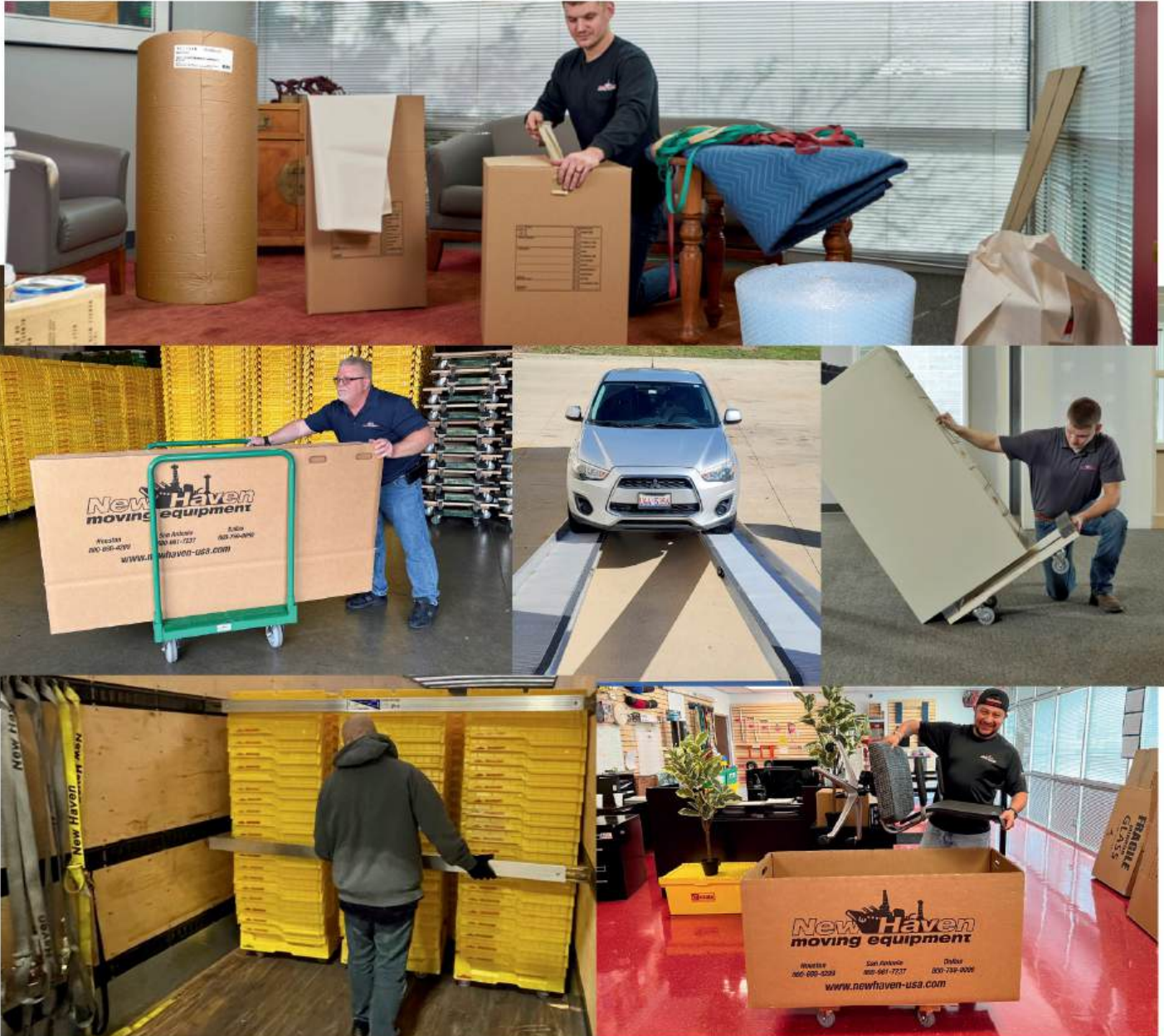
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the climate crisis. The health and well-being of all Californians depends on it – especially those who live in underserved communities with unhealthy air. We look forward to engaging with the state legislature, stakeholders, and the public as we follow the Governor’s Executive Order N-27-25 to further advance the state’s clean vehicle transition.

“Beyond the environmental and public health consequences of these illegal ac-

tions, there is an economic cost, too. This is one of an ever-growing list of vindictive actions to cement reliance on harmful, antiquated technology that will only hurt the long-term competitiveness of the U.S. auto industry in a global market that is rapidly advancing toward cleaner combustion technology and zero-emission vehicles. California is committed to continuing our work to move toward a clean transportation system and a sustainable economy.”

Hegseth Orders Military to Address Moving ‘Deficiencies’

Defense Secretary Pete Hegseth has turned his attention to the troubled \$17.9 billion military Global Household Goods moving contract, calling on the U.S. Transportation Command to make “immediate modifications” and address “deficiencies” to ensure that thousands of military members and defense civilians have successful moves during the busy summer months.

“Placing our people where most needed to defend the nation is critical to the department’s success,” Hegseth said in a May 20 memo to the DOD’s senior Pentagon leadership. “Relocating our personnel is critical to the military mission, putting human resources and expertise where they are needed to defend the nation.”

In recent months, there have been mounting concerns that the military GHC contract is falling short of its goals, notably by transferring large numbers of military moves away from the new program’s “single-point-of-contact” contract and back to the military’s legacy “Tender of Service” moving program that the new Houston-based con-



tractor was intended to replace. HomeSafe Alliance manages the new contract.

In his memo, Hegseth directed “Transcom leadership to take a number of immediate actions, including:

- Hold the GHC and Tender of Service programs accountable for meeting their key performance indicators and provide weekly updates to the Under Secretary of Defense for Acquisition.
- Fully leverage both the GHC and legacy ToS programs to ensure maximum coverage for moves during the 2025 peak season.
- Offramp non-serviced GHC customer shipments into the ToS program based on capacity shortfalls.
- Review and, if appropriate, implement Economic Price Adjustment provisions in the GHC contract.
- Require the Under Secretary of Defense to promptly form a permanent change of station task force.

Hegseth’s memo comes on the heels of letters of concern sent earlier this month to Transcom and Congress.

MEMORIAL BULLETIN



Kathryn Emilie Foy Foster, of Rodeo, California, passed away on May 10, 2025. Kathy was born on November 3, 1947, to Emilie May Foy (née Landefeld) and Charles William (Bill) Foy, Jr. in Berkeley, California. She graduated from El Cerrito High School with the class of 1965 and spent a number of years working for the University of California, Berkeley Press and most recently served as the treasurer of Foster Van Lines in Richmond, CA. Kathy met Joe Foster in the mid 1960s and married in 1981.

Kathy enjoyed gardening and took pride in her well-ordered garden with many beautiful flowers and active hummingbird feeders. An avid fan of the San Francisco 49ers, Kathy spent many Sundays enjoying games at Candlestick Park with her family. Annual trips to Yosemite were another important and joyful family tradition. She cared deeply for her family pets which included most recently two terriers, Cyril and Gretchen. Kathy was a person of faith.

Kathy was predeceased by her parents Bill and Emilie Foy and her brother Daniel Foy. She is survived by her husband Joe, son Matthew, daughter-in-law Jennifer Metz Foster, sisters Deborah Renfrew and Cynthia Benko, brother Timothy Foy, and several nieces and nephews.



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Fri., Sept 12	San Diego Chapter's Baseball Fundraiser
Fri., Oct 3	Monterey Bay Chapter's Cardinale Classic Golf/Bocce Ball Tourn. Monterey, CA
Fri. - Sat., Oct 10- 11	CMSA Fall Board Meeting Reno, NV

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Association Leaderboard Report

CA Leaders for the month of June

Total

1	Ackley Moving Services	18,121 lbs.
2	Ace Relocation Systems of Los Angeles	11,722 lbs.
3	Daly Movers	11,541 lbs.

CMSA Report Food Collected and Delivered

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