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THE COMMUNICATOR

WWW.THECMSA.ORG NOVEMBER 2026

FMCSA Takes Aim at HOS, SMS updates

PONTE VEDRA, Fla. — The Federal Motor Carrier Safety Administration's sights are firmly set on further hours-of-service flexibility and enhancing its safety measurement system in the coming weeks and months, according to the agency's top safety official.

The federal agency may already have had a busy year, but it is not done yet. It is also working to finish the job on existing initiatives such as the Motus online registration dashboard, FMCSA Chief Safety Officer Steve Dowling told the 2026 WEX OTR Summit.



"Our mission is really simple," Dowling said. "It's to reduce crashes, injuries, fatalities involving large trucks and buses."

"One of the things that I love about FMCSA is our mission is really simple, and it's something that's easy to get behind. It's to reduce crashes, injuries, fatalities involving large trucks and buses," Dowling told attendees of the conference Oct. 28.

With that in mind, the agency plans to increase

(FMCSA TAKES AIM continued on page 9)

IMPORTANT NOTICE

We are preparing the 2027 CMSA Membership Roster.
Did your company move? Had any staff changes? Did your website change?

PLEASE LET US KNOW

Submit your completed 2027 Roster Update Form by December 15, 2026.
This form can be found at the end of this issue.



CMSA 2027 College & Vocational Scholarship Applications Now Available!

See Page 17 & 18 for the College Application.
For the Vocational Scholarship application, visit:
Scholarships – California Moving & Storage Association

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CHAIRWOMAN'S CORNER

By: Griselda Gonzalez

I worked an entire summer for a pair of burgundy Dr. Martens. At the time, we didn't have a car, but I enjoyed the bus ride on Muni's 28. Leaving foggy Daly City, traveling along 19th Avenue, watching the hustle and bustle of San Francisco, and catching that daily view of the Golden Gate Bridge as the bus made its way through the Presidio. Tourists traveled from all over the world to see something I got to enjoy at least eight times a week, going to and from work.

I don't think I fully appreciated that privilege then. I was a teenager with a summer job and a very specific pair of boots in mind.

Not long after graduating from high school, I was looking for a job. My mom was working as a housekeeper for a bank executive who lived in a tiny but chic apartment in San Francisco's Marina District. The apartment was full of paperwork and job catalogs, which is how I learned that the woman worked for the bank with the wagon.

My mom asked whether she could help me apply for a position there. 'She would make more money working with you,' the executive told my mother.

My mom brought me the news, and I remember thinking, well, at least we asked. So, I applied to a community bank instead.

I started as a teller, then worked in new accounts, card services, and ACH. Later, I applied to a credit union phone center. Why? Because whenever I called about my account, I was impressed by how nice the people sounded. I was curious about what they did. From there, I moved into real estate operations and eventually found myself working through the mortgage crisis at the credit union.

At 28 years old, I found myself responsible for operations and collections because just about everyone else had either quit or been fired. There was approximately $400 million in home equity lines of credit that

(CHAIRWOMAN'S CORNER continued on page 4)





President's Comments

By Steve Weitekamp

Almost every day, my inbox fills up with the same pitch in a different costume. Family banks. PE groups. "Virtual associations" and "consultants." Free unsolicited offers. Vague titles like VP or Procurement Specialist at some unnamed company. And my personal favorite: emails from me. (Yes, me. Apparently, I'm now writing to myself, and I'm not very persuasive.)

A sample of recent subject lines and openers: Do I want to sell CMSA? Does it make sense to jump on a quick call to discuss? If I could put you in front of 4 to 8 customers a month, would you have time to discuss? We're engaged in conversations with single-family offices and growth equity funds with active interest in operating companies in the moving industry association sector. Is CMSA considering a direct minority investment over the medium term?

Let me save everyone some time. CMSA is a nonprofit trade association. Founded in 1918. We aren't for sale; we have no shares, and there is no "minority stake" to buy. There is no operating company to acquire. What we have is a membership of licensed and insured California movers who show up for each other, 12 chapters strong.

That's the whole point. A trade association isn't an asset. It's a commitment. Anyone who spent five minutes on thecmsa.org would know that. These emails aren't aimed at us. They're aimed at everyone, and they only need one reply out of a thousand. Your inbox is the cost of doing business for them.

So here's what I've learned to ask of any message that lands in my box: Who is this, really? A named person at a named company with a real address. If I can't find them, I don't need to answer them. Did they do any homework? If it could be sent to any association, any mover, any industry, it was. What do they want from me? A "quick call" is rarely quick. Does it come through someone I trust? The best introductions in this industry

(PRESIDENT'S COMMENTS continued on page 7)



(CHAIRWOMANS CORNER continued from page 2)

needed to be serviced, transferred to the federal government, or handled through investors who had purchased the loans, sometimes for pennies on the dollar.

It was an extraordinary education, although I can't say I would have volunteered for it had someone explained the assignment beforehand.

I worked with regulators, borrowers, investors, and leadership. I listened, asked questions, and tried to understand what options were available. I brought loan modification ideas to leadership because I thought there might be ways for some borrowers to continue making payments while they figured out their next steps. We were operating under difficult circumstances, with limited resources and timelines that weren't ours to choose. I did the best I could with what I knew and what was available to us.

Looking back, I wonder what would have happened if I had taken that first bank executive's response as a final assessment of what I was capable of doing.

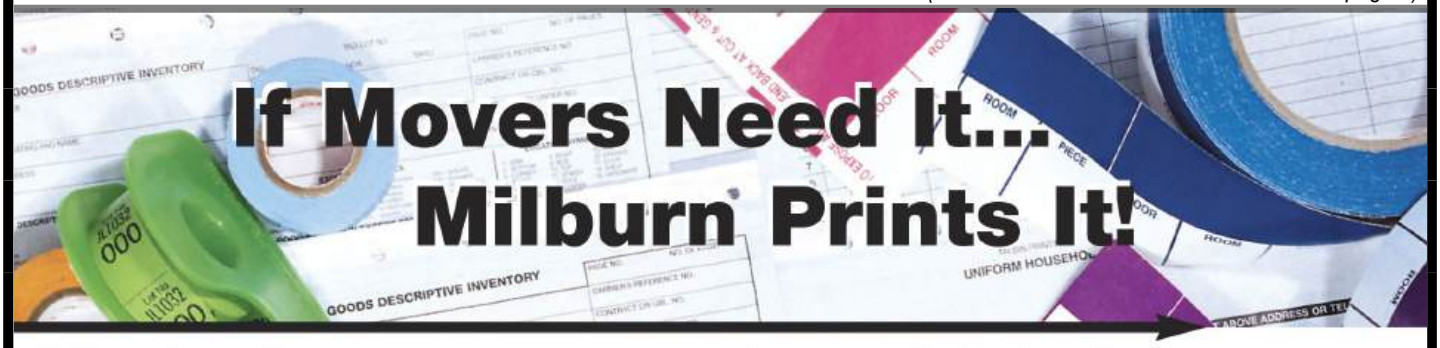
I recently came across a word shared by Jacinta M. Jimenez, PsyD, BCC, a performance coach I follow on LinkedIn: meliorism. It's the belief that the world can be made better through human effort.

I liked that. Not because I believe hard work guarantees success, or that we can control every circumstance. Anyone who has owned a business knows better. But I do believe we have more influence over what happens next than we sometimes give ourselves credit for.

That brings me to our industry. How many moving companies began because someone saw an opportunity where another person saw a problem? How many owners learned the business by doing the work, asking questions, and taking on responsibilities they weren't entirely prepared for? And how often do we tell ourselves that a particular service, customer, contract, or market is outside our lane?

Curiosity killed the cat, or so the saying goes. There are plenty of expressions encouraging us to mind our business, stay in our lane, and leave certain things to people

(CHAIRWOMAN'S CORNER continued on page 5)



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(CHAIRWOMANS CORNER continued from page 4)

who supposedly know better.

I don't do well in lanes. I respect experience and expertise, and I certainly believe in knowing our limitations. In the moving business, failing to understand those limitations can be expensive and dangerous. But there's a difference between recognizing what we don't know and deciding we're incapable of learning it.

Maybe you're considering a new revenue stream, expanding your storage operations, preparing a successor, or finally learning the financial side of your company. Perhaps you're an employee who sees a different career path within this industry but doesn't know how to get there. What would happen if, instead of dismissing the idea, you got curious enough to investigate it?

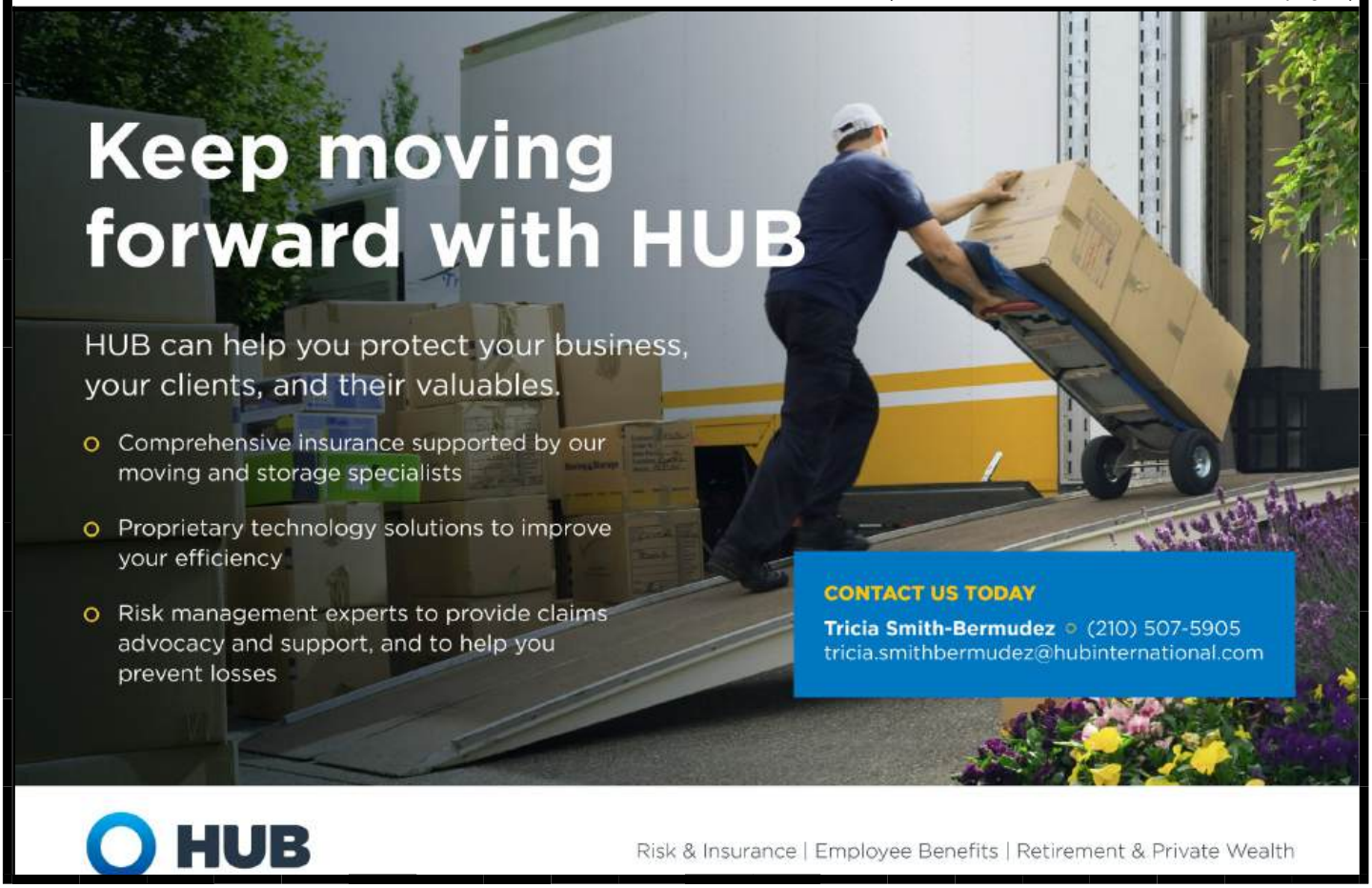
Ask someone who has done it. Learn what qualifications are required. Look at the numbers. Find out what could go wrong, and what it would take to do it properly. You may discover that the opportunity isn't right for you. That's useful information, too. But at least the decision will be yours, based on what you've learned rather than on someone else's assumptions about your capabilities.

And I don't want to pretend that I always approach setbacks with this wonderful attitude. There are moments when circumstances punch me in the gut. I retreat, think, overthink, and occasionally imagine cashing out and leaving the whole thing behind. But then I remember other difficult seasons, including ones I had no idea how I would get through at the time. I remind myself that I have been a beginner before, that I have figured things out before, and that I can always learn something I don't know today.

Which brings me to this season of personal goal setting. Every year, we make lists of things we want to accomplish. Lose weight. Save money. Grow the business. Read more books. Get organized. Some of us even buy a beautiful new planner, which apparently is supposed to make all of this happen.

But how many of the things that have changed our lives were ever written on one

(CHAIRWOMAN'S CORNER continued on page 7)



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(CHAIRWOMANS CORNER continued from page 5)

of those lists? I certainly never wrote down, 'Become responsible for a $400 million loan portfolio during a financial crisis.' I didn't plan to meet my husband at the community bank I applied to after someone else declined to help me. And I didn't know that being impressed by the voices on the other end of a telephone would lead me into an entirely different area of banking.

So this year, alongside the usual goals, perhaps we should leave a little room for curiosity. Is there something you've wanted to learn but keep putting off? A conversation you've been meaning to have? An opportunity you've dismissed because you don't have the right degree, experience, connections, or confidence? What if you made it your goal to investigate one of those things, without needing to know where it will lead?

I'm not suggesting we abandon our plans or chase every interesting idea that crosses our path. Our businesses need focus, and our employees and customers depend on us making responsible decisions. But there's something to be said for leaving a little room in the plan for the unexpected.

I still think about those burgundy Dr. Martens and the bus rides through San Francisco. I had no idea where that summer, those jobs, or those conversations would eventually lead. And I'm glad I didn't need to know before getting started.



Save the Date!

109th Annual CMSA Convention

Atlantis Casino Resort & Spa

Reno, NV

May 11 - 16, 2027

(PRESIDENT'S COMMENTS continued from page 3)

still come from another trusted industry associate.

That last one matters most. In a business built on trust (strangers at least metaphorically give you the keys to their homes and everything in them), your reputation is your most valuable asset. Protect it. And it's worth remembering the same noise lands in your inbox, too. Your customers get it, your office staff gets it, and bad actors count on someone clicking.

A few practical notes: Don't reply to the "quick call" emails. A reply confirms your address is live. Verify before you trust. If a message claims to be from CMSA, from me, or from a regulator, check it. Call our office at 562-865-2900. We'll tell you straight. Forward the suspicious ones to your team so no one else gets caught.

Our real work is the unglamorous kind: staying on top of pending legislation and regulatory activity and requirements, keeping you informed, and giving California movers a collective voice. It happens on phone calls, at chapter meetings, and at the convention, with people who know your name.

The next time a stranger offers to "put you in front of 4 to 8 movers a month," remember: you're already in front of hundreds. They're called CMSA members. Delete the noise. Pick up the phone. Call a fellow mover.

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(FMCSA TAKES AIM continued from page 1)

its focus on HOS flexibility and an SMS update, he said.

The agency already revised four provisions of the HOS regulations in June: the short-haul exception, the adverse driving conditions exception, the 30-minute break requirement and the sleeper berth provision.



FMCSA also began two HOS pilot programs covering flexible sleeper berths and split duty periods in the spring of 2026.

And earlier in October, FMCSA expanded a temporary waiver for drivers transporting gasoline and diesel to include ethanol products and heating oil. The waiver expires Dec. 16.

But Dowling told WEX OTR attendees: "When you look at the rules and what was there, it was all trying to create some type of standard to make sure that we were addressing fatigue because it has a direct correlation to safety. Being in compliance with the rules, you can still be fatigued."

"However, on the flip side, just because that's what the rule is doesn't mean we don't need to look at it and see [if] there are other ways to accomplish it that work better with the industry and how you run your operations. So, that's one of the things that you're going to see coming out," he said.

When it comes to SMS, Dowling promised carriers and other industry players in the audience that the agency would present proposals for comment and evaluation.

"Our goal is to have better identification of risks that are happening," the one-time California Highway Patrol officer said. "I've got a team that's working on that. It's never simple when you're applying it to an industry that's dynamic, correct?"

Bob Toews, CEO of TruckDown, discusses winter readiness in the connected fleet era. Tune in above or by going to RoadSigns.ttnews.com.

In the meantime, the agency is exploring the best ways to address industry gripes with Motus.

Some 95% of carrier registration is in place after initial mishaps with the system, but the remaining 5% is proving a challenge.

"That's not acceptable to us," the safety chief said. "There are thousands of people that we're keeping out of the industry because we've initiated Motus."

As a result, Dowling's team is working "tirelessly" to address carrier concerns, he said, inviting any conference attendees with Motus issues to approach him after his presentation.

"I want you to come up and see me. I've got someone that will walk you through it. I've got a team that [we] will connect you to and will help you make it better. We are working for updates on that. We're not far away from that, but there's going to be more to come," he promised.

Dowling said a level playing field was an imperative for FMCSA and that throughout his career as a law enforcement official and then as director of safety at Covenant Logistics, that's all fleets wanted.

The other takeaway Dowling said he wanted fleets to leave the conference with was "safety is not a competition."

SOURCE: *TRANSPORT TOPICS*

New Member Spotlight

FANEX Moving Company is a modern, forward-thinking moving company based in Sacramento, California. Our mission is to elevate industry standards by combining premium service, professionalism, and attention to detail with a fresh, contemporary approach. We believe moving should be more than transportation — it should be a seamless, exceptional customer experience.



November 6-8, 2026: Fall Board Meeting held at Harrah's Southern California, the 2028 CMSA Convention location.



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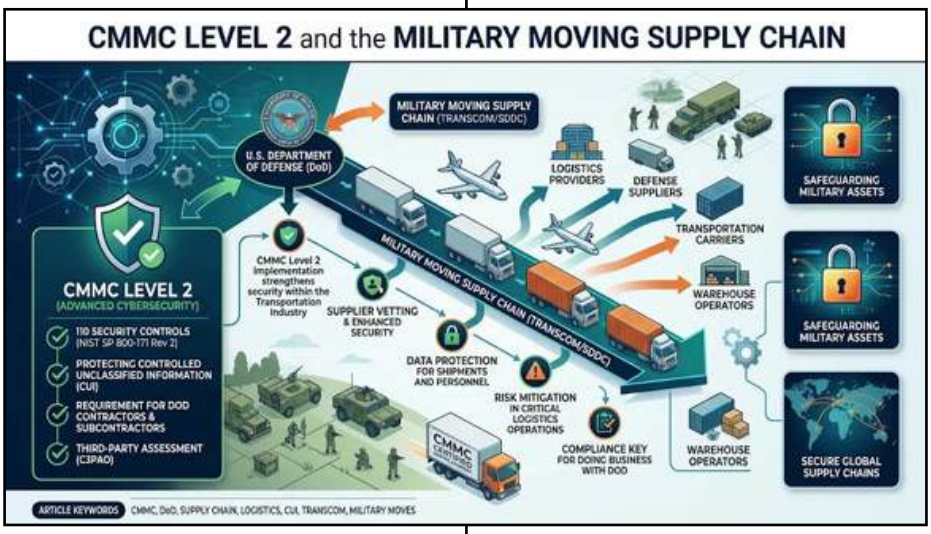
CMMC Level 2 and the Military Moving Supply Chain

CMMC Level 2 is Closer Than it Looks

For the military moving industry, CMMC Level 2 is fast approaching. Under the Personal Property Activity's (PPA) latest CMMC advisories, TSPs and their subcontractors must complete a CMMC Level 2 self-assessment and affirmation in SPRS by March 1, 2027, to be awarded shipments after May 15, 2027.



CMSA Image

You may have read that the Department of War suspended CMMC "Phase 2" in July. That pause covers third-party (C3PAO) certification, not the Level 2 self-assessment the PPA requires of movers.

Important note: this article is not legal advice. It reflects our understanding as of this writing, and how EDC® is implementing it. Please confirm your obligations with your own advisors.

What It Covers

CMMC applies to every type of military move: HHG, iUB, NTS, PPM, and DPM.

The trigger is Controlled Unclassified Information (CUI): government information that is not classified but must be protected by law or policy. For movers, this generally includes service member personal information such as names, rank, Social Security and DoD ID numbers, addresses, orders, and inventories; however, the government has not fully defined CUI or when combined data becomes CUI, so treat it conservatively.

CMMC applies to your entire infrastructure that processes, stores, or transmits CUI: servers, computers, phones, email, backups, and the people and vendors with access.

Who Must Comply

From our seat supporting every military move type, and per current PPA guidance, CMMC is not limited to TSPs booking shipments in DPS. It extends to the entire military moving supply chain and anyone handling CUI: domestic and international agents, drivers and owner-operators, and their service providers and vendors, such as claims adjusters, repair firms, and software providers.

Anyone who digitally processes, stores, or transmits CUI must register in the Supplier Performance Risk System (SPRS), post a self-assessment, and keep the affirmation current. TSPs should verify a subcontractor's status before sharing CUI.

Your Software Matters, but It Is Not Enough

Your moving software is in scope. CMMC assesses organizations, not products, but your software should support CMMC Level 2, so ask your software ven-

(CMMC LEVEL 2 continued on page 13)

FREQUENTLY ASKED QUESTIONS

HOME RESTORATION COMPANIES

BUREAU OF HOUSEHOLD GOODS AND SERVICES

What is a "Restoration Company?"

Restoration companies restore damaged property after accidents or disasters and often work closely with insurance companies. Some only restore the dwelling structure; others also restore the damaged contents.

Restoration companies often move and store damaged household goods and return them when the home and/or contents are repaired.

Does a restoration company need a Bureau license?

In California, if the business is paid to move your household goods it is considered a Household Mover and must be licensed by the Bureau.



Who can help if I have a complaint against a restoration company?

If the business has moved your goods in California, you can file a complaint with the Bureau: bhgs.dca.ca.gov.



What should I do before hiring a restoration company?

1. Do your research: if you are paying the business to move your household goods, check the license on the Bureau's website and make sure they have insurance: bhgs.dca.ca.gov. You can also check online reviews, but be aware that some are fake.
2. During a disaster, be wary of companies that approach you unsolicited and do not feel pressured into signing a contract before you're ready.
3. Avoid a large downpayment upfront and be wary of estimates that are "too good to be true."
4. Make sure you have a written estimate and that you understand the contract before you sign. Contracts should include the agreed costs, whether you or the insurance company pays, a timeline to complete the job, and the company's Bureau-issued license number.
5. Inventory and photograph any items removed from your home.
6. If covered by insurance, don't settle the claim until the restoration is complete.

REV. 01-25

(CMMC LEVEL 2 continued from page 11)

dors for two things: a Shared Responsibility Matrix showing which of the 110 NIST SP 800-171 controls they cover and which are yours, and proof of their own current CMMC status in SPRS. Ask every vendor, including us.

Compliant software does not make you compliant. You must configure it in a CMMC-compliant way: unique user accounts, multifactor authentication, role-based access, audit logging, and prompt removal of departed users.

Two Common Myths

"My van line/my booking TSP is compliant, so I am too." Your van line's or booking TSP's affirmation covers its systems, not yours. If you handle CUI, you need your own assessment and SPRS entry.

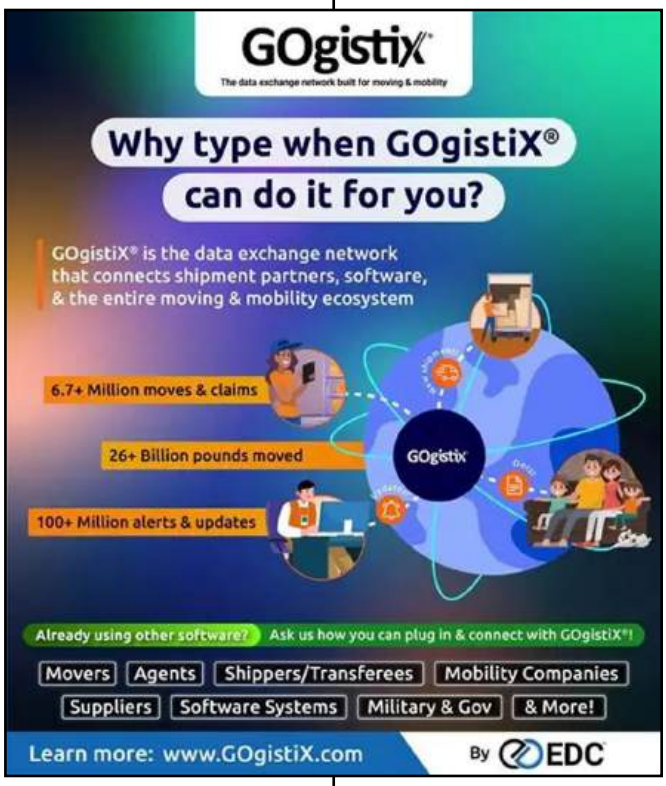
"I no longer have active military shipments, so CMMC doesn't apply." CMMC follows the data, not the shipment status. If your system still holds historical military CUI from completed moves or archived claims, CMMC applies.

How EDC Is Approaching It

Our goal is one integrated military moving supply chain, where CUI stays inside protected systems from shipment acceptance until the claim is closed.

Our own house. EDC® has completed its CMMC Level 1 self-assessment, is registered in SPRS, and is advancing its Level 2 documentation.

Our customers. EasyDPS®, used by 99.9% of DPS SCACs, brings military moves in from DPS for TSPs, EDC-MoveStar® manages them end to end, and EDC Mobile™ supports crews in the field. EDC-AgentLink® makes it quick, easy and cost-effective for domestic and international agents to join, accept TSP-offered shipments within TSP-assigned roles, and complete digital inventories. We have shared, and are sharing, our updated Shared Responsibility Matrix with our customers.



The supply chain. GOgistiX® is our open logistics network connecting TSPs, agents, and vendors, so shipments, claims, customer satisfaction surveys (CSS), billing, data, documents, and notes move securely between partners instead of through email. We will enable companies to upload proof of their CMMC status in SPRS to GOgistiX®, so when they send shipments they can see each partner's status. We also continue adding functionality for secure communications, beyond data and document exchange.

Before March 1, 2027, find where CUI lives, register in SPRS, ask your software vendors for their Shared Responsibility Matrix and SPRS status, and complete your self-assessment.

Visit www.edcus.com/trust-center or email us at compliance@edcus.com

Diana Corona is President & CEO of Enterprise Database Corporation (EDC®), which provides solutions such as EasyDPS®, EDC-MoveStar®, GOgistiX®, EDC-AgentLink®, and EDC Mobile™ apps in support of the military moving supply chain.

You can connect with Diana on LinkedIn where she regularly publishes articles on AI, CMMC, and software for moving and relocation : linkedin.com/in/dianacorona-edc

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CMSA College Scholarship 2027

CMSA will offer $2,000 scholarships to students who will be enrolled in an undergraduate program at an accredited college, university, or community college during the 2027-2028 academic year. Applicants are not limited to any particular field of study.

Each individual must obtain and complete the required documents listed below and submit them to be received no later than noon on **Tuesday, February 2, 2027,** to CMSA, 10900 E. 183rd St., #300, Cerritos, CA 90703, or e-mail to information@thecmsa.org. Winners will be notified by **March 12, 2027.** The awards recognition will take place at the CMSA's 109th Annual Convention at Atlantis Resort & Spa, Reno, NV, **during the Awards Luncheon on May 15, 2027**.

Application Requirements:

1) Completed scholarship application form.
2) Résumé.
3) Two letters of recommendation. Whenever possible, letters should be typewritten. One letter should be from a teacher/professor, counselor, or school administrator, and one letter should be from a community business member (not family).
4) A copy of your most recent transcript/report card.
5) Completed essay of 500-1000 words addressing the following topic:

   Describe a difficult situation you faced and explain how it helped you grow. Focus on resilience, determination, and the lessons you learned.

Eligibility Requirements:

* Student MUST be a California resident and an employee or child/grandchild of a CMSA mover member or associate member company. The member company must have a current ACTIVE membership status for at least one year and no outstanding balance.
* High school students must have a minimum high school GPA of 2.5.
* College students must show proof of enrollment and a minimum cumulative GPA of 2.5.
* Students must be enrolled in an undergraduate program at an accredited four-year college, university, or community college during the 2026-2027 academic school year. A minimum of nine units per semester/quarter.

Criteria for Selection:

Upon meeting the minimum eligibility requirements, scholarship recipients will be selected based on the quality and excellence of the essay.

CMSA scholarship awards will be mailed directly to the recipient in the name of the college or university for use during the 2027-2028 academic school year only.

If you have any questions, please call the CMSA office at (562) 865-2900.

2027 CMSA Scholarship Application

Name: _____
Last First Middle

Home Address: _____
Street City, State, ZIP

Telephone Number: (____)_____ Cell Number: (____)_____

Email Address: _____

Name of School Currently Attending: _____

Expected College Graduation Date: _____

Name of Employer or Parent/Grandparent (Sponsor) Associated with CMSA:

_____

Name of Company: _____ Position: _____

Address of Company: _____
Street City, State, ZIP

CAL-T Permit number (if applicable): _____

Sponsor's Signature: _____

(CMSA will not fund a scholarship to an ineligible student. If the student was paid before being identified as ineligible, CMSA will take steps to remedy the situation. *See eligibility requirements BEFORE applying for this scholarship.*)

Names of colleges and universities applying to and/or currently enrolled in:

* _____
* _____

Major Field of Interest:

_____

_____

High School GPA: _____ Current College GPA: _____

Student's Signature: _____ Date: _____

Please list your extracurricular and community activities. Include work experience, family activities, and hobbies. (Use separate sheet if needed.)

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Please answer the following in your essay in 500-1000 words:

Describe a difficult situation you faced and explain how it helped you grow. Focus on resilience, determination, and the lessons you learned.

If you are notified as being a scholarship recipient, you will have 10 days to respond to the CMSA scholarship notification, or you will forfeit the scholarship.

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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, Cerritos, CA 90703.



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Calendar of Events

Fri.-Sun. Nov. 6 - 8	CMSA Fall Board Meeting
Tues., Nov. 10	Mid Valley Chapter November Meeting
Wed., Nov. 11	Monterey Bay Chapter November Meeting
Thurs., Nov. 12	Central Coast Chapter November Meeting
Wed., Nov. 18	San Diego Chapter November Meeting
Wed., Dec. 2	Los Angels Chapter/ OC/BC Chapter Holiday Dinner
Tues., Dec. 8	North Bay December Chapter Meeting
Wed., Dec. 9	Northern Region Chapter Holiday Dinner
Thurs., Dec. 10	Sacramento Chapter December Meeting

109th Annual CMSA Convention

Atlantis Casino Resort & Spa, Reno NV

May 11 - 16, 2027



CALIFORNIA, COVERED

NORTHERN CALIFORNIA
(800) 817-5581
cstr@victorypackaging.com

SOUTHERN CALIFORNIA
(800) 288-5100
csla@victorypackaging.com



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Victory Packaging

Association Leaderboard Report

CA Leaders for the Month

		Total
1	Advantage Moving & Storage	7,965 lbs.
2	VIP Transport of CA	7,614 lbs.
3	Alexander's Mobility Services of Hayward	261 lbs.

CMSA Report
Food Collected and Delivered

Monthly	Year to Date	All Time
16,287 lbs.	66,289 lbs.	2,742,457 lbs.
13,572 meals	55,241 meals	2,285,381 meals







Have you checked your roster? If all is correct, check Yes ☐ and return form with your Company Name.
If you need corrections made, please complete this entire form and check CORRECTIONS NEEDED ☐.

CMSA ROSTER & WEBSITE UPDATE - 2027

Company Name:			
Main Office Street Address:			
City:	State:	ZIP:	
Published Mailing Address:			
City:	State:	ZIP:	
Phone #:	Toll-Free #:		
FAX #:	Published Website Address:		
Published Email Address:			
Name of Principal Company Officers / Position Title: **(Check (✓) one person to be the PRIMARY CONTACT to receive postal mailing. All names listed with email addresses will receive emails regarding chapter notices, link to online Communicator and announcements. Use an additional sheet if needed.)**			
☐ Name:	/ Title:	Email Address:	
☐ Name:	/ Title:	Email Address:	
☐ Name:	/ Title:	Email Address:	

BRANCH OFFICES: ($10 additional fee per month for each branch listed. DO NOT include main office.)			
Address:			Phone #:
City:	State:	ZIP:	FAX #:
Manager Name:			Email:
Address:			Phone #:
City:	State:	ZIP:	FAX #:
Manager Name:			Email:
(Use additional sheet if needed.)			

IF YOU ARE A HOUSEHOLD GOODS MOVER, PLEASE ANSWER THE FOLLOWING:

	Main Office	Branch #1	Branch #2
1. Name of van line affiliation if any.			
2. Do you have a warehouse?			
3. If yes, give square footage.			
4. Do you have a public scale?			
5. If yes, state capacity in pounds.			

(Note corrections or additions in any public scale listing in the current ROSTER on page 2.)

Did you check your Roster? Yes ☐ No ☐	Did you check the CMSA website? Yes ☐ No ☐	
Signature:	Position:	Date:

Please return to: CMSA, 10900 183rd St., Suite 300, Cerritos, CA 90703, or
Email to: information@thecmsa.org Phone #: (562) 865-2900

RETURN BY DECEMBER 15, 2026 (no guaranteed changes will be made if received after due date)

(TURN PAGE OVER)

NOTE ANY CORRECTIONS OR DELETIONS IN PUBLIC SCALE LISTING (IN BACK OF ROSTER) BELOW:

Company Name:		
Address:	City:	State:
County:	ZIP:	Phone #:
Company Name:		
Address:	City:	State:
County:	ZIP:	Phone #:

IF YOU ARE AN ASSOCIATE MEMBER - Please mark the appropriate box(es) below.

One category listing is free. Additional category listings cost $20 per category per year.

- ☐ Association
- ☐ Attorneys
- ☐ Auctioneers
- ☐ Auto & Boat Relocation
- ☐ Background Checks
- ☐ Cargo Optimization and Securement
- ☐ Commercial Mover
- ☐ Computer Services
- ☐ Consultants
- ☐ Corporate Headquarters
- ☐ Crates / Containers
- ☐ Crating, Packing & Shipping
- ☐ Credit Card Processing
- ☐ Custom Trailer Manufacturer
- ☐ Dispute Resolution
- ☐ Door Frame Protection Devices
- ☐ Drug & Alcohol Testing
- ☐ Employee Benefits
- ☐ Finance
- ☐ Fleet Fueling Solutions
- ☐ Freight Forwarders
- ☐ Furniture Dealer Corp. Move Mgmt Svcs
- ☐ Furniture Delivery
- ☐ Hawaii Movers
- ☐ HHG Trucker
- ☐ Independent Contractors
- ☐ Insurance / Financial Services
- ☐ Leads / Marketing
- ☐ Lab Moving: Temp.Sensitive Matl and Chems
- ☐ Leasing - Employee Equipment
- ☐ Manufacturer-Commercial Vans / Trucks
- ☐ Mexico Movers
- ☐ Military Move Management
- ☐ Mobile Storage
- ☐ Move Management
- ☐ Moving Company Marketing
- ☐ Moving Equipment / Rentals
- ☐ Nevada Movers
- ☐ Ocean Carrier
- ☐ Organizing, Packing and Resettling Svcs
- ☐ Out-of-State Mover
- ☐ Pack & Ship
- ☐ Paper Products / Packing Materials
- ☐ Payment Technology
- ☐ Port Agent
- ☐ Printing Services
- ☐ Repairs, Sales, Truck, Trailers
- ☐ Search Engine Optimization
- ☐ Software
- ☐ Third Party Specialty Services
- ☐ Truck Sales / Rentals
- ☐ Van Lines
- ☐ Warehouse Racking / Rental Equipment
- ☐ Other: _____

* * * *