



# *New Mexico* **TRUCKING**

PUBLICATION OF THE NEW MEXICO TRUCKING ASSOCIATION

p08  
FEATURE

## *A Lifetime Dedicated to Safety*

### ALSO IN THIS ISSUE

Real Time Truck Parking Information now Accessible on I-10

Confronting the Diesel Technician Shortage

The Bottom Line: There are Pros *and* Cons of Zero-Emission Trucks



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Spring/Summer 2024



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NMTA Managing Director / 2013–2023

# An Office of Common Sense

**First of all**, let me clarify that the trucking industry is not against clean air or more efficient ways to move freight nationwide and locally. In fact, it is quite the contrary; however, as traditional trucking is vital to the transport of goods today, there needs to be a steadfast strategy to allow companies to emerge into these more efficient avenues of transporting products. In doing so, this will impact the industry, thus pushing companies to the brink of closure and raising the cost of products to astronomical values. If you're the owner of your own trucks, this is paramount in the success of your private enterprise.

To put this into perspective, let's look back when automobiles slowly started replacing horses and wagons back in the 1900s thus the start of the modern world we enjoy today. Did the government mandate you get rid of your horses? Absolutely not! The automobile was simply the better answer for most travel and product movement based on horsepower (not a pun), speed and load configuration.

So, our questions are simply — **WHY** — Why are we not looking for the most efficient ways to accomplish the same goals today? Why are we not letting *the consumers*

*pick* the most useful way to achieve these goals without harming the environment? For example, we can let companies invest in Biofuels, which is the use of many byproducts of waste products that we use every day that can be used in today's diesel trucks; subsequently with zero modifications to the engine or CNG (compressed natural gas), another almost zero-emissions fuel type. Many of the largest trucking companies in the United States and beyond endorse these types of fuel usage. In short, let the consumers simply choose what financially fits their lifestyle while being good stewards of our planet; by dealing with issues not through regulations and mandates, as I assure you most voters do not approve, but through what makes sense and what will give better value to the industry and the future of our planet.

So, in lieu of trying to enforce laws and mandates and forcing EV vehicles on the motoring public that by their very production are destroying the earth people are attempting to save. These are some of the worst fire hazards that fire departments across the country have had to deal with in this decade, *so what this country and state needs desperately is an "office of common sense."*





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# Real-Time

## Truck Parking Information now Accessible on I-10

**S**ANTA FE, NEW MEXICO — The New Mexico Department of Transportation (NMDOT) has completed a \$2.7 million truck parking project, introducing the state's first Truck Parking Availability System (TPAS). This cutting-edge technology is a crucial tool to improve safety for truck drivers navigating the 164 miles of Interstate 10 (I-10) in New Mexico.

Truckers can now utilize electronic road signs and the state's 511 system to find available parking at all six rest areas along I-10 in New Mexico, including the Lordsburg Welcome Centers in both east and westbound directions, as well as the Anthony and Gage rest areas in the westbound section, and the Yucca and Las Cruces rest areas in the eastbound section. The state will also collaborate with app developers to integrate truck parking details into various trucking applications.

Finding safe parking is a top concern for most truck drivers. A 2020 survey by the I-10 Corridor Coalition revealed that 78% of drivers spend over 30 minutes searching for secure parking spots. The scarcity of safe parking often results in drivers resorting to parking on shoulders, ramps or other hazardous locations. The Federal Motor Carrier Safety Administration (FMCSA) notes that drowsy truck

### FINDING SAFE PARKING IS A TOP CONCERN FOR MOST TRUCK DRIVERS.

drivers were involved in around 13% of the nation's 5,000 fatal truck accidents in 2019.

"NMDOT is thrilled to introduce this groundbreaking system in New Mexico and is dedicated to leveraging technology to enhance highway safety," stated NMDOT Cabinet Secretary Ricky Serna. This initiative is part of the I-10 Truck Parking Availability System (TPAS) project, supported in part by a \$6.85 million grant from the U.S. Department of Transportation and matched 1:1 by the I-10 Coalition states. This initiative aims to provide truck drivers and dispatchers with real-time truck parking information on I-10 across Texas, New Mexico, Arizona and California. By 2025, when fully operational, TPAS will offer truck drivers details on over 550 parking spaces at 37 public rest areas along I-10 in all four states. For more information, please visit [www.i10connects.com](http://www.i10connects.com) or [www.dot.nm.gov/travel-information/trucking-industry/tpas](http://www.dot.nm.gov/travel-information/trucking-industry/tpas).





# A Lifetime Dedicated to Safety



*Jim Wilcox aka Mr. Safety*

Jim Wilcox was known as “Mr. Safety.” He was a Safety Supervisor for Yellow Freight for 27 years and with the company for 41 years. Prior to being a safety supervisor, he held multiple roles at the company, including truck driver, dispatcher and driver superintendent. In those roles, he was involved in operations, labor and safety. His years and roles with Yellow trained him in all the functions of the trucking firm. The work he did as a safety supervisor was primarily aimed at bridging the gap between the driver and management to make a company organization that understands and appreciates the problems facing all phases of the business.

Wilcox became involved in the New Mexico Trucking Association (NMTA)

in May 1972. He was the Chairman of the NMTA Council of Safety Supervisors (COSS) for four years and also served on the Hazmat Committee and the Executive Board during his continuing years with NMTA. When he first became Chairman of the COSS, there were 16 members in the group. By 1973, the membership had grown to at least 73. In his first year as Chairman of the COSS, the NMTA won the Summa Cum Laude Award from the American Trucking Association (ATA).

Wilcox was also involved in the organization of the annual New Mexico Truck Driving Championships (NMTDC). Prior to the NMTDC Awards Banquet being held in various hotel banquet rooms, it was held at the NMTA location,





AFTER WILCOX'S PASSING IN 1998, THE NMTA CREATED AN AWARD IN HIS NAME TO BE AWARDED TO A SAFETY SUPERVISOR OR OTHER APPROPRIATE ROLE FOR THEIR REPRESENTATION OF SAFETY IN TRUCKING.

where Wilcox grilled steaks served with baked potatoes and salad. Fifty years later, his children, Jim, Jr., and Susan (Sue), can still remember helping to clean the potatoes in their home dishwasher and baking them in their home oven!

Additionally, Wilcox held multiple Chairman positions with the ATA COSS. He also assisted the Arizona COSS and the Colorado Motor Carrier Association over a period of several years.

Wilcox lived safety all of his life. In addition, its application in his work and with the trucking industry was important when he was a volunteer firefighter in the Adams County Colorado Fire Department in the '60s. He taught everyone around him to consider safety first in all endeavors.

After Wilcox's passing in 1998, the NMTA created an award in his name to be awarded to a safety supervisor or other appropriate role for their representation of safety in trucking. This award is presented each year at the NMTDC Awards Banquet. It is an honor for Jim, Jr. and Sue to present this award in honor of their father.

Jim passed his love of trucking on to his son, Jim, Jr. In 1978, Jim Jr. started on the ICX dock after high school, and then became a driver. He later did that at PIE and was also a part-time, casual driver for CF, NW Transport, and System 99. He started at Yellow Freight in Durango, Colorado, in 1983 as a pick-up and delivery driver in a 90-mile radius around Durango.



*Jim Wilcox, Jr.*

Jim, Jr. was given Colorado's TDC Rookie of the Year Award and was second place in 3 Axle at the Colorado TDC in 1985. He competed in the NM TDC 20 times, won eight times and never placed lower than third. He was twice Grand Champion. In his first year at the ATA National Truck Driving Championships (NTDC), Jim, Jr. won the coveted ATA Sontheimer Award for exceptional skill behind the wheel, positive attitude and congenial personality. His





best ATA NTDC finish was fourth. He was New Mexico Driver of the Year twice, in 1994 and 2006. He also won Professional Excellence awards from Colorado and Yellow Freight. He was ATA National Driver of the Year in 2006.

The ATA recognized Jim, Jr.'s exemplary safety record of 800,000 accident-free miles, as well as his knowledge of and concern for the trucking industry, by appointing him Captain of the 10-member America's Road Team in 1990. America's Road Team members travel the country speaking to school classes and civic groups about highway safety and the trucking industry. They help educate the public on how to safely share the road with trucks.

In 1991, the Durango terminal was moved to Farmington, where Jim, Jr. and his family relocated. He retired from Yellow Freight in September 2009. After retirement, he was a state of New Mexico third-party CDL examiner at San Juan College in Farmington for close to five years, then worked moving Show Trucks by Kenworth/Peterbilt, Mack, Freightliner/Western Star around the country for five years with Spiff Services.

Jim, Jr. won the Yellow Million Mile Award in 1993 and was accident and citation-free his entire career. He is in the Yellow Freight Driver Hall of Fame.

Jim, Jr. also followed in his father's footsteps, volunteering for the NMTDC. He created and set up obstacle courses the drivers competed on for six years. He moved to volunteering as a course marshal for the last several years. He also assists with setting up the course and other tasks as needed. Additionally, Jim, Jr. has done pre-trip inspection testing at the ATA NTDC for 15 years and won the Volunteer of the Year Award in 2019.

In 2017, Jim, Jr. was selected as a TA/Petro Citizen Driver, and the TA/Petro Travel Center in Albuquerque was named after him. TA/Petro hosted a dedication luncheon that included Jim, Jr.'s family and people from different areas he worked and interacted with throughout his career.

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# Looking Ahead: Challenge Competition



The New Mexico State Police Commercial Vehicle Enforcement Bureau is in full swing preparing for the Challenge Competition in May. Our partnership with the New Mexico Trucking Association (NMTA) continues to flourish, and we look forward to another successful Challenge weekend at Isleta Resort & Casino. There are exciting changes with this year's competition, as each competitor will be ready to showcase their knowledge in the hopes of representing New Mexico at the North American Inspectors Championship in Indianapolis, Indiana.

In the coming months, the Commercial Vehicle Enforcement Bureau Strike Team will continue to focus its efforts on reducing CMV crashes and fatalities in high-risk areas. There have been many successful impact operations in all four corners of the state. Their mission is the same as any other driver: ensure you and your families return home safely!

As spring and summer approaches, we look forward to continuing our combined efforts with you, the professional drivers, to make New Mexico a safe place to travel and a safer place to conduct commercial vehicle commerce.

Best regards,  
Joseph J. Romero, Captain  
New Mexico State Police  
Commercial Vehicle Enforcement Bureau





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## CONFRONTING THE DIESEL TECHNICIAN

BY KRISTIN ALLMAN, *E&M Consulting, Inc.*

## Shortage

We've long heard about the professional driver shortage and its impact on the trucking industry, but the scarcity of critical resources needed to support daily operational efficiency may be even more troubling. Diesel technicians play an indispensable role in keeping our economy and transportation systems running smoothly, and a shortage of these key players poses hefty and far-reaching consequences for an industry wrought with

challenges. The American Transportation Research Institute (ATRI) identified the diesel technician shortage as a top research priority in the coming years, citing the need to add thousands of positions through 2030.<sup>1</sup>

### The Magnitude of the Shortage

According to the U.S. Bureau of Labor Statistics, the industry will need to fill more than 24,000 jobs a year between 2024

and 2032 — a sobering statistic, to say the least.<sup>2</sup> And that's not accounting for the 163,000 technicians projected to leave the field by 2030 due to retirement or other motivations.<sup>3</sup> The technician shortage has grown dramatically in the past decade; in fact, the demand for technicians outpaced the number of students completing their certifications by more than 500% in 2020.<sup>3</sup> By some estimations, the shortage costs the trucking industry more than \$2.5 billion





annually, and truck service companies \$1,200 a day in lost revenue for every technician opening.<sup>4</sup>

### Defining the Causes

There is no one specific cause of the ongoing shortage; rather, the causes can be traced to several competing factors. Research cites the aging workforce, rapidly evolving technological advancements, educational gaps and historically poor industry perception as the most consequential contenders. Properly addressing the issue will require collaborative efforts from all industry stakeholders, institutions and policymakers.

**Aging Workforce.** Baby boomers — representing nearly half of the current workforce — are set to retire by 2030.<sup>5</sup> With retirement comes a loss of knowledge and skill — sometimes decades of experience that is difficult to fill.

**Technological Advancements.** Truck technology is advancing more rapidly than technicians can be trained to maintain it. Today's heavy-duty trucks are equipped with complex electronic systems, diagnostics and dozens of computer processors that generate thousands of fault codes that communicate with each other.<sup>4</sup> Skilled technicians must be able to navigate the complexities of these systems and have an equally robust knowledge of hydraulics, transmissions, electrical systems and preventative maintenance.<sup>4</sup>

**Educational Gaps.** Students seeking diesel technician training typically complete a short certificate program or one- to two-year associate degree.<sup>5</sup> Modern diesel engines are extremely expensive — upwards of \$95,000 for a heavy-duty gas engine — so students are often trained on older equipment, leading to a skills gap that is difficult to overcome.<sup>5</sup> Additionally, original equipment manufacturers often produce proprietary diagnostic systems — systems they are often hesitant to share with technical schools and vocational colleges.<sup>5</sup> This hesitancy puts students at a significant disadvantage as their skills are often obsolete before they enter the job market. As engines become more advanced, diesel technician training often falls short. As diesel technicians struggle to keep up with emerging technologies, professional drivers in need of truck repair face increased downtime, leading to inefficiencies and increased dissatisfaction.

Truck complexity necessitates increased maintenance, and as manufacturers scramble to meet new emissions standards, commercial trucks have more failure points

## TACKLING THE WORKFORCE SHORTAGE IS NO SMALL FEAT, YET STARTING SMALL CAN OFTEN AMOUNT TO SUBSTANTIAL GAINS.

today than in any other period in history. The complexity of these systems means it takes much longer to diagnose a problem, and technicians must possess highly specialized skills to keep up.<sup>6</sup> Unfortunately, most training falls short.

**Poor Industry Perception.** The trucking industry has long struggled with poor outsider perception. Common stereotypes continue to plague the diesel technician image, with many viewing the profession as dirty, demanding and low-paying.<sup>4</sup> Dismantling the stigma and changing this common perception is key to attracting new talent.

### Actionable Solutions

Considerable work needs to be done to both attract and retain qualified talent, and that starts with appealing to the younger generations. Some trucking companies have found success in partnering with local high schools, providing mentorships or developing curriculums or internships geared toward diesel technician training.<sup>7</sup> Trucking companies should also make a conscious effort to cultivate strong relationships with area technical schools. Donating used tools/equipment and offering to speak with current students are positive ways to build those relationships. Trucking companies that actively work to build name recognition and trust often experience a higher applicant pool from those programs.<sup>5</sup>

Retaining existing staff often requires a culture shift that includes adjustments to workplace atmosphere, compensation/benefits and timely training. Trucking compa-



nies should focus on creating a nontoxic culture that prioritizes employee well-being. Scheduling flexibility, tool allowances and stipends for additional training are all investments that can help technicians feel valued.<sup>7</sup> Trucking companies may also consider incentivizing technicians to register for certifications by offering to reimburse registration fees or providing signing bonuses to applicants who possess desirable skills.<sup>3</sup>

Regardless of approach, proactive measures should be implemented continuously to address the issue. One way for trucking companies to identify and address common challenges is to form a committee comprised of technicians and managers. The committee can work to identify the problems leading to technician turnover and develop actionable solutions that promote retention.<sup>5</sup>

Tackling the workforce shortage is no small feat, yet starting small can often amount to substantial gains. Turning a blind eye to the problem will only increase costs, lower efficiencies and frustrate the dedicated professionals who represent the backbone of this critical sector. Investing in educational programs, targeted recruitment and retention initiatives can help bridge the divide and promote a stable and profitable future.

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# The Bottom Line:

## THERE ARE PROS AND CONS OF ZERO-EMISSION TRUCKS

BY VICTORIA LUING, *E&M Consulting, Inc.*



The United States would not be as successful as it is today without the dedicated individuals in our trucking industry. Many don't realize that the distribution of all our goods in every store and warehouse depends on the drivers transporting materials all over the country. A very crucial part of our economy, the trucking industry transports upwards of 72% of all U.S. goods, totaling over \$10.4 trillion each year.<sup>1</sup> Because of our demand and need for the trucking industry within U.S. society, trucks and vehicles within the industry emit more than 25% of the U.S.'s total greenhouse gas emissions (GHG).<sup>1</sup> Moving forward, there is a pressing need to transition to zero-emission (ZE) electric-engine trucks to reduce the amount of GHG in the future.<sup>1</sup> But, how feasible is this goal to transition all engines, and what will it take to get every fleet on board?



## Known Facts

Before considering the pros and cons of initiating a nationwide transition to ZE electric long-haul and carrier trucks, we have to discuss known facts about the industry. Daily, around 7 million freight trucks circulate throughout the U.S., and in the span of a year, they emit 25% of our country's GHG, which includes carbon dioxide and nitrogen oxides.<sup>2</sup> These pollutants threaten humans' cardiovascular and respiratory health, especially truck drivers. Depending on the vehicle, most trucks will use diesel, natural gas, gasoline and liquid petroleum (LPG) as fuel, with diesel taking the lead in the marketplace.<sup>3</sup> The American Trucking Associations (ATA) explains that they're aware of truck emissions, and many fleets are searching for ways to lessen their energy consumption — as of right now, natural gas is the next best choice, and ZE electric engines are another viable option.<sup>3</sup>

Several factors must be considered when attempting to increase the efficiency of vehicle engines while reducing fuel consumption and emissions. Before changing the engine or fuel type, fleets can consider fuel-efficient tires, lighter equipment, aerodynamics, idle-reduction equipment and speed governors.<sup>3</sup> Other modern technologies, such as selective catalytic reduction and diesel particulate filters, have been known to improve the industry.<sup>3</sup>

The ATA "supports efforts to improve fuel efficiency and reduce greenhouse gas emissions in the trucking industry. ... and continue to monitor the emissions landscape and provide necessary feedback to federal and state regulators regarding the

impacts of continued emissions reduction strategies on the industry."<sup>3</sup> Thanks to the efforts of truckers and the government, the U.S. has made immense strides in reducing emissions. Compared to trucks used in the 1980s, today's trucks use a clean diesel that produces 99% fewer emissions.<sup>4</sup> This means that it takes 60 of today's trucks to emit the same amount of GHG as *one* truck did in 1988.<sup>4</sup> So, while the trucking industry still emits GHG, they are nowhere near as potent as they were a few decades ago.

## Advantages

There are pros and cons to transitioning to ZE electric trucks, and the trucking industry is aware of them all. Making changes of this magnitude will take many discussions and require a lot of public and government participation. As a whole, there are more advantages to making this transition than disadvantages, but it will take time and money to make things happen.

## CLEANER AIR

The biggest concern about emissions from large trucks is, of course, air pollution. The transportation of our goods by truck continues to grow each year, and by 2050, it's expected that 65% of tonnage will be shipped by truck.<sup>2</sup> With the growth of freight tonnage comes the growth of emissions. Switching to zero-emission engines will undoubtedly improve our nation's air quality. In 2022, the U.S. made a commitment that by 2040, ZE trucks would reach 100% sales nationwide.<sup>2</sup> A hard ask, yes, but making this shift would mean that the operation of ZE trucks would jump from 1% to over 75% by 2050 for all medium- and heavy-duty trucks.<sup>2</sup> If a transition of this

degree were to happen, by 2035, GHG truck emissions would be down 20%, and by 2050, emissions would have decreased by 75%.<sup>2</sup>

These would be some significant numbers! With less polluted air, the health of all truck drivers and the general public would be significantly improved. Health benefits would range from more than 1.75 million fewer asthma attacks, 8 million workdays gained rather than lost and the prevention of almost 67,000 premature deaths from cardiovascular and respiratory health problems.<sup>5</sup> Drivers who spend more than half a day in their cabin could, literally, breathe easy.

## A QUIET OPERATION AND IMPROVED WORKING ENVIRONMENT

Switching to ZE trucks would also decrease the amount of noise pollution. In 2015, a study found that some cardiovascular defects in adults could be linked to extended exposure to noise from road traffic.<sup>5</sup> Yikes! Mental well-being and the ability to concentrate are important factors that noise exposure disrupts. Drivers with prolonged exposure to noise pollution struggle with headaches, high blood pressure, hearing loss, anxiety and dizziness.<sup>5</sup> Electric battery trucks would operate quietly compared to diesel engines, which would be extremely beneficial to those drivers who rise early or work late into the night.

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**THERE ARE PROS AND CONS TO TRANSITIONING TO ZE ELECTRIC TRUCKS, AND THE TRUCKING INDUSTRY IS AWARE OF THEM ALL.**

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ZE trucks are typically created with the comfort of the drivers and passengers in front of mind. Features like improved noise isolation, ergonomic seating and climate control systems are just a few of the benefits ZE truck cabins will have that make driving more comfortable and reduce fatigue.<sup>6</sup> Driver well-being would be enhanced by the smoother acceleration and braking systems, and the safety mechanisms would be more advanced and able to predict crashes or unsafe situations quicker.<sup>6</sup>

#### LOWER MAINTENANCE COSTS

Alongside an improved environment, the trucking industry could see immense maintenance cost savings by switching to ZE trucks. The advanced safety monitoring and sensors could save money with the constant data analytics that identify issues before they arise, reducing the downtime necessary to make repairs. And because electric engines have a simple power train, there are fewer moving parts within the vehicle, and therefore, fewer fluids are required, such as transmission fluid, coolant and engine oil.<sup>5</sup> That means little-to-no oil leaks and less fluid changes.<sup>5</sup> Another feature of electric truck engines is that they have a regenerative braking system that reduces the amount of wear and tear on tires, ultimately reducing maintenance needs.<sup>5</sup>

#### Hindrances

Even with all the advantages mentioned above, there are still aspects that have not been fully thought out and parts of this transition that would be extremely difficult to navigate.

#### CHARGING STATIONS, EXPENSES AND LIMITATIONS

The biggest and most overlooked feat of transitioning to ZE-only trucks is how many charging stations will have to be installed throughout the country. Not just

how many, but how many AND *where*. If we skip past the irony that charging electric vehicles consumes an enormous amount of energy, we have to at least talk about how charging stations are expensive, and we lack the necessary space to install them. Currently, there are only 64,000 charging stations throughout the U.S., which are only for passenger vehicles.<sup>1</sup> This absence of charging networks will limit truck drivers to private chargers in warehouses, trucking depots or other regional routes.<sup>1</sup> Now, transitioning to ZE engines *will* benefit conventional short-haul truckers because their driving range is much smaller than long-haul drivers. Short-haul drivers would also have easier access to charging stations. However, long-haul drivers travel great distances daily, and where they can drive up to 2,000 miles on a diesel engine without refueling, they will only be able to drive 500 miles with an electric engine before recharging.<sup>1</sup> Who knows where a driver might end on their journey when it's time to recharge? Would there even be a safe place for them to park, let alone a charging station?

To invest in public charging and refueling infrastructure for ZE trucks, the U.S. would have an expenditure of nearly \$20-\$30 billion, which does not count upgrades, maintenance and hydrogen compression for the batteries.<sup>2</sup> Additionally, an electric-battery semi will cost nearly 2.8 times more (upwards of \$480,000) than a traditional diesel long-haul truck (\$180,000-\$200,000).<sup>1</sup> Most trucking companies in the U.S. are small businesses — meaning they will not be able to afford an expense as high as this, and complying with new laws might put them out of business.<sup>4</sup>

An electric battery is a heavy item. A normal battery-electric truck will run on two 8,000-pound lithium-ion batteries.<sup>4</sup> That's

much heavier than a normal diesel-run engine, and the trucking industry must follow federal weight limits to keep roads and bridges healthy and to limit tailpipe emissions.<sup>4</sup> Electric batteries will have to be replaced when they reach the end of their limited lifespan. Since they contain hazardous materials, disposing of electric batteries poses an environmental concern, and discussions will be needed about where this could occur safely.

#### The Bottom Line

There are advantages and disadvantages to transitioning our trucking industry to zero-emission electric batteries, and the U.S. government needs to consider all factors before making a final decision. The ATA has never doubted the necessity of reducing emissions and air pollution, and they state, "Success will depend on national standards with achievable targets and realistic timelines that enable innovation to flourish."<sup>4</sup> If we want to work toward a zero-emissions future, we first have to discuss the substantial time and investment this will take, and then we must be willing to work together to reach this goal.

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<u>DATE</u>	<u>EVENT</u>	<u>PRICE</u>	<u>QUANTITY</u>	<u>TOTAL</u>
5/16/2024	____ Golf Classic	\$150.00 Ea.   \$575.00 Team	_____	= _____
5/17/2024	____ Annual Membership Breakfast	\$0 (NMTA member & guest)	_____	
	____ Breakfast Guest	\$25.00	_____	= _____
5/18/2024	____ TDC	\$150.00	_____	= _____
	____ Banquet (ADULT)**	\$85.00	_____	= _____
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Online Card Payments are acceptable: Contact us for details at [cruz@nmtrucking.org](mailto:cruz@nmtrucking.org)

**GRAND TOTAL:** \_\_\_\_\_

**April 19<sup>th</sup> is the absolute last day to submit registration for event!**

**Make checks Payable to: NMTHSA | 4700 Lincoln NE | Albuquerque, NM 87109**

<u>Event</u>	<u>Date</u>	<u>Time</u>	<u>Location</u>
Golf Classic	Thursday May 16, 2024	7:00AM Registration 8:00AM Tee time	Sandia Golf Club
Breakfast Meeting	Friday May 17, 2024	8:00AM	Isleta Resort & Casino
TDC	Saturday May 18, 2024	6:00AM	Isleta Resort & Casino
Banquet/Cocktails	Saturday May 18, 2024	6:00 PM	Isleta Resort & Casino
Dinner		7:00 PM	Isleta Resort & Casino

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