

New Mexico **TRUCKING**

PUBLICATION OF THE NEW MEXICO TRUCKING ASSOCIATION



Jose E. Berrones

p08

FEATURE

**TOP SAFE DRIVER
FOR UPS IN NEW MEXICO:
FOUR DECADES OF DRIVING,
A LIFETIME OF EXPERIENCE**

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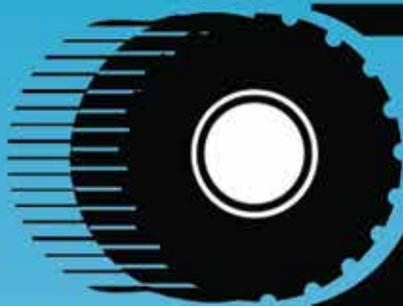


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Johnny Johnson



NMTA Managing Director / 2013-2021

To say the 2021 legislative sessions were a bit odd is being extremely kind in my humble opinion, many sectors of New Mexico's society was deeply affected by the lack of transparency of our elected officials.

We (the New Mexico Trucking Association) took positions on many bills that would seriously impact the industry and some we had a voice in and others not so much. As many of you understand during a normal session and throughout the year we meet with legislators either in their office or on their home turf, which obviously that did not happen this past year so some bills we deeply opposed got through and some bills we supported died in committee. 162 bills were sent to the Governor and 140 were signed into law.

So listed below is brief recap of bills we targeted this session: **red** we opposed, black we supported

The bills signed by the Governor and will be in effect as of July 1st 2021

HB 2 Cannabis act: this is still illegal by federal standards under FMCSA for CDL holders that test positive for cannabis use, with a driver storage growing unchecked very day as our counter parts in other states that approved the same cannabis law have experienced it has a very negative

effect on the driver pool and highway safety in general we expect the same in New Mexico.

HB4 civil rights bill, given the right to sue ANY entity and public official's example policemen and firefighters, emts, and state and county governments if anyone thinks their civil rights have been violated ,so I ask you "would you become a law enforcement officer knowing that you could be sued for even an unsubstantiated complaint?"

HB11 raiding the permanent fund to add money to LEDA fund early learning k thru 12

HB270 autonomous vehicles, adding language to the motor vehicle code to include autonomous vehicles.

HB20 paid sick leave

SB 186 move some responsibilities to NMDOT from DPS at ports of entry

SB 325 If a company and or an individual damages a roadway and or bridge they would be financially responsible for all damages.

SB10 repeal abortion ban

SB20 move a larger % of vehicle excise tax to road fund

SB 121 move bond funds to road fund (housekeeping is all this was)

SB73 IRP fees to road fund in lieu of general fund

Bills that did not make to the Governor's desk or were vetoed by her:

SB186 a fuel tax increase across the board of 1 cent per gallon increasing at 1 cent per year for 5 years then sunseting, we NMTA felt this increase was appropriate and not excessive knowing in the past it has been as high as 30 cents per gallon with no sunset clause, so we supported this with the full understanding it would be almost impossible for the state to come back anytime soon (3 or 4 years) and ask for another increase. **Died in 2nd committee**

SB 58 purchase electric vehicle credit with the green new deal everywhere we can't figure this one out at all? **Died in 2nd committee**

SB 130 purchase credit for electric vehicles same here no rhyme or reason **Died after 2nd committee**

In closing this session was a blank check for the state at all angles and as far as we can see they took full advantage. I encourage everyone to please vote in 2022.



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Mario Archaga



NMTA President / 2021

Mario Archaga, Director of Public Affairs, UPS West Region

Mario Archaga is a sales, logistics and advocacy professional with more than 33 years of experience in the Transportation Industry. He currently serves as the UPS State Government Affairs Director for Colorado, Arizona, New Mexico, Utah and Oklahoma, where he advocates for industry, equity and sustainability priorities on behalf of the world's largest package delivery company.

Mario's UPS tenure has included domestic and international air/ground operations, marketing, sales and business consulting, business development strategy, executive coaching, and leading sales operations for the 25 states in UPS's West Region.

Mario has served on multiple business and industry boards, he is a guest instructor at Chapman University and gives back to his alma mater as a Corporate Mentor to students at California State University, Long Beach (CSULB).

A father of three and grandfather of one, Mario enjoys volunteering with environmental and philanthropic organizations, competing in amateur athletic events, and traveling the globe (in non-pandemic times) to visit friends and family in Asia, Europe, and the Americas.

FELLOW NMTA MEMBERS,

I want you to know what an honor it is for me to begin my term as President of the New Mexico Trucking Association Board of Directors. I am humbled to have been selected to join the exemplary list of past Presidents and look forward to serving with the NMTA Staff, our outstanding team of Directors and Executive Director, Johnny Johnson.

I want to thank my predecessor, Raul Garcia's, tireless efforts as President of the NMTA Board. Raul's measured leadership helped us navigate the challenges we faced at the height of the pandemic. Raul is a true servant leader that has set the bar very high for all subsequent Presidents.

As we all know, the worldwide pandemic has brought about numerous challenges for our industry and the association. Many New Mexicans are out of work, and many members are struggling to keep their businesses open. While these unprecedented times have been difficult for us all, our country has realized how critical the trucking industry and our drivers are to

keeping the economy and our communities moving – in short, Trucking Matters.

You, through your collective efforts, have proven that New Mexico Truckers are some of the most essential workers. Our people have braved adverse conditions to ensure that medical supplies make their way to healthcare workers, and that food, water and household necessities are delivered to store shelves. For that, I am thankful.

While I was disappointed that we missed the opportunity to share time together during the Annual Conference and the State Truck Driving Championships, I'm excited to attend in 2021. These are great events for our industry; they give us a chance to network learn about new issues, challenges and solutions, and they present opportunities to recognize our drivers and showcase their skills.

While online meetings and conferences can be inconvenient, this new reality will not stand in the way of reaching our goals or supporting our members. Your Voice of Trucking in New Mexico will continue to use technology to support

the transportation industry in the state. Virtual meetings and training sessions are just some of the ways that allow us to tune into local needs.

NMTA is only as strong as our membership. The board and I are committed to working to support our many priorities, but we can't do it alone. As President, I am asking all of you to be active in helping us strengthen our voice as an industry and help us increase our membership to further strengthen our collective voice in Santa Fe.

Finally, I want to reiterate how thankful I am for this opportunity to serve the New Mexico Trucking Industry in this new role, and I look forward to working with each of you. Let's do this – together.

Respectfully,

Mario Archaga,
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TOP SAFE DRIVER FOR UPS IN NEW MEXICO:

FOUR DECADES OF DRIVING,

a lifetime of experience

UPS SEMI-TRUCK DRIVER JOSE E. BERRONES, AKA HENRY TO THOSE CLOSE TO HIM, HAS BEEN BEHIND THE WHEEL OF A 12,000-POUND SEMI-TRUCK FOR 42 YEARS.

Over that time, he's seen it all when it comes to distracted and aggressive drivers, weather events and animal crossings. He travels daily from Roswell to Albuquerque and back, moving our world forward by delivering what matters.

Henry is a native of Roswell, New Mexico and plans to retire there later this year. He is part of an elite group of UPS drivers in the Circle of Honor, with 10,411 members who have driven more than a quarter of a century without an accident. Henry will be celebrating 40 years of safe driving in July.

Here, Henry shares some of his experiences from his career as a professional driver covering more than 2.8 million miles.

WHAT YEAR DID YOU JOIN UPS?

In 1977 as a full-time package driver, and I began driving the semi-trucks in 1979.

WHY DID YOU JOIN?

I've always been a driver, and I heard that UPS was a good company.

WHAT DO YOU LIKE BEST ABOUT YOUR JOB?

The freedom to do your job without too much oversight and being out on the open road. It's the feeling that you're an important part of commerce. You're accomplishing the movement of important goods that keeps the world running.

UPS is on top of vehicle maintenance and safety. The trucks have an end-of-life date, which means you're always getting new equipment. They keep up with the latest technology. Over the years, I've driven several different makes and models, including International and Mac trucks,

but my favorite is the 2019 Freightliner Cascadia. It's super comfortable, automatic transmission, all the latest electronic gadgets and plenty of torque.

WHAT ARE THE BIGGEST CHALLENGES OF YOUR JOB WHEN IT COMES TO DRIVING ON THE ROAD?

It starts before you take off. Take care of yourself, stay in good health, get enough sleep and do the same for your truck. You have to check the tires and hoses and make sure everything is in good working order before you start your day. The pre-trip is by far the most important thing. You may be in a rush, running a little late that day, but you can never let that impact how you follow the safety methods and procedures. There are no shortcuts in safety.

WHAT IS THE SECRET TO YOUR SAFETY RECORD?

Make sure you get your rest. Check weather conditions ahead of time and drive to conditions. You have to respect

the weather. Know what to expect for the day so that you can prepare both physically and mentally.

Be alert, aware of your surroundings, and keep space around you. Learn how to communicate in traffic using your horn, lights and signals. Always establish eye contact, and don't gamble. Stay ahead of your work so you don't have to react at the last minute. Keep road awareness at all times. Be prepared. Expect the unexpected.

WHAT SAFETY TIPS DO YOU HAVE FOR OTHER DRIVERS SHARING THE ROAD WITH SEMI-TRUCKS?

Sometimes you come across vehicles that can't go the speed limit on the freeway but are still driving in the fast lane. It can be difficult when you come around a corner to measure how fast a vehicle is driving. If you can't drive the speed limit, turn on your hazard lights to let other vehicles know.

Always keep your distance from big trucks. Pass on the left versus the right; don't tailgate. If you're not going the speed of traffic, don't merge in front of big trucks because they have limited time to react. The tires of big trucks pick up road debris that can hit your windshield. Always signal so that others know your intention. Don't make erratic moves. It's not worth the risk.

When you get in a skid from ice, don't hit the brakes. Slow down by letting off the accelerator and downshifting. Stay calm and focused, follow your training so that you can remain in control of yourself and your vehicle. It's the same for dust storms and heavy rain. You don't know how others will react. Sometimes other drivers will slow or even stop in the middle of the road. It's not worth the risk, so pull off in these situations.

HAVE YOU EVER HAD A CLOSE CALL?

Once a wrong-way driver crossed the median coming straight toward me. I thought he would hit me, but I swerved to the right, and he drove off the road behind me. I called 911. Another time a truck was passing me, and as he came up next to me, one of his tires blew out. It was so loud it sounded like a gunshot. I looked in the mirror and confirmed the driver was okay. If it would have been the driver's side tire, he could have easily lost control and run into me or swerved off the road.

HOW DO YOU AVOID HITTING ANIMALS ON THE ROAD?

If you're in a dark area, keep your bright beams on and scan both sides of the road well ahead. When you see one, there are usually more. That's why you have to be aware of the road and be prepared to react in time.

WHAT ABOUT AVOIDING HIGHWAY HYPNOSIS?

Make sure you're alert. If you begin to feel tired, pull over and walk around a little. You have to learn little things to help you stay alert. I always carry a bag of sunflower seeds. It helps me focus. And I don't wear earbuds, but I play upbeat music to break up the monotony. Sometimes drivers do whatever they can to stay on the road when they really should be off the road. Make sure you get the needed rest before you take off.

HAVE YOU NOTICED A CHANGE IN DRIVER HABITS OVER THE YEARS?

You could be doing your best driving and be confronted with road rage. One time, close to the Albuquerque hub, a driver thought I was slowing him down. So he decided to make his point



Henry stands second from the left, as he joins the UPS Circle of Honor in 2006.

"IT'S THE FEELING THAT YOU'RE AN IMPORTANT PART OF COMMERCE. YOU'RE ACCOMPLISHING THE MOVEMENT OF IMPORTANT GOODS THAT KEEPS THE WORLD RUNNING."



by pulling in front of my truck and hitting his brakes. It was not smart on his part, but you have to keep your calm and be prepared. I'm a mellow guy, and for the most part, I try to be laid back no matter what the situation. It helps me focus on what I need to do.

HOW DO YOU FIGHT COMPLACENCY BEING ON THE SAME ROUTE FOR SO MANY YEARS?

You don't need a watch on the open road. You remember landmarks. Then you know how you're doing without keeping track of time. It makes for a shorter day. My favorite view is the high country, forest, trees, wildlife and the Sandia Mountains, especially when there's snow on the peaks.

WHAT'S YOUR BEST SAFETY TIP FOR TEENS?

Don't hug the inside lane. Try to stay in the right lane. You'll have better visibility and reaction time. If you stay in the left lane, a car could easily move into your blind spot without you noticing. It's also easier to exit.

FUN FACT OR SOMETHING YOU'RE PROUD OF:

Driving alone on the highway, you might think you're alone, but I know the good Lord has always been by my side. I've been fortunate to work for a good company that has provided for my family and me for a lifetime without any work interruption. I look forward to spending more time with my three kids Camille, Felicia and Jose E. Jr., and my grandkids Isabella (15), Marcos (13), Amari (4) and Maddox (2), on my pecan farm in the country.

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NEW MEXICO STATE POLICE

COMMERCIAL VEHICLE ENFORCEMENT

BY CAPTAIN ROMERO

The New Mexico State Police, Commercial Vehicle Enforcement, (NMSP-CVE), of the New Mexico Department of Public Safety is the lead Motor Carrier Safety Assistance Program (MCSAP) agency within the State of New Mexico. The mission of the NMSP-CVE is to promote safety on New Mexico highways by providing law enforcement traffic services to the motoring public, to ensure the safe and legal operation of commercial motor vehicles and to prevent the introduction of illicit contraband into New Mexico while facilitating trade. The ultimate goal of the NMSP-CVE is to reduce crashes involving commercial motor vehicles.

This mission is accomplished by enforcing the state's Criminal Code, the Motor Transportation Act, the Motor Vehicle Code and additional federal/state commercial motor vehicle safety regulations as adopted in the New Mexico Administrative Code.

NMSP-CVE Officers and Transportation Inspectors conduct commercial motor vehicle inspections at fixed and roadside locations. Officers patrol highways and conduct traffic stops and inspections.

The Compliance Review Unit conducts Comprehensive Safety Analysis Investigations on intrastate and interstate commercial motor carriers, while the Safety Audit Unit conducts Safety Audits on interstate carriers.

The NMSP-CVE works with the Federal Motor Carrier Safety Administration (FMCSA), of the United States Department of Transportation, with the focus of motor carrier safety in New Mexico. NMSP-CVE is also a member of the Commercial Vehicle Safety Alliance (CVSA). CVSA aims to achieve uniformity, compatibility and reciprocity of commercial motor vehicle inspections and enforcement between each of the United States of America, Canada, and Mexico. The Bureau has a close working relationship with the New Mexico Trucking Association with a mutual focus toward improving safety and increasing efficiency for commercial transportation.

The NMSP-CVE has recently implemented a new inspection software, TraCs, which will assist us in analyzing safety data and recognizing trends in the industry. This allows us to streamline data to state and federal partners more efficiently.

NMSP-CVE is committed to community outreach and educating the public. A brand new, state of the art mobile driving simulator will be featured at future public events such as the New Mexico State Fair and the Albuquerque International Balloon Fiesta. This driving simulator will place participants behind the wheel, allowing them to experience first-hand the skills which are required to safely operate a commercial motor vehicle.



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DELIVERING WHAT MATTERS: SAFETY, HOPE AND HEALTH

Since the COVID-19 pandemic hit in early 2020, the trucking industry has been a lifeline to the American people and economy. Carrying everything from critical household items, to PPE, to testing supplies, and now vaccines — truckers have proven themselves heroes.

Behind the scenes, UPS and UPS Healthcare developed solutions to ensure these heroic drivers had the technology and tools necessary to transport specialized shipments, especially vaccines.

PROTECTING PRECIOUS CARGO

To help ensure vaccines remain viable throughout their shipping journey, UPS Healthcare deployed special monitoring technology on every vaccine shipment.

OnAsset SENTRY 500S FlightSafe® is a GPS-enabled device specifically designed for the pharmaceutical industry. This technology was first adopted by UPS Healthcare/Marken in 2015 and has been used extensively in UPS clinical trial logistics since then.

Sentry transmits data about factors that could delay or damage sensitive healthcare shipments like vaccines — location, temperature, motion and shock, light exposure (open box), atmospheric pressure and remaining battery life for the device. These details are transmitted in real-time to the UPS Healthcare command center, a 24/7 monitoring center dedicated to safeguarding the timely delivery of vaccine shipments and other critical healthcare packages.

LOCATION, LOCATION, LOCATION

While upgraded tracking capabilities had been in UPS's pipeline for months, COVID-19 catalyzed their implementation.

UPS® Premier Gold mesh sensors (about the size of a credit card) are placed on each package in a vaccine shipment. As these priority packages are processed through key UPS hubs, sensor readers record the progress of each individual package as it moves along the conveyors.

This information is relayed to the command center, and if a package is off course, the local operation is able to intervene. Using a custom package locator app that registers the proximity of the mesh sensor, hub employees can pinpoint the location of critical healthcare packages to within mere feet.

These sensors also help ensure vaccine shipments and other critical healthcare packages receive priority placement when loaded on planes, trailers and delivery trucks.

PUTTING THE COLD IN COLD-CHAIN LOGISTICS

It's been widely publicized that certain COVID-19 vaccines must be kept at ultra-cold temperatures during transit. But what's rarely mentioned is that many facilities expected to distribute these vaccines are not set up to maintain the doses at the required temperature once they arrive.

UPS Healthcare has dry ice capabilities to service customers at point of service locations, for cold chain products or vaccines,



including a ground network of hubs that can facilitate one-day shipments anywhere in the country.

Additionally, UPS has partnered with Stirling Ultracold to offer ULT portable freezers to dosing centers that don't have ultra-cold storage available. This has been especially helpful for smaller point of care facilities that require a more permanent solution for longer-term freezer storage.

DELIVERING WHAT MATTERS

Backed by the power of innovation, truckers have been delivering safety and hope throughout the pandemic; now, they are fueling progress toward a post-COVID world. As we all continue to recover from this pandemic and prepare for whatever the future holds, UPS will charge ahead with healthcare logistics solutions that ensure our drivers can deliver what matters for our customers, communities, country and world.

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TRANSPORTATION

Michael R. Sandoval, *Cabinet Secretary*

The New Mexico Department of Transportation launched a revamped ‘Toss NO Más’ litter campaign on May 10, 2021.

“Roadside litter has become a persistent issue for the department and New Mexico,” said Transportation Secretary Mike Sandoval. “We have 886 boots on the ground picking up litter and roadside debris throughout the year, but the problem is ongoing. The day after a stretch of road is cleaned, new trash starts to accumulate. During the pandemic, the problem seemed to get worse. PPE was found everywhere. We are asking for everyone’s help,” adds Sandoval.

The ‘Toss No Más’ campaign was created in the ‘90s by Cooney-Watson Productions. After visiting 96 locations around the state, it was discovered on average, litter in New Mexico was found along the busiest highways every three feet!

Working off a limited budget, Jim Terr, a Santa Fe songwriter, was asked to write a memorable song with an anti-litter public service message. That’s where ‘Toss No Más’ was born. Singer/guitarist Michael Hearne

of Taos was brought on to sing a soulful version of the song which became a well-known anthem across New Mexico.

Recognizing the current litter issue, the NMDOT decided to bring back the successful Spanish slogan and give it a modern face-lift.

The department found the largest litter accumulations come from people not tying up their garbage bags, tarping their loads or picking up dropped litter or debris.

A new logo and slogan “Can the Trash” was created by RK Venture along with a broader message to “Tie it. Tarp it. Pick it up,” which was suggested by a citizen and self-proclaimed “Trash Ninja” who lives in Abiquiu, New Mexico and works tirelessly to organize cleanup efforts in New Mexico.

A fun, new jingle spoofing a song from the ‘80s will play on the radio. Digital ads and social media campaigns along with static graphics will be found on billboards and wrapped around ice bag containers at gas stations. In addition to a website — www.tosnomasnm.com — where people can find information about the campaign containing

facts about how litter affects our communities, advice on how to tie/tarp loads on vehicles and ways for people to get involved and volunteer in their neighborhoods.

The NMDOT reminds New Mexicans that any individual, business or organization can participate in the Adopt a Highway Program. The only requirement for the cost-free service is to organize two clean up events per year in exchange for a sign with the participants name and a clean stretch of roadway. For more information, contact Jolene Casados at jolene.casados2@state.nm.us.

The New Mexico Department of Transportation held a statewide ‘Toss No Más’ litter cleanup event on Saturday, June 5.

“This event was coordinated internally with DOT employee participation only, but we hope to hold frequent Toss No Más cleanup events in the future and eventually include municipalities and public volunteers. The event was incredibly successful,” said Sandoval.

In total, 155 DOT employees participated.

- 1,082 bags of trash were collected
- Total weight equaled 18 tons
- Employees accrued 759 total labor hours
- \$26,969 spent on labor and equipment costs



TOSS NO MÁS

ITEMS COLLECTED INCLUDE:

- Lumber
- Drywall
- Carpet
- Wood palettes
- Large cardboard boxes
- Lengths of pipe
- Semi tires
- Canvas tents
- Tools
- Disposable masks
- Household trash
- Cans
- Buckets
- Clothing
- Car parts
- A BBQ grill
- A couch
- A mattress
- A toilet
- Hypodermic needles/
medical waste
- Water bottles filled
with urine and spit
- One snake
- \$80

“All of the money spent on this single event could be spent on potholes or guardrail repair for example,” added Sandoval. “We need everyone to do their part to prevent roadside litter. Waste management workers and private citizens must securely tarp or cover their loads. People can help by tying up their garbage bags and making sure waste bins are securely closed. Truckers can assist by disposing of their waste bottles at truck stops. Our roads are not a garbage dump. We all play a part in this battle to keep our state clean.”

The department is also negotiating a contract with an outside agency to assist with the roadside litter removal.

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