

THE MILE MARKER

Company Newsletter | Spring 22



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The Cover

LTI THE MILE MARKER
Company Newsletter | Spring 22



This Mile Marker's cover features two of our 2022 Freightliner Cascadias.

Message from the President

LTI Trucking & Logistics Services is off to a great start for 2022. We have all faced our challenges in the past years and I am proud to say that we have turned the corner and have made great improvements in many areas, and we are accomplishing many great successes with operations, business, and opportunity. We are also structured to grow this year and will be adding more trucks and trailers to the fleet.

I am excited and looking forward to a great 2022! LTI has become an outstanding, successful company due to

the hard work and commitment of our great employees! I want to express my gratitude and appreciation to everyone at LTI for the great job you all do. Let's stay focused and make 2022 an outstanding year!

Nicholas Civello
President & CEO
LTI Trucking Services, Inc. ■

LTI's Latest Pay Increase

By Christian Civello, Marketing Relations Manager

It's essential to our organization that we stay on top of the everchanging standards when it comes to driver wages. Driver pay is constantly changing across the industry. LTI monitors driver pay industry averages constantly to benchmark our pay against our competitors, to ensure that we always stay on top of providing the best mileage pay out there. In fact, LTI has increased mileage pay by over 65% just over the last 5 years!

After our latest round of driver pay increases in February, our base mileage pay now equals \$.59 per mile, for any driver with over 2 years experience. For any loads less than 300 miles, drivers earn an extra \$.10 per mile to ensure they're still being well-compensated on those shorter loads. On top of this, we offer \$.04 per mile for Safety, and \$.07 per mile for Productivity, adding an extra \$.11 per mile, paid out weekly! Check out the graphic to the right for a simple illustration of our pay.

Though not included in the graphic, we also offer Loyalty Pay, which increases the longer a driver stays with us, maxing out at \$.04 per mile after 5 years (increasing the

As a driver, you're probably already familiar with these figures. But if you get the word out to others, we'll reward you with a \$5,000 referral bonus! For every driver you bring to LTI, you'll receive \$5,000, with no limit! Not only is LTI's pay at the highest end of industry compensation, but our current pay structure especially allows for lower-experience drivers to be compensated far better than they would elsewhere. If you know any drivers who are looking to make a change with better income, send them our way! They'll receive some of the best pay in the industry, and you'll receive \$5,000! ■

lower end of potential mileage pay to \$.63, and the higher end to \$.84!



	Without Productivity & Safety Pay	With Productivity & Safety Pay
Loads more than 300 miles	\$.59 per mile	\$.70 per mile
Loads less than 300 miles	\$.69 per mile	\$.80 per mile

Construction Underway on New Facility

By Camden Civello, Executive VP

Ground has been broken for construction at LTI's Madison, IL terminal. In the last two months, we have slowly ramped up the first steps in constructing LTI's newest facility – a headquarters office and drivers lounge.

So far, space around a dormant industrial building in the Southeast corner of our terminal has been

prepped for construction. Preliminary site cleanup has been completed and the current 5,000 square foot facility has been cleaned out, washed, and painted in the interior. Additionally, framing of offices, conference rooms, desk stations, and more has begun. LTI and Holden Construction, our project's contractor, have been finding ways to progress our project forward during winter-weather

months, when some construction functions are limited by temperatures and conditions.

Plans are in full force to build a 5,000 square foot addition onto the current structure. A metal building has been designed, ordered, and received. Concrete is being poured in the first week of April, setting the foundation for erecting steel and conjoining the



Snapshots of the construction progress at the Eagle Park property as of the end of March.

two buildings. Simultaneously, we expect to see roof and side wall replacements, and electrical/plumbing/mechanical installations.

Our goal is to be in the finishing phase of the project in June, whereby we will have walls in place, flooring finishing up, and various fixtures and finishings being installed. By June and July, we are expecting parking lot and entrance paving to be underway and the facility just about ready for move in.

The finished product will be a new facility that works well for our industry, operations, and driver workforce. Almost

all company functions will be housed in the same space, in an atmosphere of high energy and frequent communication and teamwork. Our drivers will enjoy a new lounge facility with various amenities and comforts. As a whole, we will have a professional and modern facility that celebrates our work and our workforce.

Stay tuned for more updates. ■

Understanding the Maintenance Environment

By Camden Civello, Executive VP

In the last twelve months we have seen increasingly difficult times for maintenance within the trucking industry. Incrementally, repair durations have gotten longer, especially at dealers, and parts are getting tougher to access. However, in the last two months there has been a serious exasperation of repair wait-times, rising costs, and parts shortages/parts on backorder.

This is due to a number of industry and macroeconomic issues. Repair vendors, from large dealers to truck stop shops, have had a very difficult time attracting mechanics to support the industry's work demand. Consequently, repair shops have been

reducing their hours – mainly in the evenings and weekends – causing repairs to be squeezed into shortened hours of operation.

This has led to exorbitant wait times for repair diagnoses. We are seeing diagnostic wait times up to ten days. In response to these situations, we are repeatedly reaching out for the support of Freightliner to wield influence in getting LTI trucks seen quicker.

The second issue that is adding to downtime at outside shops is a shortage of parts – including ECU's and microchips, body parts, and undercarriage parts. While general

manufacturing is improving with more and more workers returning to their jobs post COVID-19, there is still a delayed supply effect before output is fully ramped up. International conflict and the consequential effects of oil has also played a role in tire/retread pricing and accessibility.

With all of this said, LTI's Maintenance Department is working hard every day to preemptively service equipment, push through slow OTR repairs, and find alternatives to long-duration repairs and part shortages. LTI's position is to not accept the current maintenance environment as the new normal – but rather to push back and ensure that the industry's maintenance support functions keep their standards up, so that we keep our drivers and customer's freight moving. ■

Food Shippers of America Conference

By Brian Gibala, VP of Sales

After pandemic related cancellation in 2021, The 66th Annual Food Shippers of America Conference was held in person in Orlando, FL in February. Representatives from over 2/3 of our active customer base were in attendance as well as many of our competitors.

The theme of the conference was 'Rethink Everything'. Sessions included food and consumer trends in a pandemic world, how some of the industry's best view this new normal, straight talk from the drivers that deliver the goods, thinking differently about building a profitable business, creative culture, and an economic update from Chief Economist and Sr Vice President of The American Trucking Association, Bob Costello.

We were able to secure formal meetings with each of our top core customers and had many, many ad-hoc discussions with potential customers. While each meeting was different in terms of agenda and scope, common themes included performance discussions, capacity planning for

2022 and beyond, and ways we can work together to help each other become more efficient, including the importance of reducing wait time at facilities for our professional drivers.

Our customers truly have empathy for the challenges we face day in and day out in supporting their businesses. They were very appreciative of the efforts and skills of everyone, including our professional drivers and professional staff at the current corporate headquarters downtown and our terminal and maintenance facility at Eagle Park.

Food Shippers provides an opportunity to learn from some of the industry's brightest and most experienced individuals across the country and, more importantly, an abundance of opportunity to foster relationships with our valued clients and to create new relationships with potential partner shippers for the future. We made progress on both fronts and our drivers will continue to see the benefits as more efficient long-term business is secured. ■



Bob Costello, Chief Economist & Senior VP of the ATA, speaking at the Food Shippers of America conference

Focus in Logistics

By Deidra Sanders, Logistics Operations Manager

LTI Logistics Services

The logistics department has been through several changes in recent months. With some new personnel and myself coming into a new position, it is important for us to come together and be the team I know we can be.

We are working on several items, from awarded freight to spotting. We've also created a hybrid role with some of our Account Managers overseeing both fleet and logistics

accounts. This gives us opportunities for collaboration with our assets, which in turn helps both us as a company and our customers.

My goal is to keep all informed of where we are going and where we want to be. We will be focusing on adding more contracted freight to our business, adding more spot opportunities, and meeting, and exceeding, our customers' expectations. This is nothing new to

the logistics world, but it's our goal to grow exponentially and that can't happen without the items previously stated. I am excited for all that is to come this year and look forward to growing and learning together. ■

Charitable Donations

LTI employees have raised over \$3,000 in donations for Ukraine! With LTI contributing \$2 for every \$1 donated by employees, the total donation amount equates to \$9,120, made to the International Committee of the Red Cross (ICRC). The ICRC's Ukraine operations support the Ukrainian people by providing food and water, supporting hospitals with medical equipment, repairing water stations, rehabilitating damaged homes, reconnecting separated families, and more.

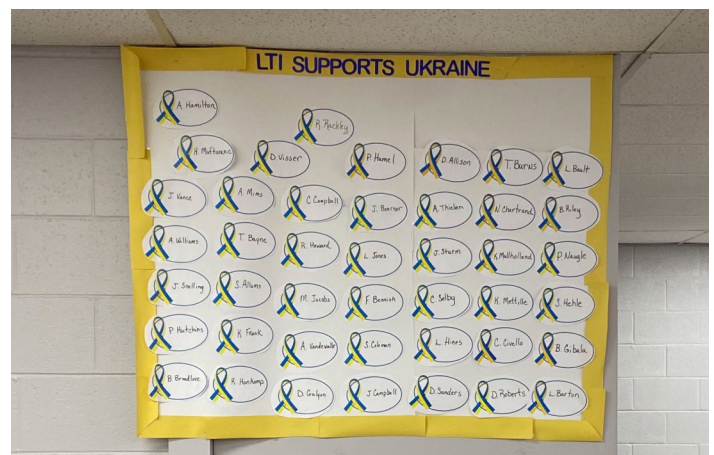
LTI will also be making a contribution of \$4,900 from the payroll "Food Bank Fund" that participating office staff have been contributing to since 2021. The contributions are split between the St. Louis Area Foodbank and Hands That Serve - Feeding Program. Once again, thank you to everyone who has made charitable contributions! ■

\$3,040
employee contributions

\$6,080
company match

\$9,120 Total Donation!

Thank you to everyone who's made a donation and contributed to Ukraine's crisis relief!



Recognition of those who have made donations for Ukraine, posted in the Drivers Lounge.

Ways to Improve Fuel Efficiency

Adapted from Samsara Inc's Newsletter; By Alexandra Johnson

Fuel is a key cost for any organization that operates a fleet of vehicles or equipment. Organizations whose physical operations power our economy—from transportation and logistics companies to public works and beyond—find it critical to share fuel-saving information.

Fuel represents 60% of total operating costs within transportation according to an analysis from the American Trucking Associations (ATA). The good news is there are actions organizations can take to increase their vehicles' fuel economy, reducing fuel costs at scale through small changes.

Operational changes to improve fuel economy might seem burdensome or even insignificant on a per vehicle basis, but it's important to know that when operating a fleet with tens, hundreds, or thousands of vehicles, even the slightest increase in fuel efficiency can have a tremendous financial impact. Below are four ways to improve fuel efficiency across your fleet.

1 Avoid idling.

Experienced drivers may be aware that idling wastes fuel, but the myth that idling is easier on the engine than restarting still remains prevalent. According to a report from the U.S. Department of Energy, idling generally burns more fuel than restarting the engine. This is especially true for medium and heavy duty vehicles, where idling for just 15 seconds wastes more energy than turning off and restarting the vehicle. If temperatures are low, consider drivers should drive at a slow speed to warm up the engine and the cabin rather than idling—especially any drivers that are new to your fleet.

2 Avoid high speeds, high torque, and harsh braking.

According to the U.S. Department of Energy, fuel economy decreases exponentially at speeds above 50 miles per hour (MPH). Reducing your speed by only 10 MPH can improve fuel economy by as much as 14%. The increase to fuel economy is especially significant with medium and heavy duty vehicles. While it may not be realistic to drive at slower speeds on freeways, maintaining a steady speed and using cruise control can also help save fuel.

"Minimize harsh braking and harsh acceleration to reduce fuel use."

It's well known that high torque burns a lot of fuel, but what often leads to rapid acceleration? Harsh braking. Instead of speeding up only to brake, drivers should ease off the gas early and coast. Minimize harsh braking and harsh acceleration to reduce fuel use.

3 Keep tires properly inflated, maintain engine health, and service vehicles regularly.

Under-inflated tires have a negative impact on fuel economy. According to the U.S. Department of Energy, for every 1 PSI (pounds per square inch) drop in tire pressure, you lose 0.4% of your gas mileage. By keeping your tires properly inflated, you can improve gas mileage by more than 3%.

4 Be conscious about using AC and rolling the windows down.

Running AC decreases fuel economy because it adds load to the engine, slightly increasing gas usage. According to the U.S. Department of Energy, using AC can reduce fuel economy by as much as 25%. However, driving with the windows down reduces fuel economy even more than blasting AC because the airflow creates drag, increasing resistance and making the vehicle less aerodynamic. ■





Taken by: Driver Michele Pierce, above the clouds in Maryland



Taken by: Driver JD Vaughan, in Cambridge, Massachusetts

Tire Breakdowns are Preventable By the Maintenance Department

The trucking industry is too lax when it comes to tires. Often times, you hear about tire blowouts as to-be-expected, the cost of doing business, or simply a part of the nature of trucking. This is false.

LTI believes that 99% of tire replacements out on the road are preventable. Naturally, unexpected things can happen – e.g. a tire can pick up a nail, etc. But in general, tires should not have to be replaced as long as they stay properly inflated and remain undamaged.

On the Inflation Side:

As a professional driver, you are responsible for monitoring your tire pressures. While our trailers are equipped with auto-inflation systems, it is still critical that you thump every tire every day. On your tractor, you should do the same and occasionally take (“cold”) PSI readings of your drives and steers. Here’s what you are looking for:

Steer Tires	115 – 120 PSI
Drive Tires	105 – 110 PSI
Trailer Tires	105 – 110 PSI

An additional tool to help you is your truck’s Tire Pressure Monitoring System (TPMS). LTI’s 2018 trucks and newer are all equipped with TPMS, which will alert you when a tire’s PSI’s get too low or the tire’s temperature gets too high. While LTI used to be unable to keep up this system (due to incompatible technology), that has since changed. Therefore, if you see a TPMS light on your dash (see the accompanying picture) it should not be ignored – this is a prompt to have your tires aired up.

“LTI believes that 99% of tire replacements out on the road are preventable.”

On the Damage Side:

Tires are mostly damaged in three ways. First is the most prevalent: curbing tires. LTI drivers should always remember the basics of maneuvering their vehicle; taking a wide turn will provide clearance so that you do not chunk up a trailer tire. Secondly, you need to stay in the lane. More and more of LTI’s tractors are equipped with lane departure alarms that signal you when you drift outside the lines. When you drift outside the lines and onto the shoulder, you are in a high-risk zone of picking up tire-damaging debris strewn on the side. Lastly, pay attention to your brakes and air system to ensure you are not pulling away with locked up wheels. Not releasing the brakes and dragging tires will create flat spots, necessitating a tire replacement. ■



Driver Health Series

Sleep Deprivation Effects on the Brain

By Lea Hines, Director of Operations

Sleep deprivation means getting an insufficient amount of sleep. The average adult requires between seven to nine hours per night for optimal functioning.

Sleep is beneficial to the functioning of both our brains and bodies. Conversely, sleep deprivation or non-restorative sleep can have a myriad of negative effects, particularly on our cognitive functioning. Lack of sleep effects can include memory and judgment impairment, mood swings, and sleep deprivation headaches. Other common signs of sleep deprivation may be clumsiness, and weight gain or weight loss. Chronic partial or total sleep deprivation can seriously impact your physical and mental health.

For many drivers, getting a good night's rest on the road is a challenge. As you know, a driver's schedule doesn't fit the traditional nine to five. A driver's sleep schedule may have them sleeping at odd hours or during the day. Going to bed at the same time every night or even sleeping at night may not be an option.

DROWSY DRIVING IS DANGEROUS

The sun is warm. Your eyelids are heavy. Your head is hard to hold up. You could take a nap right here. Drowsiness can sneak up on you, especially after driving for hours.

Getting sleep as a truck driver isn't always easy, but rest is important for your safety and the safety of the motoring public. Sleep-deprived drivers have slower reaction times and foggy minds—putting them at greater risk of an accident.

When you drive while drowsy or extremely tired, there's a chance you will briefly lose consciousness for four to five seconds at a time. These lapses are called "microsleeps," and they occur so quickly you won't notice them. A few seconds seems like no time at all, but it isn't when you're

moving at high speeds. In four to five seconds, a vehicle traveling at 55 mph moves 100 yards.

Crashes involving drowsy drivers happen most frequently between midnight and 6 a.m. and in the late afternoon. Often, crashes related to drowsiness take place on rural roads or highways.

DRIVERS' DEFENSE AGAINST DROWSINESS

- Get enough sleep. Try to get at least seven hours of sleep each night. Not sleeping well or getting enough sleep causes drowsiness.
- Don't drink alcohol. Alcoholic beverages make you drowsy. You should never drink before or while operating a tractor-trailer.
- Check prescriptions. Some medications cause drowsiness. Check your prescription bottles for symptoms or talk to your doctor.
- Get caffeinated. If caffeine affects your body, you can drink coffee or other caffeinated beverages for short bursts of energy. Though caffeine can help you feel alert in the moment, keep in mind that it is not a substitute for sleep and should not be treated as such.
- Take power naps. A 20-minute power nap can help restore your energy. If you feel drowsy, pull over in a safe place and take a quick nap. Set an alarm for 10 to 20 minutes.

"A 20-minute power nap can help restore your energy. If you feel drowsy, pull over in a safe place and take a quick nap."

TIPS TO GET BETTER SLEEP IN YOUR CAB

Most truck drivers sleep in sleeper cabs located behind the driver's seat. Early schedules and cab confines pose unique challenges for drivers trying to get optimal sleep. Sleeping in a moving truck is even harder. You may experience sleeping while the truck is in motion if you drive as a team.

How can you get better sleep? Try some of these tips to aid your beauty sleep—your body will thank you.

HOW TO SLEEP IN A TRUCK

- Choose a good place to park. Your sleeping environment is important and that includes parking your truck in a safe, quiet place. Drivers shouldn't

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sleep on the side of the road. It's a safety hazard that could result in a ticket. Instead, you should park at truck stops, travel centers and designated rest areas. Avoid parking by people hauling live animals—they might be noisy at night!

- Upgrade your sleeper truck mattress. You spend half of your life sleeping. You don't want to feel like you're sleeping on a board! Get a truck mattress that invites you to get great sleep. A comfortable mattress or mattress topper makes all the difference.
- Go big on bedding. Sleeping in a truck sleeper won't be as comfortable as sleeping in your bedroom at home, but you can customize your space. A good place to start is by buying bedding and pillows that suit your style and comfort needs. Weighted comforters or blankets can help you relax and fall asleep.
- Install shades. It's easier to fall asleep (and stay asleep) in a dark place. Sometimes, you will sleep during the day or park under a bright outdoor light. Shades or curtains block out light, so your body can wind down for sleep no matter how bright it is outside. If it's still not dark enough, try wearing an eye mask.
- Block out any noise. Depending on when you're trying to sleep, the world outside your cab could be noisy. Bring foam earplugs to block out exterior noises, or try using white noise. You can purchase a white noise machine or find an app that produces white noise.
- Silence your phone. Don't let notifications from your phone or other devices wake you up! Keep your phone on silent and face down so no noise or light disturbs you. You can also use your phone's "do not disturb"

settings to block notifications while you sleep. If you still want to be available, just in case, you can set specific contacts as "emergency contacts." Calls or messages from these contacts will come through no matter what.

- Stay off technology before bed. Technology stimulates your brain, keeping you engaged. Research has shown that using your computer or phone before bed interferes with sleep. Blue light from electronics suppresses the hormone melatonin, which makes you sleepy. Instead of getting online, you can read a magazine or journal.
- Have a bedtime routine. Give your body and mind a signal that it's time to sleep by maintaining a bedtime routine. Your routine may include washing your face, putting on pajamas and brushing your teeth.

SLEEP APNEA & DRIVING: KNOW THE SIGNS

If you find that it's consistently hard for you to stay alert, there may be a larger problem at play. Sleep apnea occurs when your breathing pauses while you sleep at night. These pauses can last up to 10 seconds and happen up to 400 times a night. While you won't be aware it's happening, these pauses affect your ability to feel rested from uninterrupted sleep.

"28 percent of truck drivers have sleep apnea."

As many as 18 million Americans have sleep apnea, and it's common in truck drivers. The University of Pennsylvania, Federal Motor Carrier Safety Administration (FMCSA) and American Transportation Research Institute of the American Trucking Associations found that 28 percent of truck drivers have sleep apnea. That's almost one-third of drivers!

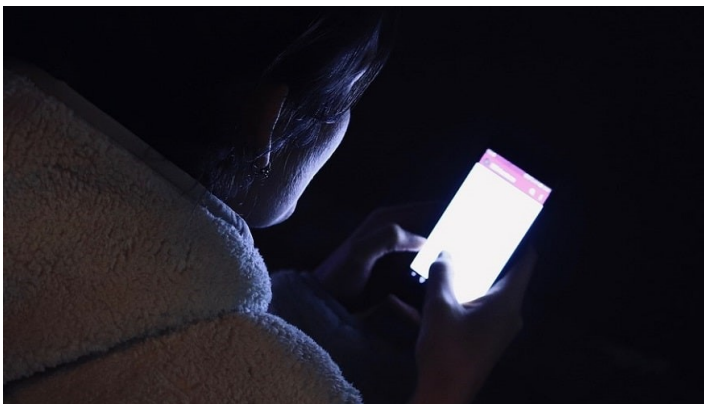
There are multiple types of sleep apnea, including obstructed and central sleep apnea. With obstructive sleep apnea (OSA), the soft tissues in your throat relax during sleep, blocking your airway. When this happens, it takes 10 to 30 seconds for your brain to be alerted, and you briefly wake up. (You won't know you've woken up.) This cycle repeats throughout the night. Obstructive sleep apnea (OSA) is the most common type of sleep apnea.

Central sleep apnea is different. It occurs when your brain fails to tell your muscles to breathe during sleep.

Symptoms of sleep apnea include:

- Snoring
- Choking sensations
- Gasping while sleeping
- Headaches in the morning
- Daytime sleepiness
- Problems concentrating
- Irritability

Continued on next page...



Continued: Sleep Deprivation Effects

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Drivers who have undiagnosed sleep apnea may find it harder to stay awake and alert. They may feel very drowsy at times they shouldn't. Sleep apnea symptoms increase your risk of an accident. Additionally, not getting restorative sleep is hard on the body. Sleep apnea increases your risk of heart disease, stroke, diabetes and hypertension.

HOW DO I KNOW IF I HAVE SLEEP APNEA?

The only way to see if you have sleep apnea is to get tested. If you experience the symptoms above, talk to your DOT physician about your concerns. The DOT physician will refer you for a sleep study. After looking at the results of your study, the physician will let you know if you have sleep apnea and prescribe a treatment.

Sleep apnea testing is not required to become a truck driver. However, if your physician refers you for a sleep test, you must take it to continue driving.

CAN I STILL DRIVE WITH SLEEP APNEA?

Does sleep apnea disqualify you from your CDL? Does it mean you have to stop driving?

Good news. Sleep apnea won't end your career. You can still drive with sleep apnea if you follow your treatment.

The most common treatment for sleep apnea is a CPAP machine. CPAP stands for continuous positive airway pressure. A CPAP machine or mask keeps your airway open, so you keep breathing through the night. While using your CPAP, you will be able to get restorative sleep. Other treatments for sleep apnea include

surgery, mandibular advancement devices and implants.

You must meet the medical requirements set by FMCSA to become a truck driver. FMCSA regulations don't currently address sleep apnea, but they do address medical conditions that could interfere with someone's ability to drive safely. Anyone with a condition that interferes with their driving is not considered medically qualified to drive. ■



Ava Michelle, Driver Jamie Prouse's pet, posing for a St. Patrick's Day picture by the truck!

Open Enrollment For Benefits

Hello LTI Employees! Effective May 1, 2022 the following LTI Trucking Services, Inc. benefit plans will be renewing:

- Medical
- Dental
- Vision

More information will be communicated soon regarding the dates of the Open Enrollment period, any changes to the current plans, and instructions on how to make changes and enroll. Stay tuned for more info!

As a reminder, you are eligible for benefits if you are a full-time employee and have been with LTI for 90 days.

Please contact LTI's Human Resources if you have any questions:

Paula Naugle
314-932-6972
pnaugle@lтитrucking.com

Happy Birthday to You!

April

Tara Burns
William Mcbryant
Timothy Owens
Shad Demerson
Walter Jones
Devante Joseph
Mark Klein
Shayla Hermann
Cadee Velten
Ian Mulcahy
Michael Rood
Randall Kutchma
Mark Rosenkoetter
April Defell
Phillip Hamel
Tod Owens

Leroy Grandison
Lesla Bault
Monica Johnson
Sheril Pringle
Robert Esch

May

Zachary Dillon
Christopher Price
Robert Brockmeyer
Christian Charles
Jamie Davis
Hasan Muftarevic
Kurtis Hurst
John Sturm
Gilbert Summers
Anne Robbins

Brian Dement
Adam Bachhofer
Sean Beechler
Richard Honkomp
Luther Drummer
Hadley Evans
Anthony Douglas
John Fontano
Manzeel Hampton
Kelsey Woods
Zachary Sanders
Jeff Snelling
Lea Hines
Jarrell Rogers
Derek Cunningham
Leo Mchugh
Jaime Moran

Shawn Robinson
Lesla Smith

June

Harry Rush
Isaac Haynes
Kenneth Price
Aaron Lewis
Jeffrey Hamblen
Kendrick Tolliver
Kenneth Frank
Kenyatte Kimble
James Moad
Romonz Doss
Jimmie Kelley
Thomas Hunsberger
Wayne Edwards

Amanda Tate
Brian Breedlove
Sherry Hehle
Matthew Lucas
Abdullah Adams
Dereke Mccaughey
Gerald Mcklveen
Clarence Rhodes
Danielle Harmen
Amber Nattier
James Tunstall
Brittany Bickel
Nathan Chartrand

Upcoming Anniversaries:

1 Year

Andrew Bachhofer
Ronnie Ball
Terrance Bockhoff
Waymon Daniels
Zachary Dillon
Penny Eaves
Michael Flynn
Joshua Fuoss
Isaac Haynes
Lamont Johnson
Hezekiah Kelly
Jessica Kovarik
Christopher Long
Matthew Lucas
George Mayes
Robert Rackley
Steven Riddell

Jarrell Rogers
Joshua Schildroth
John Seaholm
Timothy Shea
Jean Solfest
Amanda Tate
Thomas Taylor
Kelsey Woods

2 Years

Robert Esch
Anthony Williams

3 Years

Justin Braneky
Ian Mulcahy
Stephen Russell

4 Years

Rex Golden
Willard Myers
Amber Nattier
William Page
Garney Pinnix
Christopher Price
David Teddlie

5 Years

Melissa Burnett
Tara Burns
Christopher Selby
Karl Wernsing

6 Years

Howard McCraw
Zachary Sanders

7 Years

Keith Diester
Christopher Hall
Jeffrey Miller
James Tunstall

8 Years

Samantha Barton
Alfred Robinson

10 Years

Colette Hehle
Steve Wiggins

19 Years

Jo Ann Collins

24 Years

Nicholas Civello

26 Years

James Marshall

33 Years

Richard Wylie

38 Years!

Sherry Hehle

Do you follow LTI on Social Media?

Check us out on Facebook, Twitter,
Instagram, and YouTube for unique
content everyday!



What Would You Like to See in the Mile Marker?

Give us your suggestions on how to make the company newsletter better by emailing christian.civello@litrucking.com



The Mile Marker 22.2