Testimony of
The Lumber Dealers Association of Connecticut
Before the Legislature's Transportation Committee
10:00 AM, Friday, February 28, 2014, Room 2E,
Legislative Office Building, Hartford, Connecticut

Good morning. My name is Marshall Collins. I am the Counsel for Government Relations for the Lumber Dealers' Association of Connecticut ("LDAC"). LDAC represents more than 100 independent lumber and building material dealers, manufacturers, wholesalers, distributors, and other associated small businesses in this state that employ 2,450 Connecticut residents and account for over $1 billion in annual sales revenue.

LDAC supports HB 5288 AAC Chemical Road Treatments.

Regrettably, HB 5288 is only a study of a serious and immediate problem. LDAC members have complained of the safety hazards presented by Connecticut's use of magnesium chloride for road treatment. Consider the following from LDAC member, Robert Sanford, President of Sanford & Hawley in Unionville:

> "I currently have four vehicles that have deteriorated rapidly due to the corrosion from DOT road treatments:
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> - 2002 Ford F250 – brake lines failed; premature rust from road salt;
> - 1998 Mitsubishi flatbed truck – dump body hoist framing completely rotted by salt and the truck had to be converted to a stationary flatbed;
> - 2002 Autocar tractor is being retired at 3/5 of its estimated mileage life due to extensive rust, and a
> - 2004 Chevrolet Silverado pickup that had to be replaced in 2012 with low miles due to extensive rust of brake lines.
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> We even have instituted a truck wash service to wash trucks underside every two weeks – Nov 1 to March 30. Cost of $30.00 per truck per wash -- $300 per truck per winter. Never had to do that in our prior 129 winters – well a few less than that with trucks."

This is representative of what LDAC hears from its members. These are small businesses and their cost of doing business has increased because of the DOT use of magnesium chloride.

At the very least, the matter deserves serious and timely study. We cannot afford another winter and the accompanying corrosive effects of the DOT treatment. With little success, LDAC members, as represented by Sanford & Hawley, have tried to take steps to counteract the dangerous effects of the DOT treatments.

Consequently, **LDAC supports HB 5288 and urges that the use of magnesium chloride be ended before the next winter season.** The safety of our drivers and the public demands nothing less. This completes our testimony. Thank you for your consideration.