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July 14, 2026

Wayne Nastri, Executive Officer
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

RE: Rule 1157 – Emission Reductions from Aggregate & Related Operations

Dear Mr. Nasri:

The California Asphalt Pavement Association, founded in 1953, is the oldest and largest construction trade association that focuses exclusively on the asphalt pavement industry in California. Our members include asphalt producers, refiners, paving contractors, testing labs, consultants, equipment manufacturers and many other related companies that make up the industry.

On behalf of the asphalt pavement industry in California, we are writing to express our serious concerns with regard to proposed rule changes to Rule 1157 – Emission Reductions from Aggregate & Related Operations. We have concluded that, based on our close examination of the proposed rules, the language is onerous, unworkable and masks the real issue: a lack of Air District enforcement of existing regulations.

As you may know, asphalt covers 95% of paved surfaces in California and is an essential component to maintaining the vital transportation infrastructure that connects our neighborhoods and makes possible the efficient movement of people, goods and services around our state. Voters in numerous local and statewide elections over the years have demanded that fixing our roads is a top priority and asphalt pavements, which are durable, safe, economical and 100% recyclable.

Asphalt plants are a critical piece of the transportation puzzle. The plants mix crushed rock and sand with liquid asphalt binder to make what is known as Hot Mix Asphalt that is used in paving projects around the state. Because asphalt is also 100% recyclable, reclaiming old asphalt into new mix is a major sustainable attribute of asphalt plants and increasingly becoming a requirement in many jurisdictions.

At this juncture it is important to point out that employees of our member companies live and work in the communities that make up the South Coast Air Quality Management District, and we also have a strong commitment to the environment and operating our facilities in a responsible manner. Asphalt is in fact, the world's most recycled product. We are proud of our record of sustainability on behalf of the communities we serve.

We understand the motivation behind proposed rule changes to Rule 1157, and we sympathize with community members who feel as though their voices are not being

heard on this issue. However, we strongly believe that existing regulations are more than adequate to protect our communities, and more regulations will not make any appreciable difference to the source of the complaints. Rather, more effective enforcement of existing regulations is what is needed. We observe and would like to bring to your attention that this claim has been echoed not only by industry representatives but also by community members during recent working group meetings on the proposed rule.

Our industry has gone to great lengths to comply with existing regulations on managing fugitive dust sources, and we should not be penalized by some bad actors who have eluded air district enforcement on this front. A renewed emphasis by the Air District to ensure companies are following well-established Best Management Practices with regard to fugitive dust mitigation would, in our opinion, address the concerns of the community.

In addition, we have concerns about proposals with regard to the use of prescriptive watering schedules on facilities as a dust-mitigation measure rather than allowing watering schedules to be determined by the conditions at the site. As you know, Southern California is persistently facing drought conditions, so an increase in the use of water in our facilities is not feasible or environmentally sound. In addition, the use of water may bring with it unintended consequences with regard to water quality regulations. Puddles of water and mud created by overwatering could also create track-out issues at facilities if the current rule language is adopted

It should be noted that asphalt facilities are limited by permits on how much energy they can consume. The overuse of water to wet down aggregate stockpiles will require additional energy to remove the additional moisture. This additional energy will produce greater amounts of combustion pollutants to dry that aggregate before it is suitable to produce Hot Mix Asphalt. This is another unintended consequence that causes an unworkable constraint by the proposed rule.

It has been suggested that chemical dust suppressants be used in greater quantities to further control emissions. Chemical dust suppressants are unnecessary when water can provide the control necessary to prevent fugitive emissions and the chemicals in the suppressants can create other environmental impacts. Unless the Air District can submit to our industry a list of approved suppressants to be used for this purpose that does not create other impacts, this is also an unworkable proposal. Chemicals that may be acceptable for such uses today may become an environmental liability tomorrow.

We fear the unintended consequences of the proposed rule language will likely cause severe disruption to the vital road repairs triggered by the Road Repair & Accountability Act of 2017, the federal Infrastructure Investment & Jobs Act of 2022 and other legislation intended to fix and maintain our vital transportation infrastructure. Studies by TRIP, a national transportation research organization, have found that rough roads cost motorists up to $1,000 per year in poor fuel economy, car

repairs, lost productivity and other impacts that fall disproportionately on underrepresented groups.

We welcome the opportunity to work with the Air District staff to address the issues raised by these proposed rules and work toward realistic solutions that are fair to all parties, workable and implementable.

Please feel free to contact me at (916) 791-5044 if you have any questions.

Sincerely,

RUSSELL W. SNYDER, CAE
Executive Director