



NATIONAL STONE, SAND
& GRAVEL ASSOCIATION

April 30, 2022

The Honorable Joe Manchin III
Chairman
Senate Energy & Natural Resources Committee
304 Dirksen Senate Office Building
Washington, DC 20510

The Honorable John Barrasso
Ranking Member
Senate Energy & Natural Resources Committee
304 Dirksen Senate Office Building
Washington, DC 20510

Dear Chairman Manchin and Ranking Member Barrasso:

On behalf of the over 400 members of the National Stone, Sand & Gravel Association (NSSGA), I am writing to express our opposition to S. 1769, the “Rim of the Valley Corridor Preservation Act.”

NSSGA represents aggregates producers and those who manufacture equipment and services that support the construction industry. Our members are essential to the work of this country, and we represent more than 90 percent of the crushed stone and 70 percent of the sand and gravel produced annually in the United States. Our members employ more than 100,000 hard-working men and women, who are responsible for the essential raw materials found in every home, building, road, bridge, and public works project.

As drafted, this legislation could severely impede future aggregate production in California, limiting critical building materials in Los Angeles County and the surrounding region. The Santa Clarita Valley is home to one of the state’s largest sand and gravel deposits and has been used for mining since the 1960s. In fact, it was recognized by the California Department of Conservation as a “regionally significant construction aggregate resource.”

S. 1769 would also ignore prior actions of Congress and the U.S. National Park Service (NPS). P.L. 110-229 directed NPS to study the Rim of the Valley Corridor. In its final report, transmitted to this Committee on February 16, 2016, the NPS identified a preferred alternative and recommended a 170,000-acre expansion. The Rim of the Valley Corridor Preservation Act would go beyond this recommendation and further expand acreage for “trail connections” despite the fact these additional areas are not contiguous with the Corridor and were not studied by NPS. This further expansion of federally owned lands could negatively impact two existing BLM contracts to mine 56 million tons of sand and gravel by adding onerous NPS special use permitting requirements and could serve as a catalyst for future land acquisition on either the state or federal level.

Finally, this legislation is in addition to decades of litigation related to the BLM contracts that were approved through a record of decision in 2000. In September 2021, the U.S. District Court for the



District of Columbia granted summary judgement on behalf of the local operator, hopefully providing some much-needed certainty for this project. Currently, the court is considering the appropriate remedy for the company.¹

NSSGA and its members play an important role in ensuring the nation's infrastructure investment needs are met. While this legislation could have a negative economic impact for the people of California and its 175,589 miles of public roads, it could also have significant environmental impacts. Delaying improvements to region's congested roads or eliminating access to aggregates materials could also have negative consequences when it comes to building new water projects and cleaner energy sources. In addition, it would require future aggregate requirements to be trucked from further distances increasing transportation emissions.

I greatly appreciate your consideration of our views and your important work on the Committee to improve our nation's infrastructure.

Sincerely,

A handwritten signature in black ink, appearing to read 'M. Johnson', is displayed within a white rectangular box.

Michael W. Johnson
President and CEO
National Stone, Sand & Gravel Association

¹ https://ecf.dcd.uscourts.gov/cgi-bin/show_public_doc?2019cv1265-28

