

CHAIRMAN:  
David Slaughter  
VICE CHAIRMAN  
Paul Bramble

**MARYLAND ASPHALT ASSOCIATION**



TREASURER:  
Curtis Hall  
SECRETARY:  
Nathan Scrivener  
PRESIDENT:  
Tim Smith

March 11th, 2025

Chairman Brian Feldman  
Education, Energy, and the Environment Committee  
2 West Miller Senate Office Building  
Annapolis, Maryland 21401

Chairman Guy Guzzone  
Senate Budget and Taxation Committee  
3 West, Miller Senate Office Building  
Annapolis, Maryland 21401

**RE: Senate Bill 966 – Howard County – Ambient Air Quality Control – Permit Applications, Permit Holders, and Property Tax Credit (Ho. Co. 6-25)**

Dear Chair Feldman, Chair Guzzone and Members of the Committees:

The Maryland Asphalt Association (MAA) represents approximately 120 members, including 20 material producers and 100 contractors, engineering firms, and associate members, supporting a 7,000-person workforce. MAA actively collaborates with regulatory agencies to advocate for the asphalt industry, ensuring fair regulations at both the state and federal levels. Additionally, we support adequate funding for Maryland's multimodal transportation system.

Senate Bill 966 introduces new regulations regarding air quality control in Howard County, Maryland. The bill mandates annual emissions reports for those permit holders who engage in activity within 1 mile of any residential property and authorizes a property tax credit for residents located within ½ mile of a permit site. This bill also directs the County to report to the General Assembly on their authority and any plans to implement stricter air quality standards than the State.

Our Association respectfully opposes SB 966 because it increases regulatory burdens, specific to only one county in Maryland, and directs Howard County to explore stricter air quality standards. The administrative challenges to our member companies would be extensive—trying to adhere to a patchwork of regulatory standards throughout the State. If Howard County adopts stricter air regulations, the Department of Transportation, State Highway Administration, and their contractors could face increased costs and delays. This bill is a barrier to development and an added regulatory burden and for those reasons, we ask that the Committees vote UNFAVORABLE on Senate Bill 966.

We appreciate you taking the time to consider our request.

Thank you,

Tim Smith, P.E.  
President  
Maryland Asphalt Association