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## **Air Quality Control Advisory Council Meeting Minutes June 16, 2025 @ 9:00 am In person meeting held by MDE**

### **AQCAC MEMBERS PRESENT**

Todd Chason, Esq, Chair  
Ben Hobbs, PhD, Vice Chair  
Anne Klase  
Megan Latshaw, PhD  
Sania Amr, MD, MS  
Sunhee Park, PE, BCEE  
Thomas Dernoga, JD  
Weston Young, PE  
Anna Marshall, AICP  
Ross Salawitch, PhD

### **MDE**

Chris Hoagland  
Gabby Leach  
Roger Thunell  
Randy Mosier  
Carolyn Jones  
Kelsey Sisko  
Scott Zacharko  
Justin Smith  
Kathryn Seaman  
Justin Mabrey  
Shanaya Herbert  
Marcia Ways  
Tim Shepherd  
Grace Braken

### **VISITORS**

Roberta James  
Brittany Sullivan  
William DuSold  
Mike O'Halloran  
Sari Amiel  
Micah Anglin  
Anne Havemann  
Ashita Gona  
Garrett Fitzgerald  
Scott Waitlevertch  
Daivie Ghosh  
Jose Coronado Flores

### **AQCAC MEMBERS ABSENT**

Adrienne Hollis, PhD, JD  
Nicole Cook, JD  
Larry Schoen, PE  
Thomas Killeen  
Arielle Wharton

Mark Stewart  
Allison Tjaden  
Zach Berzolla  
Ashley Vanstone  
Emily Bull  
Doris Lange  
Eddie Durant  
Joe Winters  
Julianne Hilton  
Kara Dorr  
Scott Thompson  
Joel Dreessen  
Kristin Summers

Hannah Allen  
Hugo Cantu  
Chris Stix  
Mariah Shriner  
Kevin Carey  
Louis Campion  
Patrick Hogan  
AZ from Honeydew  
Josh Tulkin  
Rebecca Rehr  
Jackie Yeager  
4 Telephone Callers

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*This is a summary of the June 16, 2025, Air Quality Control Advisory Council Meeting and serves as a record of the Council's vote on regulatory action items. The meeting is recorded and the digital file is maintained by MDE/ARA. This digital file is considered public information and may be reviewed in its entirety by anyone who is interested in the details of the discussions.*

MDE website: <http://mde.maryland.gov/programs/workwithmde/Pages/AQCACmeetingminutes.aspx>

Mr. Chris Hoagland, Director of the Air and Radiation Administration, MDE, began the meeting at 9:13 a.m. by informing the Council of this meeting's action items: an amendment to the Advanced Clean Trucks regulations, and the proposed Heating Fuel Provider Reporting Program. Mr. Hoagland also informed the Council that there are two briefings including an overview of Climate Change Initiatives and a presentation summary of the 2025 Clean Air Progress Report.

Mr. Hoagland provided an update on the 2025 ozone season, noting that Maryland had no ozone exceedances in April or May but there have been several in June, as well as a PM 2.5 exceedance, due to the wildfire smoke from Canada and New Jersey. Mr. Hoagland stated that though Maryland has made great air quality progress, climate change related events such as these wildfires bring forth setbacks. Additionally, there have been many recent changes occurring in the federal Government that affect air quality work in Maryland.

The federal Good Neighbor Plan is currently frozen in the courts and the new administration is planning to roll back on the plan. The other major source of ozone pollution in the region are mobile sources such as cars and trucks. The president signed resolutions that were passed by congress to rescind the waivers that allow Maryland and other clean car and truck states to enforce the Advanced Clean Cars II Regulation and the Advanced Clean Trucks Regulation. Facing these challenges with transported pollution and mobile sources reaffirms the need for continued reductions from the building sector.

Mr. Hoagland then handed the meeting off to Mr. Todd Chason, AQCAC Chair.

## **MEETING MINUTES**

Mr. Chason asked if Council members reviewed the December 9, 2024 meeting minutes and if there were any questions or comments before approval. No comments were made by the Council.

*The Chairman motioned for approval of the meeting minutes. A motion to approve the meeting minutes as presented was made by Ms. Anna Marshall and seconded by Ms. Anne Klase. All members voted in favor to approve the meeting minutes from December 9, 2024 at approximately 9:20 a.m.*

## **ACTION ITEMS**

### **Advanced Clean Trucks Amendments**

Ms. Shanaya Herbert presented to the Council amendments to the Advanced Clean Trucks regulation. The Clean Trucks Act of 2023 required the Department to adopt California's Advanced Clean Trucks (ACT) Program in 2023. California is the only state authorized to set vehicle emissions standards; however Section 177 of the Clean Air Act allows other states to adopt California's standards if they are identical. The regulation is set to take effect for the 2027 Model Year (MY). The Clean Air Act requires a two MY lead time for vehicle manufacturers. This regulation was adopted in Maryland through Incorporation by Reference the same way the Clean Cars Program was adopted. The ACT regulation requires a growing

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percentage of medium and heavy-duty vehicles sold to be zero emission vehicles (ZEV). ZEV sales were set to be phased-in beginning in 2027 for Maryland, however Governor Wes Moore signed an executive order delaying the implementation until MY 2028, and more delays are expected due to federal executive orders. This is a similar credit, banking, and trading program as light-duty manufacturers have under the Advanced Clean Car Program.

In the Advanced Clean Trucks Credit Generation, Banking, and Trading Program, vehicles are only eligible to earn credits once. Light-duty vehicles (2b-3) may only earn credits for either Advanced Clean Cars or Advanced Clean Trucks, but not both. This amendment also adds term definitions; Battery-electric vehicle, Hydrogen fuel-cell electric vehicle (FCEV), and Class 4-8 group definitions. Advanced Clean Trucks Compliance Determinations are increasing flexibility so manufacturers with a deficit after the end of a model year will have three consecutive model years to make up the deficit, rather than the current one year. Manufacturers making up a deficit may not transfer ZEV credits to other manufacturers until the end of the compliance year the deficit is made up. Reporting and recordkeeping requirements are being added as well. The manufacturer must have on record the vehicle weight class category (2b, 3, 4, 5, 6, 7, 8), advanced technology type (BEV, FCEV, NZEV, other), and documentation (invoices, receipts, contracts, and purchase orders) for tracking vehicles produced and delivered for sale.

There is a new requirement for MDE to include a Need Assessment and Deployment Plan Technical Assistance for the Clean Trucks Act of 2023. This determines if Maryland is ready to adopt the ACT rule and what Maryland may need to adopt the ACT rule. MDE hired EV advisors as contractors and has been conducting monthly meetings since January 2025. The finalized report is expected to be completed by December 2025.

Dr. Ross Salawitch noted that the phrase “for sale in California” appears 26 times in the regulation document and asked why there is no mention of Maryland. Ms. Herbert explained that when MDE adopts a California document by reference, the Department adopts it as is written because it is a California Air Resources Board (CARB) document. Mr. Hoagland also stated that under the Clean Air Act, when adopting multi-state standards, Maryland regulations must exactly match the original regulation that Maryland is adopting. To do this, Maryland must incorporate by reference the CARB document, and though the CARB document refers to California, it applies to Maryland when incorporated by reference. Ms. Anne Klase asked what the typical process for adopting an amendment is, specifically if every time California adopts an amendment to their regulation does Maryland need to adopt the same amendments. Mr. Hoagland responded saying that is generally correct and that MDE brings that type of amendment to the Council quite frequently given that the California Regulations tend to be updated every couple of years.

Mr. Chason inquired if there were any further questions from the Council or any questions or comments from the public, in the room or online. Ms. Sari Amiel, a staff attorney with the Sierra Club, commented that the Sierra Club supports the proposed amendments to the regulation which the Sierra Club believes is important for complying with Maryland climate law. Mr. William DuSold then asked, considering the current actions at the federal level, what will happen with Maryland’s regulations, specifically the ACT regulation and how those actions could influence what Maryland does in the future. Mr. Hoagland replied that the multi-state vehicle standards under the Clean Air Act are only enforceable by the States if EPA issues a waiver because they are waving federal preemption to allow the States to enforce these regulations. EPA has issued a waiver for ACT regulations, however, the resolutions that the president signed last week rescinds the waiver for this regulation. There is much uncertainty as to whether the

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presidents' resolution will stand and litigation will take time. If the action does stand and Maryland no longer has a waiver, Maryland cannot enforce this regulation.

*At 9:36 a.m., a motion to approve the regulation as presented was made by Dr. Benjamin Hobbs and seconded by Ms. Sunhee Park. All members present voted in favor of the amendment.*

### **Heating Fuel Provider Reporting Program**

Dr. Zach Berzolla, MDE Climate Change Program Building Decarbonization Division Chief, presented on the new Chapter COMAR 26.11.44 Maryland Heating Fuel Provider Reporting Program. The purpose of this program is to establish quarterly reporting requirements for heating fuel providers on the amount of heating fuel delivered for final sale or consumption in Maryland. This reporting framework will improve upon data used to support the Department's triennial Statewide Greenhouse Gas (GHG) Emissions Inventory. This section of the Inventory currently relies entirely upon federal data which can take several years to access and is facing increased uncertainty due to the current federal changes. Data collected under this program will inform future programs to meet the state's legal requirements to reduce statewide GHG emissions by 60% below 2006 levels by 2031 and achieve zero statewide GHG emissions by 2045.

The heating fuel providers that are affected by this regulation are those delivering a heating fuel in Maryland, whether they are based in the state or not. These providers include Natural Gas Utilities, Heating Oil Delivery Companies, and Propane Delivery Companies. MDE will provide a simple registration process which will clarify applicability for any entities unsure of whether they are considered heating fuel providers. The stakeholder engagement process for the Clean Heat Standards began in 2024 with the Clean Heat introduction to the AQCAC Council and included webinars with Gas utilities, Heating Oil and Propane Distributors, and the public, and one-on-one meetings with heating fuel providers. There are roughly 380 people included on the stakeholder list.

Feedback that was received during the stakeholder process included notice that gas utilities are already reporting much of this data monthly through EIA-857 and would prefer the Heating Fuel Provider Reporting Program to align with EIA-857 for the convenience of managing reports. Stakeholders also questioned why MDE is asking for quarterly reporting rather than annual reporting. The Department noted that annual reporting results in a year delay in receiving this data whereas quarterly reports provide a regular cycle of data. In this rule, reporting is required to be county level as well, which is preferable for air quality purposes because criteria pollutant planning is done at the county level. There were concerns of confidentiality from the stakeholders due to the county-level data reporting, however larger sources are already required to have permits, which means their data is already publicly available. Stakeholders also requested additional feedback time, and MDE is providing additional opportunities for comment in the future as part of the regulatory adoption process.

Heating fuels include Biofuel, Biomethane, Coal, Hydrogen Fuel, Kerosene, Natural Gas, Propane, and Numbers 1, 2, 4, 5, and 6 fuel oil. Heating fuel oil does not include diesel fuel, motor gasoline, wood and wood derived fuels, or solid waste. Quarterly fuel delivery reports will include monthly heating fuel delivery information aggregated by fuel type. This delivery information will be split by the Maryland county that it was delivered to and then split by sector receiving the heating fuel. Sectors include residential, commercial, industrial, electric power, and other energy consuming sectors.

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The formal regulatory adoption process starts with approval from this Council. When the regulation is approved by the Council, the proposed action is sent to be published in the Maryland Register. Once published, there will be a public commenting period for at least 30 days and a public hearing. Once the commenting period and hearing conclude, if the Department proceeds, the final regulation will be published in the Maryland Register. Tentative adoption of this rule is planned to be by the end of 2025. First reports (data from January, February, and March) will be due June 1st, 2026. Heating fuel providers will be required to keep all records, including reports and any other related documents, for at least five years. During that time, MDE may request to see these records. In 2027, the Clean Heat Standard regulation is targeted to go into effect and in 2028, the 2026 GHG inventory will be released, informed by data from the heating fuel provider reporting rule.

Dr. Ben Hobbs asked what data from these reports will be publicly available and what is protected. Dr. Berzolla replied that aggregated county-level data will be made available, not site-specific data. Mr. Chris Hoagland added that when MDE receives Public Information Act data requests, MDE can protect confidential business information. Dr. Hobbs inquired if it will be specified what information is confidential when the regulation is adopted so suppliers can be confident that the information is protected. Mr. Chason responded that the draft does not include any mention of confidentiality and clarified that Dr. Hobbs is wondering what interpretation MDE would have if a request to access the data was made, not whether the regulations would have information on confidentiality. The Department noted it would not be proactively publishing the raw reports with each provider's information; everything will be aggregated. The Department's treatment of the data and release of confidential business information is governed by the State's Public Information Act so the Department cannot make promises in the regulation as to exactly what will and will not be released.

Ms. Sunhee Park inquired if the report will include an estimated number of emissions from the fuel information or is MDE going to have the aggregated fuel use number and then emissions data. Dr. Zach Berzolla responded that in order to reduce the workload and burden on reporting entities, MDE would complete the emission calculations based on the fuel type the providers selected and published emissions factors. Ms. Park mentioned that in the heating fuel types included, Number 2 fuel oil includes diesel oil, however diesel fuel is excluded from the heating fuels. She clarified for the record that the diesel fuel not included is specifically motor vehicle diesel fuel. Dr. Berzolla responded that diesel fuel is defined as motor vehicle diesel fuel in the regulation and that fuel is excluded.

Ms. Klase noted that the regulation stated there was minimal economic impact on the heating fuel providers and asked if there was a dollar specific economic impact cost available. Dr. Berzolla responded that the EIA 857 form estimates a reporting burden of three and a half hours per report to put the reporting data together. With four reports per year, this means 14 hours of burden per year. This makes the economic impact 14 hours per year, but does not include a dollar specific number. Ms. Klase then asked if the regulations have been sent out to all stakeholders participating in the stakeholder meetings, noting that the actual language of the regulation is important and that it should be provided. Dr. Berzolla stated that during the meetings, MDE presented detailed slides that included what is within the regulation, but MDE did not send out the regulation itself. Ms. Klase recommended that the stakeholders get a copy of the regulation so they know what is being submitted to the register. Mr. Chason mentioned that the regulation will be published on the MDE website as part of today's AQCAC meeting. Ms. Klase responded that not everyone is going to know to look at the AQCAC section of the website so it makes sense to send the regulation to the stakeholders. Dr. Berzolla said that MDE would send out an update to stakeholders after the AQCAC meeting.

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Mr. Weston Young inquired if there is a penalty if a heating fuel provider does not submit a quarterly report. Mr. Hoagland responded that this is an enforceable regulation and when a regulated entity does not meet a regulatory obligation, the compliance process can result in penalties but typically does not, depending on the severity of the failure to comply. Since this will be a new regulation, MDE will be very collaborative with regulated entities. Mr. Young noted that the regulation states that if the information is not provided by the entities, MDE may estimate the amount, which led him to inquire about potential penalties. Dr. Berzolla stated that estimating the amount of fuel will only be done by MDE as a last resort if the Department still has not been provided the data.

Dr. Megan Latshaw mentioned a letter that AQCAC members received from the Mid-Atlantic Petroleum Distributors Association, Mid-Atlantic Propane Gas Association, and Maryland Coalition for Inclusive Energy Solutions. Dr. Latshaw noted that they appeared to have not been included in the stakeholder process and asked if they were on the email list. Mr. Hoagland responded that MDE was expecting comments from them during the meeting, and the Department did not want to say anything on their behalf. Mr. Chason informed those attending the meeting that comments both for and against the regulation were received last Friday, and these comments have been provided to the Council in advance of the meeting and will be included as part of the record of today's meeting. Mr. Chason asked the Council members if they had any additional questions and then asked for any comments from the public.

Mr. Mike O'Halloran, a representative of the Mid-Atlantic Petroleum Distributor Association (MAPDA), addressed the Council for comments. Mr. O'Halloran acknowledged the thorough MDE stakeholder process and confirmed that the MAPDA did participate and was included in this process. However, MAPDA did not receive the regulation itself from MDE and did not have the opportunity to read the exact wording of the regulation until Friday before the AQCAC meeting when they located a copy of the regulation on the AQCAC webpage. MAPDA requests that AQCAC defer any endorsement of the proposed regulation until the industry has been allotted more time to read the language of the regulation. He noted that the stakeholders did see many slides on the regulations and were able to give feedback, however, they are still soliciting feedback from members. Mr. O'Halloran stated that many of the heating fuel oil providers are smaller businesses, and the reporting requirement is labor intensive. MAPDA is additionally concerned about the divulgence of market share, and as some of the data MDE is looking for is county-level data, there are still concerns about how some fuel providers only deliver to two or three counties, so though their name may not appear on the data, it will not be difficult for people to determine exactly what a fuel providers market share is based on the data. Mr. O'Halloran suggested that since MDE is using this data to inform the GHG inventory for the whole state, they change the data to be state level rather than county level.

Ms. Anne Havemann, a representative of the CCAN Action Fund, Ms. Sari Amiel, a staff Attorney for Sierra Club, and Ashita Gona, a representative from Rocky Mountain Institute's carbon-free buildings team addressed the Council to share that their representative groups support MDE's proposed reporting requirement and urge approval without delay. Sierra Club did express concern with MDE incentivizing the use of biofuels such as biomethane, biogas, and hydrogen as biomethane and biogas are typically just methane which is a greenhouse gas. These fuels would require continued spending on gas pipeline infrastructure and hydrogen is energy intensive to create.

Mr. Garrett Fitzgerald, a representative of Montgomery County, provided comments to the Council in support of the reporting rule. Montgomery County appreciates that MDE is planning to use reported data

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to inform decisions and that MDE is thinking about how to address data aggregation issues. Montgomery County is hopeful that the county level sector specific data will be made available to counties. Access to this data will help counties manage local programs and county funds that offer financial incentives and other support to property owners for energy upgrades. Having a general sense of the types and amounts of fuel used by different building categories would help make decisions related to programs and resources. Mr. Hoagland responded that MDE doesn't currently have plans to proactively publish county-level data, however MDE could make the data available to the counties themselves.

Mr. Scott Waitlevertch, a representative of the Maryland Coalition for Inclusive Energy Solutions, provided comments to the Council. MCIES is concerned that the rule would increase energy costs for Marylanders at a time when the General Assembly and Governor Moore are attempting to limit costs. MCIES is unaware of any specific mandate requiring implementation of the reporting rule. The GHG inventories have been created for numerous years without this information being provided to MDE from the heating fuel providers. MCIES believes the additional cost burdens will make it problematic to implement the rule. MCIES as stakeholders would love to see the economic impact statement to determine how accurate it is. MCIES would prefer deferring further action on the regulation pending further review.

A comment from Mr. Jose Coronado Flores, a consultant with the Maryland Energy Foundation, was read to the Council by Mr. Randy Mosier. Mr. Coronado Flores supports the draft heating fuel provider reporting regulation, as they are critical for the state to create an accurate inventory of heating fuels so the state can meet its GHG emission goals of the Climate Solutions Now Act.

Dr. Hobbs inquired in reference to the complaint made by MAPDA and asked if it is regularly the case that the detailed regulatory proposals are made available well in advance of AQCAC meetings. Mr. Hoagland responded that the regulation draft is made available to stakeholders depending on the regulation size and effect. It is legally required that the regulation proposed is published in the Maryland Register which is then followed by a formal hearing and commenting period. In this case, the regulation was shown to stakeholders in PowerPoint form as it was a shorter length regulation. Dr. Hobbs questioned if the regulation that was sent to AQCAC two weeks ago was in any way different from what was presented to stakeholders. Dr. Berzolla responded that each section of the regulation had a corresponding section of the PowerPoint and that the PowerPoint was essentially the regulation in bullet point form. Therefore, there were no material changes between the regulation and the presentations. Mr. Mosier separately noted that if there are ever changes in the regulation between when it is first sent to the Council and when the Council meeting takes place, MDE will send out those changes in a redline format.

Dr. Latshaw stated that county level data can be crucial to counties for their own GHG goals and questioned how it could be possible to figure out market share from aggregated county level data. Mr. Chason responded that if there is a small enough county with few providers, and one of the providers knows the total amount, that provider may be able to determine what the other two providers are doing. With a larger county that has many providers, this would not be so easily done. Mr. Hoagland added that MDE can consider making data available but requiring a minimum number of providers in a county so that released data would not expose too much information on individual fuel providers. Dr. Ross Salawitch commented that he supported the idea of a minimum number of providers before the data is publicly disclosed but brought forth the idea that there may be providers that provide only one specific fuel type, making it easy to distinguish what data is from that fuel provider. Dr. Salawitch also asked for the record when the draft regulation was made available to stakeholders. The regulation was available on

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the AQCAC webpage two weeks prior to this AQCAC meeting, but it was not shared directly with stakeholders. Dr. Salawtich encouraged MDE to be open-minded about the data protection aspect that industry has put forward. Mr. Hoagland stated that MDE's reporting protocols would not typically be added into the regulation, and MDE will be mindful about what they disclose so they would not impair a competitive market.

Mr. Chason noted that if the rule is approved, MDE will be expected to have information provided to the fuel providers, whether within the regulation itself or elsewhere, describing how at what level the data will be viewable.

*At 10:44 a.m., a motion to approve the regulation as presented was made by Dr. Benjamin Hobbs and seconded by Ms. Sunhee Park. All members present voted in favor of the new regulations.*

### **BRIEFINGS**

#### **Climate Change Initiatives**

Mark Stewart, Climate Change Program Manager, provided updates on Climate Change Initiatives at MDE. The Climate Change Program at MDE is working on developing the Zero Emissions Heating Equipment Standard and the Clean Heat Standard. There has been an emphasis on prioritizing these programs since the Governor called on MDE through an Executive Order to develop these standards. The Clean Heat Standard is on the timeline MDE created. The next step after the Heating Fuel Provider Program is to develop credit requirements for heating fuel providers. MDE has been and continues to gain input on the credit requirements program and other aspects of the Clean Heat Standard.

The Zero Emissions Heating Equipment Standard (ZEHES) draft regulations were originally going to be presented to AQCAC this year, however, more time is needed to work through all of the input provided by stakeholders. This will likely push back ZEHES draft regulations being brought to the Council into next year. MDE is working toward implementing the Building Energy Performance Standards (BEPS), another major focus of the Climate Change Program. This is the first year of reporting requirements for BEPS covered buildings. MDE has extended the deadline to September 1st of this year to give building owners more time to learn how to benchmark and to provide their energy use data to MDE.

#### **2025 Clean Air Progress Report Review and Wildfire Updates**

Mr. Justin Smith and Ms. Kathryn Seaman, Natural Resources Planners from the Air Quality Planning Program, Air Quality Regulations Division, presented to the Council an overview of the 2025 Clean Air Progress Report. The Clean Air Progress Report is an annual report that MDE releases to provide a summary of criteria pollutant data and history, highlighting Departmental actions and priorities in the past year. This report makes air quality data accessible to the public and encourages action to contribute to cleaner air. The levels of criteria pollutants found in Maryland's air have been decreasing, and in 2022 for the first time in the state's history, Maryland met the National Ambient Air Quality Standards (NAAQS) for all six criteria pollutants. Maryland began 2023 on track to meet all six criteria pollutant standards again, however wildfire smoke blown into the state brought increased levels of ozone and particulate matter pollution, resulting in exceedances of the ozone standard for 2023. In 2024, Maryland again met five of the six criteria pollutant standards with the exception of ozone. Maryland continues moving closer to meeting the ozone standard with fewer days of impact each year. Despite the record-breaking heat of



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2024, Maryland had 13 ozone exceedance days - the fourth lowest number of annual ozone exceedance days on record for Maryland.

There are many ways that people can reduce their contribution to poor air quality and protect their health. Recent community involvement initiatives include enhanced inspection, monitoring and enforcement projects in overburdened communities, the development of an Environment Justice Screening tool for Maryland, stakeholder forums and information sessions, and the Five Million Trees initiative. In conclusion, the 2025 Clean Air Progress Report reflects the hard work and collaboration of all the air programs at MDE. As air quality in Maryland continues to improve, MDE remains committed to cleaning the air, protecting public health, combatting climate change, and ensuring residents are well informed.

It was posed by Ms. Anna Marshall whether there was a maintenance aspect of the Five Million Trees Initiative. Ms. Seaman responded that the maintenance schedule depends on who initiated the tree planting, but maintenance typically involves watering the young trees and replacing trees that may have died.

Mr. Joel Dreesen, MDE meteorologist and Deputy Program Manager in the Air Monitoring Program, presented updates on smoke impacts in 2025. Fires in Canada burned an area roughly the size of Vermont between May 25<sup>th</sup> and June 11<sup>th</sup>. This was close but did not quite reach the amount of area burned in the timeline during the unprecedented Canada wildfires of 2023. A fire in Western Ontario continues to burn as well as a smaller fire near Winnipeg. Smoke from these fires were blown into Maryland, leading to ozone exceedances. The weather pattern that is supporting these fires also supports the transport of this smoke into Eastern U.S. States. Canada is still dry with precipitation deficits, so it is likely that more smoke will be reaching Maryland from Canada this year. There was an additional fire in New Jersey that led to a PM2.5 exceedance in Maryland on June 14, 2025. The fire started in Wharton State Forest and burned roughly 5,800 acres in two days.

Mr. William DuSold asked what caused Anne Arundel County to get a code red on Saturday. Mr. Dreesen clarified that Anne Arundel County never got a code red, however, the EPA NowCast was likely communicating a code red due to the 24-hour average being interpreted as real time air quality.

### **CLOSING DISCUSSIONS**

Mr. Chason adjourned the meeting at 11:06 a.m.

The next AQCAC meeting is scheduled for September 15, 2025.