



The Maryland League of Conservation Voters is pleased to present the "Hot List" – a detailed list of environmental legislation moving through the Maryland General Assembly. Usually, our volunteers would deliver the Hot List to your office every Tuesday however, this year, it will be emailed to your office. We hope you find this weekly communication helpful and instructive as you tackle important environmental bills this session. If you have any questions, please contact Kristen Harbeson at [kharbeson@mdlcv.org](mailto:kharbeson@mdlcv.org) or 410-952-8100

## MARYLAND HOUSE OF DELEGATES

### Economic Matters

<b>BILL #</b>	<b>SB83/ HB298</b>
<b>TITLE</b>	<b>Utility Regulation – Consideration of Climate and Labor</b>
<b>SUMMARY</b>	Requires the Public Service Commission (PSC) to consider the effect on climate change, and the state's efforts to achieve its legislatively enacted climate goals, of the PSC's regulatory actions linking, but not limited to, decisions on whether to approve new electricity generation plants. The bill also requires the PSC to consider fair labor standards in its regulatory proceedings.
<b>EQUITY</b>	The bill addresses environmental injustices by ensuring that climate pollution – which disproportionately harms low-income communities and communities of color – is considered when decisions having a significant impact on climate pollution are made by the PSC. Considerations of fair labor standards is an important part of environmental progress.
<b>STATUS</b>	First Reading – Economic Matters – Passed the Senate
<b>POSITION</b>	Support
<b>SPONSOR</b>	Kramer/Charkoudian
<b>COMMITTEE</b>	Finance

<b>BILL #</b>	<b>SB0414/ HB583</b>
<b>TITLE</b>	<b>Climate Solutions Now Act of 2021</b>
<b>SUMMARY</b>	The bill changes Maryland's greenhouse gas reduction requirements to 60% below 2006 levels by 2030 and net-zero by 2045. The bill also calls on the Commission on Environmental Justice and Sustainable Communities to determine the percentage of state funds spent on climate change that must go to environmental justice communities. It also creates a work group to protect impacted workers. Finally, the bill provides several low-cost mitigation policies, including tree plantings in underserved urban areas and a shift to zero-emission buses.
<b>EQUITY</b>	This bill addresses environmental injustices by: 1) reducing the emission causing climate impacts disproportionately in low-wealth communities and communities of color 2) ensuring a portion of state climate funds are spent on environmental justice communities, 3) helping create jobs at all levels, and 4) investing in tree-planting, focusing on underserved, urban communities.
<b>STATUS</b>	First Reading – Environment and Transportation (Economic Matters) – Passed the Senate
<b>POSITION</b>	Support – <b>Environmental Community Priority</b>
<b>SPONSOR</b>	Pinsky/Stein
<b>COMMITTEE</b>	Education, Health, and Environmental Affairs (Budget and Tax)



Maryland LCV  
Priority



## Environment and Transportation

<b>BILL #</b>	<b>SB227/HB295</b>
<b>TITLE</b>	<b>Water Pollution – Stormwater Management Regulations and Watershed Implementation Plans – Review and Update</b>
<b>SUMMARY</b>	Requires the Maryland Department of Environment to update the State’s stormwater permits with recent rainfall data – reflecting climate change
<b>EQUITY</b>	Underserved urban areas are some of the hardest hit by the State’s failure to address stormwater runoff. Runoff during severe storms can cause flooding and daily runoff pollutes local waterways
<b>STATUS</b>	First Reading – Environment and Transportation- Passed out of the Senate
<b>POSITION</b>	Support
<b>SPONSOR</b>	Elfreth/Love
<b>COMMITTEE</b>	Education, Health, and Environmental Affairs

<b>BILL #</b>	<b>SB414/ HB583</b>
<b>TITLE</b>	<b>Climate Solutions Now Act of 2021</b>
<b>SUMMARY</b>	The bill changes Maryland’s greenhouse gas reduction requirements to 60% below 2006 levels by 2030 and net-zero by 2045. The bill also calls on the Commission on Environmental Justice and Sustainable Communities to determine the percentage of state funds spent on climate change that must go to environmental justice communities. It also creates a work group to protect impacted workers. Finally, the bill provides several low-cost mitigation policies, including tree plantings in underserved urban areas and a shift to zero-emission buses.
<b>EQUITY</b>	This bill addresses environmental injustices by: 1) reducing the emission causing climate impacts disproportionately in low-wealth communities and communities of color 2) ensuring a portion of state climate funds are spent on environmental justice communities, 3) helping create jobs at all levels, and 4) investing in tree-planting, focusing on underserved, urban communities.
<b>STATUS</b>	First Reading – Environment and Transportation (Economic Matters) – Passed the Senate
<b>POSITION</b>	Support – <b>Environmental Community Priority</b>
<b>SPONSOR</b>	Pinsky/Stein
<b>COMMITTEE</b>	Education, Health, and Environmental Affairs (Budget and Tax)



**Maryland LCV  
Priority**



<b>BILL #</b>	<b>SB674/HB1207</b>
<b>TITLE</b>	<b>Environment – Commission on Environmental Justice and Sustainable Communities – Reform</b>
<b>SUMMARY</b>	Reforms and strengthens the Commission on Environmental Justice and Sustainable Communities to better identify the needs of environmental justice communities in order to guide state agency decisions on permitting and regulations. <b>Maryland LCV urges that SB674 be conformed to match the amended HB1207.</b>
<b>EQUITY</b>	The equity implications of this bill are sui generis, with the bill being a first, important step towards addressing long-ignored structural inequities in state policies and permitting
<b>STATUS</b>	First Reader – Environment and Transportation – Passed the Senate
<b>POSITION</b>	Support With Strengthening Amendments
<b>SPONSOR</b>	Elfreth/Bridges
<b>COMMITTEE</b>	Education, Health, and Environmental Affairs



Maryland LCV  
Priority

## MARYLAND SENATE

### Budget and Tax

<b>BILL #</b>	<b>HB114/SB199</b>
<b>TITLE</b>	<b>Transit Safety and Investment Act of 2021</b>
<b>SUMMARY</b>	Mandates at least roughly \$90 million additional to anticipated spending from the Transportation Trust Fund for six years to address transit “state of good repair” needs identified by the MTA.
<b>EQUITY</b>	Because a safer and more reliable transit system will support middle-class jobs – many held by women and people of color – this bill goes directly to assisting low-wealth communities.
<b>STATUS</b>	First Reading – Budget and Taxation – Passed the House
<b>POSITION</b>	Support – <b>Environmental Community Priority</b>
<b>SPONSOR</b>	Lierman/McCray
<b>COMMITTEE</b>	Appropriations



Maryland LCV  
Priority

### Education, Health, and Environmental Affairs

<b>BILL #</b>	<b>HB222/SB224</b>
<b>TITLE</b>	<b>Value My Vote Act</b>
<b>SUMMARY</b>	Requires the Department of Public Safety and Correctional Services to provide each individual release from a correctional facility with a voter registration application and documentation informing the individual that the individual’s voting rights have been restored. Additionally it eliminates structural barriers to voting for individuals in pre-trial detention.
<b>EQUITY CONCERNS</b>	Each election cycle, over 10,000 eligible voters are excluded from participating in the electoral process as a result of their pre-trial detention status. This is especially pronounced in communities of color and among individuals who cannot afford a cash bail or commercial bond.
<b>STATUS</b>	First Reading – Education Health and Environmental Affairs (Judicial Proceedings) – Passed the House
<b>POSITION</b>	Support
<b>SPONSOR</b>	Wilkins/West
<b>COMMITTEE</b>	Ways and Means (Judiciary)



<b>BILL #</b>	<b>HB295/ SB227</b>
<b>TITLE</b>	<b>Water Pollution – Stormwater Management Regulations and Watershed Implementation Plans – Review and Update</b>
<b>SUMMARY</b>	Requires the Maryland Department of Environment to update the State’s stormwater permits with recent rainfall data – reflecting climate change.
<b>EQUITY</b>	Underserved urban areas are some of the hardest hit by the State’s failure to address stormwater runoff. Runoff during severe storms can cause flooding and daily runoff pollutes local waterways
<b>STATUS</b>	First Reading – Education, Health, and Environmental Affairs – Passed the House
<b>POSITION</b>	Support
<b>SPONSOR</b>	Love/Elfreth
<b>COMMITTEE</b>	Environment and Transportation

<b>BILL #</b>	<b>HB991</b>
<b>TITLE</b>	<b>Natural Resources – Forest Mitigation Banks – Qualified Preservation</b>
<b>SUMMARY</b>	Forest Banking is a critical tool to ensure forest replanting through the Forest Conservation Act. In September of 2020, the Attorney General issued an opinion which sought to correct against inappropriate use of this tool by certain counties, which has disrupted the program for counties that plant or conserve forests in the forest banking program. Maryland’s Forest Conservation Act needs comprehensive reform. As drafted, however this bill reverses the AG’s opinion in a manner that would lead to significantly fewer forests, taking Maryland further from its stated goal of no-net loss of forests. <b>Advocates have submitted essential amendments to avoid unintended negative consequences. These amendments would put a July 1, 2022 sunset to the bill, to allow for the General Assembly to create lasting legislation based on the expedited completion (December 1, 2021) of a forest study by the Hughes Center. These amendments were not adopted, and so our position remains opposed.</b>
<b>EQUITY</b>	Due to a legacy of racist planning policy, underserved and urban communities typically have fewer trees than other communities. Tree cover has been linked to improved both physical and mental health and provide opportunities to develop social capital and cohesion within communities, especially those currently unserved or underserved by existing financial and healthcare infrastructure. While an indirect impact, poor forest banking policies could reduce demand for other replanting programs in general, including urban tree plantings. As currently written, the bill also increases temptation to preserve forest in banks offsite, rather than retaining or replanting onsite in these developments, which leads to fewer benefits for those that live there and in surrounding communities.
<b>STATUS</b>	First Reading – Education, Health, and Environmental Affairs – Passed the House
<b>POSITION</b>	Opposed
<b>SPONSOR</b>	Gilchrist
<b>COMMITTEE</b>	Environment and Transportation



<b>BILL #</b>	<b>HB1207/ SB674</b>
<b>TITLE</b>	<b>Environment – Commission on Environmental Justice and Sustainable Communities – Reform</b>
<b>SUMMARY</b>	Reforms and strengthens the Commission on Environmental Justice and Sustainable Communities to better identify the needs of environmental justice communities in order to guide state agency decisions on permitting and regulations. <b>Maryland LCV strongly supports the strengthening amendments included in HB1207.</b>
<b>EQUITY</b>	The equity implications of this bill are sui generis, with the bill being a first, important step towards addressing long-ignored structural inequities in state policies and permitting
<b>STATUS</b>	First Reading – Education, Health, and Environmental Affairs – Passed the House
<b>POSITION</b>	Support with Strengthening Amendments
<b>SPONSOR</b>	Bridges/ Elfreth
<b>COMMITTEE</b>	Education, Health, and Environmental Affairs



**Maryland LCV  
Priority**

## Finance

<b>BILL #</b>	<b>HB298/SB83</b>
<b>TITLE</b>	<b>Utility Regulation – Consideration of Climate and Labor</b>
<b>SUMMARY</b>	Requires the Public Service Commission (PSC) to consider the effect on climate change, and the state’s efforts to achieve its legislatively enacted climate goals, of the PSC’s regulatory actions linking, but not limited to, decisions on whether to approve new electricity generation plants. The bill also requires the PSC to consider fair labor standards in its regulatory proceedings.
<b>EQUITY</b>	The bill addresses environmental injustices by ensuring that climate pollution – which disproportionately harms low-income communities and communities of color – is considered when decisions having a significant impact on climate pollution are made by the PSC. Considerations of fair labor standards is an important part of environmental progress.
<b>STATUS</b>	First Reading – Finance – Passed the House
<b>POSITION</b>	Support
<b>SPONSOR</b>	Charkoudian/Kramer
<b>COMMITTEE</b>	Economic Matters

<b>BILL #</b>	<b>HB314/SB223</b>
<b>TITLE</b>	<b>Plastic Bag Reduction Act</b>
<b>SUMMARY</b>	Bans plastic bags at check-out, allows jurisdictions with existing fees to continue collecting fees on paper bags. Under current law, jurisdictions must seek enabling legislation for specific taxing authority – including fees on paper at check-out. This bill would change the law to require jurisdictions to seek enabling legislation to set a price floor for retailers.
<b>EQUITY CONCERNS</b>	Litter has a disproportionate impact on communities that lack adequate public services and have more blight.
<b>STATUS</b>	First Reading – Finance – Passed the House
<b>POSITION</b>	Support
<b>SPONSOR</b>	Lierman/Augustine
<b>COMMITTEE</b>	Environment and Transportation (Economic Matters)

**Environmental  
Community  
Priority**



<b>BILL #</b>	<b>HB832</b>
<b>TITLE</b>	<b>Public Utilities – Electric School Bus Pilot Program</b>
<b>SUMMARY</b>	Creates an Electric School Bus Pilot Program implemented and paid for by Maryland’s investor-owned utilities. School systems in each utility area will be eligible to purchase zero-emission electric buses rather than diesel ones at no additional cost to the system
<b>EQUITY CONCERNS</b>	Diesel emissions are filled with carcinogens, particulate matter, and soot that increases lifetime risk of cancer, incidents of asthma, and heart disease. These effects are even more dangerous to children, whose lungs, heart, and other organs are still developing. In Maryland, approximately one in 10 children suffer from asthma, and this rate is higher among minority groups.
<b>STATUS</b>	First Reading – Finance – Passed the House
<b>POSITION</b>	Support
<b>SPONSOR</b>	Fraser-Hidalgo
<b>COMMITTEE</b>	Economic Matters (Environment and Transportation)

## Judicial Proceedings

<b>BILL #</b>	<b>HB222/SB224</b>
<b>TITLE</b>	<b>Value My Vote Act</b>
<b>SUMMARY</b>	Requires the Department of Public Safety and Correctional Services to provide each individual release from a correctional facility with a voter registration application and documentation informing the individual that the individual’s voting rights have been restored. Additionally it eliminates structural barriers to voting for individuals in pre-trial detention.
<b>EQUITY CONCERNS</b>	Each election cycle, over 10,000 eligible voters are excluded from participating in the electoral process as a result of their pre-trial detention status. This is especially pronounced in communities of color and among individuals who cannot afford a cash bail or commercial bond.
<b>STATUS</b>	First Reading – Education Health and Environmental Affairs (Judicial Proceedings) – Passed the House
<b>POSITION</b>	Support
<b>SPONSOR</b>	Wilkins/West
<b>COMMITTEE</b>	Ways and Means (Judiciary)

## Did Not Cross Over

<b>BILL #</b>	<b>HB22/SB195</b>	<b>Environmental Community Priority</b>
<b>TITLE</b>	<b>Stop PFAS Pollution Act</b>	
<b>SUMMARY</b>	Per-and-polyfluoroalkyl substances, or PFAS, are a family of approximately 5,000 man-made organic used in myriad consumer products. Because of their unique carbon-fluorine bonds, PFAS are resistant to degradation in the environment, can persist for decades in water and air, and accumulate in our bodies over time. This bill comprehensively addresses PFAS contamination by adopting some of the country’s strongest PFAS policies.	
<b>EQUITY CONCERNS</b>	We don’t yet know the scope of our PFAS pollution problem in Maryland, although the substance is present throughout the state in waterways and even in fish that people eat. Generally speaking,	



	communities of color are disproportionately impacted by toxic chemical exposure in consumer products, homes, and water.	
<b>STATUS</b>	No Vote – Did not cross over	
<b>POSITION</b>	Support	
<b>SPONSOR</b>	Love/Elfreth	
<b>COMMITTEE</b>	Health and Government Operations	

<b>BILL #</b>	<b>HB82/ SB151</b>
<b>TITLE</b>	<b>Constitutional Amendment – Environmental Rights</b>
<b>SUMMARY</b>	Amends the Declaration of Rights section of the State Constitution to include 1) every person has the fundamental right to a healthful environment, including clean air, water, land, and a stable climate, and 2) designates the state as trustee of Maryland’s natural resources or current and future generations
<b>EQUITY</b>	Passing the amendment addresses equity in protecting the fundamental right to a healthful environment of all people residing in Maryland, regardless of what zip code they live in.
<b>STATUS</b>	No Vote – Did not cross over
<b>POSITION</b>	Support
<b>SPONSOR</b>	W. Fisher/ Patterson
<b>COMMITTEE</b>	Judicial Proceedings (Education, Health, and Environmental Affairs)

<b>BILL #</b>	<b>HB334/SB137</b>	 <p><b>Maryland LCV Priority</b></p>
<b>TITLE</b>	<b>Zero-Emission Bus Transition Act of 2021</b>	
<b>SUMMARY</b>	Requires all buses purchased by the Maryland Department of Transportation beginning in 2023 to be electric, leading to a complete fleet transition. <b>The provisions in this bill are also in HB583/SB414: Climate Solutions Now Act</b>	
<b>EQUITY</b>	Diesel emissions contribute significantly to climate pollution, as well as to the respiratory health of passengers and drivers. This directly impacts those from underserved and low-income communities who are more likely to be using public transit.	
<b>STATUS</b>	No Vote – Did not cross over	
<b>POSITION</b>	Support – <b>Environmental Community Priority</b>	
<b>SPONSOR</b>	Korman/Zucker	
<b>COMMITTEE</b>	Environment and Transportation (Appropriations)	

<b>BILL #</b>	<b>HB427/SB540</b>
<b>TITLE</b>	<b>Federal Clean Water Act – Authority of State</b>
<b>SUMMARY</b>	Prevents Maryland from waiving the 401 Water Quality Certification decision it issued on the Conowingo Dam in 2018, along with billions of dollars and a host of clean water rights as it relates to the dam over the next 50 years. Without this legislation, the state will move forward in a settlement agreement that will jeopardize the health of the bay and prevent the state from taking action until at least 2070.
<b>EQUITY</b>	The Susquehanna River is the largest tributary of the Chesapeake Bay and feeds about half of the Bay’s freshwater. Because the health of the Susquehanna River largely determines the health of the Bay, without strong remediation around the Conowingo Dam, the aquatic species (which local communities depend upon) and water quality in areas closest to the Dam could be decimated.
<b>STATUS</b>	No Vote – Did not cross over
<b>POSITION</b>	Support
<b>SPONSOR</b>	Jacobs/Hershey
<b>COMMITTEE</b>	Environment and Transportation



<b>BILL #</b>	<b>HB512/SB528</b>
<b>TITLE</b>	<b>Coast Smart Siting and Design – Private Construction</b>
<b>SUMMARY</b>	The bill will apply Coast Smart siting and design criteria to certain private construction projects in an effort to increase Maryland resiliency in the face of sea level rise, nuisance flooding, and increased storm events associated climate change.
<b>EQUITY</b>	We know that the impacts of climate change - like sea level rise - disproportionately impact underserved communities. This bill will make sure that, moving forward, any infrastructure built in areas subject to future sea level rise or high-tide flooding will be built to withstand those conditions.
<b>STATUS</b>	No Vote – Did not cross over
<b>POSITION</b>	Support
<b>SPONSOR</b>	Lehman/Elfreth
<b>COMMITTEE</b>	Environment and Transportation

<b>BILL #</b>	<b>HB583/SB0414</b>
<b>TITLE</b>	<b>Climate Solutions Now Act of 2021</b>
<b>SUMMARY</b>	The bill changes Maryland’s greenhouse gas reduction requirements to 60% below 2006 levels by 2030 and net-zero by 2045. The bill also calls on the Commission on Environmental Justice and Sustainable Communities to determine the percentage of state funds spent on climate change that must go to environmental justice communities. It also creates a work group to protect impacted workers. Finally, the bill provides several low-cost mitigation policies, including tree plantings in underserved urban areas and a shift to zero-emission buses.
<b>EQUITY</b>	This bill addresses environmental injustices by: 1) reducing the emission causing climate impacts disproportionately in low-wealth communities and communities of color 2) ensuring a portion of state climate funds are spent on environmental justice communities, 3) helping create jobs at all levels, and 4) investing in tree-planting, focusing on underserved, urban communities.
<b>STATUS</b>	No Vote – Did not cross over
<b>POSITION</b>	Support – <b>Environmental Community Priority</b>
<b>SPONSOR</b>	Stein/Pinsky
<b>COMMITTEE</b>	Environment and Transportation (Economic Matters)



**Maryland LCV  
Priority**

<b>BILL #</b>	<b>SB137/HB334</b>
<b>TITLE</b>	<b>Zero-Emission Bus Transition Act of 2021</b>
<b>SUMMARY</b>	Requires all buses purchased by the Maryland Department of Transportation beginning in 2023 to be electric (or other zero-emission technology), leading to a complete fleet transition. <b>The provisions in this bill are also in HB583/SB414: Climate Solutions Now Act</b>
<b>EQUITY</b>	Diesel emissions contribute significantly to climate pollution, as well as to the respiratory health of passengers and drivers. This most directly impacts those from underserved and low-income communities who are more likely to be using public transit.
<b>STATUS</b>	No Vote – Did not cross over
<b>POSITION</b>	Support – <b>Environmental Community Priority</b>
<b>SPONSOR</b>	Zucker/Korman
<b>COMMITTEE</b>	Education, Health and Environmental Affairs (Budget and Tax)



**Maryland LCV  
Priority**



<b>BILL #</b>	<b>SB151/HB82</b>
<b>TITLE</b>	<b>Constitutional Amendment – Environmental Rights</b>
<b>SUMMARY</b>	Amends the Declaration of Rights section of the State Constitution to include 1) every person has the fundamental right to a healthful environment, including clean air, water, land, and a stable climate, and 2) designates the state as trustee of Maryland’s natural resources or current and future generations
<b>EQUITY</b>	Passing the amendment addresses equity in protecting the fundamental right to a healthful environment of all people residing in Maryland, regardless of what zip code they live in.
<b>STATUS</b>	No Vote – Did not cross over
<b>POSITION</b>	Support
<b>SPONSOR</b>	Patterson/W. Fisher
<b>COMMITTEE</b>	Judicial Proceedings (Education, Health, and Environmental Affairs)

<b>BILL #</b>	<b>SB195/ HB22</b>	<b>Environmental Community Priority</b>
<b>TITLE</b>	<b>Stop PFAS Pollution Act</b>	
<b>SUMMARY</b>	Per-and-polyfluoroalkyl substances, or PFAS, are a family of approximately 5,000 man-made organic used in myriad consumer products. Because of their unique carbon-fluorine bonds, PFAS are resistant to degradation in the environment, can persist for decades in water and air, and accumulate in our bodies over time. This bill comprehensively addresses PFAS contamination by adopting some of the country’s strongest PFAS policies.	
<b>EQUITY CONCERNS</b>	We don’t yet know the scope of our PFAS pollution problem in Maryland, although the substance is present throughout the state in waterways and even in fish that people eat. Generally speaking, communities of color are disproportionately impacted by toxic chemical exposure in consumer products, homes, and water.	
<b>STATUS</b>	No Vote – Did not cross over	
<b>POSITION</b>	Support	
<b>SPONSOR</b>	Elfreth/Love	
<b>COMMITTEE</b>	Education, Health, and Environmental Affairs	

<b>BILL #</b>	<b>SB199/ HB114</b>	 <b>Maryland LCV Priority</b>
<b>TITLE</b>	<b>Transit Safety and Investment Act of 2021</b>	
<b>SUMMARY</b>	Mandates at least roughly \$90 million additional to anticipated spending from the Transportation Trust Fund for six years to address transit “state of good repair” needs identified by the MTA.	
<b>EQUITY</b>	Because a safer and more reliable transit system will support middle-class jobs – many held by women and people of color – this bill goes directly to assisting low-wealth communities.	
<b>STATUS</b>	Passed Committee – Did not crossover	
<b>POSITION</b>	Support – <b>Environmental Community Priority</b>	
<b>SPONSOR</b>	McCray/Lierman	
<b>COMMITTEE</b>	Budget and Tax	



<b>BILL #</b>	<b>SB223/ HB314</b>	<b>Environmental Community Priority</b>
<b>TITLE</b>	<b>Plastic Bag Reduction Act</b>	
<b>SUMMARY</b>	Bans plastic bags at check-out, allows jurisdictions with existing fees to continue collecting fees on paper bags. Under current law, jurisdictions must seek enabling legislation for specific taxing authority – including fees on paper at check-out. This bill would change the law to require jurisdictions to seek enabling legislation to set a price floor for retailers.	
<b>EQUITY CONCERNS</b>	Litter has a disproportionate impact on communities that lack adequate public services and have more blight.	
<b>STATUS</b>	No Vote – Did not cross over	
<b>POSITION</b>	Support	
<b>SPONSOR</b>	Augustine/ Lierman	
<b>COMMITTEE</b>	Finance	

<b>BILL #</b>	<b>SB224/ HB222</b>
<b>TITLE</b>	<b>Election Law – Correctional Facilities – Voter Registration and Voting</b>
<b>SUMMARY</b>	Requires the Department of Public Safety and Correctional Services to provide each individual release from a correctional facility with a voter registration application and documentation informing the individual that the individual’s voting rights have been restored. Additionally it eliminates structural barriers to voting for individuals in pre-trial detention.
<b>EQUITY CONCERNS</b>	Each election cycle, over 10,000 eligible voters are excluded from participating in the electoral process as a result of their pre-trial detention status. This is especially pronounced in communities of color and among individuals who cannot afford a cash bail or commercial bond.
<b>STATUS</b>	No Vote – Did not cross over
<b>POSITION</b>	Support
<b>SPONSOR</b>	West/Wilkins
<b>COMMITTEE</b>	Education, Health and Environmental Affairs

<b>BILL #</b>	<b>SB528/HB512</b>
<b>TITLE</b>	<b>Coast Smart Siting and Design – Private Construction</b>
<b>SUMMARY</b>	The bill will apply Coast Smart siting and design criteria to certain private construction projects in an effort to increase Maryland resiliency in the face of sea level rise, nuisance flooding, and increased storm events associated with climate change
<b>EQUITY</b>	We know that the impacts of climate change - like sea level rise - disproportionately impact underserved communities. This bill will make sure that, moving forward, any infrastructure built in areas subject to future sea level rise or high-tide flooding will be built to withstand those conditions.
<b>STATUS</b>	No Vote – Did not cross over
<b>POSITION</b>	Support
<b>SPONSOR</b>	Elfreth/Lehman
<b>COMMITTEE</b>	Environment and Transportation



<b>BILL #</b>	<b>SB540/ HB427</b>
<b>TITLE</b>	<b>Federal Clean Water Act – Authority of State</b>
<b>SUMMARY</b>	Prevents Maryland from waiving the 401 Water Quality Certification decision it issued on the Conowingo Dam in 2018, along with billions of dollars and a host of clean water rights as it relates to the dam over the next 50 years. Without this legislation, the state will move forward in a settlement agreement that will jeopardize the health of the bay and prevent the state from taking action until at least 2070.
<b>EQUITY</b>	The Susquehanna River is the largest tributary of the Chesapeake Bay and feeds about half of the Bay's freshwater. Because the health of the Susquehanna River largely determines the health of the Bay, without strong remediation around the Conowingo Dam, the aquatic species (which local communities depend upon) and water quality in areas closest to the Dam could be decimated.
<b>STATUS</b>	No Vote – Did not cross over
<b>POSITION</b>	Support
<b>SPONSOR</b>	Hershey/ Jacobs/
<b>COMMITTEE</b>	Education, Health, and Environmental Affairs

Maryland League of Conservation Voters distributes our “hotlist” every week, to make sure you know the bills that we are tracking, where they are in the process, and what the environmental position is for those bills. Maryland LCV also produces a scorecard at the end of every legislative Session. Scores are drawn from all public record votes (Committee, Floor, Amendment) on every bill that we are tracking.

**While not every bill is scored, any bill on our hotlist, or any vote that we communicate with you about by e-mail or through this Hotlist may be scored.**

If you would like a bill considered for inclusion on the Hotlist, please contact Kristen Harbeson at [kharbeson@mdlcv.org](mailto:kharbeson@mdlcv.org)