



The Maryland League of Conservation Voters is pleased to present the "Hot List" – a detailed list of priority environmental legislation moving through the Maryland General Assembly. This will be emailed to every legislator every Tuesday and will also be available online on our website (www.mdlcv.org). 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 or 410-952-8100

MARYLAND HOUSE OF DELEGATES

Appropriations (APP)

BILL #	HB6/SB92	Environmental Community Priority
TITLE	Maryland Sustainable Buildings Act of 2023	
SUMMARY	Requires the Maryland Department of General Services to establish standards for state buildings (and those buildings with 51% or more state funding) based on LEED Pilot Credit 55 to reduce the amount of energy-inefficient and bird-dangerous glass. Glass greater than 10% of the first 40 feet of building facades, and 40% above 40 feet would need to be shaded, screened, or patterned with visible or UV films, frits, or etching.	
CLIMATE	The building sector represents the second largest contributor to our state's greenhouse gas emissions. Improving energy efficiency in buildings is essential to reaching our state's carbon emissions reduction goals.	
STATUS	Hearing Scheduled February 8, 2023 - 2:30pm - HGO	
POSITION	Favorable	
SPONSOR	Hill/Lam	
COMMITTEE	HGO (APP)/EEE	



HOTLIST

BILL #	<u>HB200/SB181</u> & <u>HB201/SB182</u>
TITLE	Operating and Capital Budget Bills (Fiscal Year 2024)
SUMMARY	<p>The State's budget surplus for the 2023 fiscal year and the expectation of federal funding dedicated to climate and water quality improvements create an unprecedented opportunity for the state to advance its goals for greenhouse gas reduction and to meet the 2025 Chesapeake Bay Blueprint, while honoring the principles of Justice 40.</p> <p>Maryland LCV urges the inclusion of a \$22 million appropriation into the Zero-Emission Vehicle School Bus Transition Grant Program, to provide support for selected school districts in transitioning their diesel school bus fleets to clean electric school buses.</p>
EQUITY	In Maryland, more than 650,000 students ride in diesel school buses, which contributes to the disproportionate asthma rates among lower-income children, in communities of color, and those living near major roadways.
CLIMATE	The transportation sector is the single largest source of greenhouse gas emissions in Maryland, and diesel bus emissions contribute to this pollution. Converting the school bus fleet to clean electric vehicles aids in reaching the state goals of carbon emission reductions.
STATUS	Hearing not scheduled
POSITION	Support with identified priorities- Maryland LCV Priority
SPONSOR	Speaker/President
COMMITTEE	APP/BAT



and
Environmental
Community

Priority



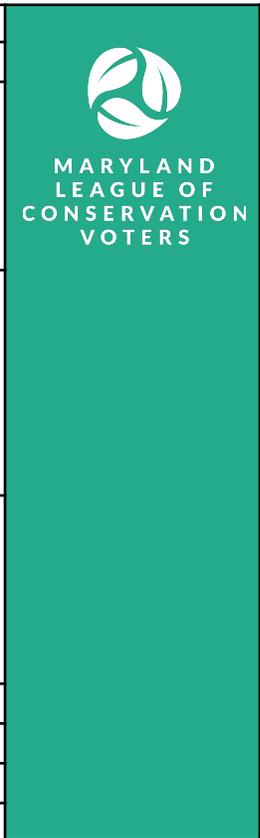
BILL #	<u>HB546</u>
TITLE	Education - Service Year Option Program - Establishment
SUMMARY	Creates a system to provide a service year option for high school graduates to work for community organizations and nonprofit groups. This program will serve as a springboard for participants to enter into post-service year employment, higher education, or apprenticeships while creating a culture of service in communities across the state. The three key program areas are climate, education, and health.
EQUITY	Although the program does not prioritize any population area that may be overburdened with pollution, it creates an alternate path to acquiring work experience for high school graduates outside of traditional college education, which may serve to primarily benefit low and moderate income families, and build the climate and clean energy workforce in a way that contributes to generational wealth opportunities.
CLIMATE	No carbon emission potential, however climate is a key program area for service.
STATUS	Hearing Scheduled February 21 - 1:00pm
POSITION	Favorable
SPONSOR	Speaker (on behalf of the Administration)
COMMITTEE	Appropriations

Economic Matters (ECM)

BILL #	<u>HB169/SB144</u>	Environmental Community Priority
TITLE	Public Utilities - Energy Efficiency and Conservation Programs - Energy Performance Targets and Low-Income Housing	
SUMMARY	This bill sets up a 1% goal for the limited income EmPOWER Maryland programs managed by DHCD. Setting a required level of energy savings for the limited income programs will ensure the limited income programs help more households in need and deliver greater benefits.	
EQUITY	Increases the amount of resources directed to limited-income ratepayers.	
CLIMATE	Improving energy efficiency of buildings reduces the carbon emissions and helps move the state towards its greenhouse gas reduction goals.	
STATUS	No Hearing Scheduled	
POSITION	Favorable	
SPONSOR	Charkoudian/Feldman	
COMMITTEE	ECM/EEE	



BILL #	<u>HB550</u>
TITLE	Clean Transportation and Energy Act
SUMMARY	Provides incentives for the purchase and sale of electric medium and heavy duty trucks and charging stations, and enables additional support for the installation of electric vehicle charging stations. This bill supports the implementation of the Clean Trucks Act (HB230/SB224).
EQUITY	Medium and heavy-duty trucks and buses make up only 9% of the state's vehicles, but they contribute a disproportionate 39% of nitrogen oxide (NOx), 48% of fine particulate matter (PM2.5), and 21% of global warming emissions from all on-road vehicles in the state, disproportionately burdening those living near major roadways.
CLIMATE	The transportation sector is the single largest source of greenhouse gas emissions in Maryland, and diesel bus emissions contribute to this pollution. Converting the fleet of trucks and school buses to clean electric vehicles aids in reaching the state goals of carbon emission reductions.
STATUS	Hearing - February 23, 1:00pm (ENT)
POSITION	Favorable
SPONSOR	Speaker (on behalf of the Administration)
COMMITTEE	ENT (ECM)





Environment and Transportation (ENT)

BILL #	<u>HB230/SB224</u>	 <p>MARYLAND LEAGUE OF CONSERVATION VOTERS</p>
TITLE	Clean Trucks Act of 2023	
SUMMARY	Mandates the Maryland Department of the Environment to adopt the Advanced Clean Truck Rule, which requires vehicle manufacturers to sell an increasing percentage of new zero-emission trucks and school buses through 2035.	
EQUITY	Medium and heavy-duty trucks and buses make up only 9% of the state’s vehicles, but they contribute a disproportionate 39% of nitrogen oxide (NOx), 48% of fine particulate matter (PM2.5), and 21% of global warming emissions from all on-road vehicles in the state, disproportionately burdening those living near major roadways.	
CLIMATE	The transportation sector is the single largest source of greenhouse gas emissions in Maryland, and diesel bus emissions contribute to this pollution. Converting the fleet of trucks and school buses to clean electric vehicles aids in reaching the state goals of carbon emission reductions.	
STATUS	Hearing - February 8, 1:30pm	
POSITION	Favorable	
SPONSOR	Love/Augustine	
COMMITTEE	ENT/EEE	

BILL #	<u>HB503</u>	 <p>MARYLAND LEAGUE OF CONSERVATION VOTERS</p> <p>and</p> <p>Environmental Community</p> <p>Priority</p>
TITLE	Natural Resources - Greenspace Equity Program - Establishment	
SUMMARY	A “Greenspace Equity Program” would provide annual state funding to support projects, led by land trusts, local governments and community partners, that would increase and enhance ‘community greenspace’ in Maryland’s underserved and overburdened communities. Preserving, creating and enhancing public community greenspaces would improve public health and livability for many communities across the state.	
EQUITY	This bill directs resources specifically to overburdened and underserved communities throughout the state.	
STATUS	Hearing - February 17, 1:00pm	
POSITION	Favorable	
SPONSOR	Stein	
COMMITTEE	ENT	



BILL #	<u>HB550</u>
TITLE	Clean Transportation and Energy Act
SUMMARY	Provides incentives for the purchase and sale of electric medium and heavy duty trucks and charging stations, and enables additional support for the installation of electric vehicle charging stations. This bill supports the implementation of the Clean Trucks Act (HB230/SB224).
EQUITY	Medium and heavy-duty trucks and buses make up only 9% of the state's vehicles, but they contribute a disproportionate 39% of nitrogen oxide (NOx), 48% of fine particulate matter (PM2.5), and 21% of global warming emissions from all on-road vehicles in the state, disproportionately burdening those living near major roadways.
CLIMATE	The transportation sector is the single largest source of greenhouse gas emissions in Maryland, and diesel bus emissions contribute to this pollution. Converting the fleet of trucks and school buses to clean electric vehicles aids in reaching the state goals of carbon emission reductions.
STATUS	Hearing - February 23, 1:00pm (ENT)
POSITION	Favorable
SPONSOR	Speaker (on behalf of the Administration)
COMMITTEE	ENT (ECM)



BILL #	<u>HB631/SB470</u>
TITLE	Maryland the Beautiful Act
SUMMARY	President Biden's Executive Order sets a new national goal of 30% of U.S. lands permanently preserved by 2030. This bill goes a step further and sets a conservation goal of 40% of Maryland lands permanently protected by 2040. This bill will: create a rapid-response revolving loan fund program to allow land trusts to move quickly on conservation opportunities; increase the capacity of partner land trusts to assist the state in meeting the goal; and ensure that the lands are protected in perpetuity.
STATUS	Hearing - February 22, 1:00pm
POSITION	Favorable
SPONSOR	Stein/Elfreth
COMMITTEE	ENT



and
Environmental
Community
Priority



Health and Government Operations (HGO)

BILL #	HB6/SB92	Environmental Community Priority
TITLE	Maryland Sustainable Buildings Act of 2023	
SUMMARY	Requires the Maryland Department of General Services to establish standards for state buildings (and those buildings with 51% or more state funding) based on LEED Pilot Credit 55 to reduce the amount of energy-inefficient and bird-dangerous glass. Glass greater than 10% of the first 40 feet of building facades, and 40% above 40 feet would need to be shaded, screened, or patterned with visible or UV films, frits, or etching.	
CLIMATE	The building sector represents the second largest contributor to our state’s greenhouse gas emissions. Improving energy efficiency in buildings is essential to reaching our state’s carbon emission reduction goals.	
STATUS	February 8, 2023 - 2:30pm - HGO	
POSITION	Favorable	
SPONSOR	Hill/Lam	
COMMITTEE	HGO (APP)/EEE	



MARYLAND SENATE Budget and Taxation

BILL #	<u>SB181/HB200</u> & <u>SB182/HB201</u>	 MARYLAND LEAGUE OF CONSERVATION VOTERS and Environmental Community Priority
TITLE	Operating and Capital Budget Bills (Fiscal Year 2024)	
SUMMARY	<p>The State’s budget surplus for the 2023 fiscal year and the expectation of federal funding dedicated to climate and water quality improvements create an unprecedented opportunity for the state to advance its goals for greenhouse gas reduction and to meet the 2025 Chesapeake Bay Blueprint, while honoring the principles of Justice 40.</p> <p>Maryland LCV urges the inclusion of a \$22 million appropriation into the Zero-Emission Vehicle School Bus Transition Grant Program, to provide support for school districts in transitioning their diesel school bus fleets to clean electric school buses.</p>	
EQUITY	In Maryland, more than 650,000 students ride in diesel school buses, which contributes to the disproportionate asthma rates among lower-income children and in communities of color.	
CLIMATE	The transportation sector is the single largest source of greenhouse gas emissions in Maryland, and diesel bus emissions contribute to this pollution. Converting the school bus fleet to clean electric vehicles aids in reaching the state goals of carbon emission reductions.	
STATUS	Hearing not scheduled	
POSITION	Support with identified priorities- Maryland LCV Priority	
SPONSOR	Speaker/President	
COMMITTEE	APP/BAT	



Education, Energy, and the Environment (EEE)

BILL #	<u>SB92/HB6</u>	Environmental Community Priority
TITLE	Maryland Sustainable Buildings Act of 2023	
SUMMARY	Requires the Maryland Department of General Services to establish standards for state buildings (and those buildings with 51% or more state funding) based on LEED Pilot Credit 55 to reduce the amount of energy-inefficient and bird-dangerous glass. Glass greater than 10% of the first 40 feet of building facades, and 40% above 40 feet would need to be shaded, screened, or patterned with visible or UV films, frits, or etching.	
CLIMATE	The building sector represents the second largest contributor to our state’s greenhouse gas emissions. Improving energy efficiency in buildings is essential to reaching our state’s carbon emission reduction goals.	
STATUS	Already Heard	
POSITION	Favorable	
SPONSOR	Lam/Hill	
COMMITTEE	EEE/HGO (APP)	

BILL #	<u>SB144/HB169</u>	Environmental Community Priority
TITLE	Public Utilities - Energy Efficiency and Conservation Programs - Energy Performance Targets and Low-Income Housing	
SUMMARY	This bill sets up a 1% goal for the limited income EmPOWER Maryland programs managed by DHCD. Setting a required level of energy savings for the limited income programs will ensure the limited income programs help more households in need and deliver greater benefits.	
EQUITY	Increases the amount of resources directed to limited-income ratepayers.	
CLIMATE	Improving energy efficiency of buildings reduces the carbon emissions and helps move the state towards its greenhouse gas reduction goals.	
STATUS	Already Heard	
POSITION	Favorable	
COMMITTEE	EEE/ECM	



HOTLIST

BILL #	<u>SB224/HB230</u>
TITLE	Clean Trucks Act of 2023
SUMMARY	Mandates the Maryland Department of the Environment to adopt the Advanced Clean Truck Rule, which requires vehicle manufacturers to sell an increasing percentage of new zero-emission trucks and school buses through 2035.
EQUITY	In Maryland, more than 650,000 students ride in diesel school buses, which contributes to the disproportionate asthma rates among lower-income children, in communities of color, and those living near major roadways.
CLIMATE	The transportation sector is the single largest source of greenhouse gas emissions in Maryland, and diesel bus emissions contribute to this pollution. Converting the fleet of trucks and school buses to clean electric vehicles aids in reaching the state goals of carbon emission reductions.
STATUS	February 9, 2023 - 1:00pm
POSITION	Favorable
SPONSOR	Augustine/Love
COMMITTEE	EEE/ENT



MARYLAND
LEAGUE OF
CONSERVATION
VOTERS

BILL #	<u>SB470/HB631</u>
TITLE	Maryland the Beautiful Act
SUMMARY	President Biden's Executive Order sets a new national goal of 30% of U.S. lands permanently preserved by 2030. This bill goes a step further and sets a conservation goal of 40% of Maryland lands permanently protected by 2040. This bill will: create a rapid-response revolving loan fund program to allow land trusts to move quickly on conservation opportunities; increase the capacity of partner land trusts to assist the state in meeting the goal; and ensure that the lands are protected in perpetuity.
STATUS	Hearing: March 1, 1:00pm
POSITION	Favorable
SPONSOR	Elfreth/Stein
COMMITTEE	EEE/ENT



MARYLAND
LEAGUE OF
CONSERVATION
VOTERS

and

Environmental
Community

Priority



HOTLIST

BILL #	SB613	 MARYLAND LEAGUE OF CONSERVATION VOTERS and Environmental Community Priority
TITLE	Electricity - Community Solar Energy Generating Systems Program	
SUMMARY	Makes permanent the community solar program and improves the ability of low-income Marylanders to participate in the program by creating the option for consolidated billing.	
EQUITY	Aligns the program to the principles of Justice 40 by ensuring that every community solar project reserves 40% of its created energy for low-and-moderate income households and those in overburdened and underserved communities.	
CLIMATE	Projects currently operational or in the queue represents 379MW of energy, which is the equivalent of 357,356 metric tons of CO2 emissions avoided per year, or 12.5 million metric tons over the projected (35 years) life of the projects. With a permanent status, the potential for growth of community solar projects is high.	
STATUS	Hearing not scheduled	
POSITION	Support - Maryland LCV Priority	
SPONSOR	Brooks/Clippinger	
COMMITTEE	EEE/ECM	

BILL #	SB689	Environmental Community Priority
TITLE	Public Utilities - Energy Efficiency and Greenhouse Gas Emissions Reductions - Alterations and Requirements	
SUMMARY	Ensures that the EmPOWER program to support energy efficiency upgrades for low income Marylanders is aligned with the carbon emissions reduction goals set forth by the Climate Solutions Now Act and provides resources for greater access by non-English speaking Marylanders.	
EQUITY	EmPOWER reform will help low income Marylanders access energy efficiency upgrades, to include electric upgrades, so they won't be locked into using gas appliances as gas prices are anticipated to increase and increase indoor air pollutants	
CLIMATE	Energy efficiency is one of the most cost effective ways to decrease GHG emissions to combat climate change, while reducing utility bills	
STATUS	Hearing not scheduled	
POSITION	Support	
SPONSOR	Young	
COMMITTEE	EEE	



BILL #	SB781
TITLE	Promoting Offshore Wind Energy Resources Act
SUMMARY	Sets a new target of 8GW for Maryland’s offshore wind production, requires the Public Service Commission to issue an RFP to identify a plan for transmission from the projects to the onshore grid, and sets a model of state energy procurement to protect against ratepayer impact.
EQUITY	Beyond the health benefits of replacing fossil fuels with renewable energy and being more intentional about transmission infrastructure, this bill will produce more family-sustaining jobs through new offshore wind projects and transmission investments, which creates the opportunity to build generational wealth in communities who have been historically excluded from job, housing, and wealth opportunities.
CLIMATE	According to a recent report by Gabel and Associates the potential avoided emissions from wind generation over the projected life of the project is (in tons) 361,445,105 CO ₂ , 120,508 SO ₂ , and 128,931 NO _X
STATUS	Hearing not scheduled
POSITION	Support - Maryland LCV Priority
SPONSOR	Hester
COMMITTEE	EEE



Maryland League of Conservation Voters creates and distributes our “hotlist” every week to make sure you know the bills that are a priority for us and the environmental community. Maryland LCV also produces a scorecard at the end of every legislative session. Bills that are scored are included in this list and scores are drawn from all public record votes (Committee, Floor, Amendment).

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