




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.mdldcv.org](http://www.mdldcv.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@mdldcv.org](mailto:kharbeson@mdldcv.org) or 410-952-8100

## MARYLAND HOUSE OF DELEGATES

### House Floor

<b>BILL #</b>	<a href="#">HB6/SB92</a>	Environmental Community  Priority
<b>TITLE</b>	<b>Maryland Sustainable Buildings Act of 2023</b>	
<b>SUMMARY</b>	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 Innovation Credit for Bird Collision Deterrence 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.	
<b>CLIMATE</b>	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.	
<b>STATUS</b>	Second Reader (FWA)	
<b>POSITION</b>	Favorable	
<b>SPONSOR</b>	Hill/Lam	
<b>COMMITTEE</b>	HGO (APP)/EEE	


# Appropriations (APP)

<b>BILL #</b>	<a href="#">HB200/SB181</a> & <a href="#">HB201/SB182</a>	 <p>MARYLAND LEAGUE OF CONSERVATION VOTERS</p> <p>and Environmental Community</p> <p>Priority</p>
<b>TITLE</b>	<b>Operating and Capital Budget Bills (Fiscal Year 2024)</b>	
<b>SUMMARY</b>	<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><b>Maryland LCV urges the inclusion of a one-time allocation of \$21,499,000 into the Zero-Emission Vehicle School Bus Transition Grant Program,"to provide support for school districts that unsuccessfully applied in 2022 to the EPA’s Clean School Bus Program to start or accelerate their transition to electric school buses.</b></p>	
<b>EQUITY</b>	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.	
<b>CLIMATE</b>	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.	
<b>STATUS</b>	Hearing not scheduled	
<b>POSITION</b>	Support with identified priorities- Maryland LCV Priority	
<b>SPONSOR</b>	Speaker/President	
<b>COMMITTEE</b>	APP/BAT	


<b>BILL #</b>	<a href="#"><u>HB546/SB551</u></a>
<b>TITLE</b>	<b>Education - Service Year Option Program - Establishment</b>
<b>SUMMARY</b>	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.
<b>EQUITY</b>	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.
<b>CLIMATE</b>	No carbon emission potential, however climate is a key program area for service.
<b>STATUS</b>	Bill Already Heard
<b>POSITION</b>	Favorable
<b>SPONSOR</b>	Speaker/President (on behalf of the Administration)
<b>COMMITTEE</b>	APP/EEE

## Economic Matters (ECM)

<b>BILL #</b>	<a href="#">HB169/SB144</a>	Environmental Community  Priority
<b>TITLE</b>	<b>Public Utilities - Energy Efficiency and Conservation Programs - Energy Performance Targets and Low-Income Housing</b>	
<b>SUMMARY</b>	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.	
<b>EQUITY</b>	Increases the amount of resources directed to limited-income ratepayers.	
<b>CLIMATE</b>	Improving energy efficiency of buildings reduces the carbon emissions and helps move the state towards its greenhouse gas reduction goals.	
<b>STATUS</b>	Bill Already Heard	
<b>POSITION</b>	Favorable	
<b>SPONSOR</b>	Charkoudian/Feldman	
<b>COMMITTEE</b>	ECM/EEE	


<b>BILL #</b>	<a href="#"><u>HB550/ SB548</u></a>	 <p>MARYLAND LEAGUE OF CONSERVATION VOTERS</p> <p>Priority</p>
<b>TITLE</b>	<b>Clean Transportation and Energy Act</b>	
<b>SUMMARY</b>	<p>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).</p> <p>Maryland LCV supports the goals of this program but offers recommendations for clarity around prioritization of funds to serve the twin goals of carbon emissions reduction and renewable energy production.</p>	
<b>EQUITY</b>	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.	
<b>CLIMATE</b>	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.	
<b>STATUS</b>	Bill Already Heard (ENT)	
<b>POSITION</b>	Favorable With Amendments	
<b>SPONSOR</b>	Speaker/President (on behalf of the Administration)	
<b>COMMITTEE</b>	ENT (ECM)	

<b>BILL #</b>	<a href="#"><u>HB718/SB590</u></a>
<b>TITLE</b>	<b>Reclaim Renewable Energy Act of 2023</b>
<b>SUMMARY</b>	The Reclaim Renewable Energy Act (SB 590/ HB 718) would remove three polluting industries from counting as renewable energy eligible options in the state's Renewable Portfolio Standard, eliminating financial incentives that are propping up these sources of air and climate pollution: trash incineration, poultry waste-to-energy, and woody biomass.
<b>CLIMATE</b>	These three dirty options from the renewable energy program have made up about 10% of the renewables portfolio in the past. They are expected to garner a larger share moving forward, hampering efforts to expand truly renewable energy options like wind and solar. The biomass industry, in particular, wants to hook its methane production to existing gas pipeline infrastructure and further extend the life cycle of fossil fuels.
<b>STATUS</b>	Bill Hearing - March 9, 2023
<b>POSITION</b>	Favorable
<b>SPONSOR</b>	Stewart/Lewis Young
<b>COMMITTEE</b>	ECM/EEE

<b>BILL #</b>	<a href="#">HB793/SB781</a>	 <p>MARYLAND LEAGUE OF CONSERVATION VOTERS</p> <p>Priority</p>
<b>TITLE</b>	<b>Promoting Offshore Wind Energy Resources Act</b>	
<b>SUMMARY</b>	Sets a new target of 8.5GW 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.	
<b>EQUITY</b>	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.	
<b>CLIMATE</b>	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 CO2, 120,508 SO2, and 128,931 NOX	
<b>STATUS</b>	Bill Already Heard	
<b>POSITION</b>	Support - Maryland LCV Priority	
<b>SPONSOR</b>	Charkoudian/Hester	
<b>COMMITTEE</b>	EEE/ECM	

<b>BILL #</b>	<a href="#"><u>HB904/SB682</u></a>	Environmental Community  Priority
<b>TITLE</b>	<b>Energy Savings Act</b>	
<b>SUMMARY</b>	Builds on the success of EmPOWER Maryland by continuing the program's effective focus on weatherization and rebates for efficient electric appliances and home heating, aligns the program with the state's climate goals; and adds essential consumer safeguards.	
<b>EQUITY</b>	The Energy Savings Act will help ensure more low income Marylanders are able to access state and federal energy efficiency incentives, including home electrification, so they won't be locked into using gas appliances as gas prices are anticipated to increase and increase indoor air pollutants	
<b>CLIMATE</b>	Energy efficiency is one of the most cost effective ways to decrease GHG emissions to combat climate change, while reducing utility bills. Enabling fuel switching under the EmPOWER Maryland program is a critical step as the state works to shift away from using fossil fuels to power our homes and buildings.	
<b>STATUS</b>	Bill Already Heard	
<b>POSITION</b>	Support	
<b>SPONSOR</b>	Qi/Young	
<b>COMMITTEE</b>	ECM/EEE	



<b>BILL #</b>	<a href="#">HB908/SB613</a>	 <p>MARYLAND LEAGUE OF CONSERVATION VOTERS</p> <p>and</p> <p>Environmental Community Priority</p>
<b>TITLE</b>	<b>Electricity - Community Solar Energy Generating Systems Program</b>	
<b>SUMMARY</b>	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.	
<b>EQUITY</b>	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.	
<b>CLIMATE</b>	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.	
<b>STATUS</b>	Bill Already Heard	
<b>POSITION</b>	Support - Maryland LCV Priority	
<b>SPONSOR</b>	Clippinger/Brooks	
<b>COMMITTEE</b>	ECM/EEE	

## Environment and Transportation (ENT)

<b>BILL #</b>	<a href="#">HB230/SB224</a>
<b>TITLE</b>	<b>Clean Trucks Act of 2023</b>
<b>SUMMARY</b>	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.
<b>EQUITY</b>	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.
<b>CLIMATE</b>	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.
<b>STATUS</b>	Bill Already Heard
<b>POSITION</b>	Favorable
<b>SPONSOR</b>	Love/Augustine
<b>COMMITTEE</b>	ENT/EEE



MARYLAND  
LEAGUE OF  
CONSERVATION  
VOTERS

<b>BILL #</b>	<a href="#"><u>HB503</u></a>
<b>TITLE</b>	<b>Natural Resources - Greenspace Equity Program - Establishment</b>
<b>SUMMARY</b>	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.
<b>EQUITY</b>	This bill directs resources specifically to overburdened and underserved communities throughout the state.
<b>STATUS</b>	Bill Already Heard
<b>POSITION</b>	Favorable
<b>SPONSOR</b>	Stein
<b>COMMITTEE</b>	ENT



MARYLAND  
LEAGUE OF  
CONSERVATION  
VOTERS


and


Environmental  
Community  
Priority

<b>BILL #</b>	<a href="#"><u>HB550/ SB548</u></a>
<b>TITLE</b>	<b>Clean Transportation and Energy Act</b>
<b>SUMMARY</b>	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). Maryland LCV supports the goals of this program but offers recommendations for clarity around prioritization of funds to serve the twin goals of carbon emissions reduction and renewable energy production.
<b>EQUITY</b>	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.
<b>CLIMATE</b>	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.
<b>STATUS</b>	Bill Already Heard (ENT)
<b>POSITION</b>	Favorable With Amendments
<b>SPONSOR</b>	Speaker/President (on behalf of the Administration)
<b>COMMITTEE</b>	ENT (ECM)



MARYLAND  
LEAGUE OF  
CONSERVATION  
VOTERS

<b>BILL #</b>	<a href="#"><u>HB631/SB470</u></a>	 <p>MARYLAND LEAGUE OF CONSERVATION VOTERS</p> <p>and</p> <p>Environmental Community Priority</p>
<b>TITLE</b>	<b>Maryland the Beautiful Act</b>	
<b>SUMMARY</b>	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.	
<b>STATUS</b>	Bill Already Heard	
<b>POSITION</b>	Favorable	
<b>SPONSOR</b>	Stein/Elfreth	
<b>COMMITTEE</b>	ENT	

<b>BILL #</b>	<a href="#"><u>HB723/SB526</u></a>	 <p>MARYLAND LEAGUE OF CONSERVATION VOTERS</p> <p>Priority</p>
<b>TITLE</b>	<b>Natural Resources - Forest Preservation and Retention</b>	
<b>SUMMARY</b>	Sets new, stronger statewide forest cover and tree canopy goals. Updates the Forest Conservation Act to give counties and local governments the flexibility to design a forest retention strategy that meets their local development priorities.	
<b>EQUITY</b>	Gives credit for preservation of priority forests in urban and suburban communities that perform important community functions like heat mitigation, animal habitat, and stormwater remediation.	
<b>CLIMATE</b>	Increases the state forest goals to move Maryland from a standard of no forest loss to actual forest gain.	
<b>STATUS</b>	Bill Already Heard	
<b>POSITION</b>	Favorable	
<b>COMMITTEE</b>	ENT/EEE	


<b>BILL #</b>	<a href="#">HB840/SB743</a>	Environmental Community  Priority
<b>TITLE</b>	<b>Climate Labor and Environmental Equity Act of 2023</b>	
<b>SUMMARY</b>	Enables the Maryland Department of Environment to fully assess the health and environmental impacts of projects on marginalized communities and prioritize these communities for public protection.	
<b>EQUITY</b>	Adds a layer of scrutiny for projects being permitted in overburdened and underserved communities, increases the publicly available reporting from state agencies on environmental justice, and increases public notice opportunities for projects.	
<b>STATUS</b>	Bill Already Heard	
<b>POSITION</b>	Favorable	
<b>SPONSOR</b>	Boyce/Jackson	
<b>COMMITTEE</b>	ENT/EEE	

<b>BILL #</b>	<a href="#">HB1134</a>
<b>TITLE</b>	<b>Maryland Building Performance Standards - Fossil Fuel Use and Electric-Ready Standards</b>
<b>SUMMARY</b>	Requires that fossil fuels generally not be used by new residential and commercial buildings under seven stories as of October 1, 2025, and by new residential and commercial buildings that are seven stories or taller as of October 1, 2029. The bill allows for possible waivers for certain uses, however new buildings receiving waivers would need to be constructed to be electric-ready.
<b>CLIMATE</b>	Electrifying Maryland's buildings can play a significant role in helping our State achieve its climate goals of reducing greenhouse gas emissions by 60% (from the 2006 level) by 2031, and achieving net-zero emissions by 2045. Fossil fuels burned in buildings (for furnaces, stoves, water heaters, and dryers) currently account for about 13% of Maryland's greenhouse gas emissions.
<b>STATUS</b>	Bill Hearing: March 8, 1:00pm
<b>POSITION</b>	Favorable
<b>SPONSOR</b>	Acevero
<b>COMMITTEE</b>	ENT

## Health and Government Operations (HGO)

<b>BILL #</b>	<a href="#">HB319/SB158</a>
<b>TITLE</b>	<b>Pesticide Registration - PFAS Testing - Requirements</b>
<b>SUMMARY</b>	Requires all manufacturers of mosquito control products that are registered in the state to provide annual independent lab testing and certification to document that the pesticide is PFAS-free, beginning on January 1, 2024. Beginning on January 1, 2026, manufacturers of all pesticides must provide this testing to prove that the product is PFAS-free. Costs for testing will be borne by the manufacturers.
<b>STATUS</b>	Bill Already Heard
<b>POSITION</b>	Favorable
<b>SPONSOR</b>	Stein/Hettleman
<b>COMMITTEE</b>	HGO/EEE

## Crossed Over From Senate

<b>BILL #</b>	<a href="#">SB224/HB230</a>	 <p>MARYLAND LEAGUE OF CONSERVATION VOTERS</p> <p>Priority</p>
<b>TITLE</b>	<b>Clean Trucks Act of 2023</b>	
<b>SUMMARY</b>	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.	
<b>EQUITY</b>	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.	
<b>CLIMATE</b>	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.	
<b>STATUS</b>	In the House (ENT)	
<b>POSITION</b>	Favorable	
<b>SPONSOR</b>	Augustine/Love	
<b>COMMITTEE</b>	EEE/ENT	


# MARYLAND SENATE

## Senate Floor

<b>BILL #</b>	<a href="#"><u>SB144/HB169</u></a>	Environmental Community Priority
<b>TITLE</b>	<b>Public Utilities - Energy Efficiency and Conservation Programs - Energy Performance Targets and Low-Income Housing</b>	
<b>SUMMARY</b>	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.	
<b>EQUITY</b>	Increases the amount of resources directed to limited-income ratepayers.	
<b>CLIMATE</b>	Improving energy efficiency of buildings reduces the carbon emissions and helps move the state towards its greenhouse gas reduction goals.	
<b>STATUS</b>	Second Reader - Laid Over	
<b>POSITION</b>	Favorable	
<b>SPONSOR</b>	Charkoudian/Feldman	
<b>COMMITTEE</b>	EEE/ECM	




# Budget and Taxation


<b>BILL #</b>	<a href="#"><u>SB181/HB200</u></a> & <a href="#"><u>SB182/HB201</u></a>	 <p>MARYLAND LEAGUE OF CONSERVATION VOTERS</p> <p>and</p> <p>Environmental Community Priority</p>
<b>TITLE</b>	<b>Operating and Capital Budget Bills (Fiscal Year 2024)</b>	
<b>SUMMARY</b>	<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 one-time allocation of \$21,499,000 into the Zero-Emission Vehicle School Bus Transition Grant Program,"to provide support for school districts that unsuccessfully applied in 2022 to the EPA’s Clean School Bus Program to start or accelerate their transition to electric school buses.</p>	
<b>EQUITY</b>	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.	
<b>CLIMATE</b>	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.	
<b>STATUS</b>	Hearing not scheduled	
<b>POSITION</b>	Support with identified priorities- Maryland LCV Priority	
<b>SPONSOR</b>	Speaker/President	
<b>COMMITTEE</b>	APP/BAT	

## Education, Energy, and the Environment (EEE)

<b>BILL #</b>	<a href="#"><u>SB92/HB6</u></a>	Environmental Community  Priority
<b>TITLE</b>	<b>Maryland Sustainable Buildings Act of 2023</b>	
<b>SUMMARY</b>	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 Innovation Credit for Bird Collision Deterrence 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.	
<b>CLIMATE</b>	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.	
<b>STATUS</b>	Bill Already Heard	
<b>POSITION</b>	Favorable	
<b>SPONSOR</b>	Lam/Hill	
<b>COMMITTEE</b>	EEE/HGO (APP)	

<b>BILL #</b>	<a href="#"><u>SB158/HB319</u></a>
<b>TITLE</b>	<b>Pesticide Registration - PFAS Testing - Requirements</b>
<b>SUMMARY</b>	Requires all manufacturers of mosquito control products that are registered in the state to provide annual independent lab testing and certification to document that the pesticide is PFAS-free, beginning on January 1, 2024. Beginning on January 1, 2026, manufacturers of all pesticides must provide this testing to prove that the product is PFAS-free. Costs for testing will be borne by the manufacturers.
<b>STATUS</b>	Bill Already Heard
<b>POSITION</b>	Favorable
<b>SPONSOR</b>	Hettleman/Stein
<b>COMMITTEE</b>	EEE/HGO

<b>BILL #</b>	<a href="#"><u>SB470/HB631</u></a>	 <p>MARYLAND LEAGUE OF CONSERVATION VOTERS</p> <p>and</p> <p>Environmental Community Priority</p>
<b>TITLE</b>	<b>Maryland the Beautiful Act</b>	
<b>SUMMARY</b>	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.	
<b>STATUS</b>	Bill Hearing - March 1, 1:00pm	
<b>POSITION</b>	Favorable	
<b>SPONSOR</b>	Elfreth/Stein	
<b>COMMITTEE</b>	EEE/ENT	

<b>BILL #</b>	<a href="#"><u>SB526/HB723</u></a>	 <p>MARYLAND LEAGUE OF CONSERVATION VOTERS</p> <p>Priority</p>
<b>TITLE</b>	<b>Natural Resources - Forest Preservation and Retention</b>	
<b>SUMMARY</b>	Sets new, stronger statewide forest cover and tree canopy goals. Updates the Forest Conservation Act to give counties and local governments the flexibility to design a forest retention strategy that meets their local development priorities.	
<b>EQUITY</b>	Gives credit for preservation of priority forests in urban and suburban communities that perform important community functions like heat mitigation, animal habitat, and stormwater remediation.	
<b>CLIMATE</b>	Increases the state forest goals to move Maryland from a standard of no forest loss to actual forest gain.	
<b>STATUS</b>	Bill Already Heard	
<b>POSITION</b>	Favorable	
<b>SPONSOR</b>	Elfreth/Love	
<b>COMMITTEE</b>	EEE/ENT	


<b>BILL #</b>	<a href="#"><u>SB548/HB550</u></a>
<b>TITLE</b>	<b>Clean Transportation and Energy Act</b>
<b>SUMMARY</b>	<p>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).</p> <p>Maryland LCV supports the goals of this program but offers recommendations for clarity around prioritization of funds to serve the twin goals of carbon emissions reduction and renewable energy production.</p>
<b>EQUITY</b>	<p>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.</p>
<b>CLIMATE</b>	<p>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.</p>
<b>STATUS</b>	Bill Hearing - February 28, 1:00pm
<b>POSITION</b>	Favorable With Amendments
<b>SPONSOR</b>	President/Speaker (on behalf of the Administration)
<b>COMMITTEE</b>	EEE



MARYLAND  
LEAGUE OF  
CONSERVATION  
VOTERS


<b>BILL #</b>	<a href="#"><u>SB551/HB546</u></a>
<b>TITLE</b>	<b>Education - Service Year Option Program - Establishment</b>
<b>SUMMARY</b>	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.
<b>EQUITY</b>	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.
<b>CLIMATE</b>	No carbon emission potential, however climate is a key program area for service.
<b>STATUS</b>	Bill Already Heard
<b>POSITION</b>	Favorable
<b>SPONSOR</b>	President/Speaker (on behalf of the Administration)
<b>COMMITTEE</b>	EEE/APP


<b>BILL #</b>	<a href="#"><u>SB590/HB718</u></a>
<b>TITLE</b>	<b>Reclaim Renewable Energy Act of 2023</b>
<b>SUMMARY</b>	The Reclaim Renewable Energy Act (SB 590/ HB 718) would remove three polluting industries from counting as renewable energy eligible options in the state's Renewable Portfolio Standard, eliminating financial incentives that are propping up these sources of air and climate pollution: trash incineration, poultry waste-to-energy, and woody biomass.
<b>CLIMATE</b>	These three dirty options from the renewable energy program have made up about 10% of the renewables portfolio in the past. They are expected to garner a larger share moving forward, hampering efforts to expand truly renewable energy options like wind and solar. The biomass industry, in particular, wants to hook its methane production to existing gas pipeline infrastructure and further extend the life cycle of fossil fuels.
<b>STATUS</b>	Bill Already Heard
<b>POSITION</b>	Favorable
<b>SPONSOR</b>	Lewis Young/Stewart
<b>COMMITTEE</b>	EEE/ECM

<b>BILL #</b>	<a href="#"><u>SB613/ HB908</u></a>	 <p>MARYLAND LEAGUE OF CONSERVATION VOTERS</p> <p>and</p> <p>Environmental Community Priority</p>
<b>TITLE</b>	<b>Electricity - Community Solar Energy Generating Systems Program</b>	
<b>SUMMARY</b>	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.	
<b>EQUITY</b>	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.	
<b>CLIMATE</b>	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.	
<b>STATUS</b>	Bill Already Heard	
<b>POSITION</b>	Support - Maryland LCV Priority	
<b>SPONSOR</b>	Brooks/Clippinger	
<b>COMMITTEE</b>	EEE/ECM	

<b>BILL #</b>	<a href="#"><u>SB689/ HB904</u></a>	Environmental Community  Priority
<b>TITLE</b>	<b>Energy Savings Act</b>	
<b>SUMMARY</b>	Builds on the success of EmPOWER Maryland by continuing the program's effective focus on weatherization and rebates for efficient electric appliances and home heating, aligns the program with the state's climate goals; and adds essential consumer safeguards.	
<b>EQUITY</b>	The Energy Savings Act will help ensure more low income Marylanders are able to access state and federal energy efficiency incentives, including home electrification, so they won't be locked into using gas appliances as gas prices are anticipated to increase and increase indoor air pollutants	
<b>CLIMATE</b>	Energy efficiency is one of the most cost effective ways to decrease GHG emissions to combat climate change, while reducing utility bills. Enabling fuel switching under the EmPOWER Maryland program is a critical step as the state works to shift away from using fossil fuels to power our homes and buildings.	
<b>STATUS</b>	Bill Already Heard	
<b>POSITION</b>	Support	
<b>SPONSOR</b>	Young/Qi	
<b>COMMITTEE</b>	EEE/ECM	



<b>BILL #</b>	<a href="#"><u>SB743/HB840</u></a>	 <p>MARYLAND LEAGUE OF CONSERVATION VOTERS</p> <p>Priority</p>
<b>TITLE</b>	<b>Climate Labor and Environmental Equity Act of 2023</b>	
<b>SUMMARY</b>	Enables the Maryland Department of Environment to fully assess the health and environmental impacts of projects on marginalized communities and prioritize these communities for public protection.	
<b>EQUITY</b>	Adds a layer of scrutiny for projects being permitted in overburdened and underserved communities, increases the publicly available reporting from state agencies on environmental justice, and increases public notice opportunities for projects.	
<b>STATUS</b>	Bill Already Heard	
<b>POSITION</b>	Favorable - Maryland LCV Priority	
<b>SPONSOR</b>	Jackson/Boyce	
<b>COMMITTEE</b>	EEE/ENT	

<b>BILL #</b>	<a href="#">SB781/ HB793</a>	 <p>MARYLAND LEAGUE OF CONSERVATION VOTERS</p> <p>Priority</p>
<b>TITLE</b>	<b>Promoting Offshore Wind Energy Resources Act</b>	
<b>SUMMARY</b>	Sets a new target of 8.5GW 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.	
<b>EQUITY</b>	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.	
<b>CLIMATE</b>	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 CO2, 120,508 SO2, and 128,931 NOX	
<b>STATUS</b>	Bill Hearing - March 7, 1:00pm	
<b>POSITION</b>	Support - Maryland LCV Priority	
<b>SPONSOR</b>	Hester/Charkoudian	
<b>COMMITTEE</b>	EEE/ECM	

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](mailto:kharbeson@mdlcv.org)