Maryland
Department of
the Environment

# Governor's Subcabinet on Climate

## 2024 ANNUAL REPORT

December 1, 2024

Per Executive Order 01.01.2024.19, *Leadership by State Government: Implementing Maryland's Climate Pollution Reduction Plan*, the Governor's Subcabinet on Climate, led by the Maryland Department of the Environment (MDE), submits this report to the Governor detailing the progress of implementing *Maryland's Climate Pollution Reduction Plan* and the State agency Climate Implementation Plans. This report is available to the public.

# Background

Maryland reduced statewide greenhouse gas (GHG) emissions by approximately 30% over the past 18 years — achieving just under a 2% annualized reduction[1]. The State aims to achieve an additional 30% reduction over the next six years — a 5% annualized reduction. The Climate Solutions Now Act (CSNA) of 2022 established science-based requirements to reduce GHG emissions by 60% from 2006 levels by 2031 and achieve net-zero GHG emissions by 2045. Maryland is in good company; nearly half of U.S. states and more than 100 nations aim to reach net-zero emissions within the next 20-25 years.

In December 2023, the Maryland Department of the Environment (MDE) published *Maryland's Climate Pollution Reduction Plan* to map a path to the State's 2031 and 2045 goals. The Plan shows that the goals are challenging but achievable with decisive action. In June 2024, Governor Moore issued Executive Order 01.01.2024.19, *Leadership by State Government: Implementing Maryland's Climate Pollution Reduction Plan*, to support a whole-of-government approach to addressing climate change. The Executive Order required executive branch agencies to develop Climate Implementation Plans (CIPs) and take immediate action to implement *Maryland's Climate Pollution Reduction Plan*. The Executive Order also established a Governor's Subcabinet on Climate to address climate change and coordinate State agency efforts to reduce GHG emissions.

The Subcabinet, chaired by the MDE Secretary, will report annually detailing the progress of implementing *Maryland's Climate Pollution Reduction Plan* and the State agency CIPs. The Governor's Chief Sustainability Officer, vice-chair of the Subcabinet, shall pursue federal funding opportunities for State climate programs and ensure the application of Justice40 through federal funds (U.S. Presidential Executive Order 14008, January 27, 2021). An update on federal funding shall be included in the Subcabinet's annual reports.

[1] Maryland reduced statewide GHG emissions 30% between 2006 and 2020, primarily driven by a shift from coal to natural gas for electricity generation and the closure of a couple of large industrial plants. The COVID-19 pandemic reduced transportation emissions in 2020 but those emissions largely rebounded since then. MDE estimates that emissions in 2023 and 2024 were similar to 2020 levels with a post-pandemic rebound in transportation emissions mostly canceling out modest reductions in other sectors. MDE's official 2023 GHG Emissions Inventory will be completed by the fall of 2025.

# Implementing Maryland's Climate Pollution Reduction Plan

### Summary of the Plan

MDE partnered with scientists and policy experts at the University of Maryland and Towson University to analyze the lowest-cost/greatest-benefits pathway to achieve the State's GHG reduction requirements. The analysis found that:

- **Fully implementing existing State and Federal policies could reduce emissions by 51% by 2031**. Existing policies include State policies such as Advanced Clean Cars II, Advanced Clean Trucks, Building Energy Performance Standards, EmPOWER, Renewable Portfolio Standard, hydrofluorocarbon rules, landfill methane rules, natural gas industry rules, and zero-emission transit and school bus conversion; and Federal policies such as clean energy tax credits and other investments made possible by the Inflation Reduction Act.

- **Fully implementing existing State and Federal policies *and* expeditiously implementing new sectoral and economywide policies could reduce emissions by 60% by 2031**. New State policies to reduce sector-specific emissions include Advanced Clean Fleets, Clean Power Standard (100% clean power by 2035), Clean Heat Standard, Zero-Emission Heating Equipment Standard, an updated Regional Greenhouse Gas Initiative program, Maryland Department of Transportation (MDOT) investments to reduce vehicle miles traveled; and incentives for clean energy deployment, electric vehicle (EV) purchasing, and emissions reduction/sequestration projects at agricultural, forestry, industrial, and waste management sites. Maryland currently runs a cap-and-invest program covering fossil fuel power plants[2], which has allowed the State to invest more than a billion dollars in electricity bill assistance and clean energy projects.

- Economic analysis found that fully implementing *Maryland's Climate Pollution Reduction Plan* would create significant economic benefits between 2024 and 2031 including:

    - $1.2 billion in public health benefits

[2] The Regional Greenhouse Gas Initiative (RGGI) is a cooperative, market-based effort among the states of Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, and Vermont to cap and reduce CO2 emissions from the power sector. It represents the first cap-and-invest regional initiative implemented in the United States.

- $2.5 billion in increased personal income
- $5.3 billion in additional gross domestic product in Maryland
- 27,400 additional jobs
- $2,600 to $4,000 reduction in annual energy costs for most households

Significant public health and economic benefits would occur statewide. Air quality would improve everywhere with the greatest improvements occurring in Baltimore City and Prince George's County. New policies would help more Marylanders transition to efficient electric vehicles and heating equipment, saving a family thousands of dollars per year.

*Maryland's Climate Pollution Reduction Plan* includes 42 existing and new policies that, if fully implemented, would achieve the State's GHG reduction requirements, reduce household energy costs, improve health outcomes, and grow the economy. The Plan identifies executive and legislative actions needed to accomplish the State's goals. Legislative actions focus on mechanisms for increasing the State's investments in equitable climate solutions. Executive actions focus on regulatory and program development, especially by MDE, the Maryland Department of Transportation (MDOT), and the Maryland Energy Administration (MEA).

### Existing Policy Implementation

The following summarizes the implementation status of several important existing policies and programs. Additional detail is available in MDE, MDOT, and MEA's CIPs.

- **Advanced Clean Cars II (ACC II)** - Requires an increasing percentage of new light-duty vehicles sold in Maryland to be zero-emission vehicles (ZEVs), reaching 100% by 2035. MDE adopted regulations in 2023, incorporating by reference the applicable multistate regulations and program flexibilities. Maryland's implementation of the ACC II program will begin with the 2027 model year.

- **Advanced Clean Trucks (ACT)** - Requires certain types of medium and heavy-duty trucks sold in Maryland to be ZEVs in certain years. MDE adopted regulations in 2023 through incorporation by reference of the applicable California regulations.

- **Building Energy Performance Standards (BEPS)** - Requires certain buildings 35,000 square feet or larger to achieve specific emissions standards, including net-zero direct emissions by 2040. MDE expects to adopt a BEPS regulation in December 2024 and intends to update the regulation in 2027 to include energy efficiency targets, as required by the CSNA. MDE is pursuing legislation in 2025 to provide greater flexibility to building owners.

- **EmPOWER** - Requires electric and gas utility companies and the Department of Housing and Community Development (DHCD) to help customers improve energy efficiency and reduce GHG emissions, including through beneficial electrification. The Public Service Commission is reviewing the utilities' plans, which include robust incentives for replacing existing heating equipment with heat pumps.

- **Hydrofluorocarbon Rules** - Prohibits the use of certain products that contain certain chemicals with high global warming potential. Current regulations prohibited the manufacture and importation of restricted HFCs on January 1, 2024. In most cases, the prohibition to sell, distribute, and export HFCs will begin January 1, 2025. Regulated parties are largely in compliance.

- **Landfill Methane Rules** - Requires landfills to detect and repair landfill gas leaks and operate emission control systems to reduce methane emissions. MDE recently promulgated regulations imposing stricter monitoring and remedial requirements for methane emissions at landfills that will both dramatically reduce these emissions and encourage methane reuse. Some landfill operators have expressed concern over the cost of installing systems to meet the emission standards.

- **Natural Gas Industry Rules** - Requires methane emissions from natural gas transmission facilities, storage facilities, compressor stations, and liquified natural gas facilities to be mitigated through fugitive emissions detection and repair. MDE has adopted this regulation. Regulated parties are largely in compliance.

- **Renewable Portfolio Standard (RPS)** - Requires an increasing percentage of electricity consumed in Maryland to be generated by renewable resources, reaching approximately 50% by 2030. The Brighter Tomorrow Act of 2024 authorizes temporary bridge policies to increase solar energy development in the state.

- **Zero-emission Transit Bus Conversion** - Requires state-owned transit buses to transition to ZEVs. MDOT has scaled back its plans to transition to ZEV transit buses due to budgetary constraints.

- **Zero-emission School Bus Conversion** - With some exceptions, a county board of education is prohibited from entering into a new contract for the purchase or use of any school bus that is not a zero-emission vehicle as of July of 2024. At present, for various reasons, school districts are unable to meet the current goal of fully

electrifying school bus purchases and have applied for a waiver. State agencies will continue to work with school boards to help the transition to ZEVs.

In summary, most of the existing policies listed above are in effect through regulation but challenges, especially cost concerns, may prevent the State from fully achieving the emissions reductions, future cost savings, and health benefits these policies were intended to provide.

### New/Modified Policy Implementation

The following summarizes the implementation status of several new or existing policies that need modification per *Maryland's Climate Pollution Reduction Plan*. Additional detail is available in MDE, MDOT, and MEA's CIPs.

- **Advanced Clean Fleets (ACF)** - Requires specific high-priority fleets of medium and heavy-duty vehicles to transition to ZEVs. In 2024, MDE will continue its work with stakeholders and consultants to evaluate the adoption of ACF.

- **Clean Power Standard** - Requires 100% of the electricity consumed in Maryland to be generated by clean and renewable sources of energy by 2035. MEA has identified issues and potential reform efforts for the State to make further progress on its clean energy goals. MEA plans to propose a policy solution by the end of 2025.

- **Clean Heat Standard (CHS)** - Requires clean heat measures (e.g. heat pumps, weatherization, and alternative fuels) to be deployed in buildings at the pace required to achieve the state's GHG reduction requirements. MDE initiated rulemaking in early 2024, started stakeholder engagement in the fall of 2024, and plans to propose a reporting rule for heating fuel providers in 2025.

- **Zero-Emission Heating Equipment Standard (ZEHES)** - Requires certain types of new space and water heating systems to produce zero direct emissions starting later this decade. MDE supported the multi-state development of a ZEHES Model Rule in 2024, started stakeholder engagement in the fall of 2024, and plans to propose a Maryland ZEHES rule in 2025.

- **Modify the Regional Greenhouse Gas Initiative (RGGI)** - RGGI is the first cap-and-invest regional initiative implemented in the United States. RGGI limits emissions from fossil fuel power plants and invests proceeds in Maryland communities. MDE is working with the 11 RGGI member states to establish a new

regional pollution cap aligned with Maryland's and partner states' 100% clean energy goals. MDE plans to adopt an updated RGGI regulation in 2025.

- **Maryland Transportation Plan (MTP)** - Aims to reduce vehicle miles traveled (VMT) per capita by 20% by 2050 through infrastructure and programmatic investments. MDOT will implement the updated 2050 Maryland Transportation Plan following the guiding principles of Equity, Preservation, Resilience, Modernization, and Experience. This includes making investments in new and existing projects and programs that will reduce VMT and enhance transportation choices in the state.

- **New Funding** - On February 16, 2024, Governor Moore announced a $90 million down payment for Maryland's climate priorities:

    - $17 million for grants to purchase and lease electric school buses to serve Maryland public school students;
    - $23 million for grants to install electric vehicle charging infrastructure in, or accessible to, low and moderate income communities; and
    - $50 million for grants to electrify hospitals, schools, multi-family housing, and other community buildings.

  MEA has been working to release Notices of Intent (NOI) in the past few months to stand up these important programs in the climate down payment and seek public input. MEA is coordinating these programs with partner agencies including MDOT, DHCD, and MDE, to leverage each agency's experience and vision.

  The NOIs include:

    - A NOI on EV Supply Equipment Community Equity Grant Program was released on August 30, 2024. The EVSE Community Equity Program will provide grants to businesses, non-profits, and state, tribal, local, and municipal governments to increase access to affordable and reliable EV charging networks and reduce transportation greenhouse gas emissions in low and moderate income, overburdened, and underserved communities in Maryland (FY 2025 EVSE Equity Program - NOI - 8.30.2024 (maryland.gov)). MEA also anticipates providing technical assistance to communities seeking to install electric charging infrastructure. This initiative is expected to result in 400 new charging stations serving 100 properties and providing up to 300,000 charging sessions annually.

- A NOI on Electric School Buses was released on October 16, 2024, seeking to support public schools and public local education agencies (LEAs) in the transition to electric school buses by providing funding to defray the cost of electric buses and associated charging infrastructure (Notice of Intent_ FY25 Electric School Bus Grant Program.docx (maryland.gov)). This program is anticipated to result in at least 40 new zero-emission school buses and associated infrastructure.

In summary, MDE, MEA, and MDOT are working to implement several new or modified programs. The General Assembly must decide on the best funding source for increasing the State's investment in equitable climate solutions.

# State Agency Climate Implementation Plans

## Background

In June of 2024, Governor Moore issued Executive Order 01.01.2024.19, *Leadership by State Government: Implementing Maryland's Climate Pollution Reduction Plan*, to strengthen support for a whole-of-government approach to addressing climate change. The Executive Order required State agencies in the Executive Branch to develop Climate Implementation Plans (CIPs) by November 1, 2024, and established a Governor's Subcabinet on Climate to guide, track, and report progress.

Each CIP consists of five main parts.

1. Agency Actions Under the Climate Pollution Reduction Plan
2. Recommending Actions to Address Climate Change
3. Considering Greenhouse Gas Emissions Reductions and Impacts on Disproportionately Affected Communities
4. Resources for Implementation
5. Outcomes from Implementation

The Subcabinet on Climate is a committee of the Governor's Executive Council created to address climate change and coordinate State agency efforts to reduce climate pollution in accordance with *Maryland's Climate Pollution Reduction Plan*. The Subcabinet is currently comprised of 11 department heads[3], the Governor's Chief Sustainability Officer, and the Governor's Chief Resilience Officer. The Subcabinet is chaired by the Secretary of the Environment. The Governor's Chief Sustainability Officer serves as vice-chair.

Under the guidance of the Subcabinet on Climate, these 25 State agencies[4] created CIPs:

1. The Maryland Department of Aging
2. The Maryland Department of Agriculture*
3. The Maryland Department of Budget and Management*
4. The Maryland Department of Commerce
5. The Maryland Department of Disabilities
6. The Maryland State Department of Education
7. The Maryland Department of Emergency Management*

[3] An asterisk in the agency list below indicates the head of the agency is part of the Subcabinet on Climate
[4] Per this Executive Order, state agency means any department, commission, board, council, or other body of state government subject to the direction and supervision of the Governor.

8. The Maryland Energy Administration*
9. The Maryland Department of the Environment*
10. The Maryland Department of General Services*
11. The Maryland Department of Health*
12. The Maryland Higher Education Commission
13. The Maryland Department of Housing and Community Development*
14. The Maryland Department of Human Services
15. The Maryland Department of Information Technology
16. The Maryland Department of Juvenile Services
17. The Maryland Department of Labor
18. The Maryland Department of Natural Resources*
19. The Maryland Department of Planning*
20. The Maryland Department of Public Safety and Correctional Services
21. The Maryland Department of Service and Civic Innovation
22. The Maryland Office of the Secretary of State
23. The Maryland Department of State Police
24. The Maryland Department of Transportation*
25. The Maryland Department of Veterans and Military Families

### CIP Structure

Part 1 of each CIP, "Agency Actions Under the Climate Pollution Reduction Plan," includes required actions within the agency's purview to implement *Maryland's Climate Pollution Reduction Plan*. The *Plan* includes 42 policies that can be thought of as levers that enable Maryland to achieve its climate change goals. Even if an agency does not have primary responsibility for a given climate change policy, it still may have an opportunity to put its hand on the lever to advance effective implementation.

Part 2, "Recommending Actions to Address Climate Change," is meant to encompass measures[5] that are currently being implemented or could be implemented in the future to address climate change. These measures are sometimes more granular than the measures in Part 1 and fall largely within the agency's direct sphere of influence.

Part 3, "Considering Greenhouse Gas Emissions Reductions and Impacts on Disproportionately Affected Communities," informs agencies of their responsibility to take into consideration the likely climate impact of the agency's decisions relative to Maryland's greenhouse gas emissions reduction goals and the likely impact on disproportionately affected communities. To assist agencies, MDE has developed a

[5] A measure can be a policy, project, or action.

Climate Vulnerability Score (CVS) Tool to identify climate-vulnerable communities in accordance with MD Code, Environment § 1-702. The CVS Tool map identifies communities disproportionately affected by climate impacts using a vulnerability index that ranks census blocks based on a community's existing sensitivity and adaptive capacity, as well as its exposure to urban heat islands, storm surges, flooding, and drought conditions.[6]

Part 4, "Resources for Implementation," requires each agency to describe the steps, time, and resources needed to implement its required actions under *Maryland's Climate Pollution Reduction Plan* and any other actions included in the agency's CIP. Agencies are instructed to describe the current funding — including State, federal, or other — that can be directed or redirected, toward accomplishing the actions in its CIP, the outcomes that can be achieved with current funding, and the anticipated gap, if any, between the current funding and the total resources required to implement the agency's CIP.

Finally, Part 5, "Outcomes from Implementation," requires agencies to describe the potential outcomes of the investment in climate action over time, including health benefits, resiliency, job creation, and reductions in utility costs.

### Common Themes

The Moore-Miller administration is helping Maryland maintain its position as a leader in addressing climate change, taking action to ensure no Marylander is left behind, and continuing to help the state government lead by example. This Executive Order brings State agencies together to establish a shared understanding of Maryland's climate goals, the current plan to achieve the goals, and ways to amplify climate action through coordinated and collective action. From July through November of 2024, a senior staff working group and the Subcabinet convened regularly to discuss collective climate action and create CIPs that comply with the executive order.

The 25 agencies covered by this Executive Order include those with high climate planning expertise, agencies with some existing explicit consideration and/or integration of climate change in their work, and agencies that are just beginning to consider how their mission overlaps with climate change. The process of plan development has fostered greater collaboration among agencies and improved understanding of what other agencies do and how they function. For example, some agencies provide critical support services that enable other agencies to create an effective CIP.

[6] The full Climate Vulnerability Score Tool methodology can be read here

Common themes in the CIP guidance revolved around examining agency operations, programs, and policies, evaluating ways to better align and leverage existing State resources, and tapping into federal tools, programs, and funding sources. Common actions include smart building operation policies, green purchasing, waste reduction and diversion, electrification of buildings, equipment, and vehicles, promoting alternative transportation, and evaluating state properties for optimal areas to plant trees and install clean energy generation technologies.

By working together, sharing resources, and synchronizing efforts, state agencies are much better positioned to maximize positive outcomes. Agencies that are used to planning and implementing climate work can sharpen, expand, and update their approach, while agencies that are newer to climate action can take important first steps. Overall, agency CIPs set the stage for state agencies to take deeper collective action that can help Maryland achieve its ambitious climate goals.

# Pursuing Federal Funding & Ensuring Justice40

Since being established in April 2023, the Governor's Federal Investment Team (FIT), comprised of representatives from Maryland's state agencies, has worked in close coordination with the Governor's Office to ensure the state is not leaving any federal money on the table. This includes collaborative, bi-weekly meetings wherein representatives from each agency convene to track and discuss the most recent funding opportunities available and provide updates on the status of existing applications. These meetings are also an opportunity for the Governor's Office to emphasize the Administration's priorities—including equity and environmental justice —and highlight specific funding opportunities or types of projects it would like to see pursued to those ends. FIT reflects the "whole of government" approach that Maryland has taken to address our climate goals. It has helped streamline the federal grant application process and allowed staff across the Administration to learn and collaborate with their counterparts in other agencies, leading to billions in captured federal funds.

As of November 5, 2024, Maryland has secured nearly $13.5 billion under the IRA and IIJA. That includes $12.96 billion under the IIJA and $615 million under the IRA respectively.

These investments include:

- $62 million from the IRA's Solar for All Program, which will help advance solar development in low income communities in Maryland;
- $133 million from the IRA's Climate Pollution Reduction Grants Program, which will augment climate planning, help advance medium and heavy-duty electric vehicle charging infrastructure along the I-95 corridor, and enhance climate resilience projects along Maryland's forests and coastal areas;
- $147 million through the IRA's Clean Ports Program for the deployment of zero-emission port equipment and infrastructure, and climate and air quality planning;
- This fall, MEA submitted its application to the Department of Energy for $137 million in home energy rebates. These rebates will be available to Marylanders starting next year, and will mainly focus on low and moderate income households, to provide rebates to upgrade appliances and perform home energy upgrades to homes in Maryland.
- MDEM received nearly $50 million in Building Resilient Infrastructure and Communities (BRIC) awards for various local projects to promote coastal

resilience, as well as community and infrastructure resilience. Notably, the City of Crisfield is set to receive $34.3 million for the Southern Crisfield Flood Mitigation project, part of the larger mitigation effort to protect the city from sea level rise and worsening flooding.

Additionally, in partnership with FIT, the Department of Budget and Management has created a centralized system to ensure that Maryland is taking full advantage of the Elective Pay, otherwise known as direct pay, provision included in the IRA, which allows the state to receive a payment equal to the full value of tax credits for qualifying clean energy projects. This is the first year that governments and other tax-exempt entities have been able to utilize this program, but the systems currently being put in place to capture this additional funding will ensure that State Government can take full advantage of this funding moving forward. Maryland submitted its first direct pay application in November 2024.

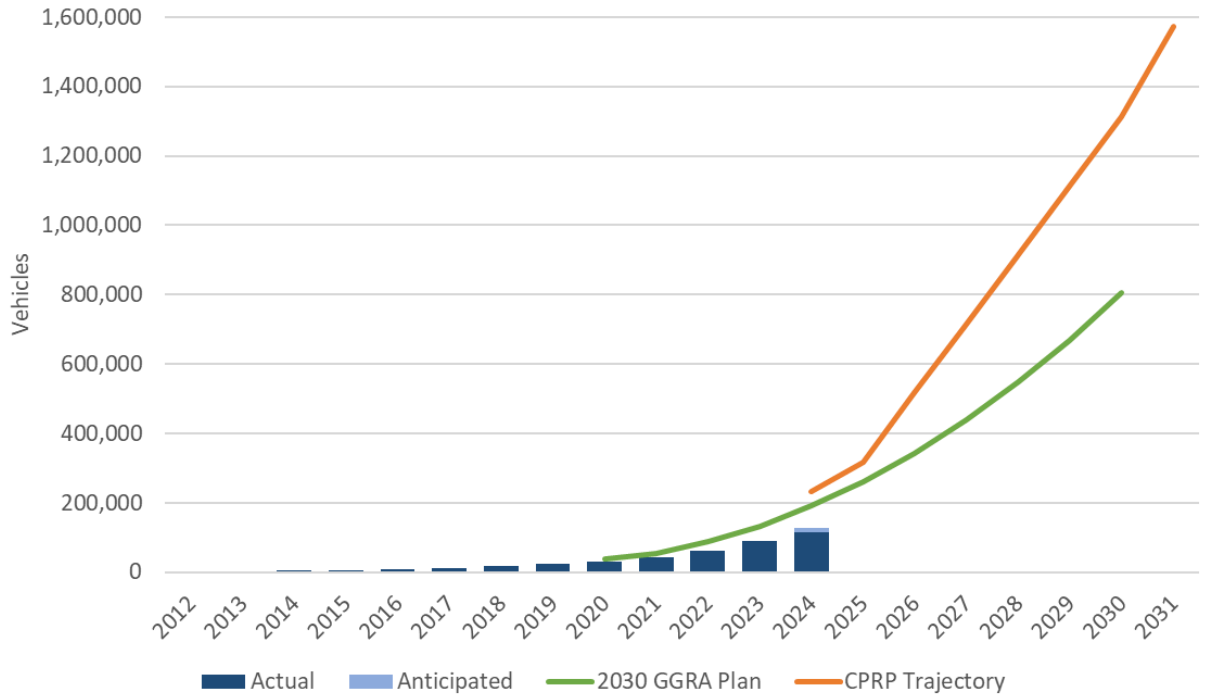
# Tracking Emissions Progress

### Introduction

The metrics presented here track key activity indicators that drive GHG emissions. These metrics update and build on those previously reported in MDE's 2022 Emissions Progress Report. The goal lines reflect the level of action needed to meet the State's previous GHG targets, based on MDE's 2021 *Greenhouse Gas Emissions Reduction Act Plan* ("GGRA Plan" in the graphs below), which would help the state achieve a 44% reduction in GHG emissions by 2031; and new GHG targets, based on *Maryland's Climate Pollution Reduction Plan* ("CPRP" in the graphs below), which would help the state achieve a 60% reduction in GHG emissions by 2031. The metrics are summarized in the table below and displayed on the following pages.

| *Sector* | *Key Emissions Activity Metric* |
|---|---|
| Transportation | Zero emission vehicles |
| | Vehicle miles traveled |
| Electricity | Clean & renewable electricity generation |
| | Carbon intensity of imported electricity |
| Buildings | Building energy efficiency |
| | Fuel use in buildings |
| Waste Management | Food scraps diversion |
| Forestry and Land Use | Number of trees planted toward 5 million trees goal |
| | Agricultural acres implementing key healthy soil practices |
| | Acres of wetland restoration |

## Zero Emission Vehicles




### *What this metric tracks*

The transportation sector is the largest source of Maryland's GHG emissions. To achieve the state's GHG targets, internal combustion engine vehicles must be transitioned to zero-emission vehicles. This metric tracks the number of electric and plug-in hybrid vehicles (including light-, medium-, and heavy-duty) registered in Maryland.

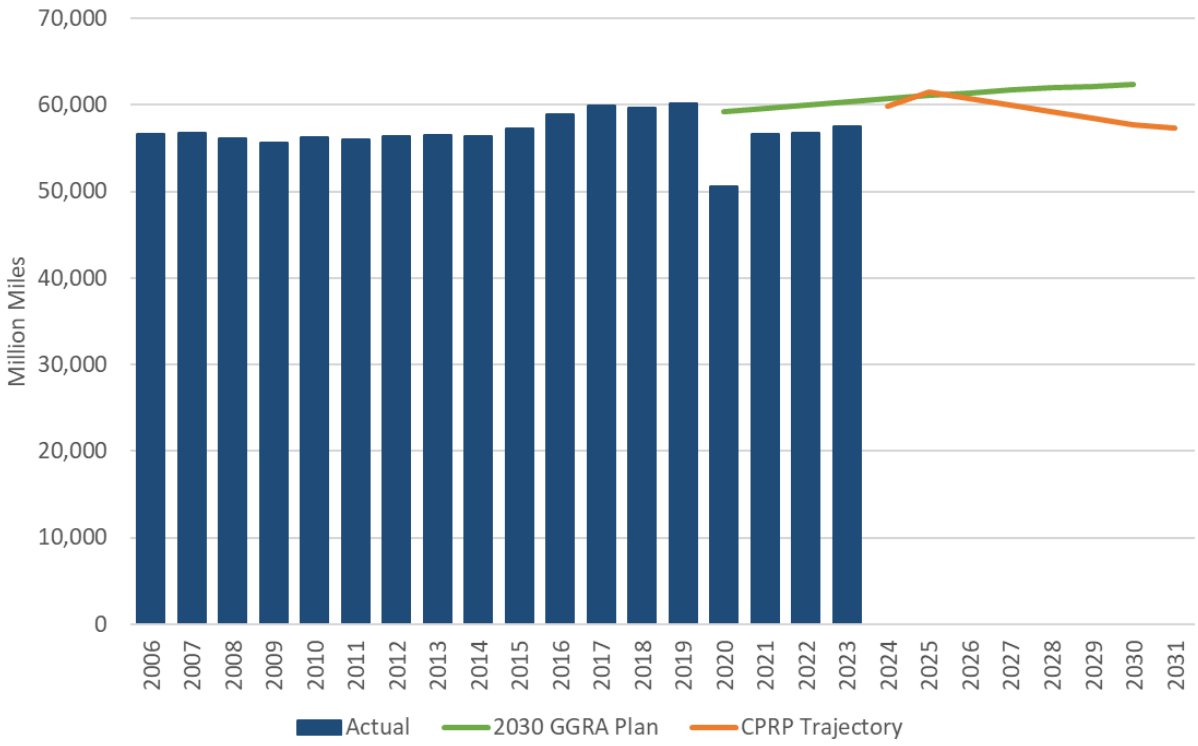
### *Policies and programs that influence this metric*

To date, state and federal programs have incentivized the purchase of ZEVs. ACC II and ACT will take effect with model year 2027, which requires an increasing percentage of new light-duty vehicles and trucks sold in Maryland to be ZEVs, reaching 100% by 2035. MDOT's National Electric Vehicle Infrastructure (NEVI) Plan, serves as a foundational step in building out the EV charging infrastructure needed to support greater levels of ZEV adoption.

### *Where Maryland currently stands in relation to our planned trajectory*

Maryland is currently behind on the pace of ZEV deployment needed. Currently Maryland is achieving only 55% of the level of ZEV deployment expected by this time.

## Vehicle Miles Traveled




### *What this metric tracks*

The transportation sector is the largest source of Maryland's GHG emissions. This metric tracks the total amount of miles driven by all vehicles in Maryland annually, thus capturing all efforts to reduce the amount of driving needed, and in turn, reduce the consumption of motor fuels.

### *Policies and programs that influence this metric*

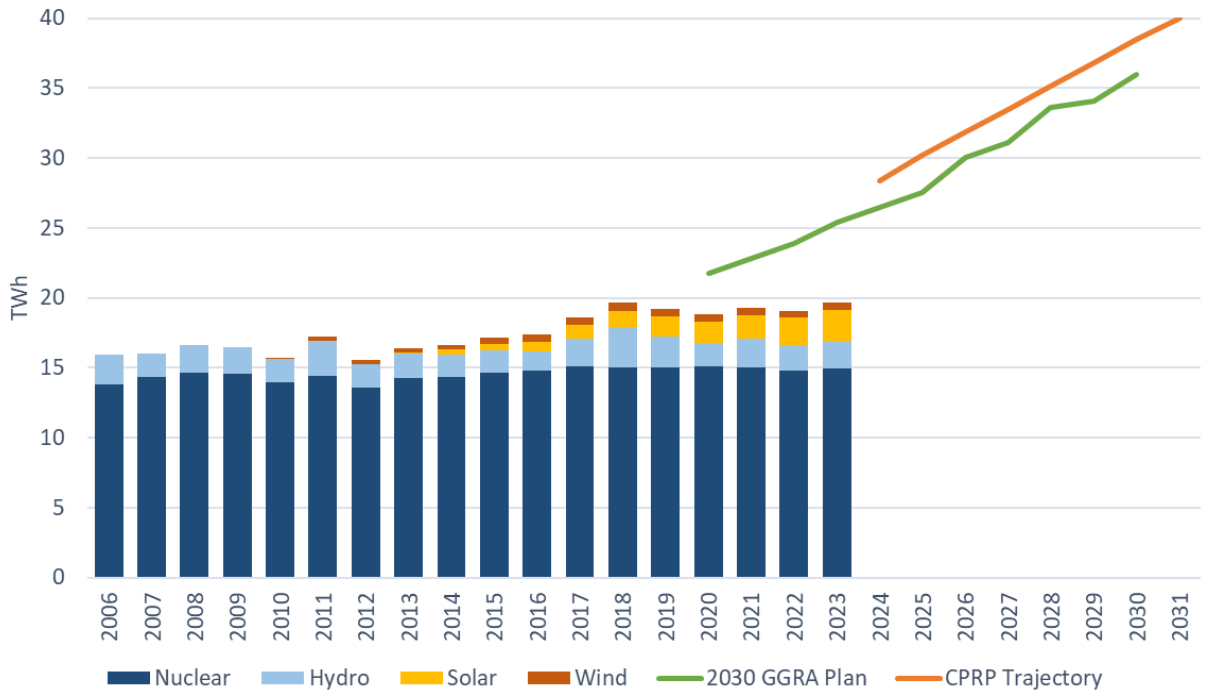
VMT reduction strategies include investment in public transit, sustainable growth land development, teleworking, carpooling, other modes of transportation including biking and walking, and state programs such as Commuter Choice Maryland. MDOT's 2050 Maryland Transportation Plan (MTP) includes an objective to reduce VMT per capita by 20% by 2050 (from a 2019 baseline).

### *Where Maryland currently stands in relation to our planned trajectory*

VMT dropped in 2020 due to the COVID-19 pandemic but was predicted by MDOT to recover to 2019 levels by the 2024/2025 time frame. However, while a rebound has occurred, the latest data show that VMT in 2023 was still significantly below 2019 levels. This level of VMT will need to be maintained and reduced further going forward even as Maryland's population grows by 1 million people between 2020 and 2050[7].

[7] Maryland Department of Planning, Maryland State Data and Analysis Center. Projections to 2050.

## Clean & Renewable Electricity Generation




### *What this metric tracks*

Electricity generation and use is Maryland's second-largest source of GHG emissions. Decarbonizing Maryland's electricity supply is crucial to enabling the decarbonization of other sectors. This metric tracks the amount of electricity produced in-state from renewable and emissions-free sources, namely solar, wind, hydropower, and nuclear.

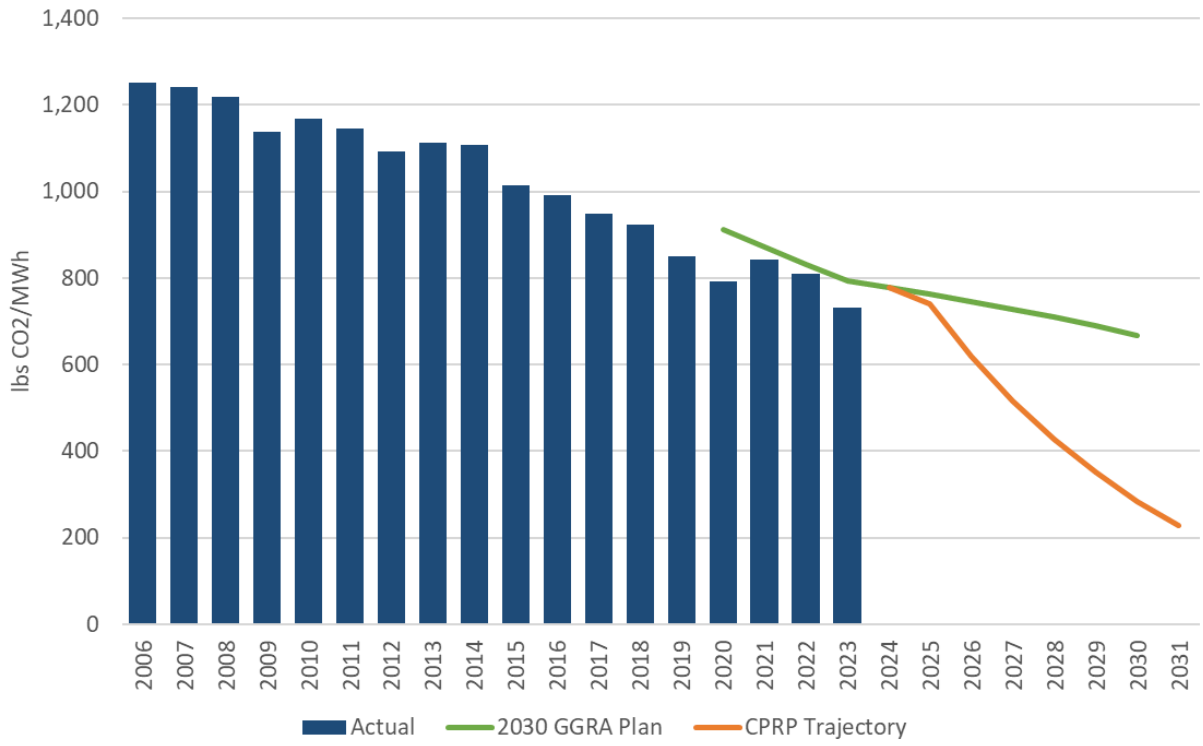
### *Policies and programs that influence this metric*

Clean electricity generation is incentivized by the RPS, however current RPS goals are not nearly enough for meeting the state's GHG goals. RGGI limits emissions from fossil fuel power plants and has an indirect impact on encouraging buildout of clean power. The Clean Power Standard will be the key policy to achieve the needed clean energy deployment. Other programs and actions that are reflected in this metric include the POWER Act (intended to stimulate offshore wind buildout in the coming years), Community Solar Act, the federal Renewable Energy Production Tax Credit and Investment Tax Credit, state incentives for renewable energy, and supporting actions including buildout of new transmission and distribution infrastructure, and the Regional SMART-Power partnership.

### *Where Maryland currently stands in relation to our planned trajectory*

The current RPS has been insufficient in developing the clean energy deployment needed to meet the state's GHG goals. The state is not meeting the RPS goals and has seen setbacks in deploying solar and wind energy for various reasons. A backlog of projects for approval by PJM has contributed.

## Carbon Intensity of Imported Electricity




### *What this metric tracks*

Maryland is a net importer of electricity as approximately only half of the amount of electricity consumed in the state is produced in the state. Maryland's success in reducing GHG emissions is tied to the decarbonization efforts of the broader region. This metric tracks the average carbon intensity (emissions per unit of electricity) of electricity produced in the PJM region.

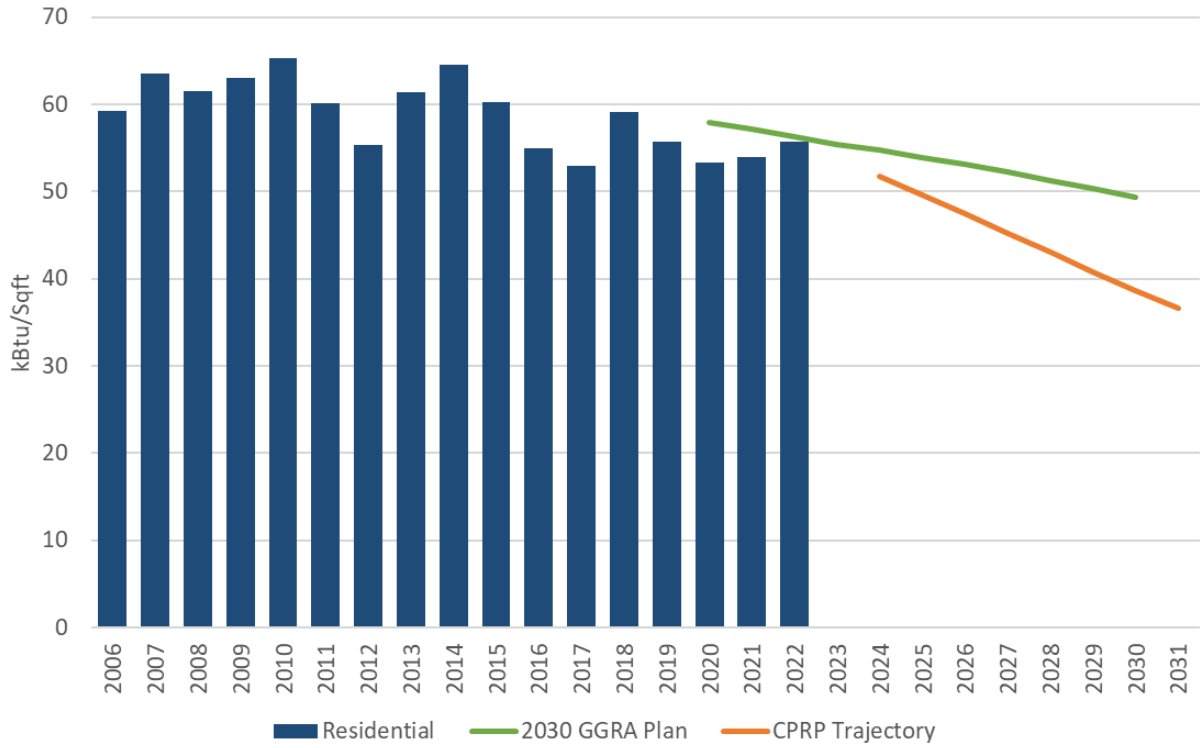
### *Policies and programs that influence this metric*

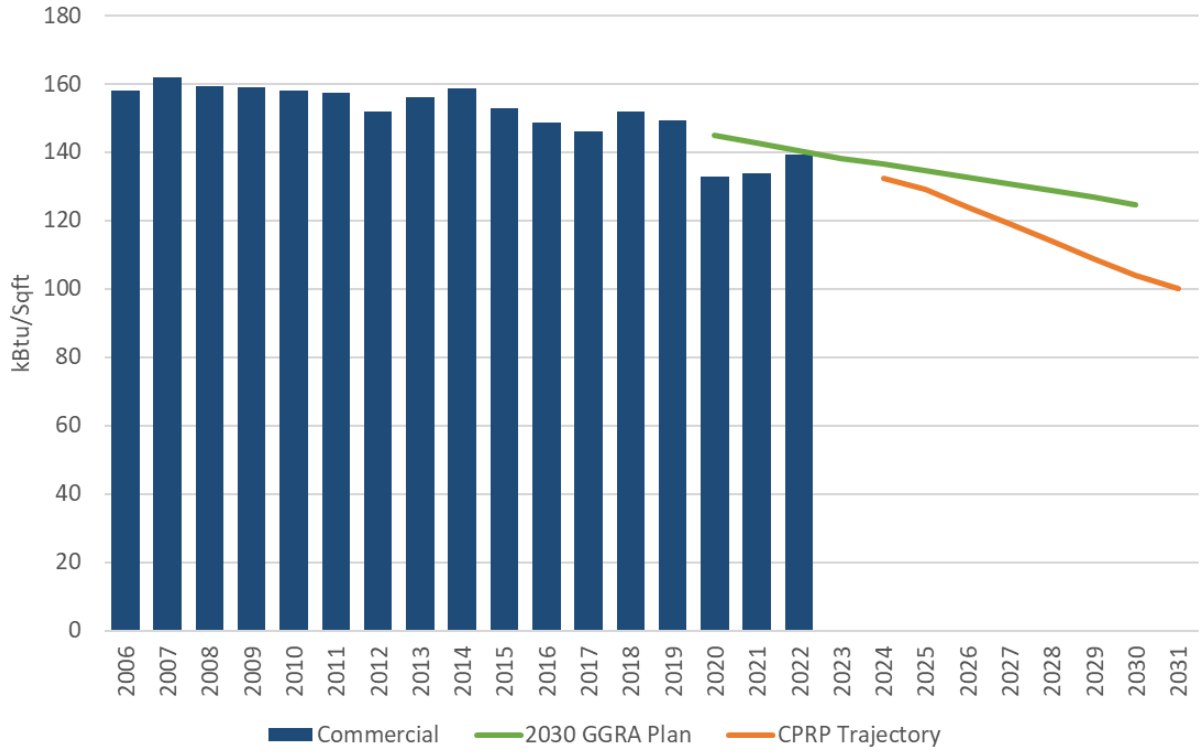
RGGI has lowered emissions from electricity in some PJM states via a declining emissions cap. The RPS requirements for renewable electricity consumption have presumably stimulated renewables development in the PJM region and a resultant lowering of carbon intensity. The proposed Clean Power Standard would require 100% clean electricity consumption by 2035. Demand response and energy efficiency programs have helped keep carbon intensity in check by reducing peak electricity demand. Other direct and supporting measures include new transmission and distribution infrastructure, federal and other states' incentives for renewable energy, and the Regional SMART-Power partnership.

### *Where Maryland currently stands in relation to our planned trajectory*

The carbon intensity of power in the PJM region has decreased steadily since 2006 and is tracking with the GGRA downward trajectory. The carbon intensity will need to decline more steeply moving forward to conform to the CPRP path.

## Building Energy Efficiency



### *What this metric tracks*

This metric tracks total energy use (electricity and fuels) across all residential buildings and all commercial buildings relative to building size (on a per square foot basis) and is a common measure of energy efficiency. Improving the energy efficiency of buildings reduces the overall energy demand, in turn, reducing emissions from energy production and fuel combustion, reducing demand on the electricity grid, lowering energy costs, and improving indoor comfort.

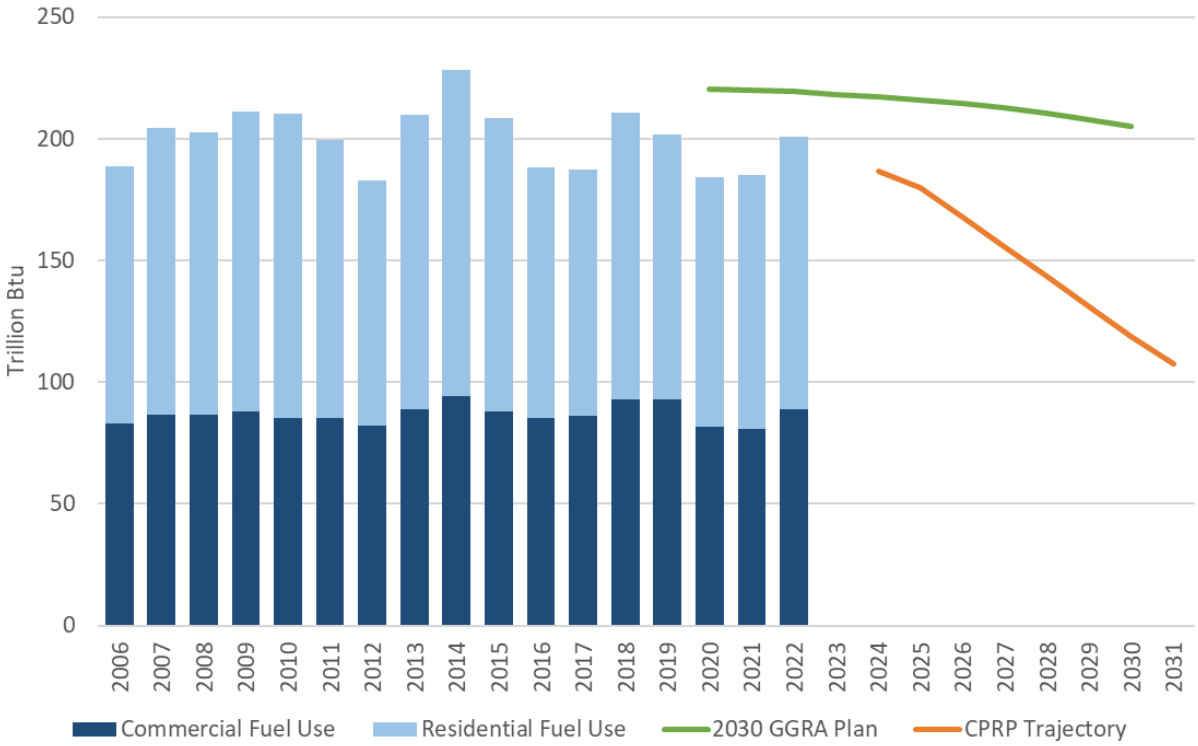
### *Policies and programs that influence this metric*

Building energy efficiency improvements have been driven by EmPOWER (including its demand response program), building energy codes and standards, the state government leading by example, and state/federal incentives for building decarbonization (including IRA-funded programs). Policies under development, including BEPS and the Clean Heat Standard, will help achieve the even greater improvements that are needed.

### *Where Maryland currently stands in relation to our planned trajectory*

The trends in energy efficiency have been consistent with the GGRA Plan for both residential and commercial buildings, when year-to-year variations in energy consumption due to weather are accounted for. The metric will need to decline more steeply in the coming years according to the CPRP.

## Fuel Use in Buildings




### *What this metric tracks*

Fossil fuel use in buildings is the third largest source of Maryland's GHG emissions. This metric tracks the use of natural gas and heating fuels in buildings, and is inversely reflective of electrification of heating equipment and improved energy efficiency.

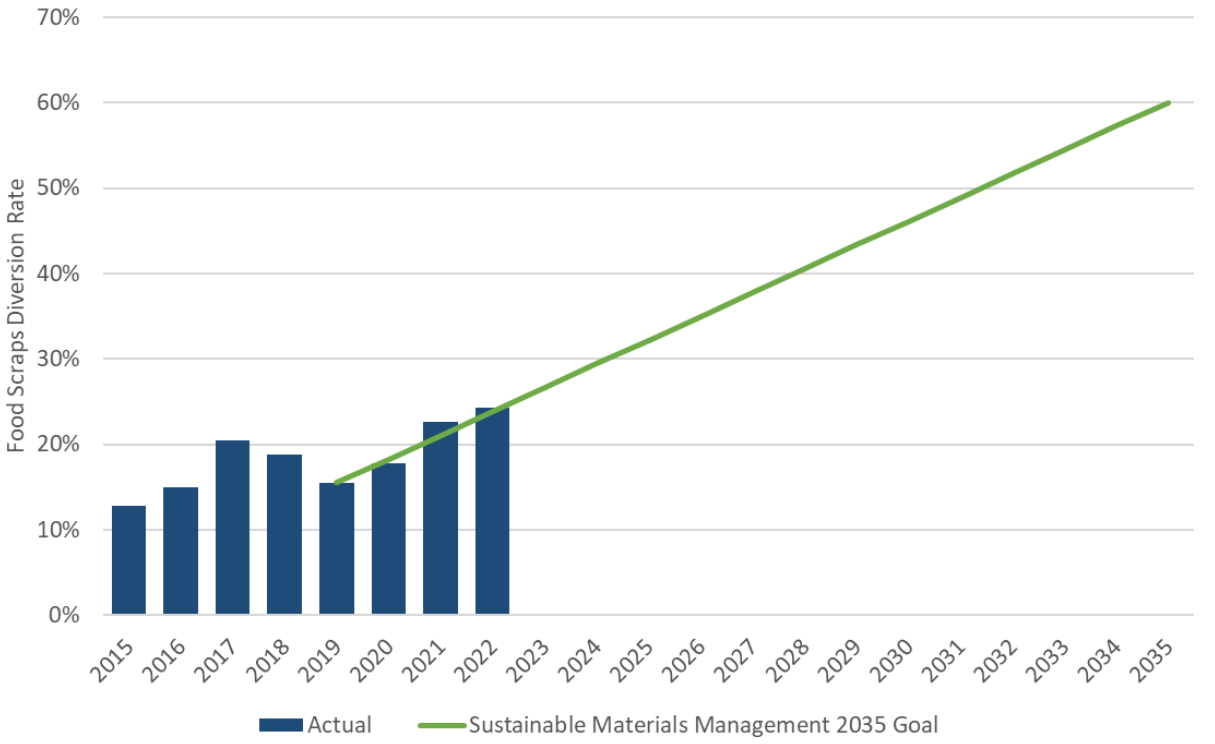
### *Policies and programs that influence this metric*

Fuel use efficiency and electrification have been and/or will be driven by EmPOWER, building energy codes and standards, the state government leading by example, BEPS (under development), ZEHES (under development), the Clean Heat Standard (under development), gas system planning (complementary), and state/federal incentives for building decarbonization (including IRA-funded programs).

### *Where Maryland currently stands in relation to our planned trajectory*

When accounting for year-to-year weather variations, which strongly influence building fuel use, building fuel use has remained relatively flat. This suggests gains in building efficiency have been balanced out by growth. Meeting the state's current GHG goals will require rapid electrification of fuel-burning equipment.

## Food Scraps Diversion




### *What this metric tracks*

The waste management sector is the fourth largest source of Maryland's GHG emissions. Organics, including wasted food, produce methane in landfills. This metric tracks the percentage of wasted food that is diverted away from landfills and instead composted or reused.

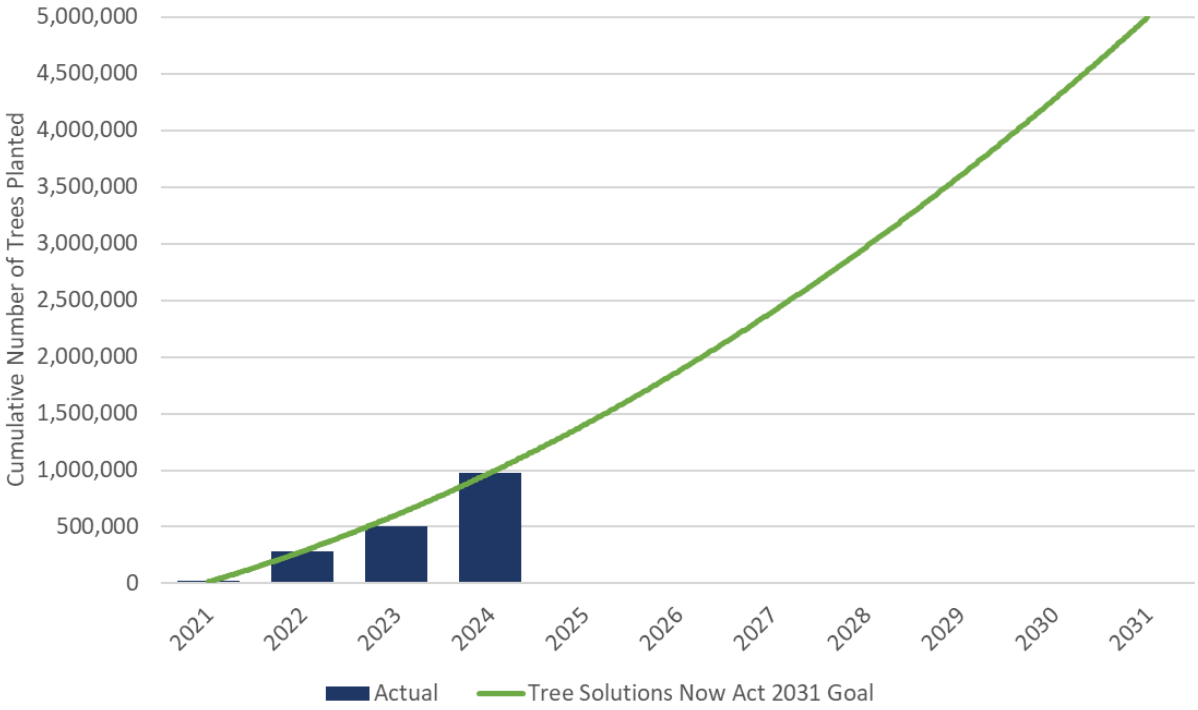
### *Policies and programs that influence this metric*

The metric tracks the progress of Maryland's Food Residuals law, tracks agencies' efforts to lead by example, and tracks progress to the 2035 Sustainable Materials Management material-specific recycling rate goal as directed by the Maryland Waste Reduction and Resource Recovery Plan.

### *Where Maryland currently stands in relation to our planned trajectory*

Maryland is on track to meet the 2035 goal established in 2019.

## Number of Trees Planted Toward 5 Million Trees Goal




### *What this metric tracks*

This metric tracks the cumulative number of trees planted toward the 5 million trees goal established by the Tree Solutions Now Act of 2021. It does not include trees that were already committed to be planted in the GGRA Plan.

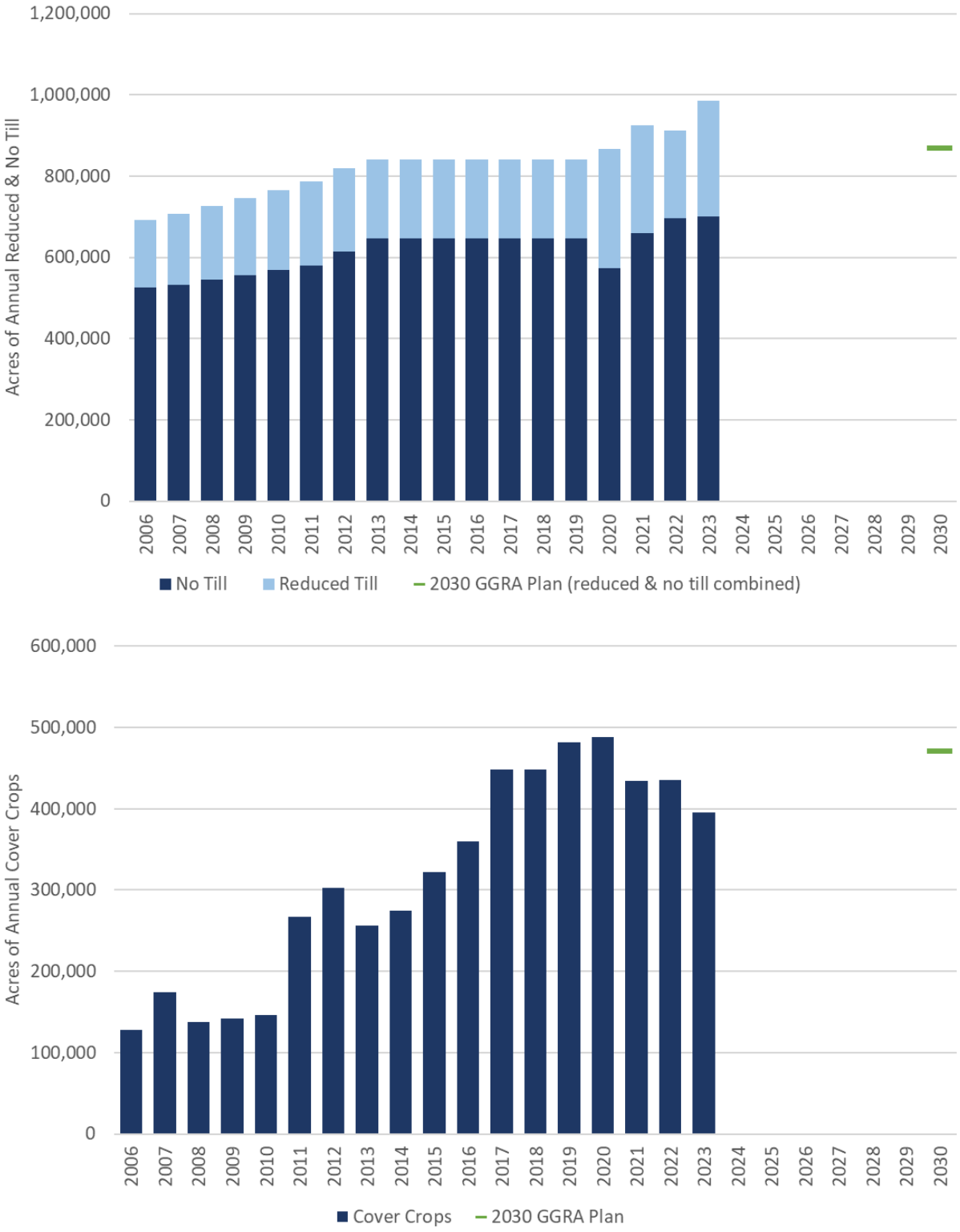
### *Policies and programs that influence this metric*

This metric tracks the progress of Maryland's Five Million Trees Initiative and includes state-supported afforestation programs led by DNR, MDA, MDOT, and CBT, and independent plantings from local communities, NGOs, private landowners, and other entities with federal or private funding.

### *Where Maryland currently stands in relation to our planned trajectory*

The annual rate of tree plantings has substantially increased since the inception of this initiative. When considering trees committed to federal funding sources and variability in tree survivorship, there is expected to be a remaining gap in 2031 (see the Growing 5 Million Trees in Maryland Progress Report 2024). However, with ongoing commitments to long term maintenance, securing willing landowners, greater accounting of private plantings, and pursuing additional funds for urban, underserved areas, the State can meet the 5 million by 2031 goal.

## Agricultural Acres Implementing Key Healthy Soils Practices



### *What this metric tracks*

This metric tracks the acres of agricultural land that are annually implementing conservation tillage and cover crops, two key healthy soil practices which increase the amount of carbon stored in agricultural soils.

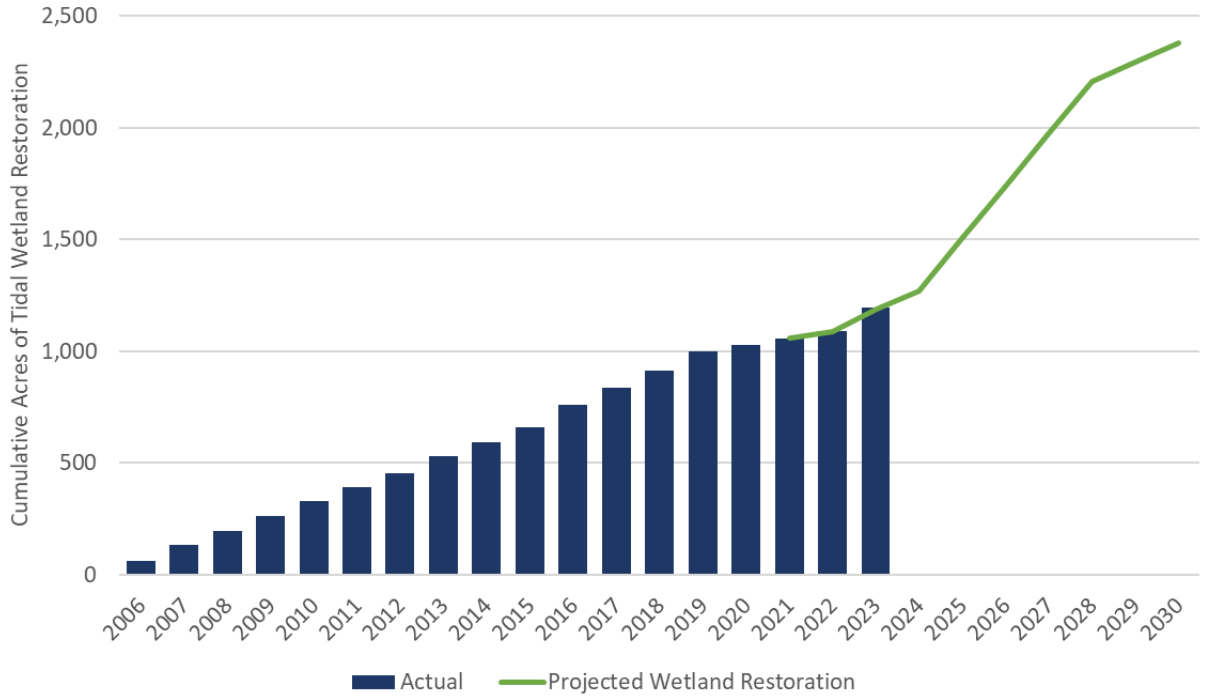
### *Policies and programs that influence this metric*

The adoption of agricultural best management practices is promoted by resource conservation programs including the Maryland Agricultural Water Quality Cost-Share Program, Healthy Soils Program, Cover Crop Plus program, and efforts to maximize the co-benefits for air and water quality, including meeting the Chesapeake Bay Watershed Implementation Plan.

### *Where Maryland currently stands in relation to our planned trajectory*

Current and past adoption of conservation tillage and cover crops have shown Maryland to meet or exceed the commitments under the state's Chesapeake Bay Watershed Implementation Plan. As these are annual practices, producers are dependent on weather conditions and resources to maintain (and expand) this success.

## Acres of Wetland Restoration




### *What this metric tracks*

The  total acres of tidal wetlands restored by state and federal actions, counted cumulatively from 2006. Only tidal wetlands are tracked because they are more likely to provide a net greenhouse gas benefit relative to non-tidal wetlands. Non-tidal freshwater wetlands have much higher rates of methane emissions, a powerful greenhouse gas.

### *Policies and programs that influence this metric*

This metric has been driven by federal actions, primarily the large island creation projects led by the Army Corps of Engineers, such as Poplar Island with nearly 800 acres of tidal wetlands created there. Maryland is part of a multi-state EPA Climate Pollution Reduction Grants Program Implementation Grant (Atlantic Conservation Coalition), which will be funding over 600 acres of tidal wetlands to be restored or enhanced in Maryland over the next five years.

### *Where Maryland currently stands in relation to our planned trajectory*

Maryland is working with federal and state partners in the Chesapeake Bay watershed to develop tidal and non-tidal wetland restoration acreage goals, likely to be finalized in 2025. Our tidal wetlands planned trajectory will be consistent with the collaboratively determined goal, inclusive of actions in Maryland's Coastal Bays.

# Agency CIP Summaries

### The Maryland Department of Aging

The Maryland Department of Aging (MDOA) recognizes its vital role in addressing climate change while supporting older adults. MDOA is committed to working with all state agencies as they execute their climate implementation plans to ensure older adults are represented and considered as this population is often disproportionately affected by climate change. Through our current programs, multisector planning efforts, and interagency collaborations, MDOA's proposed plan will prioritize Maryland's older adults in climate change decisions to improve health benefits, increase job creation, and reduce energy costs. These outcomes support MDOA's ongoing efforts to enable healthy longevity and become a state where all Marylanders lead healthy, financially secure, socially connected, and purposeful lives. MDOA will use existing funding to support interagency collaborative efforts and consider new funding for a climate change expert to fully support the remaining efforts to implement the Maryland Climate Implementation Plan.

### The Maryland Department of Agriculture

The Maryland Department of Agriculture (MDA) seeks to safeguard Maryland's vast network of natural areas, agricultural lands, and coastal zones. Through the department's history of established conservation programs and practices, relationships with our state's producers and partners, land conservation is an integral part of mitigating and adapting to climate change. The Department pursues innovative policies, practices, and technologies in order to address climate change on our natural and working lands. In this plan, MDA outlines climate smart agricultural practices and programs. This includes efforts such as the expansion of *The Healthy Soils Competitive Fund* to encourage increased agroforestry adoption to further increase carbon sequestration, improve soil health, yield, and profitability. Continued emphasis on emission reduction, enhanced nutrient and fertilizer management, equity, and sustainable land use are at the forefront of our programs and those forthcoming. MDA pledges to engage producers at all levels in the conversation surrounding climate change. To meet the goals outlined in the Climate Implementation Plan, MDA will continue to apply current resources to the fullest extent possible. MDA is committed to working with our partners, stakeholders, and sister agencies to secure additional resources and funding.

### The Maryland Department of Budget and Management

The Maryland Department of Budget and Management (DBM) helps the Governor, State agencies, and their employees provide effective, efficient, and fiscally sound government

to the citizens of Maryland. DBM supports state agencies in their efforts to reduce greenhouse gas emissions and to obtain energy efficiency in state owned, operated, and funded buildings and works with agencies to reduce the number of gasoline powered vehicles and transition to electric vehicles in the state's fleet. Over the next several years, DBM will work with the Departments of General Services and the Environment to better understand impacts of the Climate Solutions Now Act on projects and programs in the Capital Improvement Plan and how to incorporate the requirements of the legislation into plans for future projects and programs, including how proposed projects will reduce GHG emissions, expand the infrastructure needed to support zero emission vehicles, and mitigate the climate impacts associated with capital improvements.

### The Maryland Department of Commerce

The Department of Commerce's role is to support businesses and help to create new jobs. The majority of the ground work to combat climate change is accomplished by private industry and Commerce is committed to helping this industry grow and thrive while creating jobs for Marylander's. Commerce is taking department wide internal actions to reduce our carbon footprint and external actions to support climate focused businesses. These external actions involve accelerating the development of existing businesses in the climate/energy sector and supporting emerging technologies. Commerce is utilizing existing personnel to achieve the stated objectives.

### The Maryland Department of Disabilities

The Maryland Department of Disabilities (MDOD) is committed to our state's Climate Implementation Plan. MDOD is charged with coordinating and improving the delivery of services to individuals with disabilities in the state of Maryland. By working collaboratively with all State government agencies, MDOD provides advocacy and guidance to ensure that State entities deliver services in the most integrated settings possible, develop consistent policies affecting those with disabilities, and consider the diverse needs of all when making decisions which impact Marylanders. The Climate Implementation Plan is no exception. MDOD is committed to working with all agencies as they develop their plans to insure people with disabilities and their accessibility needs are considered. We are also committed to implementing our department's plan to expand assistive technology and medical equipment reuse and recycling. MDOD will use existing funding from state and federal agencies to provide our subject matter expertise to other state agencies in their efforts to implement the Maryland Climate Implementation Plan.

### The Maryland State Department of Education

The Maryland State Department of Education (MSDE) works to ensure a rigorous and world-class educational experience for every Maryland student, in every neighborhood,

that prepares each to be college and career-ready. MSDE recognizes the critical role of education in ensuring that every Marylander becomes scientifically and environmentally literate, ready to address the current and future challenges presented by climate change. MSDE is committed to this mission through the implementation of our standards and frameworks, which include multidisciplinary connections to environmental literacy and climate education, support of educators across the state, and collaboration through our networks, including the Outdoor Learning Partnership and Maryland Commission on Climate Change. While we have been proactive in pursuing funding to support this work, including applying for $273,669 in grants from the National Oceanic and Atmospheric Administration Bay Watershed Education and Training Program and $1,199,855 in grants from the National Science Foundation's Data Science Corps in partnership with the Smithsonian Environmental Research Center to support the Local Environmental Action Readiness Network (LEARN) Data Literacy: Supporting Environmental Data Literacy for Grade 6-12 Students and Teachers in Maryland, MSDE will continue to evaluate needs associated with environmental and climate education as we acknowledge the importance of funding to support the strengthening and implementation of efforts in Maryland.

### The Maryland Department of Emergency Management

The Maryland Department of Emergency Management (MDEM) recognizes that emergency management and climate action go hand-in-hand. Many of the disasters that affect Maryland are caused or exacerbated by climate change, as rising seas, increased precipitation, extreme temperatures, and other climate impacts lead to more frequent and intense natural hazards. By proactively reducing disaster risks and reliably managing consequences, MDEM plays a key role in addressing climate change. MDEM supports the State's ambitious climate goals by collecting better data about extreme weather through the Mesonet, advancing climate action in communities through hazard mitigation grants, and coordinating resilience efforts through the Maryland Office of Resilience. While the majority of MDEM's current climate actions are geared toward reducing climate impacts, in many cases, these actions also support greenhouse gas reduction goals, as with nature-based solutions that sequester carbon. MDEM has committed existing resources to climate action and will continue to do so. With additional capacity, MDEM could provide additional direct support to communities, lead a coordinated place-based resilience effort that centers around justice and equity, and do an even better job of integrating greenhouse gas reduction with other objectives.

### The Maryland Energy Administration

The Maryland Energy Administration promotes clean, affordable, reliable energy and energy-related greenhouse gas emission reductions to benefit Marylanders in a just and equitable 6+manner.  To help achieve Maryland's clean energy and greenhouse gas

reduction goals, the Maryland Energy Administration advances impactful energy policies and a suite of over 20 programs. In fiscal year 2025, the agency is making available $200 million in grants, loans, and rebates to businesses, residents, and nonprofits in support of Maryland's energy-related goals. The agency carefully ensures that its investments benefit Maryland's overburdened and underserved communities. As a grant-making agency, the Maryland Energy Administration's capacity for doing good is directly tied to the funding available to invest in clean energy and greenhouse gas reductions. Additionally, strategic investment in agency staffing and technology will be necessary to ensure adequate program design, stakeholder engagement, compliance, efficient management, strategic fund deployment, and excellent customer service.

### The Maryland Department of the Environment

The Maryland Department of the Environment's mission "to protect and restore the environment for the health and well-being of all Marylanders" is inextricably bound to addressing climate change and harmful climate pollution. MDE is required by law to conduct the State's official greenhouse gas (GHG) emissions inventory, produce the State's plan to achieve its GHG reduction requirements, adopt regulations to reduce GHG emissions, chair the Maryland Commission on Climate Change, and coordinate the State's involvement in the U.S. Climate Alliance. MDE intends to propose in 2025 regulations for a Clean Heat Standard and a Zero-Emission Heating Equipment Standard to facilitate the long-term transition to clean heat solutions across Maryland's building sector. MDE intends to develop and advance additional policies to reduce statewide GHG emissions 60% from 2006 levels by 2031 and set the State on a path to net-zero emissions by 2045. MDE recently secured approximately $174 million in federal grants for climate action and has most of the resources it needs to implement current and planned programs.

### The Maryland Department of General Services

The Maryland Department of General Services (DGS) recognizes its essential role in reducing the climate impact of state government operations and is committed to achieving the state's ambitious goals. DGS has several responsibilities that directly impact state government's carbon footprint, including energy purchasing, electric vehicle charging infrastructure, building construction, repair and maintenance, green purchasing, and tracking greenhouse gas emissions and energy use. Over the past few years, DGS has increased its efforts to decarbonize facilities by adopting new policies and engaging in decarbonization studies. DGS is also developing new renewable energy procurement vehicles to power state government with clean energy. DGS incorporates climate impacts in all its policy decisions and works diligently to cost-effectively reduce the impact of government operations on climate change.  DGS has committed its existing resources to

these efforts but recognizes that more can be achieved in a shorter timeline with additional staff and funds.

### The Maryland Department of Health

The Maryland Department of Health (MDH) works to achieve lifelong health and wellness for all Marylanders. MDH already implements robust efforts to prevent and respond to environmental health challenges and weather-related events. In the CIP, MDH affirms its commitment to advance environmental justice, address the challenges of climate change, and participate in a just transition to a clean economy. In partnership with stakeholders, experts and sister agencies, MDH will strive to improve availability, quality and access to green spaces for Marylanders; expand surveillance and data sharing on direct and indirect health impacts attributable to climate change; integrate climate and equity considerations into assessments and procurements; and maximize external funding opportunities to address climate in Maryland. As a result, Maryland should experience improved air quality, fewer weather-related health impacts, increased public preparedness and reduced disparities. The Maryland Department of Health does not have additional funds or resources to fully implement CIP actions, increased resources could be used to increase staff capacity or support activities like technical assistance for staff.

### The Maryland Higher Education Commission

The Maryland Higher Education Commission recognizes its role to support the segments of higher education in the state, including the University System of Maryland, Morgan State University, St. Mary's College of Maryland, Maryland's 16 independent community colleges and the private nonprofit institution of higher education to prioritize climate implementation into the education of their students, the development of climate implementation policies and research climate issues to develop programs and courses for those students to learn how to work in an environment to support climate related workforce training. MHEC will review and approve appropriate climate implementation programs at institutions of higher education whenever they are not unreasonably or unnecessarily duplicative.  MHEC will also continue to review and approve capital projects at the institutions of higher education to ensure that they are properly certified as LEED buildings.

### The Maryland Department of Housing and Community Development

The Maryland Department of Housing and Community Development (DHCD) reaffirms its commitment to address climate change and its disproportionate impacts on underserved and overburdened communities by demonstrating a comprehensive approach to support Maryland's Climate Pollution Reduction Plan. DHCD's Climate Implementation Plan promotes the application of more efficient building codes, switching to clean fuels, and

inclusion of renewable energy systems in construction projects. DHCD connects consumer program applicants with available resources for greenhouse gas savings and promotes high density and transit-oriented new development. By integrating sustainable practices across a variety of programs and operations, DHCD is positioning itself as a leader in environmentally responsible community development. The Department will collaborate with other state agencies, local governments, nonprofits, and community-based organizations to ensure Maryland is competitive for federal climate action implementation funds and to build capacity for local-level implementation. Targeted investments with a focus on equity and environmental justice are a priority for DHCD. Through these efforts, DHCD is reducing greenhouse gas emissions while also fostering stronger, more resilient communities that can better adapt to and mitigate the impacts of climate change.

### The Maryland Department of Human Services

The Department of Human Services (DHS) empowers every Marylander to reach their full potential by providing preventative and supportive services, economic assistance, and meaningful connections to workforce development and career opportunities. In its Climate Implementation Plan, DHS commits to addressing climate change and ensuring a just transition to a clean economy, while prioritizing the disproportionate impacts of climate change across Maryland communities.The populations and areas most impacted by climate change significantly overlap with the communities and individuals DHS serves. In its plan, DHS outlines activities to address climate change, including: weatherization and energy efficiency programs for homeowners who are enrolled in energy assistance benefits programs; green procurement practices; energy efficient building management; and energy efficient vehicle fleet management. DHS will continue this work with its existing resources and will seek out additional resources that strategically align with its mission and climate goals.

### The Maryland Department of Information Technology

The Maryland Department of Information Technology mission is to provide vital technology solutions that allow the Executive Branch, State Agencies and Coordinating Offices to provide Marylanders with services that enable them to live and work more safely, efficiently and productively. Implementation of changes in policies and procedures related to data centers, IT hardware and software can lead to many positive impacts on the State as a whole. This would include decreased energy consumption by data centers which would include financial savings from that reduced energy consumption. Energy-efficient hardware can significantly decrease power consumption, resulting in lower carbon emissions. It is important for organizations to prioritize the adoption of such hardware and encourage manufacturers to produce more energy-efficient devices.

Implementation of DoITs priorities for the climate reduction plan can be incorporated into current practices and policies of the agency. Updating Data Center, Hardware, and software policies should not take much time or resources.

### The Maryland Department of Juvenile Services

The Department of Juvenile Services mission and vision align with the Governor's Executive Order to address and impact climate change as we transform the lives of young people by providing pathways and partnerships for their success. Our values of youth, their communities, and our workforce while promoting continuous learning, responsibility, growth, and teamwork through interagency coordination and grassroots partnerships should enhance DJS' ability to meet the goals of Maryland's Climate Pollution Reduction Plan. DJS embraces this unique opportunity to assess, identify, and promote green purchasing, transportation alternatives, job readiness and service to the community while fostering the whole of government approach to impact climate change. DJS' plan includes involving youth and staff in the million trees program throughout our facility footprint; increasing the use of electric and hybrid cars in our fleet program; providing green-energy learning and workforce development, and using renewable energies to power our facilities where feasible.

### The Maryland Department of Labor

The Maryland Department of Labor (MDL) plays a vital role in addressing climate change and transitioning the State to a clean economy by building and expanding talent pipelines for clean energy jobs, and working to expand the adoption of clean energy building codes that will result in reduced greenhouse gasses. MDL is capitalizing on existing federal funding, including the $23 million Good Jobs Challenge Grant that supports Maryland Works for Wind (MWW). MWW established an ecosystem of partners, including unions, higher education, workforce training providers, and Local Workforce Development Boards, who are working together to build a skilled workforce to support the offshore wind industry.. MDL is also committed to applying for new federal funds as available. MDL has applied for $10 million from the Inflation Reduction Act Grant with the US Department of Energy for assistance for the latest and zero building energy code adoption. In addition to federal funds, MDL is in discussion with the Maryland Energy Administration (MEA) to partner on a multi-prong, multi-year investment to ensure Maryland has the talent pipeline necessary to meet the State's ambitious climate goals. In regards to resources, MDL will continue to seek funding to make targeted, key investments to develop clean energy talent pipelines, but activities are limited based on funding availability, as well as whether funding supports new staff to take ownership over these activities.

### The Maryland Department of Natural Resources

The Maryland Department of Natural Resources (MDNR) is dedicated to its role as a steward of Maryland's natural resources and a leader guiding the state towards a more resilient future. MDNR supports achieving the state's ambitious climate goals to improve ecological, social, and economic outcomes for all Marylanders. The Department continues to coordinate efforts like the 5 million trees program and implementation of the recently awarded Climate Pollution and Reduction Grant (CPRG). The 5 million trees program aims to increase carbon sequestration, sustainable forestry, and greenspace equity across the state while the CPRG is focused on both aforestation and marsh restoration for carbon storage. The Department will also work towards improving the decarbonization and renewable or alternative energy options at MDNR owned facilities as well as the continued adoption of green practices on public lands. MDNR will remain committed to a whole-of-government approach especially when pursuing external funding in collaboration with sister agencies or administering funds to other partners to further state goals. To help meet these goals, resources are specifically needed to help assess and transition MDNR owned properties to greener infrastructure. MDNR commits to the actions outlined in the Climate Implementation Plan and to continue leading by example as the state moves towards better climate resilience.

### The Maryland Department of Planning

The Maryland Department of Planning (MDP) provides guidance, analysis, outreach and support to ensure that all of the state's natural resources, built environment and public assets are preserved and protected to achieve its goals for economic, community and environmental vitality. Sustainable Growth is a strategic approach to land use policy and development practices that equitably consider economic, social, and environmental implications on the wellbeing of existing and future generations. This minimizes greenhouse gas emissions from land development by optimizing land productivity within population centers, minimizing the loss of forest and farmland, fostering shorter travel distances for daily mobility needs, and shifting to non-single-occupancy-vehicle travel modes such as transit, walking, biking, and rolling.  MDP manages or administers policies and programs to support the Sustainable Growth effort, such as the Maryland Sustainable Growth Subcabinet, Maryland Historical Trust (MHT) financial and technical assistance, Priority Funding Areas, the Growth Tier Map law, and the Maryland Brownfield Redevelopment Assistance Program. Moving forward, MDP is working to reframe Maryland's Sustainable Growth Policy (the 12 planning visions) as Eight Sustainable Growth Planning Principles; will update and increase outreach for MHT technical resources for integrating historic preservation planning with hazard mitigation, disaster response and recovery, and climate adaptation; and will further reduce energy use, use green energy, and carry out other operations and maintenance that reduce or prevent

greenhouse gas emissions at Jefferson-Patterson Park & Museum (JPPM) via elective pay credits and federal funding.

### The Maryland Department of Public Safety and Correctional Services

The Department of Public Safety and Correctional Services protects the public, its employees, and the justice-involved individuals it is responsible for. DPSCS recognizes the strong links between our mission to protect Marylanders and the natural resources we depend on.

DPSCS recognizes its requirement to divert organics and recyclable material from landfills and has employed various measures to increase diversion rates, including a food compactor for organics at three facilities which gets hauled to a composting facility. DPSCS currently has well over 50 electric vehicles and has been working with DGS to expand its existing charging infrastructure. DPSCS will collaborate with the Maryland Labor Department to expand workforce development programs for incarcerated individuals to meet the labor needs of the deep-green economy.

DPSCS will work with its internal teams, including Capital Construction, Fleet Management, Training, Education, Dietary and Maryland Correctional Enterprise, to continue to implement climate action across our agency with the resources available. We will also continue to work with other state agencies to leverage state expertise and federal resources.

### The Maryland Department of Service and Civic Innovation

The Maryland Department of Service and Civic Innovation (DSCI) is committed to our state's Climate Implementation Plan. DSCI was established by the Serving Every Region Through Vocational Exploration (SERVE) Act of 2023, which called for the creation of the Maryland Corps and Service Year Option programs, which officially launched that year. The SERVE Act also called for the creation of "a Maryland Civilian Climate Corps to conserve and restore State and local parks and engage in other climate or environmental projects." In Fall of 2024, DSCI officially launched the Maryland Climate Corps, a Service Year Option program administered by the Chesapeake Bay Trust that offers recent Maryland High School Graduates (or the equivalent) the opportunity to get involved protecting their community from the impacts of climate change while receiving the workforce training necessary to access well-paying green jobs after their service. In the upcoming year, DSCI plans to collaborate with other state agencies to explore braided funding streams to build or expand programs that support the achievement of this plan. DSCI, under the leadership and coordination with the Governor's Federal Investment Team, hopes to work closely with state agencies, local governments, and community-based organizations to ensure Maryland is competitive for state and philanthropic climate dollars and to build capacity for local-level implementation. DSCI

was recently awarded a $100,000 Technical Assistance grant from the US Climate Alliance to provide additional capacity to coordinate with state agencies, identify opportunities for joint-agency applications for federal resources, and submit grant applications for state and philanthropic climate and workforce funding streams.

### The Maryland Office of the Secretary of State

The Office of the Secretary of State is dedicated to serving the public and advancing the state's interests both locally and globally, a mission inherently connected to addressing the widespread impacts of climate change, which threaten economic stability, public health, and community well-being. The Office is committed to a "Whole-of-Government" approach to addressing climate change, as outlined in our Climate Implementation Plan. This includes continued partnership with the Department of General Services (DGS) to complete current efficiency projects for the Wineland Building and to identify future initiatives that reduce both energy consumption and greenhouse gas emissions. Our Office will also continue to leverage our International Affairs programming, including maximizing the Governor's Subcabinet for International Affairs, to foster climate and environmental solutions with international stakeholders, while also considering the disproportionate impact of climate change on disadvantaged communities. Adequate resources are essential to implement these commitments, including funding DGS for building efficiency upgrades, and committing existing resources to foster international partnerships.

### The Maryland Department of State Police

The mission of the Maryland Department of State Police (MDSP) is to ensure Maryland is a safe place to live, work and visit. As such, the Department must stand ready to mitigate, respond, and/or assist with emergencies that are related to climate change. Additionally, the MDSP must strive to reduce its own carbon footprint. MDSP, in partnership with DGS and MDE, continue to ensure our new buildings are designed to the most efficient and environmentally friendly standards. A key factor is to reduce or eliminate the use of fossil fuels and conforming to the most energy efficient standards. We construct each new facility to meet the International Green Construction Code (IGCC) or the Leadership in Energy and Environmental Design (LEED) certification. MDSP also recognizes and supports the need for zero-emission vehicles. As such we have been installing the necessary infrastructure to accommodate electric fleet vehicles at all our newly constructed barracks. MDSP will continue to request capital budget funding, consistent with the Climate Solutions Now Act goals, to achieve its Facilities Master Plan. We also continue to use operational budget funding, where feasible, to upgrade and replace existing fossil fuel systems.

### The Maryland Department of Transportation

The Maryland Department of Transportation (MDOT) is dedicated to addressing climate change through sustainable, inclusive, and intelligent transportation solutions. Its Climate Pollution Reduction Plan (CPRP) focuses on reducing greenhouse gas emissions through four key strategies: advancing transportation technologies, reducing vehicle miles traveled (VMT), alleviating congestion, and adopting sustainable designs and materials. Major initiatives include expanding public transit projects such as the Red and Purple Lines, deploying electric vehicle infrastructure through a revised Zero Emissions Vehicle Infrastructure Plan (ZEVIP), and enhancing active transportation options like biking and walking. MDOT prioritizes environmental justice by investing in underserved and overburdened communities to ensure equitable access to clean transportation solutions. Approximately 70% of funding for major projects in MDOT's six-year Consolidated Transportation Program budget is allocated to emissions-reducing initiatives. While leveraging federal funding opportunities, such as the Infrastructure Investment and Jobs Act (IIJA), MDOT continues to seek innovative financing solutions and partnerships to address fiscal constraints due to shrinking gas tax revenues and expanding goods and labor costs.

### The Maryland Department of Veterans and Military Families

The Maryland Department of Veterans and Military Families (DVMF) is dedicated to its mission of leading veterans, service members, and their families through life's transitions, and affirms its commitment to the State's ambitious climate goals. DVMF's Climate Implementation Plan integrates sustainable practices and policies that maximize energy efficiency and decarbonization strategies in order to mitigate the department's carbon footprint. From transitioning away from gas-powered, hand-held lawn tools to more efficient battery-powered tools at state veterans cemeteries and memorials, to pursuing green burial options, the department will continue to work to address climate change wherever possible. These changes and adjustments to our planning, budget considerations, and possible funding structures will contribute to meeting the State's greenhouse gas emissions goals. The Department's CIP should lower energy costs and increase overall health benefits.