

SB0414/744733/1

BY: Education, Health, and Environmental Affairs Committee

AMENDMENTS TO SENATE BILL 414

(First Reading File Bill)

AMENDMENT NO. 1

On page 3, in lines 6 and 8, in each instance, strike “light-duty vehicles” and substitute “passenger cars”; in line 10, after “funding;” insert “requiring the Department of General Services to ensure the development of certain charging infrastructure;”; in lines 32 and 35, in each instance, strike “Motor Vehicle” and substitute “Maryland Transit”; in line 34, after “year” insert “, subject to a certain exception”; in the same line, after “zero-emission” insert “and alternative-fuel”; and in line 35, after “Fund;” insert “requiring the Maryland Transit Administration to ensure the development of certain charging infrastructure;”.

AMENDMENT NO. 2

On page 16, in line 3, after “INCLUDE” insert “HIGHWAY WIDENING OR ADDITIONAL ROAD CONSTRUCTION”; strike beginning with “MEASURE” in line 4 down through “OR” in line 6 and substitute “MEASURE;”; strike in their entirety lines 7 and 8 and substitute:

“(2) MAY INCLUDE THE USE OF CARBON CAPTURE AND STORAGE TECHNOLOGY AS A GREENHOUSE GAS EMISSION REDUCTION MEASURE ONLY IF THE TECHNOLOGY HAS BEEN SCIENTIFICALLY PROVEN TO ACHIEVE VERIFIABLE CARBON REDUCTIONS;”;

in lines 9 and 13, strike “(2)” and “(3)”, respectively, and substitute “(3)” and “(5)”, respectively; in line 12, strike “AND”; and after line 12, insert:

(Over)

“(4) SHALL INCLUDE SPECIFIC ESTIMATES OF THE GREENHOUSE GAS EMISSIONS REDUCTIONS THAT COULD BE ACHIEVED THROUGH THE EXPANSION OF MASS TRANSIT OPTIONS; AND”.

AMENDMENT NO. 3

On page 19, in lines 16 and 18, in each instance, strike “ONE MEMBER” and substitute “**TWO MEMBERS**”.

On page 20, strike beginning with “ONE” in line 5 down through “NETWORK;” in line 6 and substitute “**ONE REPRESENTATIVE OF THE ENERGY EFFICIENCY INDUSTRY, SELECTED BY THE SECRETARY;**”; in line 15, strike “SPONSORS; AND” and substitute “**SPONSORS, ONE SELECTED BY THE MARYLAND CHAPTERS OF THE ASSOCIATED BUILDERS AND CONTRACTORS AND ONE SELECTED BY THE BALTIMORE–DC METRO BUILDING AND CONSTRUCTION TRADES COUNCIL;**”; and in line 17, after “COLLEGES” insert “;

(15) ONE REPRESENTATIVE WHO IS A VETERAN, SELECTED BY THE MARYLAND MILITARY COALITION;

(16) ONE REPRESENTATIVE WHO IS A FORMERLY INCARCERATED INDIVIDUAL, SELECTED BY THE LEGAL ACTION CENTER NATIONAL H.I.R.E. NETWORKS;

(17) TWO AT-LARGE REPRESENTATIVES WHO ARE WOMEN IN AFFECTED INDUSTRIES, SELECTED BY THE GOVERNOR; AND

(18) TWO REPRESENTATIVES SELECTED BY THE MARYLAND STATE CHAPTER OF THE NAACP”.

On page 21, in line 12, strike “AND”; and in line 14, after “ECONOMY;” insert:

“(V) CHALLENGES AND OPPORTUNITIES RELATED TO MINIMIZING ADVERSE EMPLOYMENT AND FINANCIAL IMPACTS ON DISPLACED WORKERS AND THEIR COMMUNITIES THROUGH ENVIRONMENTAL POLICIES CONDITIONED ON THE FAIR DISTRIBUTION OF COSTS AND BENEFITS; AND

(VI) RESOURCES NECESSARY TO PROTECT WORKERS FROM ECONOMIC INSECURITY, INCLUDING OPTIONS FOR MAINTAINING OR SUPPLEMENTING RETIREMENT AND HEALTH CARE BENEFITS FOR DISLOCATED WORKERS AFFECTED BY THE DOWNSIZING OF FOSSIL FUEL INDUSTRIES;”.

AMENDMENT NO. 4

On page 28, strike beginning with “least” in line 17 down through “losses” in line 19 and substitute “LEAST THE FOLLOWING ANNUAL PERCENTAGES, CALCULATED AS A PERCENTAGE OF THE ELECTRIC COMPANY’S 2016 WEATHER-NORMALIZED GROSS RETAIL SALES AND ELECTRICITY LOSSES:

1. 2.25% PER YEAR IN 2024 AND 2025;
2. 2.5% IN 2026; AND
3. 2.75% PER YEAR IN 2027 AND THEREAFTER”;

in line 22, strike “**3.0%**”; in the same line, strike the second “per year”; and in the same line, after the second “rate” insert “SPECIFIED IN SUBPARAGRAPH (I) OF THIS PARAGRAPH”.

AMENDMENT NO. 5

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On page 29, in line 1, strike “meets or exceeds the current” and substitute “A. ACHIEVES AT LEAST A SILVER RATING ACCORDING TO THE MOST RECENT”; in line 3, strike “Silver rating”; in the same line, after the semicolon insert “OR

B. IS A SCHOOL OR PUBLIC SAFETY BUILDING THAT ACHIEVES AT LEAST A CERTIFIED RATING ACCORDING TO THE MOST RECENT VERSION OF THE U.S. GREEN BUILDING COUNCIL’S LEED GREEN BUILDING RATING SYSTEM AND, BASED ON THE BUILDING’S LOCATION, ACHIEVES 5 POINTS OR LESS IN THE COMBINED CREDITS FOR ACCESS TO QUALITY TRANSIT AND SURROUNDING DENSITY AND DIVERSE USES;”;

and in line 14, after “ZERO” insert “ENERGY”.

AMENDMENT NO. 6

On page 32, strike in their entirety lines 1 and 2 and substitute:

“(2) “PASSENGER CAR” HAS THE MEANING STATED IN § 11-144.2 OF THE TRANSPORTATION ARTICLE.”;

in line 5, after “THAT” insert “:

(1)”;

in lines 6, 23, 25, and 27, in each instance, strike “LIGHT-DUTY VEHICLES” and substitute “PASSENGER CARS”; in line 7, after “2030” insert“;AND

(2) THE STATE MAKE REASONABLE EFFORTS TO TRANSITION THE REST OF THE LIGHT-DUTY VEHICLES IN THE STATE VEHICLE FLEET TO ZERO-EMISSION VEHICLES AS SOON AS PRACTICABLE”;

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strike in their entirety lines 13 through 18, inclusive, and substitute:

“(1) IN FISCAL YEARS 2022 THROUGH 2024, INCLUSIVE, AT LEAST 25% OF PASSENGER CARS PURCHASED FOR THE STATE VEHICLE FLEET ARE ZERO-EMISSION VEHICLES;

(2) IN FISCAL YEARS 2025 AND 2026, INCLUSIVE, AT LEAST 50% OF PASSENGER CARS PURCHASED FOR THE STATE VEHICLE FLEET ARE ZERO-EMISSION VEHICLES; AND

(3) BEGINNING IN FISCAL YEAR 2027, 100% OF PASSENGER CARS PURCHASED FOR THE STATE VEHICLE FLEET ARE ZERO-EMISSION VEHICLES.

(E) THE DEPARTMENT SHALL ENSURE THE DEVELOPMENT OF CHARGING INFRASTRUCTURE TO SUPPORT THE OPERATION OF ZERO-EMISSION VEHICLES IN THE STATE VEHICLE FLEET.”;

in line 19, strike “(E)” and substitute “(F)”; in line 28, strike “AND”; and in line 30, after “VEHICLES” insert “; AND

(V) AN EVALUATION OF THE CHARGING INFRASTRUCTURE THAT EXISTS TO SUPPORT THE OPERATION OF ZERO-EMISSION VEHICLES IN THE STATE VEHICLE FLEET”.

On page 35, in line 23, strike “LIGHT-DUTY VEHICLES” and substitute “PASSENGER CARS”; and in line 30, strike “AND”.

On page 34, strike in their entirety lines 4 through 8, inclusive, and substitute:

(Over)

“(3) THE TERM OF A NO-INTEREST LOAN FROM THE FUND MAY NOT EXCEED THE LESSER OF:

(I) THE ESTIMATED TIMEFRAME FOR REALIZING A RETURN ON INVESTMENT FROM THE ENERGY SAVINGS ATTRIBUTABLE TO CONSTRUCTING THE SCHOOL BUILDING TO MEET NET-ZERO ENERGY REQUIREMENTS; OR

(II) 15 YEARS.”

On page 36, in line 2, after “ARTICLE” insert “;AND”

5. COSTS INCURRED BY THE DEPARTMENT OF GENERAL SERVICES TO INSTALL ELECTRIC CHARGING EQUIPMENT ON STATE PROPERTY”;

in line 11, strike “LIGHT-DUTY VEHICLES” and substitute “PASSENGER CARS”; in line 14, strike “AND”; in line 19, after “ARTICLE” insert “;AND”

5. COSTS INCURRED BY THE DEPARTMENT OF GENERAL SERVICES TO INSTALL ELECTRIC CHARGING EQUIPMENT ON STATE PROPERTY”;

after line 23, insert:

“(2) “ALTERNATIVE-FUEL BUS” MEANS A MOTOR VEHICLE THAT:

(I) IS DESIGNED TO CARRY MORE THAN 10 PASSENGERS AND IS USED TO CARRY PASSENGERS FOR COMPENSATION;

(II) IS NOT POWERED BY DIESEL OR GASOLINE;

**(III) PROVIDES GREENHOUSE GAS EMISSIONS REDUCTIONS
IN COMPARISON TO AN EQUIVALENT DIESEL-POWERED VEHICLE; AND**

(IV) IS NOT A TAXICAB.”;

in lines 24 and 25, strike “(2)” and “(3)”, respectively, and substitute “(3)” and “(4)”, respectively; in line 26, strike “1.”; in line 27, after “PASSENGERS” insert “**FOR COMPENSATION**”; and strike beginning with “OR” in line 27 down through “**COMPENSATION;**” in line 29.

On page 37, in line 2, strike “(4)” and substitute “(5)”; and in line 21, strike “TO A SIGNIFICANT EXTENT”.

On page 38, in line 4, strike “**BEGINNING**” and substitute “**EXCEPT AS PROVIDED IN PARAGRAPH (2) OF THIS SUBSECTION, BEGINNING**”; after line 6, insert:

“(2) IF THE ADMINISTRATION DETERMINES THAT NO AVAILABLE ZERO-EMISSION BUS MEETS THE PERFORMANCE REQUIREMENTS FOR A PARTICULAR USE, THE ADMINISTRATION MAY PURCHASE AN ALTERNATIVE-FUEL BUS FOR THAT USE.”;

in line 7, strike “(2)” and substitute “(3)”; in the same line, after “ZERO-EMISSION” insert “**AND ALTERNATIVE-FUEL**”; after line 8, insert:

“(D) THE ADMINISTRATION SHALL ENSURE THE DEVELOPMENT OF CHARGING INFRASTRUCTURE TO SUPPORT THE OPERATION OF ZERO-EMISSION BUSES IN THE STATE TRANSIT BUS FLEET.”;

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in line 9, strike “(D)” and substitute “(E)”; and in lines 18, 21, and 31, in each instance, strike “EXCLUSIVELY”.

On page 39, in line 3, strike “EXCLUSIVELY”.

AMENDMENT NO. 7

On page 42, in line 14, after “(3)” insert “(I)”; in lines 16 and 18, strike “(I)” and “(II)”, respectively, and substitute “1.” and “2.”, respectively; in line 18, before “13” insert “SUBJECT TO SUBPARAGRAPH (II) OF THIS PARAGRAPH,”; in line 20, after “PLANTINGS” insert “, TREE BUFFER MANAGEMENT, AND FOREST MANAGEMENT, INCLUDING INVASIVE VINE REMOVAL,”; and after line 22, insert:

“(II) THE DEPARTMENT SHALL MAKE REASONABLE EFFORTS TO ENSURE THAT CONTRACTORS HIRED UNDER SUBPARAGRAPH (I)2 OF THIS PARAGRAPH REFLECT THE GEOGRAPHIC AND DEMOGRAPHIC DIVERSITY OF THE STATE.”

On page 44, in line 16, strike “OR”; in line 20, after “PERIOD” insert “; OR”

4. A HOUSING PROJECT AS DEFINED IN § 12-101 OF THE HOUSING AND COMMUNITY DEVELOPMENT ARTICLE”;

and after line 30, insert:

“(3) IN AWARDING PROGRAM GRANTS UNDER THIS SECTION, THE TRUST SHALL PRIORITIZE:

(I) GRANT APPLICATIONS FROM QUALIFIED ORGANIZATIONS LOCATED IN THE UNDERSERVED AREAS WHERE THE PROPOSED TREE-PLANTING PROJECTS WILL BE IMPLEMENTED; AND

(II) GRANT APPLICATIONS THAT INCLUDE PLANS FOR ENGAGING INDIVIDUALS, ORGANIZATIONS, OR BUSINESSES LOCATED IN UNDERSERVED AREAS TO IMPLEMENT AND MAINTAIN TREE-PLANTING PROJECTS IN THEIR COMMUNITIES.".