

State of Maryland Governor's Subcabinet on Climate

2025 Annual Report





Maryland
Department of
the Environment



State of Maryland Subcabinet on Climate

2025 ANNUAL REPORT

December 1, 2025

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.

Cover Photo by © Sev Smith/TNC

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Allegany County flash flood, May 2025. (Credit: Allegany County Government)

[1] Introduction

Climate change poses an existential threat to every Marylander. The changes in climate from human-caused pollution and human activities (primarily the combustion of fossil fuels) adversely affect public health, ecological stability, and economic prosperity. All of Maryland's communities are impacted by climate change. Historically marginalized and overburdened communities are disproportionately impacted by climate change.

In the near term, Maryland's climate will continue to get warmer, wetter, and wilder. Greater extremes in temperature and precipitation will lead to intensified heat waves, droughts, storms, and floods. Maryland's low-lying land will be increasingly affected by saltwater intrusion from global sea-level rise and will be compounded by regional land sinking. Islands throughout the Chesapeake Bay and much of Dorchester County could be completely lost to the sea by the end of this century. Maryland's climate in 50 years could resemble Mississippi's climate today.

Although Maryland has been doing formal climate planning for over 16 years, the bedrock for Maryland's current climate plans is the Climate Solutions Now Act (CSNA) of 2022. The CSNA gives the Maryland Department of the Environment (MDE) a science-based directive to develop measures that meet Maryland's climate targets of reducing greenhouse gas (GHG) emissions 60% from 2006 levels by 2031 and achieving net-zero emissions by 2045.

MDE partnered with a multitude of stakeholder groups, other governing authorities, national science laboratories, and subject matter experts to analyze the lowest-cost, greatest-benefits pathway to achieve the State's GHG reduction requirements and, in December 2023, published [*Maryland's Climate Pollution Reduction Plan*](#).

Six months later, in June of 2024, Governor Moore issued Executive Order 01.01.2024.19: *Leadership by State Government: Implementing Maryland's Climate Pollution Reduction Plan*¹ to ensure all of State Government is taking the necessary actions to implement the Plan and to enhance the whole-of-government approach to addressing climate change. The Executive Order has three key facets.

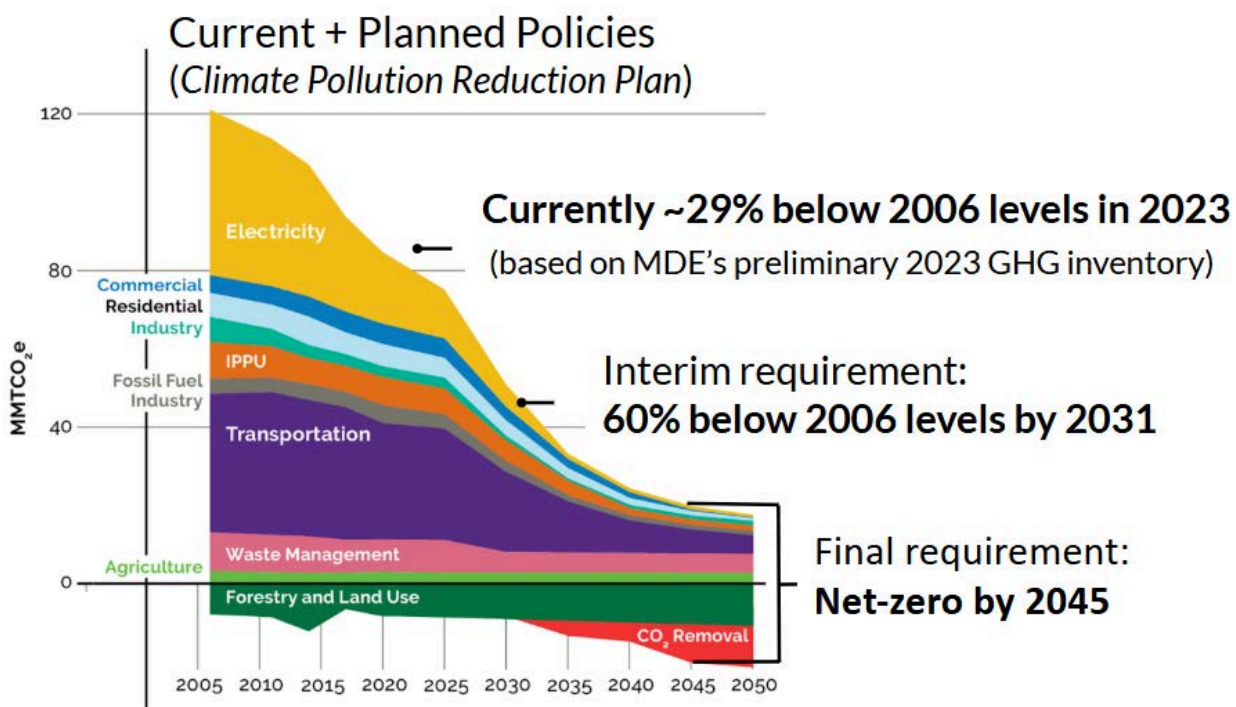
1. The establishment of the Governor's Subcabinet on Climate to amplify progress through coordinated and collective action
2. Instructions for executive branch agencies to develop Climate Implementation Plans (CIPs) and to take immediate action to implement the CIPs
3. The creation of an annual reporting requirement, updating progress on the implementation of *Maryland's Climate Pollution Reduction Plan*, State agency CIPs, and Federal funding

Within five months of the release of the Executive Order, 25 state agencies completed an agency-specific CIP. A month later, in December of 2024, the Climate Subcabinet published its first annual report. This publication serves to meet the Climate Subcabinet's annual reporting requirement for 2025.

¹ See E.O. 01.01.2024.19 here:

https://governor.maryland.gov/Lists/ExecutiveOrders/Attachments/52/EO%2001.01.2024.19%20Leadership%20by%20State%20Government-%20Implementing%20Maryland%27s%20Climate%20Pollution%20Reduction%20Plan_Accessible.pdf

[2] Implementing Maryland's Climate Pollution Reduction Plan



Both short-term and long-term investments, coupled with immediate and persistent action, are needed to implement Maryland's Climate Pollution Reduction Plan and adequately address the climate crisis. If fully implemented, Maryland's Climate Pollution Reduction Plan and State Agency Climate Implementation Plans could achieve the State's GHG reduction requirements, reduce household energy costs, improve health outcomes, and grow the economy.

Maryland has been a leader in addressing the climate crisis, adopting and pioneering many new measures. Preliminary analysis from the forthcoming triennial State of Maryland GHG Inventory shows statewide GHG emissions have been reduced approximately 29% from the 2006 baseline. Maryland has five years to transform its economy to achieve the 2031 goal and 20 years to finish the evolution to achieve net-zero emissions.

Summary of the Plan

"Current" (2023) State and Federal Policies

Fully implementing State and Federal policies, existing in 2023, could **reduce emissions by 51% by 2031**. Policies existing in 2023 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.

"Current" (2023) Policies + New Policies

Fully implementing the "current" (2023) 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 plants², which has allowed the State to invest more than a billion dollars in electricity bill assistance and clean energy projects. Expanding cap-and-invest to additional sectors was modeled to help achieve the State's GHG reduction goals.

Economic Analysis of Maryland's Climate Pollution Reduction Plan

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
- \$2.5 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

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.

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.

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).

Implementation of "Current" (2023) Policies

The implementation status of key existing policies and programs is provided below. Additional detail is available in MDE, MDOT, and MEA's annual climate change reports³.

Advanced Clean Cars II (ACC II) and Advanced Clean Trucks (ACT)

In 2025, Congress used the Congressional Review Act (CRA) to rescind California's authority to set vehicle emissions standards that are different from federal standards. This action by Congress seeks to block California—and the 11 other states that follow California's vehicle standards, including Maryland—from enforcing the ACC II and ACT regulations. California Attorney General Rob Bonta, along with the attorneys general from 10 other states, filed a federal lawsuit challenging the CRA resolutions. The complaint argues that Congress overstepped its legal authority. The coalition contends that EPA waiver decisions are not "rules" that are subject to repeal under the CRA. Maryland's ability to enforce ACC II and ACT may depend on the outcomes of the multistate lawsuit or future Congressional action.

Building Energy Performance Standards (BEPS)

Maryland law requires certain buildings 35,000 square feet or larger to achieve specific emissions standards, including net-zero direct emissions by 2040. MDE adopted BEPS regulations in December 2024 and intends to update the regulations in 2027 to include energy efficiency targets, as required by the CSNA, and other changes required by House Bill 49 of 2025⁴.

EmPOWER

The EmPower program requires electric and gas utility companies and the Department of

³ Annual Climate Change Reports.

<https://mde.maryland.gov/programs/air/ClimateChange/MCCC/Pages/Annual-Climate-Change-Reports.aspx>

⁴ <https://mgaleg.maryland.gov/mgawebsite/Legislation/Details/HB0049>

Housing and Community Development (DHCD) to help customers improve energy efficiency and reduce GHG emissions, including through beneficial electrification. Utility companies and DHCD started implementing programs in 2025 to achieve the GHG reduction targets of 2% in 2024, 2.25% each year in 2025 and 2026, and 2.5% each year in 2027 and after, as required in the statute⁵.

Hydrofluorocarbon Rules

From 2021 to 2024 MDE implemented several rules that prohibit the use of certain substances with high global warming potential in certain end uses, including aerosol propellants, refrigeration devices and systems, and foam insulation products. Maryland HFC rules prohibit the manufacture and importation of restricted HFCs, and, in most cases, the prohibition to sell, distribute, and export products with HFCs on the prohibited substances list.

Landfill Methane Rules

Maryland law requires landfills to detect and repair landfill gas leaks and operate emission control systems to reduce methane emissions. In 2023, MDE promulgated regulations imposing stricter monitoring and remedial requirements for methane emissions at landfills that will both dramatically reduce these emissions and encourage methane reuse. In 2025, MDE and MEA collaborated to ensure that landfill gas systems are eligible for funding from MEA's Local Government Energy Modernization Program.

Natural Gas Industry Rules

In 2020, Maryland adopted nation-leading regulations requiring methane emissions from natural gas transmission facilities, storage facilities, compressor stations, and liquefied natural gas facilities to be mitigated through fugitive emissions detection and repair.

Renewable Portfolio Standard (RPS)

The RPS in Maryland requires an increasing percentage of electricity consumed in the state to be generated by renewable resources, reaching approximately 50% by 2030. Maryland is not currently meeting its renewable energy goals under RPS as some electricity suppliers are electing to make alternative compliance payments instead of achieving renewable electricity targets.

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 under the law, a county board of education is prohibited from

⁵ Parameters for the emissions reductions can be found in [HB 864](#)

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 them make the transition to ZEVs.

Implementation of New and Modified Policies

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. 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 annual climate change reports.

Advanced Clean Fleets (ACF)

Congressional action to rescind California's authority to set vehicle emissions standards that are different from federal standards prevents California and other states like Maryland from developing and enforcing an ACF rule.

Clean Heat Standard (CHS)

A CHS in Maryland will require 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 proposed a reporting rule for heating fuel providers in 2025. MDE will seek stakeholder input on CHS program details in 2026.

Zero-Emission Heating Equipment Standard (ZEHES)

Maryland continues to advance a ZEHES that 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 is in the process of getting stakeholder input on implementation details including potential waivers to the zero emission standard.

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. In 2025, the 11 RGGI member states agreed to establish a new regional pollution cap aligned with Maryland's and partner states' 100% clean energy goals. MDE has subsequently proposed responsive updates to state RGGI regulations.

Maryland Transportation Plan (MTP)

The 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 approach includes making investments in new and existing projects and programs that will reduce VMT and enhance transportation choices in the state.

New Funding

During the 2025 legislative session, Governor Moore fought to ensure significant funding for climate and the environment. He ensured the inclusion of \$100 million in funding for climate action in the FY26 Budget, which will be devoted to solar deployment on state property and funding for local clean energy projects.

Recently, the Maryland Energy Administration (MEA) issued \$12 million in grant funding for electric school buses in Maryland, and \$21 million to decarbonize hospitals, places of worship, schools, and other community buildings. The agency also has awarded \$11 million in FY25 funding to improve access to electric vehicle charging infrastructure for Marylanders who live in multi-family dwellings or are low- and moderate-income. These programs were all part of the governor's \$90 million climate down payment in the FY25 budget. The remaining funds have been offered to support the continuation of these three efforts in FY26.

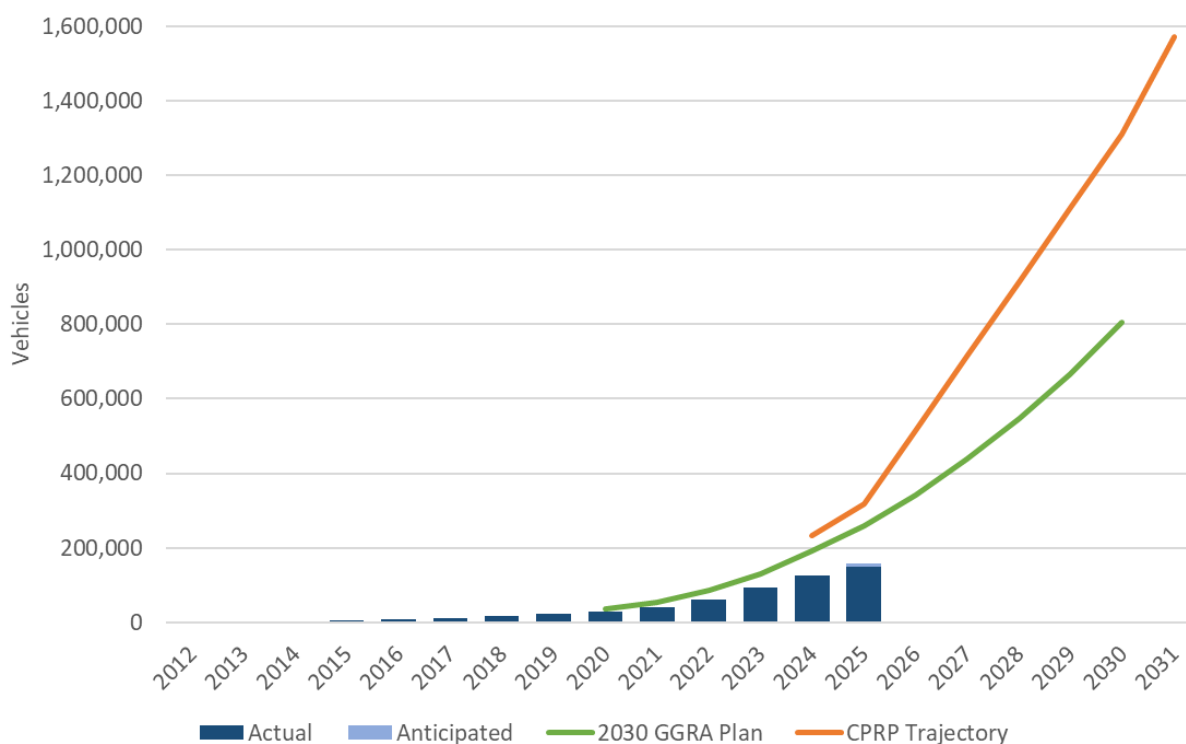
[3] Tracking Emissions Progress

Introduction

The metrics presented here track key activity indicators that drive GHG emissions and their reductions. These metrics update and build on those previously reported in the prior year's annual report and 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 current 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.

<i>Sector</i>	<i>Key Emissions Activity Metric</i>
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.

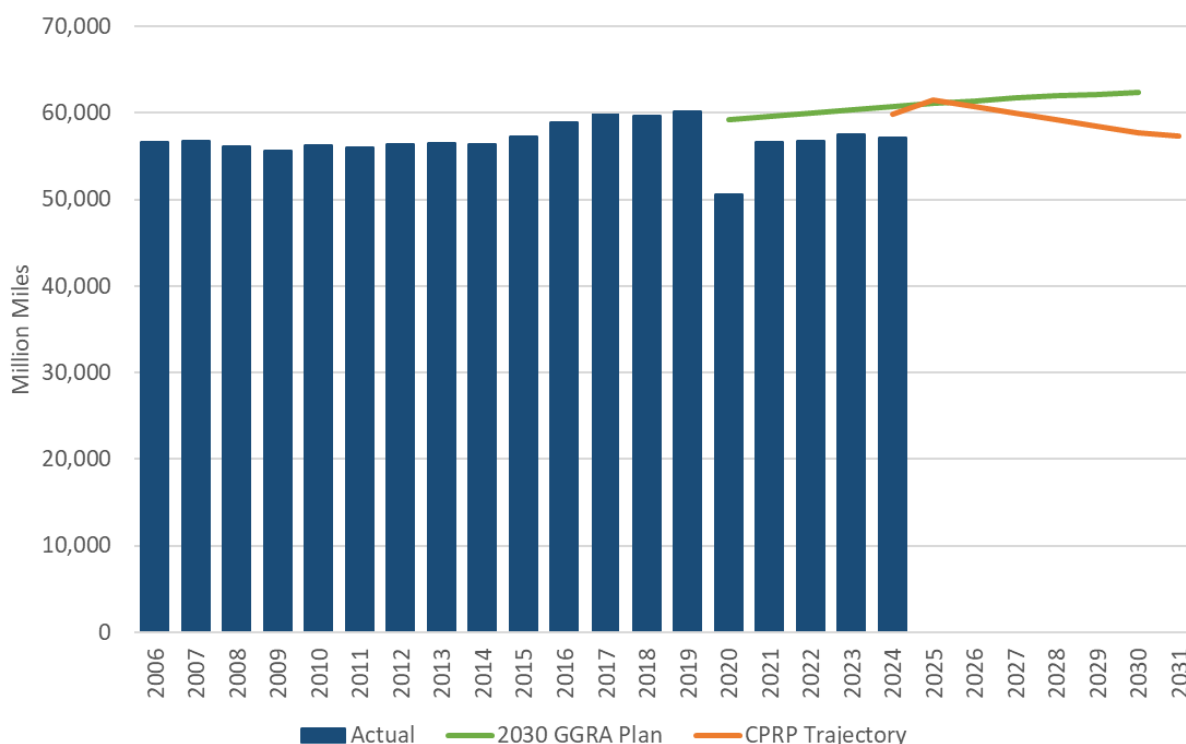
Policies and programs that influence this metric

To date, state and federal programs have incentivized the purchase of ZEVs. The federal EV tax credits for new and used vehicles expired after September 30, 2025, due to the "One Big Beautiful Bill Act" passed in July 2025. ACC II and ACT were to take effect with model year 2027, requiring an increasing percentage of new light-duty vehicles and trucks sold in Maryland to be ZEVs, reaching 100% by 2035. Maryland's ability to enforce ACC II and ACT may depend on the outcomes of the multistate lawsuit on California's waiver authority or future Congressional action. Maryland's ACC I program continues through model year 2025. 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 the planned trajectory

Maryland is currently behind on the pace of ZEV deployment needed. Currently Maryland is achieving only 49% 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.

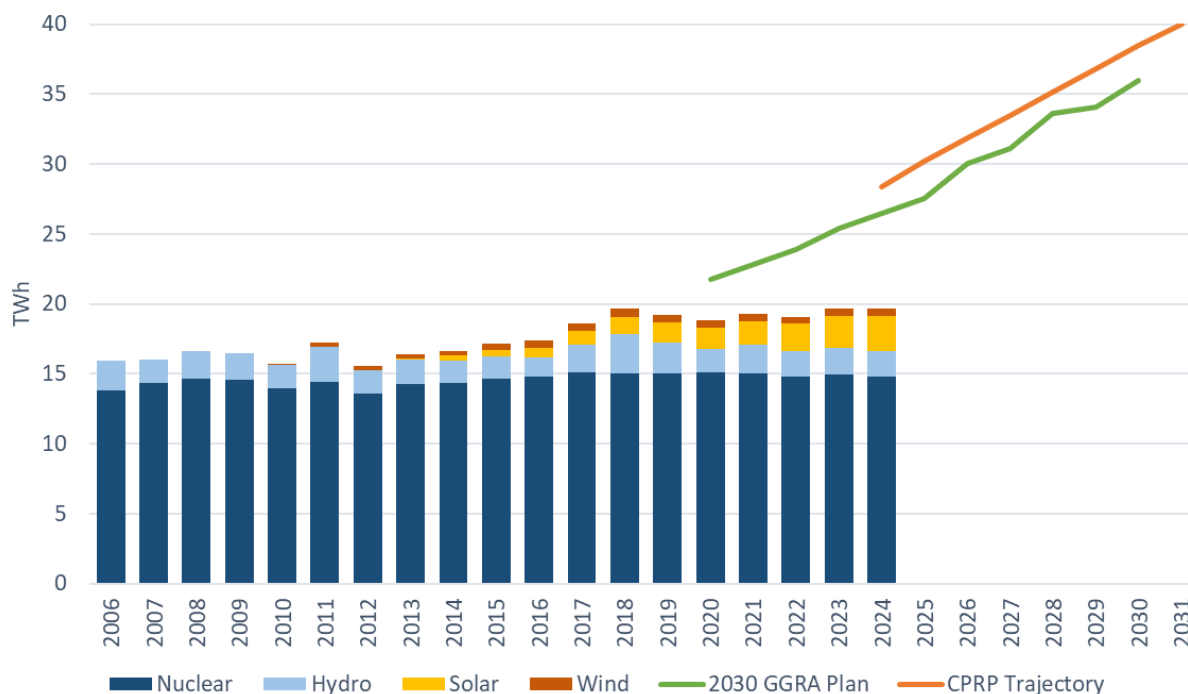
Policies and programs that influence this metric

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 the 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 2024 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 2050⁶.

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 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. 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, state incentives for

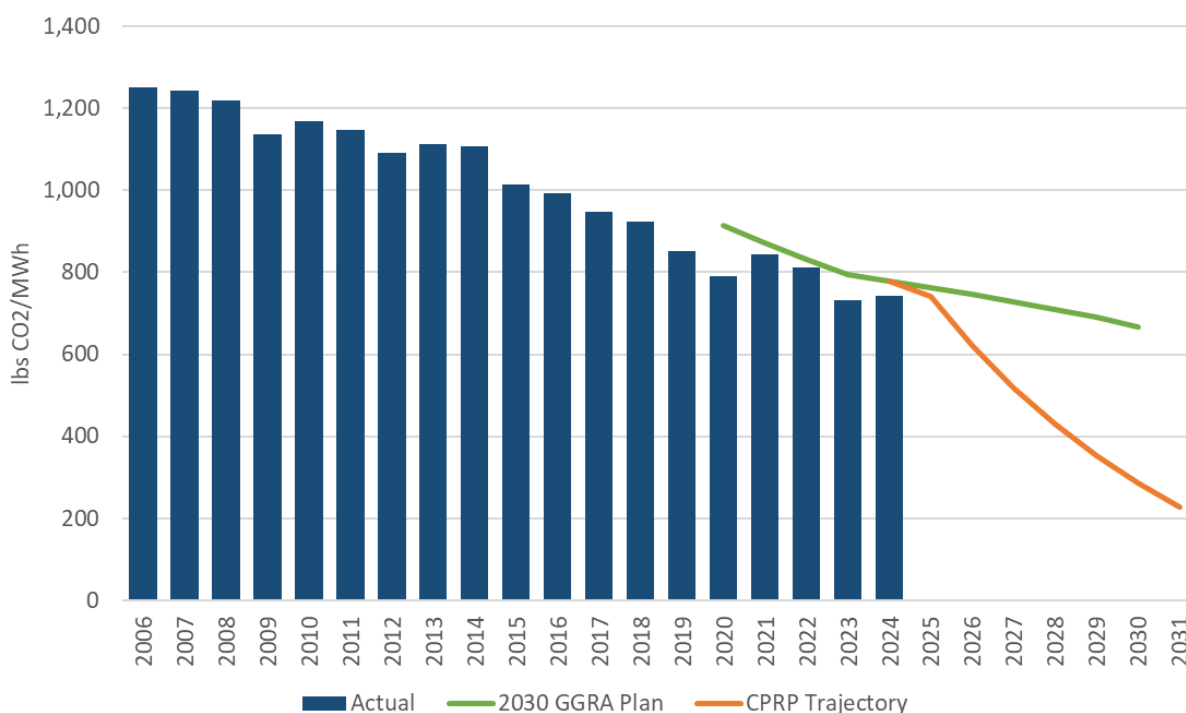
⁶ Maryland Department of Planning, Maryland State Data and Analysis Center. Projections to 2050.

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 the 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 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

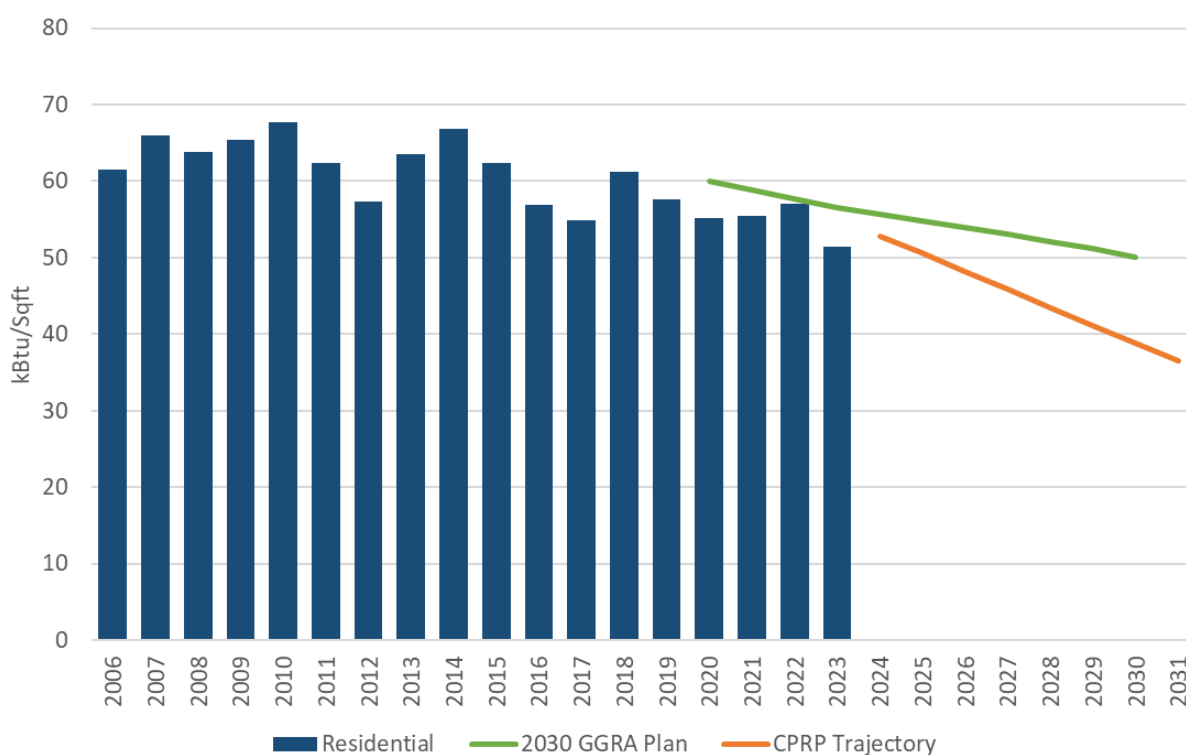
RGGI has lowered emissions from electricity in some PJM states via a declining emissions cap. The RPS requirements for renewable electricity consumption have presumably stimulated renewables development in the PJM region and a resultant lowering of carbon intensity. Demand response and energy efficiency programs have helped keep carbon

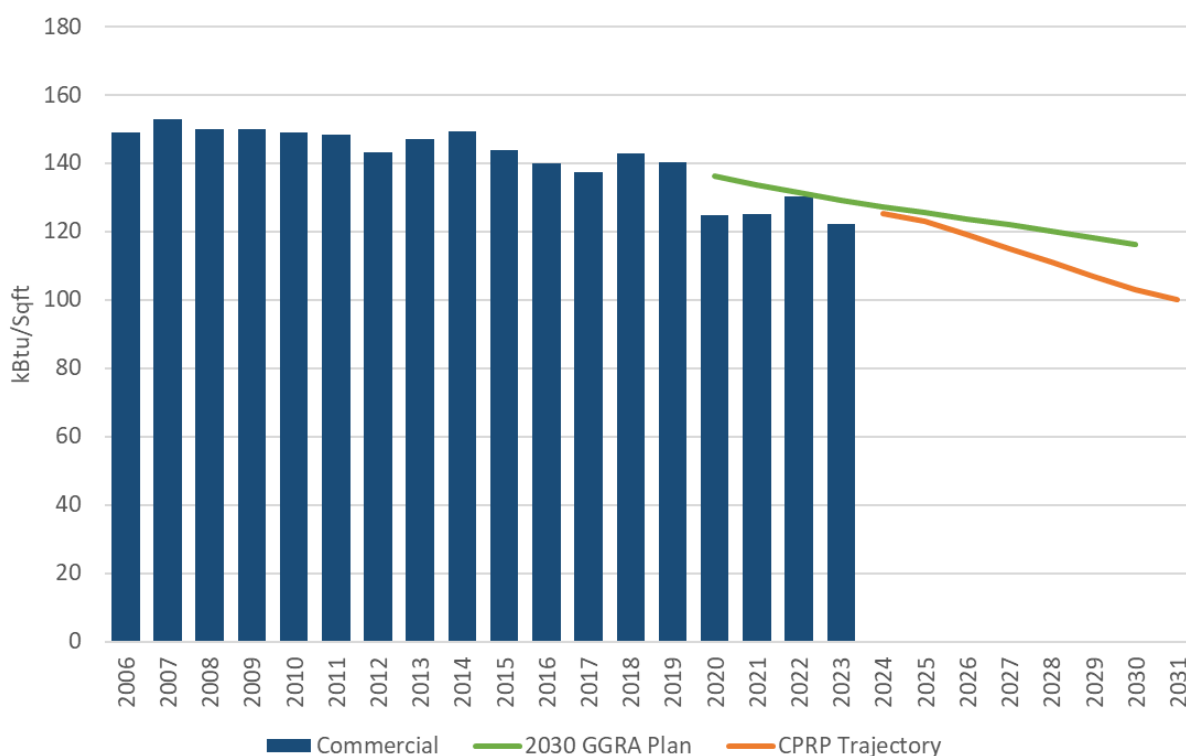
intensity in check by reducing peak electricity demand. Other direct and supporting measures include new transmission and distribution infrastructure, federal and other states' incentives for renewable energy, and the Regional Transformative Partnership for Offshore Wind Energy Resources (SMART-POWER).

Where Maryland currently stands in relation to the 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 (top graph) and all commercial buildings (bottom graph) 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.

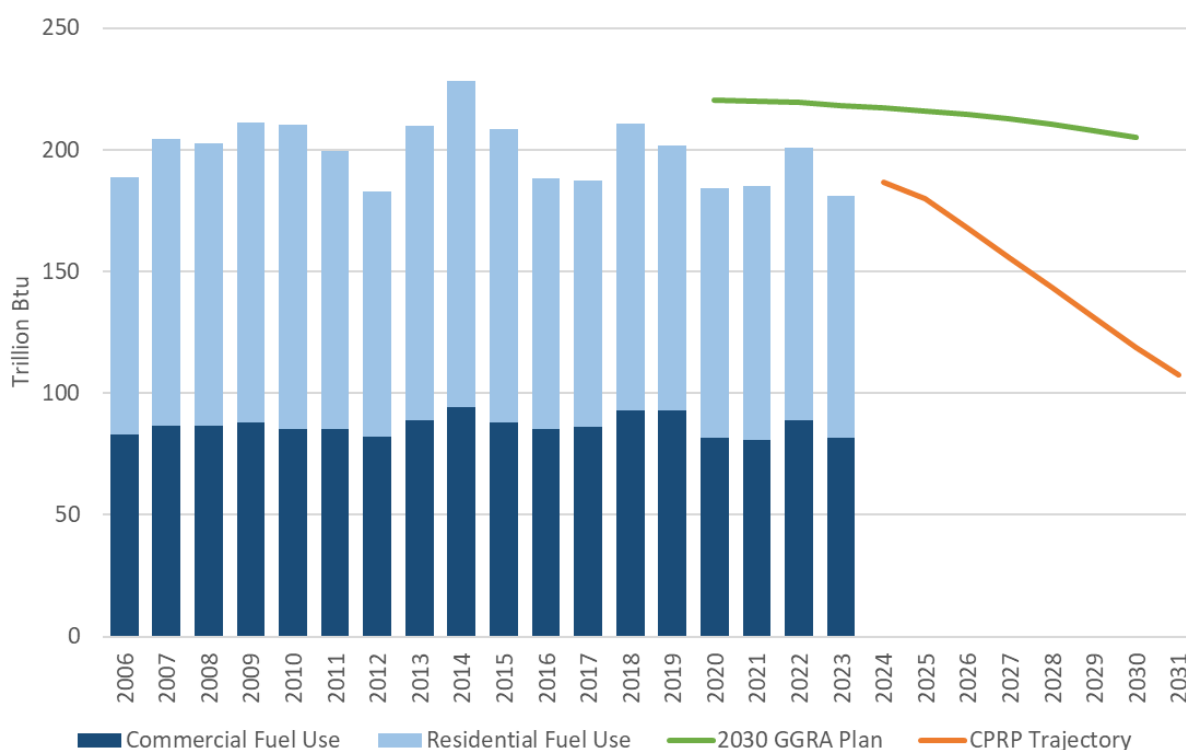
Policies and programs that influence this metric

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. The forthcoming BEPS energy efficiency targets and the Clean Heat Standard will help achieve the even greater improvements that are needed.

Where Maryland currently stands in relation to the planned trajectory

The trends in energy efficiency have been consistent with the GGRA Plan for both residential and commercial buildings, even as year-to-year variations in energy consumption due to weather are accounted for in the data. 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.

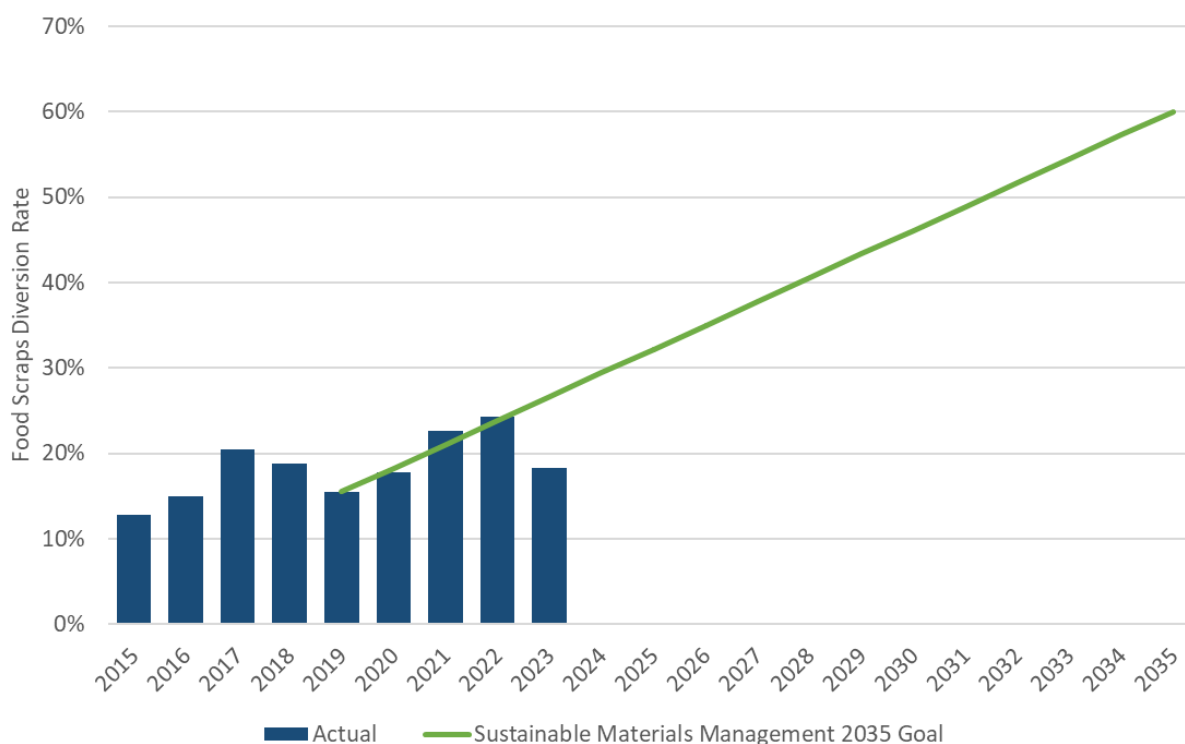
Policies and programs that influence this metric

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

Where Maryland currently stands in relation to the 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 recycled as compost or diverted for animal feed, not disposed.

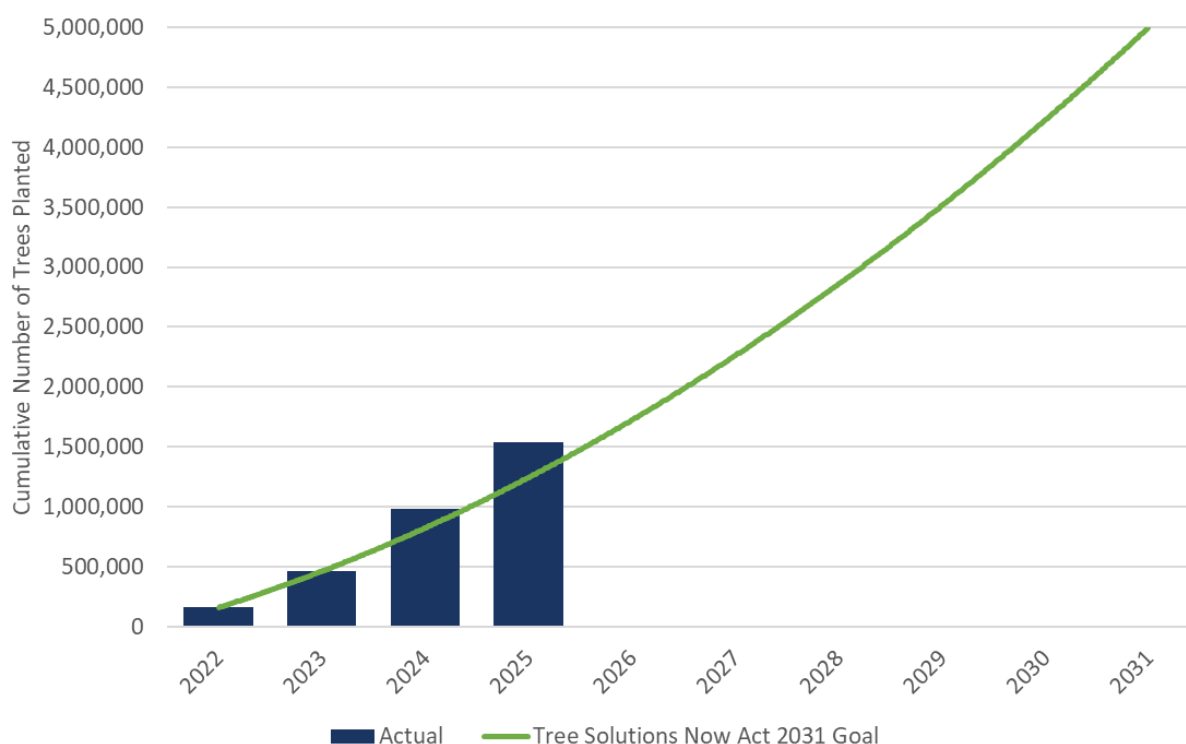
Policies and programs that influence this metric

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 has been progressing toward meeting the 2035 goal established in 2019. There may be fluctuations due to potential unreliability of reporting by industry and haulers, or updates from waste composition reports. Subsequent data years will be needed to discern whether the decrease in 2023 is isolated or part of a larger trend.

Number of Trees Planted Toward 5 Million Trees Goal



What this metric tracks

This metric tracks the cumulative number of trees planted (by fiscal year) 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.

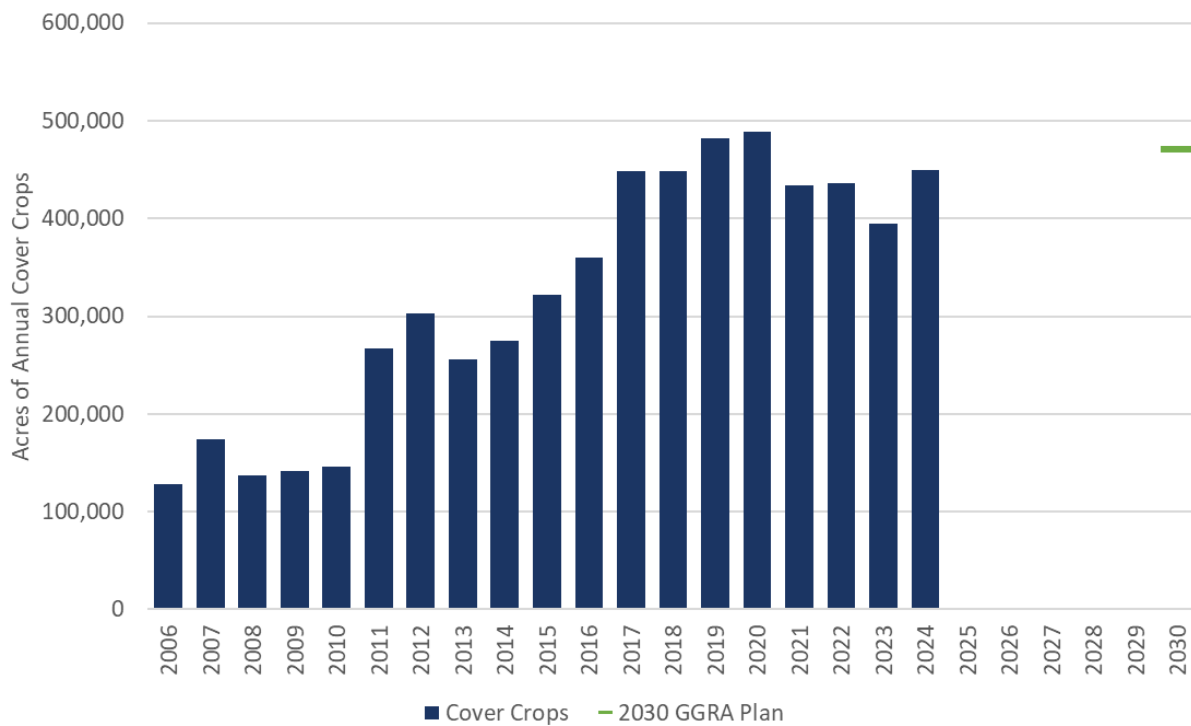
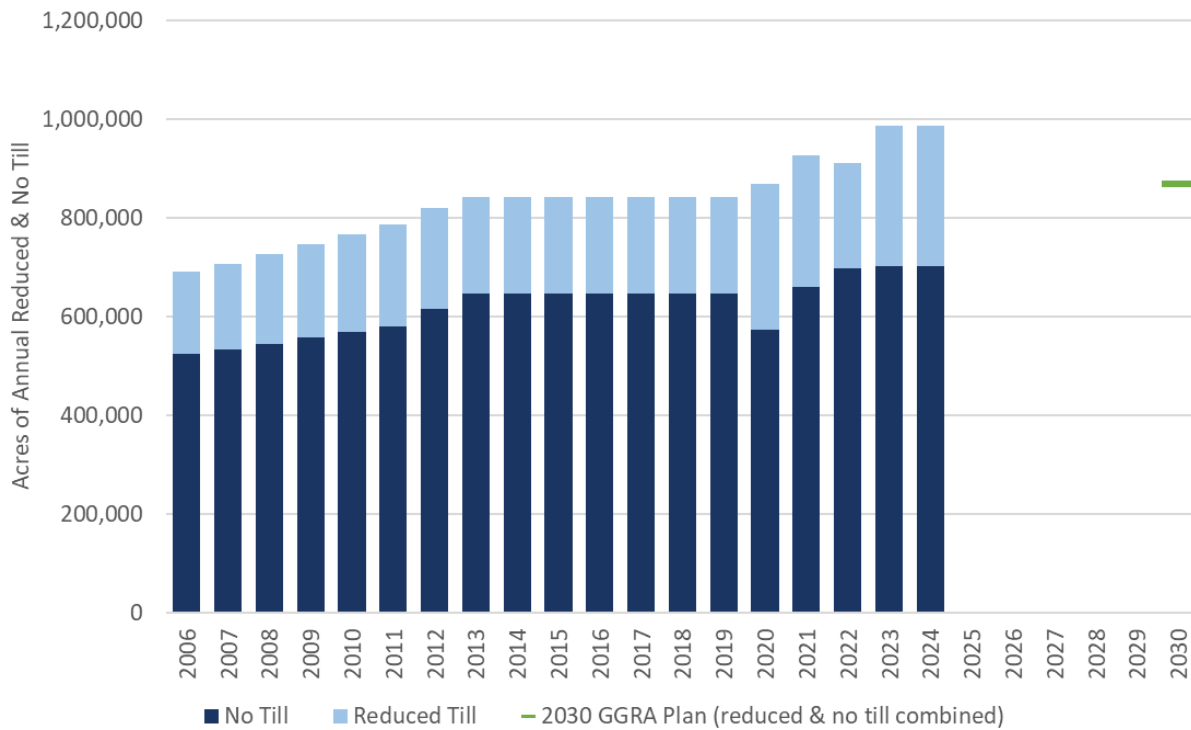
Policies and programs that influence this metric

This metric tracks the progress of Maryland's 5 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 the planned trajectory

The annual rate of tree plantings has substantially increased since the initiative's inception. New partnerships across different sectors, improved tracking of tree survivorship, and expanded efforts to promote the initiative have increased the number of trees planted and registered. Plantings through fiscal year 2025 are well on pace with the needed trajectory. Through increased commitments to long term maintenance, greater accounting of private plantings, and securing funding for plantings in 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 (by fiscal year) implementing conservation tillage (top graph) and cover crops (bottom graph), two key healthy soil practices which increase the amount of carbon stored in agricultural soils.

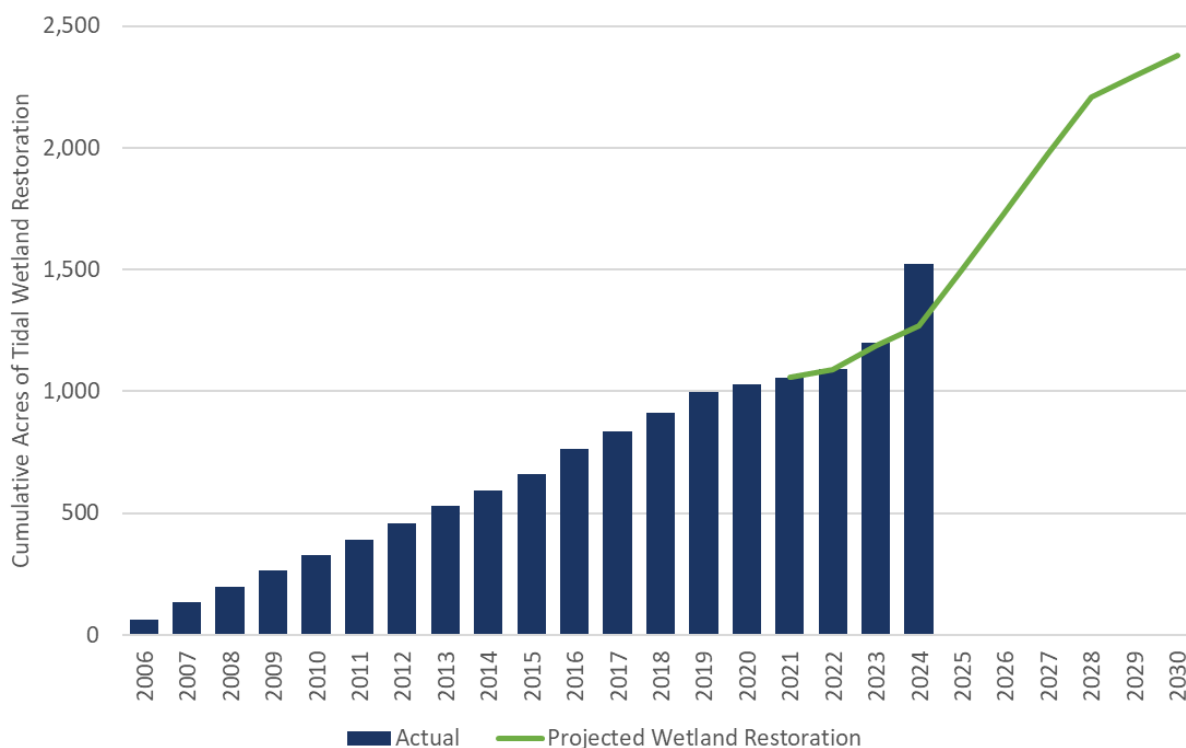
Policies and programs that influence this metric

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 the 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 historically 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 the planned trajectory

Three large tidal wetland restoration projects were funded in 2024 in the Maryland Coastal Bays, totalling over 100 acres. These projects enhance coastal resilience and protect valuable wildlife habitat for threatened species such as the salt marsh sparrow. Maryland DNR partnered with the US Fish and Wildlife Service to create and restore over 100 acres of inland wetlands on a retired golf course that was historically drained through ditching. This project will greatly enhance the wildlife habitat value for the site and provide other benefits such as flood storage and improvement of water quality.

The 2025 revision of the Chesapeake Bay Agreement established new goals for wetlands, setting a goal of 6,000 acres restored or created (3,000 tidal and 3,000 non-tidal) and 30,000 acres of wetland enhancement to be achieved throughout the Chesapeake Bay watershed by 2040.

[4] Federal Funding

Summary

As reported in the *2024 Climate Subcabinet Report*, Maryland secured nearly \$13.5 billion under the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) and Inflation Reduction Act (IRA), through strategic coordination led by the Governor's Federal Investment Team (FIT). Leveraging these historic federal investments in Maryland's infrastructure and clean technologies was a key strategy of Maryland's CPRP and this Subcabinet.

Dramatic federal changes in 2025 have put these gains at risk. First, finalized grant contracts were disrupted by unlawful federal funding freezes. Then, government and non-governmental grantees began receiving notifications of unlawful cancellations of federal grant contracts. Attorney General Brown established a federal accountability unit, which operates within a multi-state coalition of attorneys general, to protect Maryland and Marylanders from these, and other, new adverse federal actions. The attorney general has filed numerous lawsuits to protect Maryland. One noteworthy example is the \$62 million that Maryland received from the EPA for the Solar for All Program, which the grant recipient, the Maryland Clean Energy Center, has filed a formal dispute with the EPA over that funding.

The "One Big Beautiful Bill" Act, signed into law in July 2025, modified provisions of the IRA including phasing-out some clean energy tax credits, promoting fossil fuels over renewable energy, and rescinding unobligated funds appropriated in the IRA. Maryland, therefore, did not secure any new climate pollution reduction grants from the federal government in 2025. Instead, the state is fighting to retain the federal funding legally committed to Maryland between 2021 and 2024.

Despite these difficulties, state agencies continue to act expeditiously to protect federal climate funding and make important progress towards implementing impactful projects across Maryland, including:

- \$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;
- \$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;

- \$94 million from the U.S. Department of Transportation's Carbon Reduction Program (CRP) Grant for the MDOT Climate Focused Funding Portal for investments in transportation projects that have climate benefits.
- \$63 million from BIL/IIJA DOT National Electric Vehicle Infrastructure (NEVI) grant to deploy EV charging infrastructure with Round 1 Awards resulting in 130 public, convenient and reliable DC fast chargers along the designated EV Alternative Fuel Corridors and Round 2 expanding these chargers in Target Areas.

[5] Implementing State Agency Climate Implementation Plans



Covers from various State agency Climate Implementation Plans

Whole-of-Government Approach

Maryland has long recognized the need for a whole-of-government approach to addressing climate change. Collaboration across government is inextricably bound to Maryland's successes implementing climate policies. After the release of Executive Order 01.01.2024.19 - *Leadership by State Government: Implementing Maryland's Climate Pollution Reduction Plan* in June of 2024, state agencies got to work right away, collaborating to complete 25 agency specific Climate Implementation Plans (CIPs) within five months.

As discussed in the introduction, the executive order also established a Governor's Subcabinet on Climate to enhance the necessary collaboration and coordination needed to address climate change as a whole-of-government. The Subcabinet on Climate is a committee of the Governor's Executive Council, chaired by the Secretary of the Environment with the Governor's Chief Sustainability Officer serving as vice-chair. The Subcabinet on Climate formally consists of 11 department heads, the Governor's Chief Sustainability Officer, and the Governor's Chief Resilience Officer.

Since its inception, the Climate Subcabinet and a CIP Working Group containing senior staff from all agencies have met regularly to discuss and coordinate the collective actions needed to implement *Maryland's Climate Pollution Reduction Plan* and State Agency CIPs. Each agency has taken actions within its direct sphere of influence to implement new and

existing policies, programs, and actions that advance climate progress and help the State Government to lead by example.

A key by-product of the close collaboration of the Climate Subcabinet is that each agency has greatly improved its understanding of other agencies' functions. This understanding is vital because certain agencies provide critical support services and programs that enable other agencies to implement their CIP. For example, the Department of General Services (DGS) staffs the Maryland Green Building Council, creates green purchasing guidelines, manages construction projects (including the installation of electric vehicle supply equipment), and procures energy for many of Maryland's state agencies. The Department of Budget and Management manages the state's vehicles and drives the state's transition to a zero-emission fleet. The Maryland Energy Administration (MEA) manages certain funds that are available to state agencies to implement climate measures.

Other examples of collaborations from the Climate Subcabinet work includes matching agencies with large tracts of state owned land and or environmentally focused programs to aid MDE and the Department of Natural Resources (DNR) in leading the charge to plant 5 Million Trees across the state. The Department of Juvenile Services is working with MDE and DNR to integrate tree planting into its programs that engage youth with environmental stewardship. The Maryland State Department of Education is also working with MDE and DNR to facilitate the integration of tree planting into Maryland's school programs.

The Subcabinet's coordinated approach has also strengthened collaboration with Maryland's local governments. By better understanding each agency's programs and resources, State agencies have been able to connect local partners with tools that expand their own climate efforts. For example, local jurisdictions with existing tree-planting programs are now working directly with the State's 5 Million Trees team to leverage State funds, plant more trees at lower marginal cost, and ensure accurate statewide tracking. Similarly, sharing information about State contracts—such as DGS's decarbonization planning contracts and the blanket purchase order for discounted building energy audits—has helped local governments and nonprofits access high-value services that were previously underutilized.

State government also actively participates in the development of regional and local climate planning and action. The deeper connections between agencies has been helpful to the alignment of regional plans and actions with state goals and priorities. The Maryland Department of Planning (MDP), DNR, MDOT, MDE, and MEA, for example, were all able to advise regional planning councils of the metrics available in order for local governments to track climate action progress.

Across all the efforts described above, the Climate Subcabinet and Senior Staff CIP Working Group work to unify climate actions with other governmental priorities including:

- the 2024 State Plan⁷, which sets the priorities for Maryland,
- Maryland's Annual GHG Reduction Spending Analysis⁸ to help track state money spent intended to reduce, avoid, or remove greenhouse gases from the atmosphere, and
- the Governor's Performance Subcabinet which tracks progress on State Priorities.⁹

State Agency CIP Updates

In 2025, the Climate Subcabinet invited all 26 agencies to report on key priority actions that they have taken to advance their CIPs. The subsections below highlight 60 climate action priorities, 47 of which align with one or more of the 10 key performance indicators (KPIs) outlined in Section 3 of this report. Over 40% of the KPI-aligned measures focus on advancing Zero Emission Vehicles and Building Energy Efficiency. Combining the two KPIs for building decarbonization, Building Energy Efficiency and Building Fuel Use, account for 30% of KPI-aligned measures by state agencies. Greater information and detail on agency climate leadership can be found in several annual agency climate reports, hosted on MDE's website¹⁰.

State agencies are listed below in alphabetical order. An asterisk next to the agency name indicates membership to the Governor's Climate Subcabinet.

The Maryland Department of Aging

Resource Amplification and Referral

The Department of Aging (MDOA) has provided resources and referral support through the Maryland Access Point (MAP). MAP is an existing resource that works with caregivers, professionals, and all individuals with long-term care needs to plan, identify, connect, and assist with accessing private and public resources for long-term services and support. MAP program coordinators have been trained in existing and new programs to facilitate appropriate referrals to resources related to home modifications, weatherization

⁷ See the 2024 State Plan here:

<https://governor.maryland.gov/priorities/Documents/2024%20State%20Plan.pdf>

⁸ Maryland's Annual GHG Spending Analysis.

<https://mde.maryland.gov/programs/air/ClimateChange/MCCC/Documents/GHG%20Reduction%20Spending%20Report%20FY24.pdf>

⁹ Maryland's priorities. <https://priorities.maryland.gov/>

¹⁰ Annual Climate Change Reports.

<https://mde.maryland.gov/programs/air/ClimateChange/MCCC/Pages/Annual-Climate-Change-Reports.aspx>

programming, and energy efficiency programs. MDOA has begun tracking referrals to climate-related resources and services as a new data point to be used to generate future measurables.

Durable Medical Equipment Re-Use

MDOA's Durable Medical Equipment (DME) Re-Use program diverts mobility equipment, such as wheelchairs, hospital beds, and walkers, from landfills and prepares them for reuse. The program's reach has continued to expand by developing more extensive collection, reuse, and recycling operations. In FY25, the program collected 14,408 pieces of medical equipment, resulting in 287,502 lbs. or 121,448 cubic feet of landfill volume diverted.

The Maryland Department of Agriculture*

Leverage Animal Waste Technology Fund

MDA continues to leverage the Animal Waste Technology Fund (AWTF) to achieve Maryland's emission reduction goals with a continued focus on technology education, adoption, and retention within the state's Tier I renewable energy portfolio. Throughout fiscal year 2025, the state Anaerobic Digestion (AD) Workgroup began developing guidance for on-farm systems to expand public engagement and inform local decision makers on innovative technology systems, and climate and community benefits. The guidance document is expected to be finalized in FY26, and will be expanded to other AD scenarios. The AWTF funding cycle for fiscal year 2026 opened in September 2025 and is accepting Letters of Intent from interested vendors, businesses, and individuals until October 17th, 2025. The AWTF has approximately \$750,000 available to invest in innovating technologies during the fiscal year, with funding supported by the Chesapeake and Atlantic Coastal Bays Trust Fund.

Carbon Sequestration through Land Preservation

Working hand in hand with the state's 40x40 land preservation goals, MDA works to enhance carbon sequestration through the permanent preservation of agricultural lands. As of June 30, 2025, the Maryland Agricultural Land Preservation Foundation has preserved 384,927 acres of farmland across all 23 Maryland counties.

Expansion and Adoption of Climate Smart Practices

Through MDA's Conservation Grants and Healthy Soils Program, climate smart agricultural programs advance efforts to adopt key practices. Examples include Cover Crop Plus, Small and Urban Farms, and Agroforestry

- The Cover Crop Plus program is currently being re-evaluated to facilitate new interest and enrollment, and will be administered by the Healthy Soils Program administrator beginning in fiscal year 2026.
- Through the fiscal year 2025 Healthy Soils Competitive Fund, 14 grantees were awarded nearly \$590,000 in grant funds.
- Funding was secured under the EPA Climate Pollution Reduction Grant, as part of a multi-state coalition, to expand Agroforestry Adoption.
- The Small and Urban Farms program provided financial assistance to 39 projects totaling almost \$331,000 in fiscal year 2025.

The Maryland Department of Budget and Management*

State Fleet Transition to Zero-Emission Vehicles

The Department of Budget and Management continues the work to transition vehicles in the State's fleet to zero-emission vehicles. In FY 2025, DBM purchased 46 electric vehicles across eight State agencies. This purchase is equivalent to 30% of vehicles purchased, meaning State government exceeded the Climate Solutions Now Act mandate for 25% of new vehicles to be ZEVs in FY 2025.

Through a variety of budgetary requirements and policies, DMB continues to support state agencies in their efforts to reduce greenhouse gas emissions and to obtain energy efficiency in state-owned, operated, and funded buildings.

The Maryland Department of Commerce

Help Renewable Energy Startup Companies Thrive in Maryland

The Maryland Department of Commerce (MDC) is helping renewable energy companies grow and thrive in the state through several initiatives. First MDC helps these startup businesses raise capital via utilization of Commerce's existing subscription to Pitchbook, and investor/company/deal database. This service helps these companies find and research investors as well as find partners and potential customers much more quickly than they might otherwise. The Department of Commerce also helps catalyze renewable energy business growth by connecting these businesses with internal and external financial resources (grants/loans/tax credits) and by making business-to-business and business-to-customer connections.

The Maryland Department of Disabilities

Assistive Technology and Medical Equipment Reuse and Recycling

The Department of Disabilities (MDOD) Assistive Technology Program (MDTAP) operates two impactful reuse and recycling programs to reduce and eliminate waste. The Maryland High-Tech Assistive Technology Reuse Center (MATR) is the state's high-tech AT reuse center. MDOD takes in donations of assistive technology, clean, refurbish, repair and donate them back out to Marylanders with disabilities in need. MDTAP also administers the Facebook group "Maryland Assistive Technology Equipment Reuse" page with almost 1200 members, where members exchange and sell previously used medical devices and assistive technology, eliminating waste. For the last full reporting year (2024), more than 300 devices were reused and provided to over 120 individuals, resulting in more than \$300,000 in savings and landfill volume.

The Maryland State Department of Education

Partnering with MDOT to Promote the Commuter Choice Maryland Program

MSDE partnered with MDOT to promote the Commuter Choice Maryland program. Already, two Lunch and Learn sessions were held for MSDE during the summer of 2025, led by MDOT's team to present the many benefits and incentives for their programs, such as the Ride Together Rewards Greater Baltimore: (1) Vanpool and (2) Carpool incentives for Baltimore-area commuters, along with the Commuter Cash app. MSDE Employee participation and interest were notably positive.

Reduced Gas Combustion Vehicles

MSDE has reduced the number of gas combustion engine vehicles by 50%, from 66 fleet cars to 33. MSDE will prioritize purchasing EV or hybrid vehicles in the event of needing to replace any of the current fleet to help reduce the carbon footprint.

Collaborate with MDE and DNR to promote the 5 Million Trees Initiative

MSDE has partnered directly with MDE and DNR to promote the State of Maryland's 5 Million Trees Initiative, brainstorming ways to better promote DNR's Schoolyard Forest Program among the Local Education Agencies (LEAs) in order to get schools on board for planting trees on their school grounds. Promotional flyers, website content, and transmittals are being prepared to release for the remainder of the 2025-2026 school year.

Promoting Climate and GHG Reduction Initiatives for New School Facilities

MSDE Office of School Facilities' promotes greenhouse gas reducing features and enhancements in its review of new or replacement school facilities, such as encouraging

LEAs to consider enhancing the tree canopy on the school site by participating in the 5 Million Trees Initiative.

MSDE's New Headquarters Procurement Process has Begun

MSDE released the RFP for new headquarters in June 2025, taking a major step towards ensuring the new headquarters will have greater energy efficiency, EV charging stations and a commuter-friendly location. MSDE and DGS have a goal of moving within the next 2 to 3 years.

The Maryland Department of Emergency Management*

Statewide Hazard Mitigation Activity Tracking Tool

MDEM established the State's first-ever tool to track actions identified in local hazard mitigation plans. All of Maryland's counties, plus City of Annapolis, City of Baltimore, and Town of Ocean City have local hazard mitigation plans, which are required in order to access certain types of FEMA funding. Through these plans, local jurisdictions identify and prioritize hazard risks and propose mitigation actions. MDEM worked with University of Maryland Center for Disaster Resilience to inventory 1,622 actions across 26 plans, tagging them by hazard type, impacted facilities or infrastructure, status, and more. When sorting projects by hazard type, the greatest number of projects addressed all hazards, followed by projects that addressed flooding. MDEM can use this tool to identify patterns within and across jurisdictions and develop a better understanding of local needs.

Resilience Technical Assistance

The Maryland Office of Resilience (MOR) within MDEM was established to coordinate across state agencies and help local governments prepare and implement resilience strategies. To meet this mission, MOR has pursued funding to expand its local technical assistance offerings. While MOR's initial goal was to submit an application for federal funding that would support this effort, the Office has submitted five grant applications so far, two of which were for federal programs. Most notably, MOR was invited to apply for funding from the National Fish and Wildlife Foundation National Coastal Resilience Fund, and at the time of this update, is still awaiting a final decision. MOR has also developed contingency plans for providing local technical support with current staff and resources.

The Maryland Energy Administration*

Provide new EVSE incentives

In FY2025, MEA launched a new Electric Vehicle Supply Equipment (EVSE) grant program as part of Governor Moore's climate down payment for fiscal years 2025 and 2026. The

Community Electric Vehicle Supply Equipment Grant Program incentivizes the installation of EV charging infrastructure in, or accessible to, low-and-moderate income communities to expand access to EV charging in Maryland, and reduce transportation emissions.

In FY25, MEA deployed \$10 Million in funding for EV charging infrastructure installation benefitting multi-family residencies and community locations. This investment will add 183 charging ports, split between 84 high-powered DC Fast Charger ports (Level 3) and 99 Level 2 charger ports. Together these projects are expected to result in a greenhouse gas (GHG) reduction of 8,047.52 metric tons of CO₂e annually. The FY 2026 program will award an additional \$10 Million to continue the buildout of EV charging infrastructure in Maryland communities.

Provide New Building Decarbonization Incentives

MEA launched the *Electrifying Community Buildings Program*, a new program focused on electrifying hospitals, schools, and other community buildings with measures that facilitate efficient electrification of building systems, which may result in lifecycle cost reductions as well as zero onsite emissions. The program is part of Governor Moore's climate down payment for fiscal years 2025 and 2026. Funding helps more Marylanders cover a portion of upfront costs related to building electrification efforts and helps facilities whose primary function is to serve the public shift from wasteful fossil fuel-powered equipment to greener electric alternatives. In FY25, MEA awarded \$6.8 Million in funding for 12 projects. It is anticipated that these projects in aggregate will annually avoid 1,273 metric tons of CO₂e per year. The FY26 program is currently accepting applications through December 2025, with a planned budget of an additional \$6.8 Million.

Connect Building Owners with Funding/Financing and Technical Assistance for Decarbonization

Through its Maryland Clean Buildings Hub (the Hub) initiative, MEA connects building owners with financial, technical, and educational resources to empower them to make well-informed energy investments in their properties. In 2026, MEA will launch a technical assistance program to provide buildings covered by the State Building Energy Performance Standards with customized technical assistance. MEA's Open Innovation program provides funding for energy projects and initiatives outside of the agency's established suite of energy programs.

The Maryland Department of the Environment*

Regional Greenhouse Gas Initiative (RGGI)

In 2025, Maryland and other participating states completed the third RGGI Program Review. The resulting program modification strengthened the regional carbon emissions cap through 2037 and established new mechanisms to protect energy affordability. In 2025, Maryland invested RGGI funds totalling \$534 million to support low-income customers, accelerate energy efficiency projects, implement emissions abatement measures, expand clean energy technologies, conduct critical outreach, and support administrative functions.

Zero Emission Heating Equipment Standard (ZEHES)

Since late 2024, MDE has conducted stakeholder engagement and public outreach to share ideas for a draft ZEHES rule and gather and incorporate public feedback on relevant topics of interest. MDE has conducted 64 events/meetings about the clean heat rules (ZEHES and Clean Heat Standard) with a combined attendance of 1,084 people. MDE is working with the Northeast States for Coordinated Air Use Management (NESCAUM) – who has convened a working group of ten states across the country – to develop this policy. MDE estimates that draft regulations will be shared in 2026 to take effect in 2029.

Clean Heat Standard

Since 2024, MDE has been gathering input from various stakeholders, including homeowners, tenants, HVAC contractors, equipment manufacturers, heating fuel providers, state agencies, and NGOs. MDE proposed a reporting program for heating fuel providers in late 2025. MDE will seek stakeholder input on CHS program details in 2026. Maryland has been working with and learning from other CHS efforts in Vermont, Massachusetts, and Colorado as it develops this program.

The Maryland Department of General Services*

Renewable Energy Purchasing and Procurement

The Maryland Department of General Services (DGS) is responsible for working in partnership with the Maryland Public Service Commission (PSC) and other agencies to procure 8,500 MWs of offshore wind (OSW) capacity. DGS allocated time from existing staff in the Office of Energy and Sustainability to participate in planning sessions and contracted with external expertise. The PSC submitted a plan for OSW procurement in December 2024, and DGS issued an RFP for an OSW power purchase agreement. Due to ongoing negotiations with offshore wind providers and challenges with federal permitting of OSW in Maryland, DGS anticipates additional delay to offshore wind development.

DGS purchases energy for State government operations to ensure compliance with the renewable portfolio standard and to achieve 100% clean energy for State government operations. In CY2025, DGS issued a multi-year Invitation for Bid solicitation for renewable energy and is negotiating power purchase agreements with wind and solar firms.

Sustainable Green Purchasing

DGS chairs the Statewide Green Purchasing Committee, collects and reports annual green purchasing data, and works with the Office of State Procurement to develop procurement processes for incorporating green purchasing in state contracts and procurement procedures. In FY25, 39 out of 83 State agencies submitted green purchasing spend data, a significant increase from the 16 agencies that reported in FY24. The reported data reflects a moderate increase in the percentage of green spend from FY24.

DGS trains and certifies Green Procurement Officers through the Green Purchasing Specialization program. Staff delivered nine sessions of Intro to Green Purchasing, which was completed by 240 participants, and a Green Purchasing Specialization Course with 23 new graduates, totaling 63 certified participants to date.

Partner with MEA to Fund Energy Efficiency Upgrades to State-owned Facilities and Develop Decarbonization Plans

DGS adopted an all-electric policy for DGS-supported state-owned facilities in March 2025 and is developing decarbonization plans for 23.4 million sq. ft. of DGS-supported facilities. The decarbonization plan is on track and will be completed and disseminated to all relevant stakeholders in FY26.

SEIF funds were used to support the Energy Performance Contracting (EPC) program in service to Governor Moore's Executive Order titled Leading by Example in State Government. During FY25, the Energy Office continued to work on developing EPC with Maryland Transit Authority, the Department of Public Safety Correctional Services, and for facilities managed directly by DGS. The Energy Office also worked with a third-party measurement and verification (M&V) firm to help develop energy baselines and to review the annual M&V reports submitted by energy service companies on current projects.

The Energy Office, working with project managers from the Facilities Engineering and Design office at DGS Design, Construction, and Energy, has since FY21, encumbered \$9.5 million in SEIF funds to install nearly 50,000 state of the art LED light fixtures and controls in multiple buildings covering approx. 3.7 million square feet. Total project savings are expected to be 6,600 MWH of electricity, avoidance of \$1.4 million in annual operating expenses, and yearly avoidance of 5,410 metric tons of CO2.

The Maryland Department of Health*

Improving MDH Vehicles and Buildings by Continuing to Pursue Reductions to Transportation-related GHG Emissions

MDH continues to undertake a comprehensive review of its fleet vehicles. Throughout this process, MDH has redistributed its fleet to ensure electric vehicles are accessible in heavily populated and urban areas as well as to staff members who have a greater need to utilize a fleet vehicle. Additionally, MDH facilities that are located in more remote areas have been provided with hybrid vehicles where necessary to help with emission reductions and to minimize the use of vehicles that are gas powered. MDH has also disposed of older gas vehicles which do not have the emission capability of newer and more efficient vehicles.

To help emphasize and expand the use of electric vehicles, MDH's new headquarters will have at a minimum 79 charging stations available on site. This effort will allow MDH to expand the number of electric vehicles within its fleet, thereby helping to further reduce greenhouse gas emissions. MDH has also completed work to install electric vehicle charging stations at its facilities and the Office of the Chief Medical Examiner.

MDH looks forward to continuing progress towards a more environmentally friendly fleet.

Supply Data on Asthma, Heart Attack, and Low Birth Weight, Which Are Needed for Environmental Justice and Overburdened Communities Determinations

MDH conducts epidemiologic surveillance on a number of priority health conditions in the state, including asthma, heart attack, and low birth weight. These measures are specifically included in the determination of sensitive populations in Environmental Justice and Overburdened Communities. MDH supplies these data annually to MDE for the determination of overburdened communities, and for use in the MDEnviroScreen mapping application.

MDH and MDE have also held planning meetings on the updating of the 2016 Climate and Health Profile Report, which is specifically recommended in the 2024 Annual Report of the Maryland Commission on Climate Change.

The Maryland Higher Education Commission

Ensuring Green Building Requirements

The Maryland Higher Education Commission (MHEC) is responsible for performing capital project reviews and analyses of capital project requests from the community college in the State. That review is to include analysis of whether the projects being

proposed meet State sustainability requirements and that buildings will comply with the requirements that achieve at least LEED Silver or the equivalent. As indicated in the guidelines for the Community College Construction Grant Program, facility program documents (Part I and Part II) that are submitted for requested projects must articulate how green building requirements will be achieved with each project. The facility program documents are reviewed jointly by MHEC, DGS, and DBM's Office of Capital Budgeting. MHEC's review focuses mainly on academic aspects of the projects, and DGS's review focuses on technical aspects. MHEC reviewed Part 1 programs for four capital projects from community colleges as well as the community college prioritization list of projects to be included in the capital improvement program in 2025. Within this review, MHEC analyzed how the projects met green building requirements. All projects recommended by MHEC to be included in the CIP for 2025 for the community colleges were funded in FY 2026.

The Maryland Department of Housing and Community Development*

Strengthen or Establish Partnerships with Organizations that Offer GHG Incentives and Programs to Collaborate with on Construction Projects.

DHCD has established a network of climate liaisons for each of its divisions and is working with the liaisons to progressively implement specific actions at the program level, based on each program's constraints and structure. The liaisons have met over the course of the past months to identify what actions can be taken now to connect participants with existing GHG savings programs.

Outcomes include the following:

- Some programs have already been collaborating with the in-house GHG saving programs that DHCD has offered for years. These programs either refer their participants to DHCD's energy programs or require the integration of energy saving work.
- Other programs have committed to connecting their participants to GHG saving programs (including those outside of DHCD) going forward. For this purpose, DHCD is developing comprehensive info sheets that programs such as Neighborhood BusinessWorks or the Maryland Mortgage Program will provide to their participants.

Reduce or Eliminate Funding of Fossil Fuel Systems in New Construction

In total, DHCD operates more than 40 programs related to housing and community development. Many of these programs fund or support construction projects. Construction projects have the opportunity to directly influence the methods and

materials used in the building sector that can reduce greenhouse gas emissions. Each program is subject to specific funding source requirements that provide flexibility of program implementation and integration of GHG efforts at varying levels. Due to the extensive portfolio of programs and their connected policies and regulations, DHCD examined each program separately to implement program specific climate actions.

Outcomes vary by program, and range among the following:

- Implement a new policy to no longer fund fossil fuel equipment.
- Provide higher incentives / more points / lower loan rates for projects that do not include fossil fuel equipment.
- Prioritize applications that do not include fossil fuel equipment.

More detailed program-level information will be provided in DHCD's Agency Climate Report.

The Maryland Department of Human Services

Weatherization and Energy Efficiency

The Department of Human Services (DHS) supports residential weatherization and energy efficiency through an annual \$5 million allocation. The Office of Home Energy Programs (OHEP) provides bill assistance to low-income households in Maryland to make their energy costs more affordable. This includes funding for weatherization measures in partnership with the Maryland Department of Housing and Community Development (DHCD). At the start of FY26, DHS updated the OHEP application to change the referral option from "opt-in" to "opt-out," increasing participation and facilitating more referrals. In addition, DHS revised customer approval and denial notices to include information about available residential weatherization and energy efficiency programs that households may qualify for, as well as services offered by the Department of Housing and Community Development (DHCD), to help improve energy efficiency and access to related resources.

Community Solar Programs

DHS works with MDE to educate limited income households on community solar programs. DHS signed on with MDE and PSC to be a pilot state for the Community Connector. The Community Connector is scheduled to launch in January 2026, aligning with the implementation of consolidated billing in Maryland. In preparation, DHS has partnered with the Office of Home Energy Programs (OHEP) Local Administering Agencies to expand Community Solar education, integrate customer referrals into the OHEP application, and develop a technology tool that will securely transmit customer

information to community solar providers—streamlining the enrollment and submission process.

The Maryland Insurance Agency

Space Utilization Study and Space Reduction Plan

The Maryland Insurance Administration (MIA) recently conducted an internal space utilization assessment. The findings show that since 2021, MIA has successfully maintained its core regulatory functions under a 60/40 telework-to-in-person work model. As a result, a portion of office space remains consistently underutilized throughout the business week. Based on this analysis, MIA has developed recommendations for a practical and actionable space reduction plan to reduce its carbon footprint and electricity usage in kilowatt-hours.

Cloud Migration of MIA Data Center

MIA is actively reducing its reliance on physical data centers by transitioning to a cloud-based infrastructure. This shift enhances user flexibility, integrates energy-efficient technologies, and significantly lowers the carbon footprint associated with electricity consumption. MIA remains on track to retire the relevant data center servers and complete the migration of all critical operations to the cloud by the end of fiscal year 2027.

The Maryland Department of Juvenile Services

Renewable Energy, Electric Vehicles, and Planting Trees

The Maryland Department of Juvenile Services (DJS) has committed to several primary measures for climate control and sustainability as outlined in its Agency Climate Implementation Plan. The DJS' main solutions to address climate change focus on three key areas: investing in renewable energy to power facilities, increasing the use of sustainable transportation through electric vehicles, and protecting forests by planting trees.

Reducing Landfill Methane through Composting

Additionally, the DJS plans to engage staff in reducing methane generation by implementing composting barrels or sites to utilize organic waste in facility gardens, thereby reducing landfill capacity. The plan emphasizes continuing and ongoing collaboration with the MDE and other state agencies, demonstrating a "whole-of-government" approach to meeting the state's aggressive goals of reducing greenhouse gas emissions by 60% by 2031 and achieving net-zero emissions by 2045.

The Maryland Department of Labor

Strengthening Maryland's Clean Energy Workforce

The Maryland Department of Labor is advancing the State's climate goals by strengthening the clean energy workforce and modernizing building energy standards. In partnership with the Maryland Energy Administration, Labor will invest \$2.5 million in FY26 through the EARN Maryland program to train at least 500 Marylanders for careers in offshore wind, skilled trades, manufacturing, and logistics.

Updating Maryland's Building Codes to Increase Energy Efficiency

Labor's Building Codes Administration is leading the adoption of the 2024 International Energy Efficiency Code (IECC) and complementary green construction codes, projected to improve statewide building efficiency by more than 7%. These initiatives, supported through collaboration with MEA and the U.S. Department of Energy, ensure that Maryland's workforce and building standards continue to align with the State's clean energy and climate resilience priorities.

The Maryland Department of Natural Resources*

Afforestation

As of the latest reporting, the Maryland Forest Service has achieved a marked increase in afforestation activity over previous years, planting 116 acres of trees in developed areas. This increase is four times the number of acres planted in 2021 and about 48% more than in 2023. DNR also planted 742 acres in rural, non-buffer areas—a 27% increase over last year. This growth reflects the maturing of the 5 Million Trees program and the expanded staff outreach capacity made possible by a strong infusion of state and federal financial support during this period. Together, these factors enabled the agency to accelerate tree planting across both urban and rural landscapes, advancing Maryland's broader climate, water quality, and habitat restoration goals.

Climate Smart Forestry Management

In 2025, the Maryland Department of Natural Resources advanced climate-smart forest management through new projects and certifications. The agency received a U.S. Forest Service Wood Innovation Grant to develop biomass heating projects with Frostburg State University and Garrett County, replacing fossil fuels with clean, locally sourced wood from sustainably managed forests. This initiative creates markets for low-value wood, supporting healthier forests. DNR recertified 216,000 acres of State Forests to FSC and SFI sustainability standards, incorporating Climate Smart Forestry practices built on adaptive forest management.

The Maryland Department of Planning*

Sustainable Growth Implementation

On April 8, 2025, Governor Wes Moore signed new legislation into law creating the Sustainable Growth Planning Principles. These eight principles modernize and replace the former 12 Planning Visions, codifying Maryland's shift from Smart Growth to Sustainable Growth. This framework encourages policies that fairly address economic, social, and environmental factors for both current and future generations. The eight Planning Principles aim to make sustainable growth policies simpler, clearer, and easier for everyone involved in planning and development to use effectively.

Maryland Historical Trust (MHT) financial and technical assistance

MHT has updated its criteria for [Certified Local Government Program](#) grants (approximately \$100,000 annually) and the [Historic Preservation Non-Capital Grant Program](#) (approximately \$300,000 annually) to include points for projects related to climate resilience and/or in climate-vulnerable areas.

Jefferson Patterson Park & Museum (JPPM) operations and maintenance

In 2025, [JPPM](#) facilities staff created a list of electric-powered tools and analyzed the options. JPPM has started to acquire electric tools as gas-powered tools need replacing. For example, all new tools associated with the JPPM Patterson House and Gardens are electric now, have replaced gas-powered tools, and were acquired between November 2024 and April 2025. To replace old lighting with new light emitting diodes (LEDs), in 2025, JPPM reached out to local electricians and lighting experts to better understand the potential costs and necessary steps to implement this action for the remaining locations at JPPM without LED lighting. As of September 2025, JPPM is waiting until the [Maryland Archaeological Conservation Lab](#) expansion and renovation project is complete so that local electricians can include it in their LED lighting cost estimates.

The Maryland Department of Public Safety and Correctional Services

Diversion of Food Residuals from Landfill

To prevent food residuals and discarded foods from final disposal at a landfill or incinerator, the Maryland Department of Public Safety and Correctional Services (MDPSCS) has been increasing its organics recycling initiatives. In 2025, eight of the 13 MDPSCS correctional facilities (~61%) operate compactors for food residuals which are hauled biweekly to an organic recycling facility. DPSCS aims to increase the number of facilities with compactors for food residuals and hauling to 11 (~85%) in 2026.

Electrification of Agency Vehicles

To stay in compliance with the mandates of electric vehicle procurement in the Climate Solutions Now Act of 2022 and to support the decarbonization of the transportation sector, MDPSCS worked with DBM in 2025 to increase its EV fleet by 32% above its 2024 numbers. MDPSCS' fleet now has 65 electric vehicles.

The Maryland Department of Service and Civic Innovation

Increasing Climate Related Positions for Maryland Corps/Service Year Option Members

The Maryland Department of Service and Civic Innovation (DSCI) is committed to its 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 2025, DSCI nearly doubled 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 other service opportunities that serve the environment.

The Maryland Office of the Secretary of State

Environmental Stewardship Through Building and Fleet Decarbonization

The Office of the Secretary of State (OSOS) made significant strides in fiscal year 2025 to lessen its environmental impact and enhance operational efficiency. The agency's headquarters saw several upgrades to conserve energy. OSOS replaced all windows and installed motion sensors to automatically turn off lights in unoccupied areas. These changes are expected to decrease long-term electricity and heating consumption. In a further move to reduce its carbon footprint, OSOS removed a gasoline-powered vehicle from its two-car fleet, leaving only an electric vehicle. This action will lower greenhouse gas emissions and promote cleaner air quality.

Improved Service Delivery

Beyond its own operations, OSOS also focused on streamlining customer-facing services to achieve environmental benefits. As the certifying agency for documents used

internationally by Marylanders, OSOS plans to eliminate the requirement for customers to have notarized documents certified by a circuit court first. This will prevent tens of thousands of car trips to courthouses annually, substantially cutting down on traffic-related pollution. Additionally, OSOS is launching an electronic certification platform to reduce the need for physical mail and courier services, thereby conserving fuel and minimizing paper waste.

The Maryland Department of State Police

Decarbonizing Agency Buildings

The Maryland Department of State Police (MDSP) has continued to make strides in 2025 with the Facilities Master Plan. MDSP successfully completed and opened the Berlin Barrack and forensic laboratory which meets the International Green Construction Code.

Infrastructure for Electric Vehicles at Newly Constructed Facilities

In partnership with DGS and MDE, MDSP will continue to ensure all new buildings are designed to the most efficient and environmentally friendly standards, including infrastructure to accommodate electric fleet vehicles at all newly constructed barracks.

The Maryland Department of Transportation*

Revise and upgrade the Zero-Emission Vehicle Infrastructure Plan

Inclusive of implementing the National Electric Vehicle Infrastructure Formula Program, pursuant to the Bipartisan Infrastructure Law, and a new multi-agency strategy to build out Maryland's vehicle charging infrastructure, MDOT successfully implemented Rounds 1 and 2 of the NEVI formula program allocating approximately \$12M and up to \$29M respectively to fast charging along Maryland major roadway corridors. Round 1 awards are under construction or will soon be under construction for build out in early 2026. Round 2 conditional awards will be announced in late calendar year 2025. MDOT has also made great strides in the development of the Zero Emission Vehicle Infrastructure Plan which includes the development of an EV charging suitability tool (scheduled release in Fall of 2025) and the final Plan will be delivered in the winter of 2026. out in early 2026. Round 2 conditional awards will be announced in late calendar year 2025. MDOT has also made great strides in the development of the Zero Emission Vehicle Infrastructure Plan which includes the development of an EV charging suitability tool (scheduled release in Fall of 2025) and the final Plan will be delivered in the winter of 2026.

Maryland Consolidated Transportation Program (CTP): Evaluating and Reducing Transportation Project GHGs

MDOT is developing and testing an analytical method to perform this evaluation. Specifically, MDOT launched a pilot initiative to assess projects in the CTP aggregated to portfolio scale to understand GHG emissions and VMT generation impacts of those completed within the CTP horizon. The approach will use tools such as Maryland's Statewide Travel Model, Cambridge Systematics' Transportation Efficiency and Carbon Analysis Tool (TEA-CART), the Federal Highway Administration's Infrastructure Carbon Estimator (ICE), the Environmental Protection Agency's Emissions & Generation Resource Integrated Database (eGRID), and/or others as warranted. The method will be tested on last year's CTP and then piloted with the current CTP.

Implement the Consolidated Transportation Program

Inclusive of investing in new infrastructure programs, where feasible, and projects to reduce vehicle miles traveled and enhance transportation choices in Maryland, this year's DRAFT CTP totals \$21.5 billion over the six-year period, a slight increase from last year. This funding level would not be possible without the revenue increase passed during the last legislative session and signed by Governor Moore. Thanks to the Governor's leadership, the work of the Maryland General Assembly, and tremendous support from stakeholders around the State, additional State funding for transportation of more than \$400 million per year will allow MDOT to match available federal funding to deliver nearly \$700 million more in transportation investments annually including in transit for the region.

Investments to highlight are below. Learn more about the CTP at www.ctp.maryland.gov.

- \$50M for the MDOT solar initiative;
- MDOT along with SHA conditionally awarded \$12 million for 22 electric vehicle charging sites in 15 counties all of which are expected to be operational in calendar year 2026;
- \$145.6 million under the EPA Clean Ports Program for the Equipment Electrification and Terminal Decarbonization Application Project and \$1.9 million for the Air Quality Improvement Strategy and Comprehensive Community Engagement Plan Development Project for upgraded upgrade to clean vehicles, equipment, and charging infrastructure.
- Through the Urban Tree Program (Transportation - \$2-103.8), MDOT supports Maryland's goal to plant five million trees by 2031 and has awarded over \$164,000 in grants through the end of FY25; and

- In 2024, MDOT issued more than \$20 million in funding the CRP for a variety of strategic investments including electric vehicle (EV) chargers, energy-efficient lighting, and bicycle and pedestrian projects. In 2025, MDOT anticipates awarding more than \$14.5 million in CRP funding in support of nine projects across the State for a variety of strategic investments including electric vehicle (EV) chargers, intelligent lighting pilot, bicycle and pedestrian projects.

Establish Specific Annual Transportation GHG & Vehicle Miles Traveled Reduction Targets

MDOT has established greenhouse gas (GHG) and vehicle miles traveled (VMT) reduction targets for the transportation sector. Regarding VMT, MDOT has established a goal of reducing VMT per capita by 10 percent from 2019 levels by 2030 and by 20 percent from 2019 levels by 2050. These targets equate to values of 8,952 in 2030 and 7,958 in 2050 based on a 9,947 baseline in 2019. This target was recommended by the Attainment Report Advisory Committee (ARAC) in 2023 during the development of the Maryland Transportation Plan (MTP). As of calendar year 2024, VMT per capita is 9,116, which is 9 percent below the 2019 VMT per capita, just shy of the 10 percent target.

Regarding a GHG target, the MTP has a target of 40 percent reduction in on-road transportation sector GHG emissions by 2031 from a 2006 baseline, and move towards net-zero by 2045. These years align with the target years of the Climate Solutions Now Act (CSNA) of 2031 and 2045. It is important to note that the CSNA requires Maryland to reduce economy-wide emissions by 60 percent by 2031, but given that the transportation sector faces significant barriers to decarbonization, the MTP set a target of 40 percent. This target was further supported by the estimations done in the 2023 Climate Pollution Reduction Plan (CPRP), which estimated that Maryland has the potential to reduce on-road emissions from the transportation sector by 42 percent by 2031 from the 2006 baseline. However, these estimates were based on both the inclusion of many Inflation Reduction Act zero-emission vehicles incentives that have since been terminated and vehicle emissions regulations that have been called into question in recent months. Despite these recent challenges, transportation emissions were at 24.93 mmt CO₂e in 2024, which is about 20 percent less than the 2006 baseline of 30.72 mmt CO₂e.

Implement the Maryland Department of Transportation's Carbon Reduction Strategy.

In 2024, MDOT issued more than \$20 million in funding the CRP for a variety of strategic investments including electric vehicle (EV) chargers, energy-efficient lighting, and bicycle and pedestrian projects. Beginning in late 2024, these projects all begin moving into implementation, and are at various stages of deployment depending on the project scope and requirements for delivery. In 2025, MDOT anticipates awarding more than \$14.5 million in CRP funding in support of nine projects across the State for a variety of strategic

investments including electric vehicle (EV) chargers, intelligent lighting pilot, bicycle and pedestrian projects. These projects will enter early project phases and move towards full implementation in early winter 2025. A mix of planning and construction projects were selected for funding this year, and all will enter the implementation phase of their projects in the winter of 2025/2026. As with the 2024 funding, each project has a unique project scope which will influence how fast the projects reach completion. Planning projects have shorter timeframes for implementation than construction, and may not result in immediate carbon emissions reductions, but are an essential phase of the planning, design and delivery of transportation projects that will ultimately lead to emissions reductions.

The Maryland Department of Veterans and Military Families

Green Purchasing: Reporting, Training, and Implementation, ZEVs, Waste Diversion, and Building Efficiency Upgrades

The Maryland Department of Veterans and Military Families (DVMF) remains committed to achieving the goals stated in the Agency's Climate Implementation Plan and continues to work with agency contractors and vendors to align and track actions accordingly, including the contractor that manages the Charlotte Hall Veterans Home.

All DVMF Procurement Officers have completed Green Purchasing training, which is now mandatory.

The DVMF Cemetery and Memorial Program has greatly expanded the use of green companies, including janitorial service and topsoil service. DVMF is installing new energy efficient HVAC systems at the Eastern Shore Cemetery. All paper products are now purchased from recycled sources. DVMF has also purchased battery operated grounds maintenance equipment and energy efficient LED lights for internal lighting. The program's vehicle needs are currently being assessed to be updated with Hybrid and/or EVs.

DVMF programs have recycled 10 years worth of electronic waste, reutilized old uniforms into wash rags, and partnered with Washington Glass School to recycle glass from floral arrangements.

END OF REPORT