



VIRGINIA LEAGUE OF
CONSERVATION VOTERS

2021

Virginia General Assembly
Conservation
Scorecard

valcv.org

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Photo Credit: **Late Fall on the Rappahannock River** by Edward Episcopo of Fredericksburg | Courtesy of Scenic Virginia

Foreword from Executive Director Michael Town

Securing strong wins for our environment...from the couch

The 2021 General Assembly was like no other legislative session we've ever experienced, not just here at Virginia LCV, but in Virginia's history as a Commonwealth. While we achieved monumental progress for our environment, legislative victories we'll cover in depth throughout this Scorecard, our work this session was done remotely, from our living rooms, kitchens, bedrooms – wherever there was a laptop and a stable WiFi connection. With COVID-19 still a very real public health threat, the House of Delegates met entirely remotely, while the Senate of Virginia convened in a socially distanced setup at the Science Museum of Virginia with little to no interaction with the public.

As an advocacy organization very accustomed to meeting one-on-one, face-to-face with decision-makers and stakeholders, and spending long days and nights at the General Assembly building, the 2021 session was a sea change. Public testimony, meetings with lawmakers, or hallway exchanges with other advocates and environmental partners, were replaced with emails, text messages and Zoom calls, making it incredibly difficult to keep tabs on policy nuances and the fast-moving legislative process.

On top of the challenges of policy-making during a pandemic, these are also unprecedented political times in Virginia and across the nation. Over

the past four years, politics have grown incredibly polarized, culminating (in just a few days before our legislative session started) with an unruly mob attempting to seize the U.S. Capitol Building to block certification of the 2020 Presidential Election results.

We also continue to grapple with how to address systemic racism and inequality – issues that are not new, but that have festered in our society for far too long, and are particularly hard-felt here in Richmond, the former capital of the Confederacy.

Despite these challenges, 2021 was an incredibly productive General Assembly for environmental protections, as the Conservation Majority again delivered on key legislation around climate action, clean energy, clean water and conservation.

Virginia became one of only a few states with strong standards in place to cut pollution from both the energy and transportation sectors – our biggest drivers of climate change.

We passed legislation to investigate the potential impacts of large-scale gold mining on the banks of the James River in Buckingham County. We banned styrofoam food packaging, and balloon releases, and declared access to clean water a basic human right. We passed legislation to hold pipeline builders more accountable for the pollution they create,

preserved the sanctity of Virginia's voluntary land conservation easement programs, and moved forward to protect tree canopy in Virginia, which is disappearing at an alarming rate.

I'm incredibly proud of these accomplishments – the past two years have seen the environmental community achieving many conservation priorities that have been waiting in the wings for years.

And we can't take for granted the lawmakers that helped make this possible. 2021 is truly a make-or-break election year here in Virginia, and while we've accomplished much over the past two years, we still have much work ahead of us to secure a safe and healthy environment for all Virginians.

Over the next several months, Virginia LCV's focus will be ensuring that we protect and strengthen the Conservation Majority that has been delivering for us over the past two years. We refuse to move backwards an inch, and we hope you will join us in working hard to protect and build upon the incredible progress we've made together.

Sincerely,

A handwritten signature in black ink, appearing to read 'Michael Town'.

Michael Town,
Executive Director



Marcia de Garmo, Virginia LCV's founder, passed away Monday, June 28 in Sante Fe, N.M., leaving behind an incredible legacy for conservation in Virginia and an incredible example for us all to follow. (file photo)

Virginia LCV mourns loss of organization's founder

As Virginia LCV staff prepared the 2021 Scorecard for publication, we received the heartbreaking news that our founder, Marcia de Garmo, had passed away. Marcia's contributions to conservation in Virginia cannot be understated – two decades ago she envisioned a Conservation Majority at the state legislature and the powerful progress that Virginia LCV could generate.

Virginia LCV exists because of Marcia's dedication to Virginia's environment, and we hope that the work we do honors her memory and carries forth her remarkable devotion. What follows are several remembrances from members of Virginia LCV's Board of Directors who worked alongside Marcia to build this organization into what it is today.

Chris Miller, Founding Board Member:

Marcia was a friend, colleague, and strategic partner over the past three decades. Whether conservation, planning, transportation reform, or state environmental policy, Marcia was on the leading edge of advocacy and community organizing in Loudoun, the Piedmont, the Washington metropolitan area and the Commonwealth of Virginia.

She and her beloved husband George led conservation efforts in the immediate area near their farm, originally Marcia's parent's country home, near Aldie, an early conservation easement. In addition to founding the Virginia League of Conservation Voters, Marcia served on the board of Piedmont Environmental Council, helped create the Voters to Stop Sprawl in Loudoun County and Citizens for Loudoun's Future, and was a strong supporter of the Coalition for Smarter Growth.

Marcia's determination and energy were

legendary. She was a mentor to generations of non-profit staff and civic activists, who learned both how challenging and how important it is to be a part of shaping the future of our communities.

George Ohrstrom, Founding Board Member:

I remember the first time I met Marcia de Garmo. It was right after I joined the Board of Piedmont Environmental Council and I'd been talking about the need for funding so that the "right" candidates could be encouraged to run, and then also get elected.

"Exactly!" She exclaimed and then gave me an education on the activities in Loudoun County that she and a few others were trying to accomplish. That was Marcia all over. She was a very affable woman, with a calm, sweet demeanor, but she knew just what needed to be done, and exactly how to do it. She finished her tutorial on how to get the right



Marcia de Garmo with longtime Virginia LCV Board Chair John Jaske. (file photo)

candidates elected, and said, “Okay, George, you can help by being one of our starting Board Members for the Virginia League of Conservation Voters!” The organization is now a very strong, well-regarded force in Virginia politics, but without Marcia’s steadfast leadership, it would never have happened.

Lori Keenan McGuinness, Virginia LCV Vice-Chair:

I met Marcia de Garmo on the tennis court. Despite her sweet demeanor, she had a very competitive slice that I struggled to learn! Eventually, Marcia introduced me to Virginia LCV, never mentioning that she was its founder. One of Virginia LCV’s steadfast supporters once said to me that Marcia never took “no” for an answer. I’ve tried to channel Marcia, but there’s no substitute for Marcia’s charm, modesty and determination. She is sorely missed.

Marcia de Garmo 1943-2021

Marcia de Garmo, 78, passed away peacefully on Monday, June 28, 2021 at her home in Santa Fe, NM. Marcia leaves a tremendous legacy from a lifetime of service on behalf of her community and the environment.

Born in Schenectady, NY on March 10, 1943, she was the daughter of George T. and Kathleen Bell. Her family moved to Washington, DC, and she attended the Potomac and Madeira schools in McLean, Virginia and graduated from Wellesley College in Massachusetts.

In 1963, she married George J. de Garmo III, and together they moved back to Washington and had two children. Several years after enrolling her children in her alma mater, Potomac School, she started her professional career there, first as a volunteer and eventually as the full-time head of the school’s alumni relations office. Demonstrating one of her impressive qualities - her enormous drive and dedication to causes she believed in - she spent her Potomac career developing a nationally prominent elementary school alumni program through extensive personal outreach, despite privately describing herself as a shy person.

As a teenager she developed a love of birding, so perhaps inevitably she carried these skills into a personal passion for preserving open space and the natural environment. She and George relocated from Washington, D.C. to a rural property in Aldie, VA owned by her family, and there she took on leadership roles with committed fellow volunteers to preserve the rural character of western Loudoun County.

She was the principal organizer and founding board chair of the Virginia League of Conservation Voters, whose offices are dedicated to her. The recipient of various awards recognizing her leadership, she was a founder of the Sustainable Loudoun Network, co-founder of Voters to Stop

Sprawl, board member of the Piedmont Environmental Council, and an active member of a number of other conservation organizations.

Through the late 1990s and early 2000s, she worked with these organizations to protect open space and farm land in Loudoun County, reduce traffic congestion and pollution, and elect “smart growth” candidates to local and state offices. Often working late into the night, she planned campaign strategies, organized phone banks, made thousands of calls and door-to-door visits with voters, testified at public meetings, raised funds and, with her energy and charisma, inspired numerous other people to advocate for environmental policies.

In 2012 she and George retired to Santa Fe, NM, a place they had loved for many years. She became an active member at their beloved St. Bede’s Episcopal Church. Diagnosed in 2009 with Parkinson’s disease, she applied her energies to fighting proactively to stave off the illness and, true to form, quickly became active in several formal and informal Parkinson’s organizations including a choir, support group, boxing class, and the Parkinson and Movement Disorder Alliance.

Marcia brought intense dedication and personal zeal to all of her many activities, and she is cherished by her many friends and former colleagues for her genuine kindness, generosity, affection, sense of humor, and sincere interest in their lives.

She had that most wonderful talent of showing her friends that she cared deeply for them, and she maintained those friendships even over long distances and many decades. Her family will hold their memories of her dearly: her husband, George, her daughter, Jennie Wilhelm and her husband, Bryan, her son, Andrew de Garmo and his wife, Jennifer, and her granddaughter, Audrey de Garmo.

2021 Legislative Victory:

Lawmakers again champion climate action

Clean Cars Standard helps address largest source of carbon pollution in VA

In 2020, our out-of-the-gate priority for the new Conservation Majority was to secure Virginia's clean energy future, and we did so by passing landmark legislation like the Virginia Clean Economy Act along with other efforts that advance clean, renewable energy and cut pollution from fossil fuel-fired power plants.

While this was a huge victory for clean air – one that will yield decades of environmental and public health benefits – pollution from power plants makes up only about one-third of Virginia's carbon footprint. Our largest source of climate-dis-



Participants in a 2021 Clean Transportation Virtual Lobby Day demonstrate their support of a Clean Cars Standard during the General Assembly Session. (file photo)

2021 Missed Opportunity:

Comprehensive environmental justice initiatives fall short at the General Assembly

All Virginians deserve access to the same clean air and water, parks and green spaces. Sadly, this isn't the case. Time after time, communities of color or low-income neighborhoods are subjected to disproportionate impacts of pollution and environmental degradation – sacrifice zones for fossil fuel infrastructure, industrial operations, highways, solid waste storage, and the list goes on.

Nowhere was this more apparent than in Dominion Energy's efforts to place a compressor station for its now defunct Atlantic Coast Pipeline in the historic, majority-Black community of Union

Hill in Buckingham County, which was founded by freed slaves in the wake of the Civil War. These efforts were defeated and struck down in court with a Fourth Circuit Court of Appeals Judge famously ruling that "environmental justice is not merely a box to be checked" while vacating state-issued permits that would have allowed the project to proceed.

In 2020, the General Assembly passed the Environmental Justice Act, making it the official policy of the Commonwealth to promote environmental justice and to ensure that it is carried out

in Virginia. The legislature also passed a measure codifying a 27-member Virginia Council on Environmental Justice and making it a permanent body.

Efforts to build on this progress in 2021, however, failed to materialize, a casualty of a legislative session that prevented stakeholders from coming to the table, in-person, to hash out differences and find a path forward.

Virginia LCV registered its support of a number of bills that would have significantly advanced environmental justice policy in Virginia in a number

48%

Percentage of Virginia's total carbon emissions released by the transportation sector, making the gas and diesel-powered cars, trucks and SUVs we drive every day our largest driver of climate change in Virginia by far.

Source: Energy Information Administration

rupting greenhouse gases comes from the cars, trucks and SUVs we drive every day. Overall, these mobile sources make up nearly half of our carbon output in a state known for limited options for mass transit or ways to get from Point A to Point B other than hopping in a passenger vehicle and hitting the open road, or depending where you are in Virginia, sitting in traffic.

The pollution that comes out of our tailpipes is also deadly, killing hundreds of Virginians every year before their time, mostly in communities of color or low-income zip codes where years of discrimination have resulted in these communities being disproportionately exposed to higher levels of pollution.

Virginia addressed this major driver of climate change and public health threat in a number of ways in 2021,

most notably by passing House Bill 1965 from Del. Lamont Bagby, which makes Virginia the next state with standards in place to advance Zero-Emission Vehicles like electric cars, and Low-Emission Vehicles, efforts that will reduce pollution and help drive a long-term phase-out of internal combustion engines in Virginia.

Including Virginia, a total of 15 states and the District of Columbia have now adopted this program, known colloquially as the California "Clean Car Standard," but Virginia is now one of only a few states with strong policies in place addressing pollution from both the electricity and transportation sectors.

On top of passing a Clean Car Standard, the General Assembly advanced a number of complementary measures aimed at ensuring we're looking at

transportation electrification holistically, from a practical policy standpoint of ensuring equitable access to charging infrastructure across the state, to a framework for upfront consumer incentives that will make EVs easier to buy and own.

We certainly have much more work ahead of us to continue working diligently to secure a cleaner, more sustainable transportation system, but Virginia's Conservation Majority laid vital groundwork in 2021 that prioritizes climate action, moves the ball forward, and puts us on the right trajectory to long-term gains for clean air. We are incredibly grateful to our champions at the legislature for prioritizing climate action in back-to-back years, moving Virginia from the back of the pack to one of the states leading in addressing the climate crisis.

of sweeping ways.

The most ambitious effort came via an omnibus bill (HB 2074) from Del. Shelly Simonds (D-Newport News) that would have built on the Virginia Environmental Justice Act of 2020, amending it to require state agencies to adopt over the next two years agency specific EJ policies; codifying the EJ Interagency Working Group created in the 2020 budget and authorizing it to conduct an assessment on the state's air quality monitoring practices; and requiring local planning commissions to include an EJ strategy in their jurisdiction's comprehensive plan. Senate Bill 1318, from Sen. Ghazala Hashmi (D-Richmond) would have made the Interagency EJ Working Group an office advisory council in the Executive Branch.

Other legislation carried by Del. Cliff Hayes and Sen. Jennifer McClellan would have required enhanced environmental justice community outreach from applicants behind projects that would pose disproportionate pollution burdens in the areas where they'd be sited.

These approaches, however, ran into bicameral tension between the more progressive House of Delegates and the more centrist, moderate Senate, with neither chamber agreeing to the other's amendments to the legislation. This sent the bills to conference committee during the waning days of session and time ran out before lawmakers, advocates and stakeholders could find a path forward.

This was a disappointing outcome that under-

scores the overall difficulty of the 2021 legislative session, where lawmakers had to juggle an aggressive list of policy priorities remotely, without the day-to-day interaction that can sometimes lead to problem solving and positive outcomes.

As we look towards 2022 with a continued focus on advancing equity and addressing systemic, environmental racism, advancing strong environmental justice protections will continue to be a priority. Virginia LCV is committed to making sure lawmakers prioritize these frontline communities, that their voices are heard, and most importantly, that environmental justice is not a box to be checked, but is ingrained across all our policy work moving forward.

100 % 2021 Legislative Heroes

Virginia LCV Legislative Heroes demonstrate a strong dedication and prioritization of our conservation values. This year we recognize nine Senators and 46 Delegates for voting with Virginia LCV 100 percent of the time.

Of the hundreds of bills these legislators vote on every session, they deserve a special acknowledgment for getting the conservation vote right every time.

On behalf of Conservation Voters in Virginia, we thank the Legislative Heroes pictured here and look forward to their continued commitment to protecting the Commonwealth's precious natural resources.



Sen. Jennifer Boysko



Sen. Creigh Deeds



Sen. Adam Ebbin



Sen. Barbara Favola



Sen. Ghazala Hashmi



Sen. Janet Howell



Sen. Mamie Locke



Sen. Jennifer McClellan



Sen. Jeremy McPike



Del. Dawn Adams



Del. Lashrecse Aird



Del. Alex Askew



Del. Hala Ayala



Del. Lamont Bagby



Del. Jeffrey Bourne



Del. David Bulova



Del. Betsy Carr



Del. Josh Cole



Del. K. Convirs-Fowler



Del. Karrie Delaney



Del. Eileen Filler-Corn



Del. Wendy Gooditis



Del. Nancy Guy



Del. Elizabeth Guzman



Del. Cliff Hayes



Del. Dan Helmer



Del. Charniele Herring



Del. Patrick Hope



Del. Sally Hudson



Del. Chris Hurst

2021 Legislative Leaders

Virginia LCV Legislative Leaders scored between 75 and 99 percent in this year's Scorecard. Nine Delegates and 12 Senators earned this recognition for making conservation a priority in 2021.

Senate of Virginia

George Barker
John Bell
John Edwards
Lynwood Lewis
Louise Lucas
Dave Marsden
Monty Mason
Joe Morrissey
Chap Petersen
Dick Saslaw
Lionell Spruill
Scott Surovell

House of Delegates

Lee Carter
Steve Heretick
Clint Jenkins
Kathleen Murphy
Sam Rasoul
Don Scott
Mark Sickles
Luke Torian
Angelia Williams Graves



Del. Jay Jones



Del. Mark Keam



Del. Kaye Kory



Del. Paul Krizek



Del. Mark Levine



Del. Alfonso Lopez



Del. Delores McQuinn



Del. Martha Mugler



Del. Michael Mullin



Del. C. Mundon King



Del. Ken Plum



Del. Cia Price



Del. David Reid



Del. Danica Roem



Del. Ibraheem Samirah



Del. Mark Simon



Del. Shelly Simonds



Del. S. Subramanyam



Del. Rip Sullivan



Del. Kathy Tran



Del. Roslyn Tyler



Del. S. VanValkenburg



Del. Jeion Ward



Del. Vivian Watts



Del. Rodney Willett

Scored Legislation:

Energy & Climate

Restoring Consumer Choice for Clean Energy

House Bill 2048 – Del. Jeffrey Bourne
(D-Richmond City)

Virginia LCV Position: ✓

This legislation would have restored the option for Virginians to purchase electricity powered by 100 percent renewable energy from a competitive marketplace. Low- and moderate-income Virginians would have been eligible to buy power at 10

percent less than the standard residential rate offered by their utility, saving them money and equitably incentivizing the transition away from fossil fuels. If approved, HB 2048 would have helped Virginia meet its net-zero carbon emissions goal, restore expanded and diversified clean energy offerings, and lower the retail cost of renewables.

Until recently, Virginia residents and businesses were permitted to purchase 100 percent clean electricity from independent providers. However, the law that originally established this marketplace included a “kill switch,” requested by energy utilities, that shut out competitors once a utility provided its own green option. Virginia’s

utilities chose not to offer 100 percent renewable energy for over a decade, so independent energy providers entered the market to meet the small, but growing demand. However, as the market matured, demand for renewable energy increased and the utilities decided to offer their own product, eliminating all competition.

The General Assembly passed legislation identical to HB 2048 in 2020 with a re-enactment clause, delaying final approval until the 2021 session. Unfortunately, after clearing the House on a 67-32 vote, this legislation was killed in the Senate Commerce and Labor Committee.

Know the Score:

As an exclusive accountability tool for Conservation Voters, it is important to know how we arrive at the final scores for each General Assembly session. The Conservation Scorecard gives you a comprehensive understanding of how your elected leaders represented your conservation values in Richmond.

While some sessions carry more contentious, high-stakes debates than others, our Scorecard allows you to distinguish between the rhetoric and the reality of a legislator’s record by providing you detailed summaries of what happened inside the State Capitol each session.

How the Votes Were Chosen

With hundreds of bills introduced every session, Virginia LCV carefully tracks and takes

positions on all priority legislation that impacts conservation. As legislation evolves throughout the lawmaking process, we communicate our position at every step along the way – from subcommittee, to full committee, to the floor of each chamber.

After session’s end, we closely examine the votes and determine a selection of votes which best illustrates how legislators prioritized conservation issues. While some votes are easier than others, our look into what happened on the record and behind the scenes gives an encompassing representation of conservation performance.

How the Scores Were Calculated

For every vote recorded on the chosen legislation, legislators receive one “correct vote” for

voting the way of our communicated position. The number of “correct” votes is divided by the total number of possible votes for each legislator, which generates a lawmaker’s percentage score for the session. Legislators that sponsored bills supported by Virginia LCV receive a patron credit, which counts as one additional “possible vote” averaged into their final percentage.

Although some legislators perform more poorly than others from year to year, it is important that they hear from you your encouragement to do better. Conversely, we must not take our Legislative Heroes and Leaders for granted – let them know you appreciate their commitment to conservation and look forward to their continued support.

Streamlining Energy Storage Development

House Bill 2148 – Del. Rodney Willett

(D-Henrico)

Virginia LCV Position: ✓

This bill streamlines the permitting process for energy storage projects, allowing them to follow the same process currently used for renewable energy generation facilities.

Prior to the passage of this legislation, clean energy generation projects that produced up to 150 Megawatts (MW), such as solar farms and wind turbines, would be approved through one procedure. Associated energy storage resources, such as batteries, responsible for retaining and redistributing that solar- and wind-generated electricity, would require a separate, more complex approval process.

HB 2148 will make it easier to build hundreds of energy storage and hybrid projects, which combine clean energy and storage to make a resilient, reliable grid. This legislation will help realize more than \$3 billion in storage-related investment in Virginia over the next 15 years and will create good-paying jobs here in Virginia.

This legislation passed the House on an 89-9 vote and cleared the Senate 38-0-1.

Reducing Electricity Bill Overcharges

House Bill 2160 – Del. Kathy Tran (D-Fairfax)

Virginia LCV Position: ✓

This legislation sought to remove provisions that allow utilities to keep customer overcharges as bonuses and restore State Corporation Commission (SCC) authority to fully refund 100 percent of overcharges back to customers.

In Virginia, electric utilities Dominion Energy and Appalachian Power are organized as regulated monopolies guaranteed by law to earn a profit. The exact

percentage of that profit is slightly below 10 percent and is set by the SCC, the regulatory body charged with protecting the interests of consumers. On top of that approved rate, they are granted an additional .7 percent automatic bonus profit.

For Dominion customers, if the cost of providing electricity is overestimated, and customers are overcharged, Dominion only refunds 70 percent of the overcharges. These two provisions that grant bonus profit and prevent overcharged customers from receiving full returns would have been removed by HB 2160, restoring regulatory oversight and consumer protections.

Unfortunately, after clearing the House on a bipartisan 62-38 vote, this legislation was killed in the Senate Commerce and Labor Committee, 12-3.

Restoring SCC Authority over Utility Rates

House Bill 2200 – Del. Jay Jones (D-Norfolk)

Virginia LCV Position: ✓

This proposal would have transformed the State Corporation Commission's (SCC) triennial review process, the method by which the SCC, which sets the rates that electric utilities can charge to customers, determines whether the base rates – the price per unit of energy that ratepayers use – charged by an electric utility over the past four years have been reasonable.

Over time, the authority of the SCC to regulate utilities, including investor-owned monopolies, has been limited by legislative action, greatly curtailing the ability for the regulatory body to decide matters favorably for ratepayers. Currently, Virginians pay the sixth highest energy bills in the country, bills that are considered unaffordable for 75 percent of households based on federal energy burden standards.

HB 2200, would have granted the SCC greater authority in regulating rates, changing rigid statuto-



When I was in the Virginia House of Delegates, I looked forward to seeing the Virginia LCV yearly Scorecard. The ratings are all about accountability, and attempt to fairly represent each legislator's individual commitment, through their actual votes, to the environment, preservation, and the creation of a new energy economy. Achieving a 100% rating was a goal to which many of us aspired because we knew it would reflect on our dedication to improve Virginia, our Nation, and the planet.

– David Toscano, attorney at law and former member of the House of Delegates representing the 57th District.



During my time at the General Assembly, we took giant leaps forward in how we care for our environment, protect public health and grow a clean energy economy. Virginia LCV played a key role in these policy advances, and their annual Conservation Scorecard is a vital tool for the public to learn whether their elected officials are prioritizing clean air and water, and a safe and healthy environment. I'm proud of the progress Virginia has made and prouder still that I have a perfect 100% voting score from Virginia LCV for doing my part to protect our future.



– Jennifer Carroll Foy, former candidate for Governor, and past member of the House of Delegates representing the 2nd District.

ry requirements that the SCC “shall” follow to clear guidelines that the SCC “may” utilize, provided the decision is in alignment with SCC’s broader mission to protect the interests of Virginia consumers. The bill would have also eliminated a cap on rate reductions. While the SCC may raise rates by an unlimited amount, potentially resulting in hundreds of millions of overearnings, if they are found not to guarantee sufficient profits for utilities, the SCC may only lower them by \$50 million, if it finds that the profits earned were exorbitant.

This bill was a cross-regional and bipartisan effort by Delegate Jay Jones (D-Norfolk) and Delegate Lee Ware (R-Powhatan), that continues a partnership by those legislators on efforts to reform utility ratemaking process on behalf of consumers, evolving from last year’s Fair Energy Bills Act.

HB2200 passed the House on a vote of 63-37. Unfortunately, this legislation, along with a number of other rate reform proposals, was defeated in the Senate Commerce and Labor Committee, 11-4.

Adopting Internationally Recognized Energy Efficiency Standards

House Bill 2227 – Del. Kaye Kory (D-Fairfax)
Virginia LCV Position: ✓

Buildings consume 70 percent of electricity and 40 percent of the overall energy used nationally. Air pollution from energy production harms health and contributes to climate change. Energy efficient buildings are an essential element of achieving the Commonwealth Clean Energy Policy goals for a carbon neutral economy by 2045. Energy efficient construction also reduces energy utility bills. The adoption of the latest energy efficiency standards promulgated by the International Code Council’s (ICC) International Energy Conservation Code (IECC) in Virginia would have saved new homeowners nearly \$6,000 in utility costs over 30 years, and resulted in net savings from

the first month of occupancy according to the U.S. Department of Energy. Increased efficiency would also benefit renters suffering from high energy costs due to inefficient appliances, and poor weatherization and insulation, issues that disproportionately impact low-income residents and communities of color.

As introduced, this legislation would have required new residential construction to adopt energy efficiency provisions at least as strong as the latest IECC standards within one year of promulgation by the ICC and enforcement six months later. After a series of amendments, the legislation was weakened to simply require the Board of Housing and Community Development to consider adopting amendments to the Uniform Statewide Building Code when new versions of the IECC are published.

HB 2227 passed the House of Delegates on a 55-45 vote, and passed the Senate 21-18.

Clarifying Percentage of Income Payment Plan Implementation

House Bill 2330 – Del. Kaye Kory (D-Fairfax)
Virginia LCV Position: ✓

Last year the legislature established the Percentage of Income Payment Program (PIPP) to limit electric bills for low-income ratepayers to 6 or 10 percent of an eligible participant’s annual household income. This bill saves eligible ratepayers an average of more than \$300 on their annual electricity bills, and potentially allows their outstanding electricity bills to be forgiven.

Overcoming barriers to participation and increasing the number of customers using electricity as their primary heating fuel will further protect households from higher gas and delivered fuel costs, and also improve public health outcomes by reducing in-home air pollution.

The program established a goal of reducing wasteful electricity use through participation in weatheriza-



Photo Credit: **Early Light in RVA** by Thomas Hennessy of Mechanicsville | Courtesy of Scenic Virginia

tion or energy efficiency programs. Last year, a stakeholder working group led by the Department of Housing and Community Development and the Department of Social Services charged with developing recommendations regarding PIPP implementation, and the State Corporation Commission, who was directed to set the rates, terms and conditions of the program, both asked for more clarity from the General Assembly, prior to rolling out PIPP.

HB 2330 clarifies program implementation details and begins enrollment within a year of the DSS establishment of program guidelines. DSS will also conduct an analysis to determine if service gaps remain among those not already served by existing and available federal, state, local or nonprofit programs to meet energy reduction obligations. A working group will be established to increase participation in energy efficiency programs.

This legislation was the subject of intense debate and deliberations included several amend-

ments and a committee of conference before HB 2330 was narrowly approved by the House, 51-47, and 20-19 in the Senate.

Establishing an Inventory of Greenhouse Gas Emissions

*Senate Bill 1282 – Sen. Joseph Morrissey
(D-Richmond City)*

Virginia LCV Position: ✓

Landmark legislation passed during the 2020 General Assembly session made Virginia the southernmost state to become a full member of the Regional Greenhouse Gas Initiative (RGGI), a regional carbon cap-and-trade program designed to reduce climate pollution from fossil fuel power plants. Member states agree to a cap on carbon dioxide emissions, and power generators in those states must reduce pollution to meet the cap or buy additional allowances through an auction administered by RGGI, Inc., the nonprofit organiza-

tion that coordinates participation in the program. Joining RGGI and unlocking the hundreds of millions of dollars to fund low-income energy efficiency and community flood preparedness has been the policy aim of the last two gubernatorial administrations.

This legislation builds on that progress, directing the Department of Environmental Quality to conduct a statewide baseline and projection inventory of all greenhouse gas emissions that is updated every four years, as part of participation in RGGI and associated climate work.

This inventory is to be included in the annual report of the State Air Pollution Control Board. Regulations to conduct, update, and maintain the inventory are set to be promulgated by the Board by July 1, 2022. Funding for inventory maintenance and development is provided through the sale of carbon allowances through RGGI.

SB 1282 passed the Senate 22-16 and the House on a vote of 56-44.

Committing to a Clean Energy Policy

Senate Bill 1284 – Sen. Barbara Favola
(D-Arlington)

Virginia LCV Position: ✓

This bill revises Virginia’s Commonwealth Energy Policy to be a “Clean Energy” policy, updating the energy policy and future energy plans to reflect the state’s commitment to carbon neutrality and environmental justice.

SB 1284 firmly establishes in the Code of Virginia the recognition that effectively addressing climate change and enhancing resilience will advance the health, welfare, and safety of the residents of the Commonwealth and that addressing climate change requires reducing greenhouse gas emissions across all sectors, including energy generation, transportation, buildings, agriculture, and infrastructure. It also recognizes the need to promote environmental justice, prevent energy inequities in historically economically disadvantaged communities, and to equitably prioritize economic competitiveness and workforce development.

This legislation passed the Senate 21-18, and House 55-45, along party lines with all Democrats voting in favor, and all Republicans in opposition.

Water Quality

Eliminating Litter from Polystyrene Food Containers

House Bill 1902 – Del. Betsy Carr
(D-Richmond City)

Virginia LCV Position: ✓

This bill prohibits food vendors from serving food in single-use expanded polystyrene “Styrofoam” food service containers.



Photo Credit: **Coming Your Way** by David Perry of Staunton | Courtesy of Scenic Virginia

The reduced use and disposal of Styrofoam means a drastic reduction in the persistent microplastics that currently make up 40 percent of plastic litter in our waterways. Fewer harmful plastic materials will make their way into our drinking water, our food sources, and ultimately our own bodies.

Under this legislation, large chain restaurants will be required to stop using Styrofoam takeout containers by 2023 and all food vendors will be required to phase out the substance by 2025. Cities and counties will be permitted to grant one-year exemptions to individual vendors on the basis of undue economic hardship.

This legislation passed the House 55-44 and

the Senate 23-13.

Growing Tree Canopies

House Bill 2042 – Del. Nancy Guy
(D-Virginia Beach)

Virginia LCV Position: ✓

This legislation enables localities to adopt higher tree canopy replacement percentages during development where trees are used to meet water quality, flooding management, and equity goals.

Virginia is losing 16,000 acres of trees per year to development and disease. Their loss removes their ability to capture carbon and harmful particulates, provide habitat, and improve water qual-

ity. Reversing this trend by increasing tree canopies also improves quality of life in the built environment, combating the health impacts caused by urban heat islands, reducing water pollution, and mitigating flooding. However, Virginia limits the authority local governments can exercise when it comes to the percentage of trees that a city or county can require developers to replace or conserve in the process of development. Depending on zoning, those caps can be as little as 10 percent.

The passage of HB 2042 will enable localities to adopt higher tree replacement percentages in cases where trees are used to meet water quality, flood prevention, and equity goals. The bill also provides flexibility for localities and developers, containing provisions that allow local governments to establish a tree fund or tree bank, to provide offsite options in cases where developers are unable to achieve canopy replacement percentages onsite.

HB 2042 will take effect, July 1, 2022 and the measure was approved with bipartisan support by the House 57-43 and on a 26-11 vote in the Senate.

Reducing Airborne Litter

House Bill 2159 – Del. Nancy Guy

(D-Virginia Beach)

Virginia LCV Position: ✓

Littering, dropping trash from your hand to the ground, in Virginia will soon be subject to a fine of \$500. However, until recently, the release of balloons, a pernicious form of non-biodegradable litter into the air, carried no penalty, with the exception of large scale releases.

The Virginia Aquarium and Marine Science Center Foundation found that balloons were among the top-five most common littered items found on Virginia's beaches where the remnants of both balloons and synthetic ribbon can injure and kill more than 30 animal species, including endangered sea turtles.

HB 2159 is consistent with the Virginia Marine Debris Reduction Plan which lists the reduction of balloon litter as one of the Commonwealth's top four priorities. This legislation imposes a fine of \$25 per balloon released outdoors by anyone 16 years or older, to be paid into the Game Protection fund, and includes exceptions for research and weather balloons.

HB 2159 passed 59-40-1 out of the House and passed the Senate 22-17.

Assessing Gold Mining Impacts

House Bill 2213 – Del. Elizabeth Guzman

(D-Prince William County)

Virginia LCV Position: ✓

In 2020, residents of Buckingham County, including Union Hill, the first Freedmen-built community to receive eligibility for nomination for historic landmark status, received word that their community was being considered for a large-scale commercial gold mine.

Modern gold mining and onsite processing is incredibly toxic. Chemicals like cyanide are used to extract minute pieces of gold from rock ore and 99 percent of the earth excavated becomes waste byproducts known as tailings. Harmful contaminants like mercury, arsenic and lead would have to be stored on site in mounds or holding ponds, and risk contaminating local ground and surface waters or becoming airborne.

Several modern gold mining sites in the United States have also become federal Superfund sites as a result of accidents including large-scale spills and widespread pollution from acid mine drainage.

The last recorded gold mining in Virginia was in 1947, meaning we do not have experience regulating modern mining methods like cyanide leaching and other chemical-intensive practices that became common in the 1970s and 1980s. Current regulations governing the closure, treatment, and restoration of these sites, offer limited guarantees that, once mined,



VALCV rigorously strives to protect our natural areas, ensure clean air and water and address climate change by advocating for policies that improve the lives of all Virginians. Our Scorecard is the go-to source that holds elected officials accountable on legislation that impacts our mission.

– Dana Krauskopf,
Virginia LCV Board Chair,
and Hamanasi eco-resort
owner.



Every vote matters, but without understanding the impact their elected official has on policies they care about or which impact them, it can be hard to motivate the electorate to keep showing up to every election, particularly in the off-year election cycles. It is critical that all of us can turn to trusted sources like the VALCV scorecard to understand the impact our vote has when policies are enacted, upheld, or taken off the books.

– Dana Wiggins,
Virginia League of
Conservation Voters
Education Fund Board
Chair, and Director of
Outreach and Financial
Advocacy for the
Virginia Poverty Law
Center.



the land can be restored to beneficial use, or that environmental degradation can be mitigated.

HB 2213 would have implemented a moratorium on large-scale gold mining, offering time for Virginia’s Department of Environmental Quality, the Virginia Department of Health and the Virginia Department of Mines Minerals and Energy to conduct a review of current regulations.

This bill passed the House, 55-45, along party lines. Legislation moving forward with the study of gold mining regulations advanced in the Senate, 23-16 accelerating the timeline, but removing the temporary moratorium.

While lawmakers took important first steps to address this issue in 2021, more work remains ahead to pass long-term safeguards, and we look forward to working with the General Assembly to protect clean water from this toxic threat.

Enshrining Right to Water as Human Right

*House Joint Resolution 538 –
Del. Lashrecse Aird (D-Petersburg)
Virginia LCV Position: ✓*

The COVID-19 pandemic has exacerbated and amplified the critical importance of water as a quality of life issue, as access to resources to combat the disease have been inextricably linked to the devastation caused by it. Virginians continue to be locked out of equitable access to clean water due to affordability challenges. Pollutants from industry, antiquated water infrastructure, and rate increases are all threats to safe, clean water for rural communities, low-income populations, and communities of color. This disproportionate lack of access is due to a range of issues including the presence of lead, and water-related illnesses.

This resolution recognizes the importance of equitable access to safe, clean drinking water as an integral component of human rights.

Virginia law states that the control of groundwater resources belongs to the public. This resolution further recognizes that public access and affordability of water for private use by Virginia residents must be protected. It recognizes that state agencies should strategize to limit contamination of water and to mitigate the impact of climate change on freshwater resources.

This fundamental human right was strongly affirmed in bipartisan fashion by the House of Delegates, 63-33, and agreed to by the Senate.

Expanding Oversight of Pipeline Construction

*Senate Bill 1265 – Sen. Creigh Deeds
(D-Bath County)
Virginia LCV Position: ✓*

This legislation implements more stringent oversight of natural gas pipelines 24 inches in diameter or larger by improving the Commonwealth’s inspection and enforcement processes regarding systemic pollution problems. This in turn strengthens protective measures for the Commonwealth’s waterways and enforcement of Virginia’s water quality standards.

Since the passage of legislation updating the review process for water protection violations for pipelines in 2018, the construction of the Mountain Valley Pipeline has resulted in hundreds of violations of water protection laws. Despite the large number of violations, only one stop work order was issued from the Department of Environmental Quality.

SB 1265 expands DEQ inspection authority of land-disturbing practices related to pipeline construction to 24-inch pipelines. Currently, the department may only exercise this authority for pipelines 36-inches or larger in diameter. This bill also clarifies which adverse impacts may trigger stop work

orders and authorizes DEQ to stop work for every Virginia portion of a project in the event that adverse impacts or likely adverse impacts are found on a repeated, frequent, and widespread basis.

This bill cleared the Senate unanimously and passed out of the House 61-39 with bipartisan support.

Land Use and Transportation

Adopting the Clean Cars Standard

*House Bill 1965 – Del. Lamont Bagby
(D-Henrico)*

Virginia LCV Position: ✓

The transportation sector is Virginia's largest source of carbon pollution (48%). Personal vehicle travel alone accounts for 37% of the Commonwealth's total carbon emissions. Moving away from gasoline and diesel engines to electric vehicles (EVs) offers an opportunity to clean up the air and reduce climate altering pollutants that cause asthma exacerbations, heart attacks and premature deaths. These negative health effects disproportionately impact low-income communities and communities of color. Access to electric vehicles can also save Virginia consumers over \$1,000 over the life of an EV due to decreased refueling and maintenance costs.

This legislation accelerates vehicle electrification, yielding immediate health, environmental, and economic benefits by aligning Virginia with 14 other states that have adopted a "Clean Cars" program. This policy ensures access to EVs by requiring automobile manufacturers to gradually offer more fuel-efficient vehicles for sale, and specifically requiring a gradually increasing percentage of those offerings to be electric vehicles,



Photo Credit: *Potomac Run* by Wayne Butler of Stafford | Courtesy of Scenic Virginia

starting with a modest target of 8 percent by model year 2025.

The coalition that worked to pass HB 1965 represented a transformational partnership between environmental organizations and Virginia's automobile dealers, who partnered through a shared recognition of the increasing demand for electric vehicles, the benefits of electrification, and the development of a mature transportation electrification package including EV rebates, and increased investment in charging infrastructure.

Given that half of all Virginians would consider

buying an EV for their next car, but EVs are currently being sent nearly exclusively to states with existing Clean Cars programs, the time was right to adopt those standards here. The adoption of this legislation means that consumers in the Commonwealth will be, for the first time, prioritized for the fast-growing array of electric cars, SUVs and trucks offered by the world's largest vehicle manufacturers.

HB 1965 passed the House 55-44 and cleared the Senate 21-15.

Establishing an Electric Vehicle Rebate Program

House Bill 1979 – Del. David Reid (D-Loudoun)

Virginia LCV Position: ✓

Accelerating the transition to electric vehicles (EVs) provides crucial health, environmental, and economic benefits. Currently lifecycle costs for EVs can be lower than that of comparable gas vehicles and as technology advances and the volume and variety of EV offerings increases, purchase prices for EVs have decreased relative to gas and diesel vehicles. However, for many, initial purchase price differences between EVs and fossil fuel-powered vehicles still represents a barrier to entry into the EV market.

According to a peer-reviewed meta study of EV incentives by U.C. Davis, rebates play a key role in boosting EV sales. Rebates also drive interest among the public and serve as a key market indicator for industry, bringing more EVs to a given market and increasing sales.

To expand the number of Virginians who purchase electric, this legislation establishes one of the most equitable point-of-sale EV rebate structures in the nation. This framework was negotiated throughout the 2021 session, and the final legislation included an on-the-hood rebate of \$2,500 for both new and used vehicles, as well as an enhanced rebate of \$2,000 for buyers whose household income is less than 300 percent of the current poverty guidelines for new vehicles and \$500 for used. HB 1979 also establishes an EV rebate program advisory council to oversee rollout and make recommendations regarding implementation, including monitoring the equity of implementation. The rebate expires in 2027, past the point at which purchase price of EVs is expected to reach price parity with gas vehicles.

This legislation narrowly passed on the final



Photo Credit: **Richmond River City** by Michael Smith of Richmond | Courtesy of Scenic Virginia

day of the legislative session after lengthy debate and negotiations. The final Senate vote was 21-18, and 54-45 in the House.

While \$5 million was approved in the House budget to stand up the program and provide the initial round of rebates, these funds were not retained in the final conference budget that reflects the result of concluded negotiations between the House and Senate sent to the Governor for approval. Additional work will be required to acquire funding, including consideration of dedicated revenue streams, participation in the cap-and-invest Transportation and Climate Initiative, and federal sources.

Building for a Clean Energy Future

House Bill 2001 – Del. Dan Helmer (D-Fairfax)

Virginia LCV Position: ✓

This key infrastructure bill updates the High Performance Building Act to require state and local government buildings to be constructed or renovated to energy efficient green building standards, include EV charging infrastructure, and track key energy efficiency metrics and associated carbon emissions, including metering of electricity, gas, and water.

As Virginia transitions toward electric vehicles, providing sufficient charging for electrified public fleets will be essential for a smooth and rapid

transition. Adherence to the Virginia Energy Conservation and Environmental Standards developed by the Department considering the U.S. Green Building Council (LEED) green building rating standard, the Green Building Initiative “Green Globes” building standard will help improve energy efficiency. Establishing metrics, such as metered electricity, will help guide future capital improvements toward projects that most greatly reduce greenhouse gas emissions and allow the Commonwealth to capitalize on those reduced emissions to leverage additional funds for climate priorities through the Regional Greenhouse Gas Initiative.

As the bill progressed through the House and Senate, it picked up minor amendments to delay enactment for localities with populations under 100,000 until July 1, 2023, and to allow localities to go above and beyond state requirements if desired.

HB 2001 passed the House of Delegates on a 53-45 vote, and the Senate 22-17, with Senator Hanger joining Democrats in support.

Prioritizing Transit-oriented Development

*House Bill 2054 – Del. Ibraheem Samirah
(D-Fairfax)*

Virginia LCV Position: ✓

This bill builds on legislation adopted in the 2020 session to require larger cities, towns, and counties to consider incorporating strategies to promote transit-oriented development as they update their comprehensive plans. During the planning process, HB 2054 includes the consideration of reducing, modifying, or waiving local parking requirements or ratios, as part of those strategies.

Reducing vehicle miles traveled greatly lowers transportation carbon emissions. When communities are walkable and well-served by public transit, car ownership rates decrease and pavement reserved for parking spaces becomes superfluous, prohibitively

expensive for development, and actively prevents the public use of that space. Need for social distancing during the pandemic led to the reclamation of urban street space for dining, commerce, travel and exercise and a broader recognition of the benefits of a less parking-centric design.

Better coordination of transportation and land use planning helps meet the growing needs of Virginia’s residents and businesses for greater travel options, reduces traffic congestion, makes public transit a viable option for more people, and reduces transportation emissions of greenhouse gases and other air pollutants.

This legislation passed the House overwhelmingly on a bipartisan basis, 76-24. In the Senate, HB 2054 passed 22-16 with Senator Jill Vogel joining Democrats in support.

Electrifying School Buses

House Bill 2118 – Del. Mark Keam (D-Fairfax)

Virginia LCV Position: ✓

School buses are one of the strongest candidates for heavy-duty vehicle electrification. They reduce carbon, and eliminate particularly harmful pollutants relative to their diesel counterparts. The health benefits are directed primarily toward the children that ride them. Electric buses travel regular routes, can be connected to the grid to provide energy storage when not in use, and save money over time on fuel and maintenance that can be directed toward education.

However, the high initial cost of electric buses relative to diesel buses represent a barrier to adoption, and a three-year debate centering around the degree to which electric utilities could be involved in bus ownership and use have resulted in this issue becoming a perennial flashpoint.

HB 2118 creates a state grant program to assist local schools in converting their diesel school buses to electric vehicles and prioritizes localities with high



Virginia LCV serves as a strong advocate and political force for the environment. But beyond that, they provide the community as well as the broader public with an accountability tool to ensure that legislators are working to serve the interests of their constituents. Through the Conservation Scorecard, we all have a transparent tool to make certain that those elected to represent us are working to protect our natural spaces, address the climate crisis, and protect overburdened communities from the harmful impacts associated with environmental exploitation. The Scorecard places the power of accountability back into the hands of advocates and the public.

– Kim Jemaine,
Virginia Director,
Chesapeake Climate
Action Network.





As a former legislator who still works in the environmental policy arena, I have seen first hand how having a political voice for the environment is so important. The way VALCV works so closely with the NGO community's policy experts makes it an even more powerful force.

– Albert Pollard, Non-Profit Consultant and former member of the House of Delegates.



levels of asthma and poor air quality, among other criteria. Grant funds can be used to support vehicle purchases, charging infrastructure, and workforce development to retrain bus mechanics.

A subject of extensive debate and negotiation, the initial legislation contained a controversial funding mechanism, a tax on red-dye diesel used in construction. Committee amendments made in the House removed this provision, leaving the bill without a dedicated source of revenue, but House appropriators allocated \$5 million in their proposed budget to provide first-year funding, approximately equivalent to the amount the tax was projected to raise for the program. Debate raged between this proposal and a competing Senate proposal that would have paid for buses through electric utility bills, and the proposed House funding was eliminated from the consensus budget.

While not funded currently, the establishment of a framework for this grant program provides a vehicle for local and federal funding to be directed toward school bus electrification, however, a condition of the final bill prohibits state funds from being directed to the fund. With federal infrastructure and climate legislation pending, the establishment of this grant program is particularly timely.

This legislation passed the General Assembly on the final day of the legislative session, clearing the Senate 23-16, and the House, 59-35.

Developing Electric Vehicle Infrastructure

*House Bill 2282 – Del. Rip Sullivan (D-Fairfax)
Virginia LCV Position: ✓*

Accelerating the adoption of electric vehicles requires three components, adoption of a clean cars standard to make sure Virginians have access to electric vehicles, an equitable rebate program to lower the initial purchase price for the next few years as the technology and supply chains mature, and a robust commitment to the development of charging infra-

structure.

This key bill establishes a multi-agency study of how Virginia can electrify its transportation sector in time to address climate change and in a way that protects ratepayers, by enhancing Virginia's expected EV infrastructure needs through targeted, cost-effective utility investment in the kind of charging programs that are already underway in most American states, including in neighboring Maryland, North Carolina, and Washington, D.C.

Specifically, HB 2282 directs the State Corporation Commission to study and recommend policy proposals that could govern public electric utility programs to accelerate widespread transportation electrification. Elements of this study include provisions to focus charging infrastructure developments on low-income, minority, and rural communities, consider smart growth policies, public transit and fleet electrification, energy storage, and explore ways to reduce total ratepayer costs.

This legislation passed the House of Delegates by a substantial 76-23 margin, and cleared the Senate nearly unanimously, 38-1, with Senator Amanda Chase alone in opposition.

Expanding Transit Equitably

*House Joint Resolution 542 –
Del. Delores McQuinn (D-Richmond City)
Virginia LCV Position: ✓*

Since 1980, in Virginia, the transportation sector has produced more carbon pollution than the electric power sector. In 2017, transportation accounted for about 48 percent of carbon emissions. Exacerbating the problem, vehicle miles traveled have increased over the past few years.

Beyond the climate impacts of carbon, vehicle pollution, such as particulate matter from tires, brakes and tailpipes, is released into communities from vehicles where it disproportionately impacts communities



Photo Credit: **Downtown Richmond** by Robert Coles of Richmond | Courtesy of Scenic Virginia

of color and low-income areas. This drives disproportionate negative public health consequences such as increased asthma rates, some of which has been linked to children living near high-traffic areas.

Accessible and equitable transit options are key to reducing vehicle miles traveled, but transit investment lags significantly behind car-centered transportation funding. While the Department of Rail and Public Transit received just \$543.1 million to invest in transit this year, in the fiscal year that ended in June 2020, Virginia's Department

of Transportation enjoyed a budget of more than \$7 billion to spend on infrastructure for cars.

This resolution examines how transit service is provided, its accessibility, the adequacy of existing infrastructure, how we can best deploy emerging technology, safety, electrification, how transit systems engage with riders, and how riders are represented, serving as a strategic needs assessment to guide investment towards a more equitable Commonwealth where transit serves the needs of everybody.

HJ 542 passed the House of Delegates on a

vote of 75-22 with the Senate concurring via voice vote.

Accounting for Electric Vehicles in the State Energy Plan

*Senate Bill 1223 – Sen. Jennifer Boysko
(D-Northwestern Fairfax County)*

Virginia LCV Position: ✓

Electrifying transportation is a key component of a comprehensive strategy to reduce pollution, and to reach net-zero carbon across key sectors by 2045 consistent with the goal of the Commonwealth Clean Energy Policy. However, the statute guiding Virginia's Energy Plan was previously largely silent on transportation.

This legislation will ensure that transportation electrification is a core component of Virginia's Energy Plan, which is updated every four years, with the next plan due in 2022.

SB 1223 adds an assessment of EV adoption and EV charging infrastructure development to Virginia's Energy Plan process. The bill also directs the Commonwealth to track transportation electrification, which will help identify where infrastructure is needed and highlight opportunities to lower obstacles to, and accelerate, EV adoption, with particular attention to historically economically disadvantaged communities. By including this in the Energy Plan, Virginia can also prepare for the new electricity demand and benefits EVs will bring to our grid.

This bill passed the Senate 22-15 with Senator Todd Pillion of Abingdon joining Democrats in support and the House of Delegates 57-42 with Republicans Lee Ware and Rob Bloxom joining House Democrats in favor.

Wildlife Corridors

*Senate Bill 1274 – Sen. David Marsden
(D-Western Fairfax County)
Virginia LCV Position: ✓*



Virginia has one of the highest rates of deer-vehicle collisions in the United States, averaging 60,000 deer-related crashes per year. However, following the addition of fencing to funnel wildlife to underpasses along Interstate 64 near Charlottesville, an ongoing study found a 92 percent decrease in deer-vehicle crashes per year.

Wildlife corridors are pathways, such as that tunnel, which allow mi-

gratory animals safe passage across our roadways and built landscapes. Wildlife corridors are critical not only for wildlife habitat connectivity in a changing climate, but also for the safety of drivers by reducing the amount of vehicle-wildlife collisions. By prioritizing wildlife movement corridors and planning for them, we can help wildlife move safely through the landscape and reduce collisions between vehicles and wildlife.

This bill builds on the efforts of the Wildlife Corridor Action Plan (WCAP) passed by the General Assembly during the 2020 legislative session by seeking to make Virginia safer for both wildlife and citizens by ensuring that wildlife corridors identified in

the Wildlife Corridor Action Plan are considered and incorporated where applicable by agencies whose actions impact wildlife movement and public safety. As passed, the Department of Wildlife Resources will be responsible for publishing and updating the WCAP and assisting local, state, and federal agencies with wildlife corridor implementation.

This legislation enjoyed broad bipartisan support in the House and Senate, passing 89-10 and 33-6 respectively.

Land Conservation

Interpreting Easements as Originally Intended

*House Bill 1760 – Del. Michael Webert (R-Fauquier)
Senate Bill 1199 – Sen. Chap Petersen (D-Fairfax City)
Virginia LCV Position: ✓*

Conservation easements are a critical tool for protecting Virginia's most valuable habitats, working farms and forests, scenic viewsheds, and cultural landscapes, preserving them for current and future generations. Private landowners partner with state and federal agencies, along with non-profit land trusts, on easement terms that protect the public values laid out in the Virginia Conservation Easement Act and the Open-Space Land Act.

This legislation directs courts when considering land uses that are and are not permitted under conservation



Photo Credit: *Night Life at Highlands* by Will Simpson of Independence | Courtesy of Scenic Virginia

It is more important now than ever to protect our environment. We also need to address environmental justice and make Virginia's parks and natural areas more accessible to all Virginians. By shining a light on important votes at the General Assembly each year, Virginia LCV's Scorecard helps ensure lawmakers are prioritizing these critical issues.

– James “Jim” Dillard II, former member of the House of Delegates, representing the 41st District in Fairfax.

easements to interpret the easement terms based on the original intent of the conservation easement donation and their protection of public benefits.

This legislation easily passed the House on a unanimous vote, encountering staunch opposition from a handful of legislators and engendering lengthy floor debate in the Senate before passing 30-8.

Preserving Virginia's Underrepresented History

*House Bill 1928 – Del. Lashrecse Aird
(D-Petersburg)
Virginia LCV Position: ✓*

This bill will provide expanded access to Virginia's Easement Program for historic preservation of underrepresented history in partnership with the Virginia Department of Historic Resources.

HB 1928 will provide tools to protect African American cemeteries and churches, tribal burial grounds and other places important to the indigenous community. The legislation lowers barriers including hiring attorneys and historical experts in order to receive historic landmark designations to make it easier for properties of historic significance who would otherwise find the process prohibitively expensive and time-consuming.

This legislation passed the House unanimously, but narrowly made it through the Senate, 20-17 on a party-line vote.

Good Government

Making it Easier to Vote

*House Bill 1888 – Del. Schuyler VanValkenburg
(D-Henrico)
Virginia LCV Position: ✓*

Long-sought measures to make voting more accessible in Virginia were temporarily established in a General

Assembly special session during the summer of 2020 in order to comply with public health guidelines and social distancing requirements, and to ensure the health and safety of Virginia voters and election workers. This voting rights legislation works to codify those best practices, expanding access to the ballot box.

This bill makes various reforms to absentee voting processes and procedures to make voting in Virginia more accessible and convenient. Specifically, this bill will codify the establishment of drop-off locations for the return of absentee ballots, require the establishment of a central absentee voter precinct to standardize the counting of absentee ballots, expand accessibility for voters with absentee voters with a print disability and provide for correction of errors made in submitting absentee ballots, such as forgetting to sign the voter affirmation statements.

This legislation narrowly passed the General Assembly, clearing the House on a 55-43 vote and the Senate, 21-17.

Delivering on Environmental Justice Commitments

*House Bill 2074 – Del. Shelly Simonds
(D-Newport News)
Virginia LCV Position: ✓*

In 2020, the Virginia General Assembly made unprecedented progress, passing the Virginia Environmental Justice Act, which established the 27-member Virginia Council on Environmental Justice with the mission of advising the Governor on how to best protect vulnerable communities from disproportionate impacts of pollution and provide these same communities meaningful involvement in the decision-making process.

As the benefits and burdens of agencies' environmental activities continue to remain unequal among Virginians among lines of race, income, and geography, this omnibus bill would have established several specific steps to make progress on environmental justice.



The Virginia LCV Scorecard is a powerful tool for voters to gauge which politicians are true custodians of the environment. For Delegates and Senators in Richmond, a 100% score from LCV is a badge of honor.

– Leslie Cockburn,
Virginia LCV Board
Member, Emmy
Award winning
investigative
journalist
and former
congressional
candidate.



The VALCV Scorecard is an invaluable resource for Virginians. Whether you are passionate about protecting the Chesapeake Bay, promoting clean energy and conservation, or advancing environmental justice, the Scorecard shines a light on what happens in the General Assembly and what it means for our communities. It helps to hold elected officials accountable and chart the path toward a cleaner, more sustainable Virginia.

– Phil Hernandez, Virginia LCV Board Member, Senior Policy Fellow and Counsel at The Commonwealth Institute for Fiscal Analysis, and former member of President Obama’s White House Office of Energy and Climate Change.



Those measures included codifying the Environmental Justice Working Group, established in the most recent budget and empowering that body to review the state’s air quality monitoring practices. This bill would have required that the Secretaries of Agriculture and Forestry, Commerce and Trade, Health and Human Resources, Natural Resources, and Transportation develop and adopt secretariat-specific EJ policies. Local planning commissions would

have also been required to consider environmental justice in their jurisdiction’s comprehensive plan.

After extensive debate and deliberation, and despite several attempted amendments in committee and on the floors of both chambers, both the House and Senate approaches continued to maintain irreconcilable differences, and the legislation failed to pass in the final hours of the special session.

2021 Bill Patrons: Where Legislative Victories Begin

Virginia LCV recognizes the efforts of legislators that promote and lead on conservation issues each session. These patrons, who carried legislation supported by Virginia LCV and the larger conservation community, are acknowledged for the value of their commitment in each of their final scores. Note that though some members introduce multiple bills that receive Virginia LCV support, each member receives acknowledgment for only one patron credit in their final legislator score.

Energy & Climate

Del. Jeffrey Bourne – House Bill 2048 Electric utility regulation; purchasing from competitive suppliers. **Del. Jay Jones** – House Bill 2200 Electric utilities; triennial review. **Del. Kaye Kory** – House Bill 2227 Uniform Statewide Building Code; amendments, energy efficiency and conservation; House Bill 2330 Percentage of Income Payment Program and Fund; DHCD & DSS to adopt rules, etc., for adoption. **Del. Kathy Tran** – House Bill 2160 Electric utilities; triennial review, fair rate of return, customer bill credits. **Del. Rodney Willett** – House Bill 2148 Small renewable energy projects; energy storage. **Sen. Barbara Favola** – Senate Bill 1284 Commonwealth Clean Energy Policy; established. **Sen. Joe Morrissey** – Senate Bill 1282 Greenhouse gas emissions inventory; regulations.

Water Quality

Del. Lashrecse Aird – House Joint Resolution 538 Access to water; human right. **Del. Betsy Carr** – House Bill 1902 Expanded polystyrene food service containers; prohibition, civil penalty. **Del. Nancy Guy** – House Bill 2042 Trees; replacement and conservation during development, effective clause; House Bill 2159 Balloons; release of nonbiodegradable balloons outdoors prohibited, civil penalty. **Del. Elizabeth Guzman** – House Bill 2213 Gold; Secretary of Natural Resources, et al., to study mining and processing. **Sen. Creigh Deeds** – Senate Bill 1265 Natural gas pipelines; stop work orders.

Land Use & Transportation

Del. Lamont Bagby – House Bill 1965 State Air Pollution Control Board; low-emissions and zero-emissions vehicle

program. **Del. Dan Helmer** – House Bill 2001 State and local buildings, certain; building standards. **Del. Mark Keam** – House Bill 2118 Virginia Electric Vehicle Grant Fund and Program; created, report. **Del. Delores McQuinn** – House Joint Resolution 542 Transit equity and modernization; Department of Rail and Public Transportation to study. **Del. David Reid** – House Bill 1979 Electric vehicle rebate program; creation and funding, report, sunset date. **Del. Ibraheem Samirah** – House Bill 2054 Comprehensive plan; provision for transit-oriented development. **Del. Rip Sullivan** – House Bill 2282 State Corporation Commission; transportation electrification, utility recovery of certain costs. **Sen. Jennifer Boysko** – Senate Bill 1223 Va. Energy Plan; amends Plan to include an analysis of electric vehicle charging infrastructure.

Land Conservation

Del. Lashrecse Aird – House Bill 1928 Historic resources; acquisition and lease of land. **Del. Michael Webert** – House Bill 1760 Conservation easements; certain easements be liberally construed in favor of purpose which created. **Sen. Dave Marsden** – Senate Bill 1274 Wildlife corridors; various agencies to consider and incorporate. **Sen. Chap Petersen** – Senate Bill 1199 Conservation easements; certain easements be liberally construed in favor of purpose which created.

Good Government

Del. Shelly Simonds – House Bill 2074 Environmental justice; interagency working group. **Del. Schuyler VanValkenburg** – House Bill 1888 Absentee voting; procedural and process reforms, availability and accessibility reforms, penalty.

✓ = right X = wrong NV = Not Voting AB = Abstained						Energy & Climate					Water Quality					Land Use & Transportation					Good Government									
✓ = Patron Credit						HB 2048	HB 2148	HB 2160	HB 2200	HB 2227	HB 2330	SB 1282	SB 1284	HB 1902	HB 2042	HB 2159	HB 2213	HJ 538	SB 1265	HB 1965	HB 1979	HB 2001	HB 2054	HB 2118	HB 2282	HJ 542	SB 1223	SB 1274	HB 1888	HB 2074
Delegate	District	Party	2021 Score	2020 Score	Career Score Since 2000	Third Party Purchasing	Energy storage	Fair rate of return	Triennial review	EE: Building code	PIP Program, Fund	Gas emissions inventory	Clean Energy Policy	Styrofoam ban	tree replacement	Bar, balloon releases	Gold mining; study	Water/human right	Pipelines; stop-work	Clean Cars Standard	EV rebate program	EV charging; buildings	Transit-oriented dev.	Grants; electric buses	EV infrastructure	Transit equity study	Energy plan; EVs	Wildlife Corridors	Absentee voting	Environmental justice
Poindexter	9	R	16%	21%	31%	X	✓	X	✓	X	X	X	X	X	X	X	X	X	X	X	X	✓	X	X	X	X	✓	X	X	
Price	95	D	100%	100%	99%	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	AB	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Ransone	99	R	8%	13%	26%	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	✓	X	X	✓	X	X	
Rasoul	11	D	96%	92%	94%	✓	✓	✓	✓	✓	X	X	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
✓ Reid	32	D	100%	100%	100%	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Robinson	27	R	16%	17%	38%	X	✓	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	✓	✓	✓	X	✓	X	X
Roem	13	D	100%	100%	100%	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Runion	25	R	38%	30%	34%	✓	✓	X	X	X	X	X	X	X	X	X	✓	✓	X	X	X	✓	NV	✓	✓	X	✓	X	X	
Rush	7	R	20%	22%	34%	X	✓	X	X	X	X	X	X	X	X	X	✓	✓	X	X	X	X	X	X	✓	X	✓	X	X	
✓ Samirah	86	D	100%	100%	100%	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Scott	80	D	96%	100%	98%	✓	✓	✓	X	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Sickles	43	D	96%	100%	96%	✓	✓	✓	X	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Simon	53	D	100%	100%	100%	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	NV	✓	✓	✓	✓	✓	✓	✓	
✓ Simonds	94	D	100%	100%	100%	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Subramanyam	87	D	100%	100%	100%	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
✓ Sullivan	48	D	100%	100%	99%	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Torian	52	D	92%	100%	92%	X	✓	✓	X	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
✓ Tran	42	D	100%	100%	100%	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Tyler	75	D	100%	91%	90%	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	NV	✓	✓	✓	
✓ Van Valkenburg	72	D	100%	100%	98%	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Walker	23	R	16%	17%	17%	X	✓	X	X	X	X	X	X	X	X	X	X	X	X	X	X	✓	X	X	✓	X	✓	X	X	
Wampler	4	R	9%	17%	13%	X	✓	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	NV	✓	X	X	X	X	X	
Ward	92	D	100%	100%	91%	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Ware	65	R	48%	48%	50%	✓	✓	✓	✓	X	X	X	✓	✓	X	X	X	✓	X	X	X	✓	X	✓	✓	✓	✓	✓	X	X
Watts	39	D	100%	100%	91%	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
✓ Webert	18	R	15%	36%	44%	X	✓	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	✓	X	✓	X	✓	X	X
Wiley	29	R	28%	N/A	28%	✓	✓	X	✓	X	X	X	X	X	X	X	X	X	X	X	X	✓	X	✓	✓	X	✓	X	X	
✓ Willett	73	D	100%	100%	100%	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Williams Graves	90	D	96%	N/A	96%	X	✓	✓	✓	✓	✓	✓	NV	✓	✓	✓	NV	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Wilt	26	R	28%	28%	38%	✓	✓	X	✓	X	X	X	X	X	X	X	X	X	X	X	X	✓	X	✓	✓	X	✓	X	X	
Wright	61	R	0%	18%	36%	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Wyatt	97	R	16%	22%	19%	X	✓	X	X	X	X	X	X	X	X	X	X	X	X	X	X	✓	X	X	✓	X	✓	X	X	
Average			63%																											

Senate Scorecard						Energy & Climate							Water Quality				Conservation			Land Use & Transportation							Good Gov't		
✓ = Patron Credit	Senator	District	Party	2021 Score	2020 Score	Career Score (Since 2000)	HB 2048 Third Party Purchasing	HB 2148 Energy storage	HB 2160 Fair rate of return	HB 2200 Triennial review	HB 2330 PIP Program, Fund	SB 1282 Gas emissions; inventory	SB 1284 Clean Energy Policy	HB 1902 Syracuse Barn	HB 2042 Tree replacement	HB 2159 Ban, balloon releases	HB 2213 Gold mining, study	HB 1760 Easements; interpretation	HB 1928 Historic sites; protections	HB 1965 Clean Cars Standard	HB 1979 EV rebate program	HB 2001 EV charging; buildings	HB 2054 Transit-oriented dev.	HB 2118 Grants; electric buses	HB 2282 EV infrastructure	SB 1223 Energy plan; EVs	SB 1274 Wildlife Corridors	HB 1888 Absentee voting	
	Barker	39	D	86%	95%	86%	X	✓	X	X	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Bell	13	D	95%	100%	98%	✓	✓	✓	✓	✓	✓	✓	✓	✓	X	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
✓	Boysko	33	D	100%	100%	100%		✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Chase	11	R	5%	20%	33%		✓			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Cosgrove	14	R	16%	20%	42%		✓			X	X	X	X	✓	X	X	X	X	X	X	X	X	X	✓	X	X	X	X
✓	Deeds	25	D	100%	100%	91%	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	DeSteph	8	R	16%	25%	40%		✓			X	X	X	X	X	X	X	✓	X	X	X	X	X	X	✓	X	X	X	X
	Dunnavant	12	R	27%	45%	45%		✓			X	X	X	X	✓	X	X	NV	NV	NV	X	X	X	X	✓	X	✓	NV	NV
	Ebbin	30	D	100%	100%	98%	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Edwards	21	D	86%	100%	85%	X	✓	X	X	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
✓	Favola	31	D	100%	95%	98%		✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Hanger	24	R	47%	57%	49%		✓			X	X	X	✓	✓	X	✓	✓	X	X	X	✓	✓	X	✓	X	✓	X	X
	Hashmi	10	D	100%	95%	98%		✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Howell	32	D	100%	100%	91%		✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Kiggans	7	R	32%	30%	31%		✓			X	X	X	X	✓	✓	X	✓	X	X	X	X	X	X	✓	X	✓	X	X
	Lewis	6	D	86%	91%	87%	X	✓	X	X	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Locke	2	D	100%	100%	91%		✓			✓	✓	✓	✓		✓	✓	✓	NV	✓	✓	✓	NV	✓	✓	✓	✓	✓	✓
	Lucas	18	D	86%	95%	81%	X	✓	X	X	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
✓	Marsden	37	D	86%	91%	87%	X	✓	X	X	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Mason	1	D	91%	96%	96%	✓	✓	X	X	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	McClellan	9	D	100%	100%	99%		✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	McDougle	4	R	11%	35%	40%		✓			X	X	X	X	X	X	X	X	X	X	X	X	X	X	✓	X	X	X	X
	McPike	29	D	100%	100%	100%		✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
✓	Morrissey	16	D	95%	95%	93%		✓			X	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Newman	23	R	18%	30%	35%	X	✓	X	✓	X	X	X	X	X	X	✓	X	X	X	X	X	X	X	✓	X	X	X	X
	Norment	3	R	27%	45%	47%	X	✓	X	X	✓	X	X	X	✓	X	X	X	X	X	X	X	X	X	✓	✓	X	✓	X
	Obenshain	26	R	9%	18%	32%	X	✓	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	✓	X	X	X	X
	Peake	22	R	21%	20%	33%		✓			X	X	X	X	X	X	✓	X	X	X	X	X	X	✓	✓	X	X	X	X
✓	Petersen	34	D	95%	95%	90%		✓			X	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Pillion	40	R	33%	33%	38%		✓			X	X	X	X	✓	X	X	✓	X	NV	X	X	X	X	✓	✓	✓	✓	X
	Reeves	17	R	11%	26%	35%		✓			X	X	X	X	X	X	X	X	X	X	X	X	X	X	✓	X	X	X	X
	Ruff	15	R	16%	27%	35%		✓			X	X	X	X	X	X	✓	X	X	X	X	X	X	X	✓	X	X	X	X
	Saslaw	35	D	86%	95%	79%	X	✓	X	X	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

✓ = right X = wrong NV = Not Voting AB = Abstained

Senator	District	Party	2021 Score	2020 Score	Career Score (Since 2000)	Energy & Climate							Water Quality			Conservation			Land Use & Transportation					Good Gov't						
						HB 2048 Third Party Purchasing	HB 2148 Energy storage	HB 2160 Fair rate of return	HB 2200 Triennial review	HB 2330 PIP Program, Fund	SB 1282 Gas emissions; inventory	SB 1284 Clean Energy Policy	HB 1902 Styrofoam ban	HB 2042 Tree replacement	HB 2159 Ban; balloon releases	HB 2213 Gold mining; study	HB 1760 Easements; interpretation	HB 1928 Historic sites; protectors	HB 1965 Clean Cars Standard	HB 1979 EV rebate program	HB 2001 EV charging; buildings	HB 2054 Transit-oriented dev.	HB 2118 Grants; electric buses		HB 2282 EV infrastructure	SB 1223 Energy plan; EVs	SB 1274 Wildlife Corridors	HB 1888 Absentee voting		
Spruill	5	D	86%	86%	77%	X	✓	X	X	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Stanley	20	R	21%	29%	39%		✓			X	X	X	X	X	X	X	✓	X	X	X	X	X	X	X	X	X	✓	X	✓	X
Stuart	28	R	22%	48%	48%		✓			X	X	X	✓	X	X	X	X	X	X	X	X	X	X	X	✓	NV	✓	X	X	
Suetterlein	19	R	6%	33%	31%		AB			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	✓	X	X	X	X	
Surovell	36	D	86%	100%	92%	X	✓	X	X	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Vogel	27	R	58%	67%	74%		✓			X	✓	X	✓	✓	✓	✓	✓	X	NV	X	X	✓	X	✓	NV	✓	✓	✓	X	
Average:			61%																											

Photo Credit: **Chancellorsville Golden Sunrise** by Buddy Secor of Stafford | Courtesy of Scenic Virginia





Virginia LCV to Celebrate 2 decades of conservation successes Sept. 19

At last, we can come together to celebrate Virginia LCV's 20th Anniversary!

Please join fellow conservationists from across the state, special guest speakers, elected officials and Virginia LCV board and staff on Sunday, September 19 at Oakendale in The Plains, as we celebrate Virginia LCV's two decades of conservation progress and honor the people who made our successes possible. We will also look ahead at what's next as Virginia LCV fights to hold a Conservation Majority in November's elections.

Your support of the event will go directly toward Virginia LCV's work to protect and preserve Virginia's environment. Please visit www.valcv.org/20plus or point your smartphone's camera at the above QR code to learn about sponsorship opportunities.



2021 Elections

We must protect our majority to continue forward progress

Virginia LCV was founded in 2000 with the sole purpose of securing a Conservation Majority across the legislative and executive branches in Virginia.

Over the past two decades, we've had to navigate a constantly shifting political landscape, securing victories where we could and warding off the worst attacks on environmental protections. At times, we had friendly gubernatorial administrations or friendly legislative majorities, but never both at the same time. This all changed in 2019, when we worked to elect the first true Conservation Majority in Virginia's history, picking up the must-win seats at the General Assembly we needed to secure long-term wins for clean air and water, and a safe and healthy environment.

In 2021, Virginia LCV, working alongside our allies at the General Assembly and the Northam Administration, was able to secure a second straight year of incredible progress for environmental protections in

the Commonwealth. In the past two years, we've passed nearly 200 pieces of pro-environmental legislation.

And thanks to steadfast environmental leadership at the General Assembly and in the Governor's Mansion, in just a short 12 months, Virginia went from a state at the back of the pack, to one of the leading states in the nation for climate action – meeting the demands of the voters that elected them while addressing the most serious environmental crisis of our time and cutting the harmful pollution that threatens our health.

With passage of the landmark Virginia Clean Economy Act in 2020, Virginia paved the way for carbon-free electricity by mid-century. In 2021, we expanded climate action to the transportation sector, making Virginia the next state with zero- and low-emission vehicle standards in place aimed at ensuring a more sustainable transportation system, along

with measures that will ensure the ongoing electrification of our vehicle fleet.

With strong standards in place to cut pollution from power plants and tailpipes, Virginia is now one of only a few states in the nation working to combat climate change by tackling both the transportation and electricity sectors – our largest two contributors to global warming, comprising three-fourths of all of Virginia's carbon emissions.

By fighting for cleaner air and addressing the most serious environmental crisis of our time, Virginia's Conservation Majority is protecting public health and safety, securing economic advances in the clean energy sector, and improving the lives of all Virginians.

This was the clear mandate that voters sent in the 2019 elections and lawmakers have now delivered in a huge way, in back-to-back years, building on the progress we were able to make in 2020 and going even further in 2021.



Photo Credit: **Blue Ridge Sunset** by Robert Golub of Culpeper | Courtesy of Scenic Virginia

It's now vital that we defend and strengthen our friendly majority in November when the 100-seat House of Delegates is on the ballot and when Virginia voters elect a new Governor, Lieutenant Governor and Attorney General.

Failing to re-elect a Conservation Majority across state government could mean the rolling back or unravelling of many of the important pro-environment policies we've helped secure over the past two years, which is why Virginia LCV will be hard at work now through November to elevate our important issues to voters and elect Virginia's next environmental champions.

This work won't be easy in an election that many political experts are predicting could be one of the most expensive races in Virginia's and our nation's history.

Your support of Virginia LCV over the coming months is critical to our success this fall, and in the coming years.

Virginians want their elected officials to prioritize the environment – we've seen this in cycle after cycle – but getting and keeping voters' attention during this election cycle won't be easy. Your support will help us speak directly with voters across Virginia, highlighting our conservation candidates' commitment to securing a safe and healthy environment and a sustainable future for our kids and grandkids.

We've made incredible progress over the past two years, but we can't stop now, we can't take these victories for granted – we must continue driving strong protections for clean air, clean water, and open space while fighting for a more just and equitable Virginia.

Virginia LCV: Conservation's Political Voice in the Commonwealth

The Virginia League of Conservation Voters is the political voice of conservation in the Commonwealth. We work tirelessly to protect all of Virginia's treasured natural resources – clean air and water, thriving communities and rural landscapes, productive farms and forests, historic battlefields and Main Streets, and ample public lands and open spaces.

To do this, we advocate for and secure strong public policy at the state level, hold elected officials accountable for their positions on conservation issues, and endorse conservation-minded candidates to state office. Of the organizations in Virginia's conservation community, Virginia LCV is unique in that we provide the political power of bringing legislators' records on conservation issues to the forefront of their campaigns and the minds of their voters.

Conservation Accountability

Virginia LCV's annual Conservation Scorecard provides the only comprehensive look at how legislators voted on the year's most important conservation issues. From land conservation, to water quality, to transportation, to energy, the scorecard provides an inside take on what happened in Richmond on a full spectrum of issues. Further, the Scorecard provides a distinctive and useful tool for voters as they choose who represents their conservation values in Richmond. As a constituent and a Conservation Voter, it is important for you to let your elected officials know you saw their scores. Thank those who helped protect Virginia's natural resources and urge those who didn't to do better.

Conservation Endorsements

As conservation's political voice in the Commonwealth, Virginia LCV proudly endorses and seeks to elect and re-elect candidates to office who prioritize conservation. In addition to using the Conservation Scorecard, we issue an inclusive candidate questionnaire, research the dynamics of races, and lead candidate interviews to determine which candidates deserve our "conservation seal of approval."

Virginia LCV's endorsed candidates receive our guidance on how to make conservation issues a priority in their races, our financial support, and our outreach efforts to ensure Conservation Voters in their districts know of our endorsement. All of these factors are important to seeing our candidates win and to seeing a Conservation Majority in the legislature.

Conservation Advocacy

After candidates are sworn in, Virginia LCV staff and members work diligently to advocate for conservation values in the General Assembly. Our efforts are essential to guaranteeing legislators are best educated on the importance and value of protecting our natural resources and safeguarding our clean air, clean water and open spaces. The more they hear from us, and especially from you, the more victorious we will be.

Join Our Team

Check in at valcv.org to keep updated on what's happening with conservation issues in Virginia. There, you can take important conservation actions, support our work, get updated on Virginia LCV news, and follow our positions on critical legislation during the General Assembly session.



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Virginia LCV is a nonpartisan, nonprofit advocacy organization and gifts to it and its Political Action Committee are non-tax deductible.



**VIRGINIA LEAGUE OF
CONSERVATION VOTERS**

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