There are many ongoing State and local programs under the Smart, Green and Growing umbrella, *www.green.maryland.gov*, that support strategies to reduce the carbon footprint in the US 40 corridor specifically and Maryland overall. Links to more information about some of these programs are listed here:

State Programs

Community Grant Programs (DHCD)
neighborhoodrevitalization.org/Programs

Main Street Maryland (DHCD)
www.neighborhoodrevitalization.org/Programs/MainStreet/MainStreet.aspx

Be SMART Home Program (DHCD)
www.dhcd.state.md.us/Website/programs/BeSmart/Home.aspx

Weatherization Assistance Program (DHCD)
dhcd.state.md.us/Website/programs/wap

EmPOWER Maryland Residential and Business Incentive Programs (MEA)
energy.maryland.gov/Residential
energy.maryland.gov/Business

Electric Vehicle Infrastructure Program (EVIP) (MEA)
energy.maryland.gov/Transportation/electric.html

Land Conservation Programs (DNR)
dnr.maryland.gov/land/landconservation.asp

Agriculture Resource Conservation Programs (MDA)
mda.state.md.us/resource_conservation

Chesapeake and Atlantic Coastal Bays Trust Fund (DNR)
dnr.maryland.gov/ccp/funding/trust_fund

Going Green Downtown
green.maryland.gov/greendowntown

Transit Oriented Development (MDOT)
mdot.maryland.gov/Planning/TOD/Index

Commuter Choice Maryland (MTA)
commuterchoicemaryland.com

Local Programs

BRAC – Aberdeen Proving Ground
www.baltimorecountymd.gov/Agencies/economicdev/bracactionplan.html
www.harfordbusiness.org/index.cfm?ID=14

Harford County
Sustainability Office
harfordcountymd.gov/Green

2012 Master Plan and Land Use Plan Update
www.harfordcountymd.gov/PlanningZoning/index.cfm?ID=673

Baltimore County
Pulaski Highway Revitalization Project
www.baltimorecountymd.gov/Agencies/planning/Pulaski%20Highway/index.html

City of Aberdeen
Aberdeen MARC Station TOD Master Plan:
mdot.maryland.gov/Planning/TOD/Aberdeen_TOD.html

Led by the
Maryland Department of Transportation,
in partnership with:

Baltimore County
Harford County
Maryland Department of Agriculture (MDA)
Maryland Department of Business and Economic Development (DBED)
Maryland Department of the Environment (MDE)
Maryland Department of General Services (DGS)
Maryland Department of Housing and Community Development (DHCD)
Maryland Department of Natural Resources (DNR)
Maryland Department of Planning (MDP)
Maryland Energy Administration (MEA)
Maryland State Department of Education (MSDE)
Maryland State Highway Administration (SHA)
Maryland Transit Administration (MTA)
Maryland Transportation Authority (MDTA)
The University of Maryland National Center for Smart Growth

Maryland Governor
Martin O'Malley

Maryland Secretary of Transportation
Beverley K. Swaim-Staley

First we asked, how could Maryland reduce its carbon footprint by 2035?

Then, we figured out how we could do it.

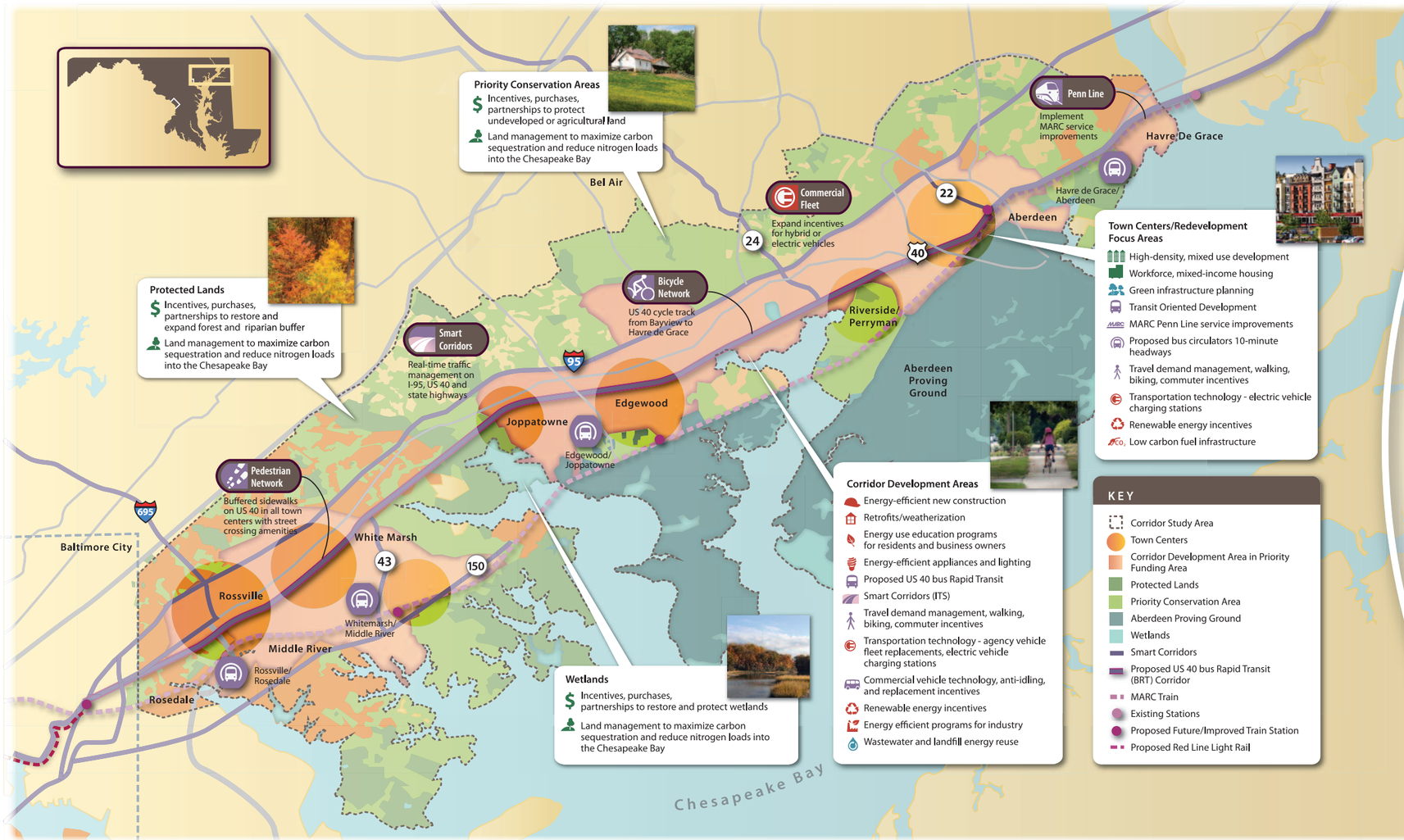
The Governor and legislature have challenged Marylanders to reduce greenhouse gases (GHG), both near- and long-term. This can help Marylanders reduce energy consumption, lower energy costs for residents and businesses, preserve important natural resources like the Chesapeake Bay, and encourage new and energy efficient transportation alternatives to driving alone. Why does this matter? Because Maryland's population, jobs, and miles that vehicles travel are anticipated to keep growing significantly through 2035.

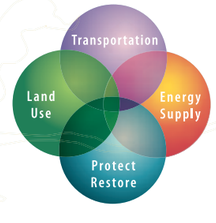
We put together a committee of representatives of several state and local agencies as well as research organizations *(see back cover)* to devise on-the-ground solutions for meeting the challenge. They worked to share information and suggestions on how to develop a more sustainable future through carbon neutrality.

US 40, from the Baltimore City line to Havre de Grace, was selected as the pilot corridor. It includes many of the economic and environmental characteristics of Maryland that are important to consider for improving air quality and reducing our carbon footprint. You can read the full report at *www.mdot.maryland.gov/Planning/CNC/US40.*

What we found here can be applied where you live and work. Whether you're a resident, worker, landowner, or business owner, you can seek information on existing State and local programs and incentives *(see back cover)* that can help households, farms, and businesses reduce energy consumption, decrease environmental impacts, and lower GHG emissions from daily activities. You can also participate actively in ongoing State and locally sponsored planning activities that are helping to maintain and improve Maryland's economic and environmental future.

See the map below for ideas on how we did it. Now what are you going to do?





Capitalizing on the connections between Smart Growth, energy consumption and supply, resource conservation, and transportation is key to obtaining significant GHG emission reductions and improving our environment.

Transportation and land use strategies can reduce average annual household transportation costs up to $400 while household energy supply and consumption strategies can reduce annual household energy costs up to $800. On a daily basis the transportation savings equates up to 4 gallons of gasoline saved.

Comprehensive Low Carbon Land Use and Development

- Focus development in town centers, offer a diversity of energy efficient housing options, deploy programs to help businesses conserve energy, and support development with energy efficient, multimodal transportation options
- Conserve and protect corridor agriculture, forests, pastures, wetlands, and watersheds
- Low carbon land use and development areas in the corridor include town centers at Rosedale/Rossville, White Marsh, Middle River/Martin State, Joppatowne, Edgewood, Riverside/Perryman, and Aberdeen

Multimodal and Energy Efficient Transportation

- Expand and enhance multimodal transit capacity in town centers, add connected bike and pedestrian networks, offer commuting incentives through travel demand management programs
- Improve system efficiency through better roadway and congestion management
- Expand deployment of new vehicle technologies and incentives for ownership

Energy Supply

- Increase use of renewable energy sources
- Implement new incentives and programs for government, residential, and commercial installation of solar, wind, and geothermal energy units
- Deploy alternative fueling/electric vehicle charging infrastructure
- Generate useable energy from wastewater treatment and solid waste disposal processes

Land Management and Restoration

- Expand current programs assisting landowners in maximizing carbon sequestration potential from forests, wetlands, and agriculture
- Protect and restore watersheds to help reduce nitrogen loads into the Chesapeake Bay
- Protect all environmentally sensitive areas