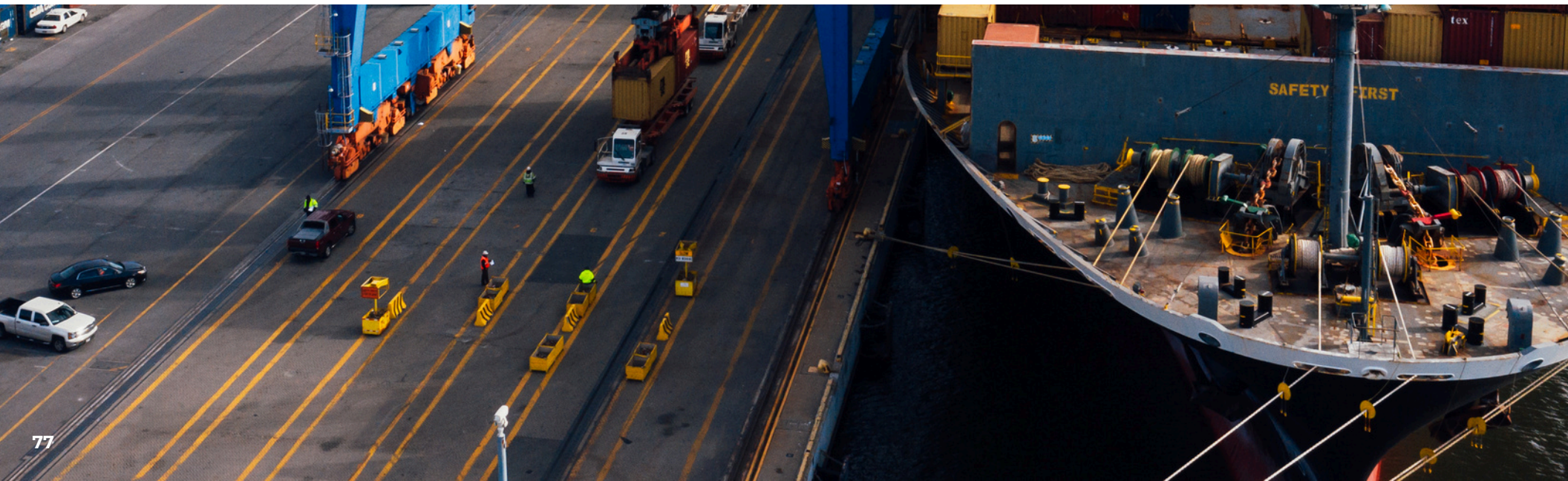




Sector 2:
Critical Infrastructure



Background

Critical infrastructure is essential for supporting everyday life and ensuring public health and safety. This sector focuses on enhancing Maryland's resilience by improving the power grid, planning for climate-ready transportation, and safeguarding critical facilities like water systems, military bases, and dams.

Critical infrastructure was chosen as one of the five sectors in this strategy based on a review of plans from Maryland and other states. As a priority of the Moore-Miller Administration, infrastructure efforts focus on building systems that better link residents across Maryland.¹ Safe, accessible, climate-resilient, and equitable infrastructure translates into expanded economic opportunity and stronger communities.

Definitions

Definition of the Sector: Ensuring that Maryland's critical infrastructure systems and assets - namely, core transportation assets, drinking water and wastewater systems, energy assets, communications systems, hazardous materials sector, safety and security assets, and military installations - can recover quickly or withstand hazards and changing conditions.

Resilient critical infrastructure is fundamental and enables all other systems to function.

Definition of Hazard: The Department of Homeland Security defines a hazard as "A source or cause of harm or difficulty".² This term is often used to capture **acute shocks** such as hurricanes or cyberattacks.

Definition of Stressor: Stressors are chronic challenges that harm communities on blue-sky days and can make hazards more severe. This term is used to capture **ongoing or structural challenges** like persistent poverty or sea level rise.

Note that while this strategy distinguishes between hazards and stressors for the purpose of discussion, the two are deeply linked and interconnected.

Hazards

Maryland's critical infrastructure is on the front lines of natural hazards like extreme temperatures and flooding as well as human-caused hazards like cyber attacks. The hazards highlighted in this section are the ones most frequently identified by stakeholders through surveys, interviews, and workgroup discussions. The following pages will capture top examples of hazard impacts, but the list contained therein is not exhaustive.



Flooding

- Flooding is a leading hazard for the state's critical infrastructure, with the ability to damage and disrupt transportation systems, water and wastewater services, energy assets, schools, and military installations, while overburdening emergency and health services.
- Across Maryland's high hazard coastal areas, the State Hazard Mitigation Plan identifies 1,868 critical facilities at risk, representing more than \$17.8 trillion of potential losses (including building and content values).³
- Approximately 2,658 critical facilities are located in FEMA-designated flood zones.
- From 2006 to 2020, Maryland experienced over 2,500 flood-related incidents on state-maintained roads, annually affecting over 480K Marylanders and costing \$15M in lost work time and delayed deliveries.⁴



Extreme Temperature

- In the next decade, Baltimore Gas & Electric (BGE) (Maryland's largest electric utility provider) is projected to see a 7.2 percent increase in peak summer energy load and a 10.5 percent increase in peak winter energy load.⁵
- Extreme heat strains Maryland's transportation systems, particularly rail infrastructure, causing travel delays and heightening safety risks.⁶
- In January 2025, Baltimore City's Department of Public Works responded to over 130 water main breaks due to a combination of cold weather and aging infrastructure.⁷



Tropical Systems & Severe Storms

- Thunderstorms and associated hazards (including tornadoes, high winds, and flooding) are the state's leading cause for Presidentially Declared Disasters and Emergencies, with 33 percent more declarations than the second most common hazard, Coastal and Winter Storms.³
- During the 2012 Derecho storm, 33 percent of Maryland's electric utility customers lost power, and 30 percent lost power during Hurricane Irene.⁸
- Between 2011 and 2022, severe storms caused approximately \$8.5 billion in damages and service restoration costs across the BGE service area.⁹



Cyber-Attacks

- Digital technologies are embedded within critical infrastructure. The "smart grid" relies on digital systems to balance energy loads; Intelligent Transportation Systems synchronize traffic lights for evacuations; and automated sensors manage flow at water treatment plants.
- Cyber-attacks have the potential to disrupt supply chains, financial institutions, water systems, transportation networks, and other essential utilities. A large-scale computer breach could lead to billions in economic costs, including for the state, through disrupted operations and reduced productivity.³
- Over the past decade, cyber-attacks have repeatedly disrupted or shut down municipal services in Maryland, including incidents in St. Mary's County (Nov. 2016), Salisbury (Jan. 2019), Baltimore City (May 2019), Baltimore County (Nov. 2020), and Anne Arundel County (Feb. 2025).¹⁰
- Cyber-attacks targeting hospitals and healthcare systems are on the rise. Since 2024, Johns Hopkins Hospital, St. Agnes Ascension Hospital in Baltimore, and Frederick Health Medical Group have all experienced data breaches and ransomware incidents.^{11,12,13}

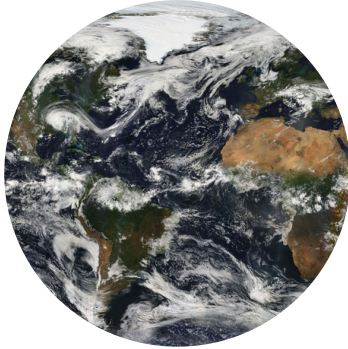
Cybersecurity Standards for Water & Wastewater Systems

In 2025, Maryland passed Senate Bill 871 – Department of the Environment – Community Water and Sewerage Systems – Cybersecurity Planning and Assessments to strengthen the resilience of community water and wastewater systems against cyber threats.¹⁴ The law directs MDE, working with the Department of Information Technology (DoIT) and MDEM, to lead statewide cybersecurity planning and oversight in this sector. Key provisions include:

- **Incident reporting:** Providers serving over 3,300 customers must follow DoIT guidance when reporting cyber incidents.
- **Stronger standards:** Minimum cybersecurity standards for water and sewage systems must meet or exceed Cyber Security and Infrastructure Security Agency's (CISA) Cross-Sector Cybersecurity Performance Goals.¹⁵
- **Preparedness plans:** Water and sewage facilities must plan and be prepared for disruptions from ransomware or other cyber threats.
- **Staff training:** Establish a list of approved cybersecurity training programs for staff responsible for the maintenance and operations of the systems.
- **Secure records:** Safeguard the state's online list of certified operators while maintaining appropriate access for authorized entities.

Long-term Stressors

In addition to the hazards described above, Maryland's critical infrastructure faces a variety of ongoing stressors. Some of these include:



Climate Change

Climate change is heightening vulnerabilities across Maryland, with rising sea levels and more intense precipitation intensifying flood risks that strain energy systems, coastal communities, and critical infrastructure, while driving up the costs of recovery and adaptation. More than 100 communities in Maryland may be at risk of chronic inundation from sea level rise and storm surges by the end of the century.¹⁶

These floodwaters increasingly disrupt daily life by blocking transportation routes, limiting access to healthcare, and forcing county schools to close or delay opening.¹⁷ Flooding of state-maintained roadways causes about 66 days of traffic disruptions each year, affecting more than 480,000 people and costing roughly \$15 million annually in user delays.¹⁸ These figures do not include the added costs of repairs and emergency response.

Did You Know?

Flooding impacts nearly 15,000 lane miles of state-maintained roads, which represents about 20 percent of all roadways in Maryland.



Aging Infrastructure

Many of Maryland's infrastructure systems, including those related to energy, water, wastewater, and transportation, were developed in the mid-20th century and are now operating beyond their intended design life. These aging critical facilities and systems are becoming more prone to failure, especially when stressed by changing environmental conditions.¹⁹

More than 40 percent of water mains in Montgomery and Prince George's counties are over 50 years old.²⁰ These cast iron and asbestos cement pipes are reaching the end of their expected lifespan, leading to more occurrences of water main breaks. Repeated sewage overflows in Baltimore City (e.g. 14M gallons in January 2024 and 45M gallons in July 2018) helped prompt a federal consent decree requiring the city to upgrade its sewer system by 2030 at an estimated cost of \$1 billion.²¹

Did You Know?

According to the Washington Suburban Sanitary Commission (WSSC), replacing one mile of pipe costs about \$1.4 million, and they currently replace around 20 miles each year.²⁰



System Interdependency

Building resilient infrastructure requires both targeted investment in vulnerable assets and coordinated planning that accounts for the interdependencies between energy, transportation, communications, and other critical systems.

BGE alone serves 1,827 critical facilities, ranging from hospitals and nursing homes to police and fire departments, military sites, and water and wastewater treatment plants, illustrating how disruptions in one sector can rapidly cascade across others.⁹

This interconnectedness was evident following the 2024 Key Bridge collapse, when the sudden loss of a major transportation corridor rerouted traffic through already burdened tunnel systems, straining energy use, delaying deliveries, and driving up regional costs.²²

As emerging technologies continue to require more power across systems, Maryland will have to navigate the economic implications, environmental tradeoffs, and grid necessity of expanding data centers.²³

Data centers are driving up current and future costs for electricity capacity and transmission, while straining electric-system reliability. PJM predicts that peak load on the electric grid will increase by 32 gigawatts from 2024 to 2030, with 30 gigawatts for data centers alone.²⁴

To regulate temperature, most data centers pump water through tubing around equipment and run air conditioning systems to counteract heat generating equipment.²⁵

While AI technologies have been at the forefront of increased need, data centers are also essential for basic residential and commercial needs like credit card transactions, remote work, streaming services, and electric vehicle charging.²⁶

Did You Know?

In the aftermath of the Key Bridge Collapse, congestion along major corridors has grown by at least 25%, with northbound travel times increasing nearly 200% through the Baltimore Harbor Tunnel and 100% through the Fort McHenry Tunnel.

Existing State Efforts

In response to these hazards and stressors, Maryland has taken the following actions thus far:



Electric Utility Resilience

COMAR 20.50.12 contains several different requirements for electric companies to assess their vulnerabilities and develop resilience plans.³¹ In particular, the following are spelled out in regulation:

- Electric service quality and reliability standards including items related to grid resilience and reliability, such as system-wide reliability, service interruptions, downed wires, customer communications, vegetation management, and more.
- Requirement for each electric company to provide an annual report that includes an assessment of system performance and outage events; corrective actions planned and taken; system reliability indices for the current and preceding years; and more.
- Requirement for each electric company to submit SAIDI (System Average Interruption Duration Index) and SAIFI (System Average Interruption Frequency Index) every four years.
- Requirement for electric companies to conduct vulnerability assessments and “have resilience plans to prepare for and recover from various utility-defined credible event threat scenarios.”³¹



Energy Security Plan

The Maryland Energy Administration (MEA) is updating the state’s Energy Security Plan to strengthen energy system resilience.²⁷

Building on the Liquid Fuel Emergency Plan and the earlier Energy Assurance Plan (EAP), the State Energy Security Plan addresses extreme weather, cyber threats, and supply chain disruptions, while establishing a framework for statewide coordination during energy emergencies.^{28,29,30}



Military Installation Readiness Review (MIRR)

The [Military Installation Readiness Review](#) program is a needs-based grant program from the U.S. Department of Defense that enables communities and states to partner with nearby military installations to improve base readiness and prepare for potential risks.³³

In Maryland, eight defense communities are engaged in MIRRs or similar efforts, including:

- Naval Support Facility Indian Head in partnership with Charles County
- Joint Base Andrews in partnership with Prince George's County
- Naval Support Activity Annapolis in partnership with City of Annapolis
- Naval Support Activity Bethesda in partnership with Montgomery County
- Naval Air Station Patuxent River in partnership with St. Mary's County
- Fort Meade in partnership with Anne Arundel County
- Fort Detrick in partnership with Frederick County
- Aberdeen Proving Ground in partnership with Harford County

To support these efforts, the Maryland Department of Commerce launched the Resilient Maryland Defense Communities [Project](#) (2024-2026).³⁴ This interagency initiative brings together local, state, and military stakeholders to assess human-caused and natural hazards, identify infrastructure interdependencies, and coordinate investments.

The project promotes a “one community” approach, aligning state and local resilience planning to enhance hazard readiness and long-term adaptation.



Transportation Resilience Improvement Plan (TRIP)

The [Transportation Resilience Improvement Plan](#), created with funding from the Maryland Department of Transportation (MDOT) received as part of the Bipartisan Infrastructure Law, provides strategic guidance to inform resilience-related decision making for transportation planning.³⁵

Developed by MDOT, the plan identifies transportation assets at risk from climate-related hazards and sets out investment strategies to enhance resilience. TRIP integrates hazard mapping, risk assessments, and resilience criteria into long-range planning and capital programming for roads, bridges, transit systems, and other critical infrastructure.



Resilient Maryland Grant Program

The [Resilient Maryland Program](#), administered by the Maryland Energy Administration (MEA), funds the planning and installation of distributed energy systems such as microgrids, resilient facility power systems, and resiliency hubs.³²

The program strengthens critical infrastructure against power outages while advancing sustainability, energy efficiency, and equity. By supporting innovative and scalable solutions, particularly in underserved and vulnerable communities, the program helps ensure essential services remain operational during emergencies.



State Hazard Mitigation Plan (2021)

The [Maryland State Hazard Mitigation Plan \(SHMP\)](#), maintained by the Maryland Department of Emergency Management (MDEM), provides a comprehensive framework for reducing the state's vulnerability to natural and human-caused hazards.³

The plan identifies priority hazards, such as flooding, coastal storms, and extreme heat, and outlines strategies to minimize their impact on people, property, and infrastructure.

The SHMP is updated every five years to meet FEMA requirements and guide mitigation investments across state and local agencies.

Challenges & Needs

To appropriately respond to the hazards present in this sector, the following issues should be addressed:

Need for Better Public-Private Coordination

Government agencies play a central role in resilience planning, but their authority over privately managed infrastructure is often limited, creating added vulnerability to hazards. In Maryland, much of the state's critical infrastructure is under private ownership or operation.

For example, 50 percent of the state's dams and 45 of its 85 permitted solid waste acceptance facilities are privately managed.^{36,37}

Transportation infrastructure illustrates similar complexity. The Maryland Department of Transportation State Highway Administration (MDOT SHA) only maintains 5,243 centerline miles of roadway, or just 17.9 percent of the state's total; however, these roads carry nearly 70 percent of all vehicle miles traveled statewide.³⁸

Local governments also own and operate significant assets, further adding to the complexity of management and resilience planning. Strengthening coordination across public and private sectors is therefore essential to ensure that resilience measures are effectively implemented and that critical services remain protected.

Flashpoint: Since January 2023, Baltimore City has experienced more than 15 underground fires, driven by an aging electrical conduit system.³⁹ About 80 percent of the system is made of flammable terracotta or orangeburg and sits close to water, communications, and gas lines.⁴⁰ A key issue in addressing these aging systems is the shared responsibility between BGE and Baltimore City: Baltimore City owns the conduit system while BGE pays an occupancy fee and undertakes capital improvements in exchange for its use.⁴¹

Need for Strategic Investments

Investments in climate-resilient infrastructure provide measurable savings, with each dollar spent estimated to avoid about six dollars in future damage and recovery costs.⁴² Maryland faces a significant challenge: Limited funding and capacity make it difficult to advance multiple projects at once. Maryland currently lacks a comprehensive understanding of critical infrastructure vulnerabilities, limiting the ability to direct investments where they will have the greatest return. To strengthen resilience, the State must develop a clearer picture of both infrastructure & social vulnerability, and ensure funding is directed toward communities with the highest needs.

Return on Resilience: In 2023, BGE published a report to guide its three-year Resilience Investment Plan.⁹ The analysis showed that targeted grid hardening prioritized by risk, infrastructure condition, and community vulnerability would turn a \$109M investment into \$458M in benefits, while enhancing public health, safety, and livelihoods.

**** End of Sector Analysis ****

Dundalk Marine Terminal Mitigation Project

The Maryland Port Administration (MPA) is using federal funding to strengthen flood protection at the Dundalk Marine Terminal. Built in 1929, the terminal's low-lying wharf and yard are highly vulnerable to storm surges, tidal river rise, and increasingly frequent high-intensity rainfall events. Existing storm drains sit below the water line, limiting the system's ability to manage runoff during extreme weather.

To address these vulnerabilities, MPA has developed a comprehensive plan to increase the terminal's resilience to sea level rise and extreme weather. The terminal will be protected by linked sea curbs around the perimeter, with mobile barriers placed at ship ramp landings during storm surges. A new flood wall along Broening Highway will keep floodwater from nearby properties and preserve critical terminal access. To handle stormwater, tidal gates will stop backflow, added pumps will enable drainage during storm surges and heavy rain, and a new 10' x 5' culvert with a pump station will expand the system's capacity during extreme conditions.



Goals & Recommendations

Critical Infrastructure



GOAL 1 - Enhance and support the power grid's reliability and resilience in the face of escalating community reliance and a developing threat landscape.

Recommendation 1.1

Support resilient microgrid projects geared toward keeping critical infrastructure functional during outages.

Owner: MEA

Timeline: 2 years

Funding: SEIF-Funded

Focus Area: Robust Economy & Job Creation

Why This Matters:

- The Maryland Energy Administration runs the [Resilient Maryland Grant Program](#), which funds microgrids, resilience hubs, and resilient facility power systems.⁴³
- These combined solutions reduce energy use during normal conditions and provide backup power during outages.
- The Resilient Maryland Program can be used to fund microgrid projects that support critical infrastructure and ensure its function during disasters. One example is a [recent initiative by the WSSC](#).⁴⁴

GOAL 2 - Support transportation system resilience.

Recommendation 2.1

Find the highest return on investment opportunities to implement priorities from the Transportation Resiliency Improvement Plan.

Owner: MDOT

Timeline: 2 years

Funding: U.S. Dept. of Transportation PROTECT (Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation)

Focus Area: Robust Economy & Job Creation

Why This Matters:

- Maryland's transportation system faces disruptions from hazards and changing climate conditions. For instance, a 2021 study by the [Pew Charitable Trusts](#) found that flooding impacts approximately 15,000 lane miles of state-maintained roads. This equates to roughly 20% of Maryland's roads.¹⁸
- As part of the PROTECT program, Maryland created its 2024 [Transportation Resiliency Improvement Plan](#) (TRIP), which lays out investment priorities to build transportation resilience.⁴⁵ In accordance with the TRIP, MDOT maintains a list of transportation [resilience projects](#).⁴⁶
- By updating the TRIP and identifying and executing projects with the highest return on investment, the Department can continue to build transportation resilience.



Recommendation 2.2

Provide technical assistance and planning support to help local governments and transportation systems reduce risks associated with climate and evolving technologies.

Owner: MDOT

Timeline: 5 years

Funding: U.S. Dept. of Transportation PROTECT Funding

Focus Area: Robust Economy & Job Creation

Why This Matters:

- Most of Maryland's roads are locally owned and maintained, as are other transportation assets.⁴⁷
- MDOT can provide technical assistance and planning support to ensure that local governments shore up their systems and assets against hazards.

GOAL 3 - Strengthen the resilience of additional critical infrastructure, such as military installations, water and wastewater, and dams.

Recommendation 3.1

Support efforts to improve military readiness through the Resilient Maryland Defense Communities Project.

Owner: COMM-OMFA

Timeline: 2 years

Funding: Funding secured through Office of Local Defense Community Cooperation (OLDCC) MIRR Grant

Focus Area: Robust Economy & Job Creation

Why This Matters:

- Maryland's military communities face evolving hazards that threaten community infrastructure and services needed to support military operations and mission assurance.
- As a result, eight military installations are engaging in a U.S. Department of Defense-funded Military Installation Readiness Review.³⁴ These reviews evaluate community assets and infrastructure across transportation, supply chain, energy, water and wastewater, medical services, and more.
- To knit together lessons from those installations and develop a collaborative framework to address shared resilience challenges on and off base, The Office of Military and Federal Affairs at the Maryland Department of Commerce is leading the Resilient Maryland Defense Communities Project.

Recommendation 3.2

Identify and enable pathways for resilience planning assistance to support small and decentralized drinking water and wastewater systems vulnerable to flooding and drought.

Owner: MDE

Timeline: 5-10 years

Funding: A version of this is possible with existing resources

Focus Area: Justice & Equity



Why This Matters:

- Across Maryland, wells and septic systems are vulnerable to flooding and drought.
- For instance, approximately 52,000 septic systems are located within the Critical Area (within 1,000 feet of tidal waters).⁴⁸ Heavy rains or coastal flooding could cause untreated wastewater to overflow into communities, posing public health risks.⁴⁹
- MDE can support planning efforts to make these systems more resilient and help communities avoid building new systems in harm's way.

Recommendation 3.3

Coordinate with dam owners and local emergency managers to maximize adoption of new state-of-the-art rainfall estimates, modeling tools, and technical guidance to improve the safety and resilience of dam infrastructure.

Owner: MDE

Timeline: 5 years

Funding: No additional funding needed

Why This Matters:

- The Probable Maximum Precipitation (PMP) estimates the highest rainfall that could fall in a specific area and timeframe.⁵⁰ Engineers use these estimates to design infrastructure, including dams.
- The Maryland Dam Safety Program is releasing updated PMP data for use in the design of Significant and High Hazard dams.
- These updates reflect the latest climate science and are a critical step toward modernizing Maryland's dam design standards, making them more resilient.
- When combined with modeling tools and technical guidance, this suite of resources can make dams more resilient.

Recommendation 3.4

Launch updated state stormwater regulations that incorporate climate-forecasted rainfall and establish a consistent level of flood protection across Maryland.

Owner: MDE

Timeline: 2 years

Funding: No additional funding needed

Why This Matters:

- Maryland is modernizing its stormwater standards to address the increasing risks of flooding, erosion, and pollution driven by climate change.
- Per SB227 (2021), the Maryland Department of the Environment (MDE) is required to review and update certain stormwater regulations at least every five years.⁵¹
- MDE has collaborated with a broad array of stakeholders to identify areas for the latest update.⁵²
- The updated regulations will require the incorporation of climate-forecasted rainfall data into stormwater design.
- This means that stormwater systems will be designed with future conditions in mind and better equipped for more intense storms.
- MDE will release the updated regulations and then transition into implementation, providing guidance to locals via the updated Stormwater Manual.

Recommendation 3.5

Promulgate implementing regulations for water-sector cyber security and support water system cyber risk assessment, risk mitigation planning, and emergency response plan development.

Owner: MDE

Timeline: 2 years

Funding: No additional funding needed

Why This Matters:

- In 2025, Maryland passed [Senate Bill 871](#) – Department of the Environment – Community Water and Sewerage Systems – Cybersecurity Planning and Assessments to strengthen the resilience of community water and wastewater systems against cyber threats.⁵³
- The law directs MDE, working with DoIT and MDEM, to lead statewide cybersecurity planning and oversight in this sector.
- Key provisions include incident reporting, stronger standards, preparedness plans, staff training, and secure records.



**** End of Sector Recommendations ****

Big Ideas & Open Questions

Climate Change Putting Strain on Hospitals

Climate change is driving more frequent and severe heat waves, putting additional pressure on Maryland's health care system. Over the summer of 2024, nearly 1,000 Marylanders had visited emergency facilities for heat-related illness, and 14 heat-related deaths were recorded - both metrics marking a six-year high.⁵⁴ Between June 22 and June 28, emergency and urgent care visits for heat-related illnesses jumped from 93 to 472 statewide, and the State saw seven heat-related deaths during that single week.⁵⁵

Rising temperatures are also worsening respiratory conditions: a Maryland study found that extreme heat events were linked to a 23 percent increase in asthma hospitalizations, while periods of extreme rainfall were associated with an 11 percent increase.⁵⁶

Overcrowding creates ripple effects across hospital systems as wait times lengthen, intensive care beds fill up, and staff must triage under pressure. These challenges are made worse by fragile supply chains, meaning that disasters in other states can quickly affect Maryland hospitals.

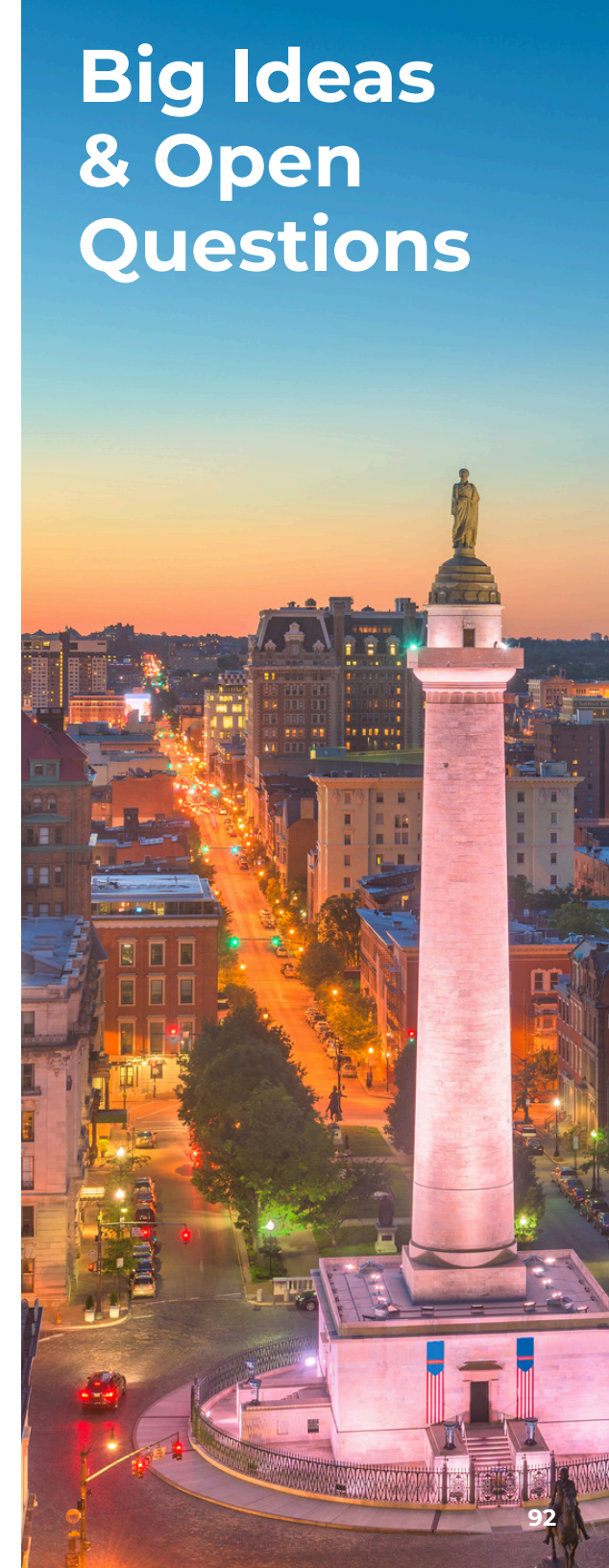
For example, when Hurricane Helene disrupted the Baxter Plant in North Carolina, which produces 60 percent of the nation's IV solutions, hospitals across Maryland and the country faced severe shortages of critical IV fluids.⁵⁷

Climate change is worsening a range of health risks for Marylanders beyond extreme heat. Lyme disease, transmitted through the bite of an infected tick, is the most commonly reported tick-borne illness in the state, with just under 2,500 cases reported in 2023.⁵⁸

Septic Systems in Maryland's Critical Area

Maryland's coastal Critical Area, defined as the land within 1,000 feet of tidal waters, contains approximately 52,000 septic systems.⁴⁸ Across the state, wells and septic systems are susceptible to damage from flooding and drought.

Finding solutions to this vulnerability is a complex challenge, as extending sewer service to households in these areas is prohibitively expensive and often beyond the means of communities or counties. In Anne Arundel County, for example, the cost of converting just 20,000 systems was projected at more than \$1.5 billion.⁵⁹





Advancing Rural Healthcare Access Through the Use of Drones

The Maryland Department of Planning has been awarded a \$1.76 million Strengthening Mobility and Revolutionizing Transportation ([SMART](#)) grant from the U.S. Department of Transportation to pilot the use of drones for healthcare delivery in rural communities.⁶⁰

The project will test uncrewed aircraft systems to deliver medical packages between Crisfield and Smith Island, where several hundred residents rely solely on commercial boat service to access the mainland. In routine times, this service can already be delayed or disrupted by weather, but in an emergency or disaster, access to critical medications or supplies could be cut off entirely. By providing a reliable alternative that reduces travel time for prescriptions and essential medical goods, the pilot program not only improves health outcomes but also ensures that rural and isolated populations remain connected during emergencies.

The Maryland Department of Planning will manage the grant in partnership with the University of Maryland Unmanned Aircraft Systems Research and Operations Center, the University of Maryland Eastern Shore Aviation Science Program, and the University of Maryland Eastern Shore School of Pharmacy.

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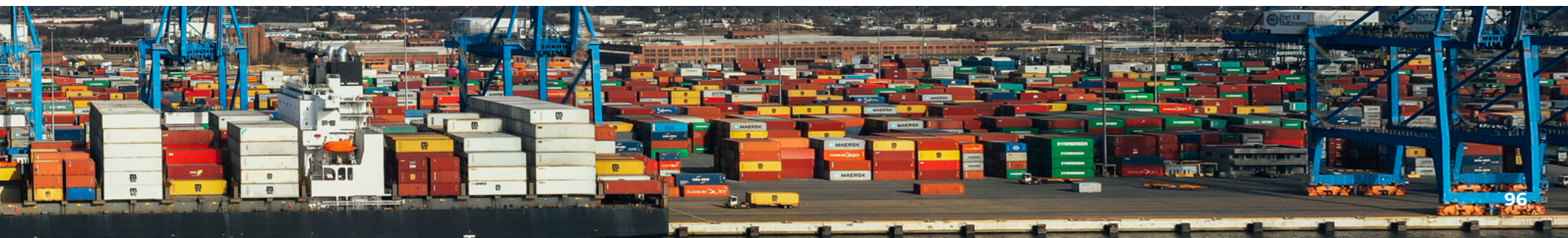
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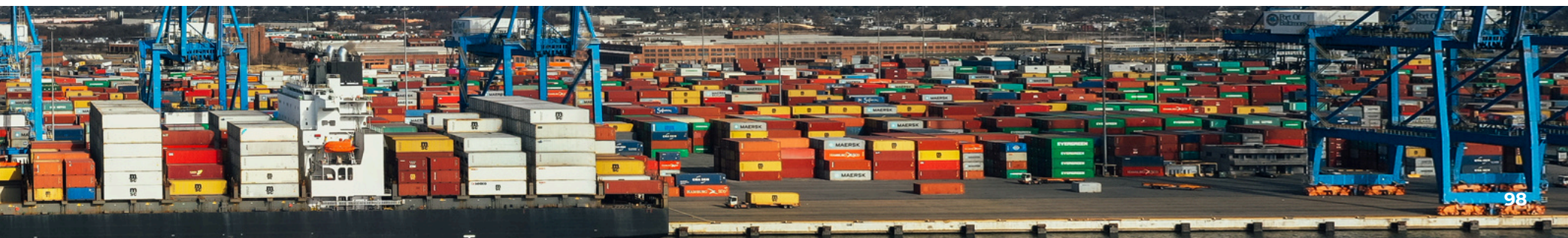
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