MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND STATE

National Electric Vehicle Infrastructure (NEVI)

Formula Funding Deployment Plan

UPDATE
September 2025

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MESSAGE FROM MARYLAND TRANSPORTATION ACTING SECRETARY

On behalf of the Maryland Department of Transportation (MDOT), I am pleased to submit Maryland's 2025 State Electric Vehicle (EV) Infrastructure Deployment Plan Update as required under the National Electric Vehicle Infrastructure (NEVI) Formula Program.

MDOT understands that one of the single biggest steps we can take to reduce greenhouse gas (GHG) emissions from the transportation sector is to accelerate the adoption of electric vehicles. Over the past four years, Maryland made significant strides in electrifying the state's transportation sector to meet the aggressive GHG emissions reduction goals under the Climate Solutions Now Act (CSNA). In August, Maryland surpassed 144,000 registered EVs and 5,300 EV charging ports (at over 1,700 EV charging stations) across the state. Maryland continues to make progress towards its target of 1.1 million registered EVs by 2030 and the associated charging infrastructure along designated EV alternative fuel corridors (AFCs) and in communities to increase convenience, reliability, and range confidence.

I would like to express my sincere gratitude to the Maryland Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC), our partners, stakeholders, and communities for their continued unwavering commitment to accelerating the adoption of EVs, and the installation of corridor and community charging infrastructure. I encourage all Maryland residents, stakeholders, public-private partners, and the EV industry to use this 2025 NEVI Plan Update as a roadmap to help guide and remain engaged in Maryland's EV future. I look forward to working together towards a zero-emission, electric future for transportation in our state.

—Samantha J. Biddle

Acting Secretary
Maryland Department of Transportation

INTRODUCTION

The Infrastructure Investments and Jobs Act, enacted in 2021, established the National Electric Vehicle Infrastructure (NEVI) Program to provide funding to states to strategically deploy EV charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability. Under the NEVI Program, states were required to submit an EV Infrastructure Deployment Plan by August 1, 2022. The Plans, which must be updated annually, outline each state's approach for deploying charging infrastructure and achieving the goals of the NEVI Program.

The Maryland Department of Transportation (MDOT) submitted the initial Maryland State Plan for NEVI Formula Funding to the Joint Office of Energy and Transportation (Joint Office) on July 15, 2022. The Maryland NEVI Plan was approved by the Joint Office on September 14, 2022, unlocking more than $20 million in federal funds for federal fiscal years (FFYs) 2022 and 2023. Subsequently, the 2023 and 2024 NEVI Plan Updates, approved in September 2023 and November 2024 respectfully, unlocked an additional $26.6 million in federal funds for FFYs 2024 and 2025 combined.

UPDATES FROM PRIOR PLAN

MDOT submits this revised state Electric Vehicle Infrastructure Deployment Plan consistent with FHWA's interim final NEVI guidance released August 11, 2025. As expressly permitted by the interim final guidance, MDOT is submitting a revision to its previously approved state plan for FFY25. MDOT disagrees with the legality of FHWA's revocation of previously approved state plans and the need to resubmit state plans for fiscal years 2022-25. MDOT is party to litigation challenging that revocation in Washington v. Dept. of Transportation, No. 25-cv-00848-TL (W.D. Wash.), in which the district court enjoined the revocation of certain state plans for fiscal years 2022-25. By submitting a revised state plan, MDOT does not waive, and instead expressly reserves any rights, claims, or defenses it may have regarding FHWA's actions regarding the NEVI Formula Program in that case or otherwise. All of MDOT's current and future submissions related to the NEVI Formula Program are made subject to this reservation of rights.

This document, known as the 2025 NEVI Plan Update, describes Maryland's progress in the successful deployment of charging infrastructure. Updated activities can be found in the following plan sections:

- EV Charging Infrastructure Deployment
- Public Engagement
- Physical Security and Cybersecurity

EV CHARGING INFRASTRUCTURE DEPLOYMENT

Maryland continues to focus on using the NEVI Formula Funds to build out and certify all 23 of Maryland's existing AFCs in compliance with NEVI minimum standards (23 Code of Federal Regulations Part 680). A map of Maryland's 23 AFCs can be found in Appendix A.

In January 2024, Maryland launched Round 1 of its NEVI Program and awarded design-build contracts to 22 projects. Following Round 1 awards, Maryland released its Round 2 Request for Proposals (RFP) in December 2024. With the unexpected pause of the NEVI Program beginning February 2025, Maryland delayed closing its RFP until August 27, 2025. Round 2 conditional awards are expected by December 2025.

NEVI CHARGING STATIONS UNDER CONSTRUCTION

At the time of this 2025 NEVI Plan Update submission, three stations awarded under Round 1 are under construction.

State EV Charging Location Unique ID*	Route	Award Recipient	Location	Number of Ports	Estimated Opening	Award Amount	Round of Contracting
MD 68-22	I-68	Pilot Travel Centers	3000 Chestnut Ridge Rd, Grantsville, MD 21536	4	Q4 2025	$475,000	Round 1
MD 95-109	I-95	Pilot Travel Centers	221 Belle Hill Rd, Elkton, MD 21921	8	Q4 2025	$450,000	Round 1
MD 295-2850	MD 295	Tesla	2850 Jessup Rd, Jessup, MD 20794	12	Q4 2025	$322,250	Round 1

** The State EV Charging Location Unique ID represents the state (MD), the interstate or route number followed by the exit number, if applicable, or the station address number if there are no exits along the route.*

PLANNED NEVI CHARGING STATIONS

Of the 22 stations awarded under Round 1, MDOT anticipates construction for the 19 remaining planned stations, identified in the table below, to begin later in 2025 and early 2026. Most of the planned stations are in the design and permitting process, with two planned stations finalizing the contract execution process after unforeseen delays in securing site host agreements.

State EV Charging Location Unique ID*	Route	Award Recipient	Location	# of Ports	Estimated Opening	Award Amount	Round of Contracting
MD 70-80	I-70/MD 32	Francis Energy	12800 State Route 144, West Friendship, MD 21794	4	Q1 2026	$569,406	Round 1
MD 81-5	I-81	Pilot Travel Centers	16921 Halfway Blvd, Hagerstown, MD 21740	6	Q1 2026	$475,000	Round 1
MD 495-31	I-495	Francis Energy	1920 Seminary Rd, Silver Spring, MD 20910	4	Q3 2026	$768,914	Round 1
MD 83-17	I-83	Tesla	100 W Padonia Rd, Lutherville Timonium, MD 21093	12	Q1 2026	$302,931	Round 1
MD 97-13	I-97	Tesla	7800 Parke West Dr, Glen Burnie, MD, 21061	8	Q1 2026	$307,850	Round 1
MD 81-9	I-81	Wawa	Rt. 11 and Maugans Ave, Hagerstown, MD 21742	4	Q2 2026	$723,659	Round 1
MD 140-40	MD 140	Francis Energy	40 Antrim Blvd, Taneytown, MD 21787	4	Q1 2026	$567,393	Round 1
MD 140-97	MD 140	Francis Energy	1023 Baltimore Blvd, Westminster, MD 21157	4	Q1 2026	$680,352	Round 1
MD 200-13	MD 200	Francis Energy	13504 New Hampshire Ave, Silver Spring, MD 20904	4	Q3 2026	$712,869	Round 1
MD 5-235-46400	MD 5-235	Gridwealth EV	46400 Lexington Village Way, Lexington Park, MD 20653	4	Q3 2026	$467,460	Round 1
MD 5-235-6101	MD 5-235	Tesla	6101 Allentown Rd, Camp Springs, MD, 20746	8	Q1 2026	$300,650	Round 1
MD 695-12	I-695	ElectraStop	1407 Sulphur Spring Rd, Halethorpe, MD 21227	4	Q1 2026	$501,196	Round 1
MD 13-2300	US 13	Tesla	2300 N Salisbury Blvd, Salisbury, MD 21801	12	Q1 2026	$293,450	Round 1

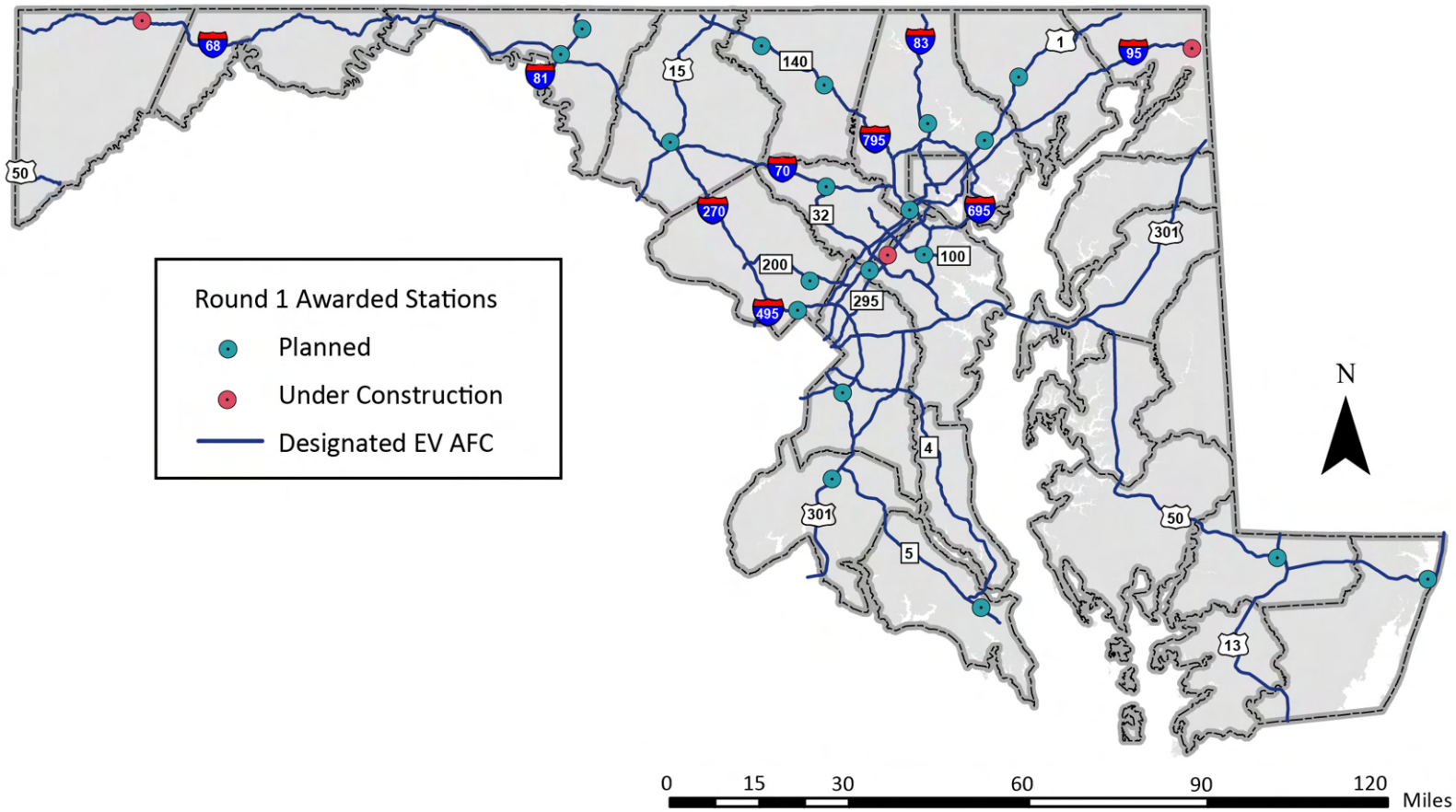
** The State EV Charging Location Unique ID represents the state (MD), the interstate or route number followed by the exit number, if applicable, or the station address number if there are no exits along the route.*

PLANNED NEVI CHARGING STATIONS, CONTINUED

State EV Charging Location Unique ID*	Route	Award Recipient	Location	# of Ports	Estimated Opening	Award Amount	Round of Contracting
MD 50-12741	US 50	Gridwealth EV	12741 Ocean Gateway, Ocean City, MD 21842	4	Q3 2026	$467,460	Round 1
MD 295-3470	MD 295	Tesla	3470 Fort Meade Rd, Laurel, MD 20724	8	Q1 2026	$307,850	Round 1
MD 301-4210	US 301	Wawa	4210 Crain Hwy, White Plains, MD 20695	4	Q2 2026	$789,005	Round 1
MD 1-601	US 1	Wawa	601 Hoagie Dr, Bel Air, MD 21014	4	Q2 2026	$776,294	Round 1
MD 1-9809	US 1	Wawa	9809 Belair Rd, Perry Hall, MD 21128	4	Q2 2026	$937,138	Round 1
MD 15-13	US 15	Wawa	1001 W Patrick St, Frederick, MD 21702	4	Q2 2026	$765,643	Round 1

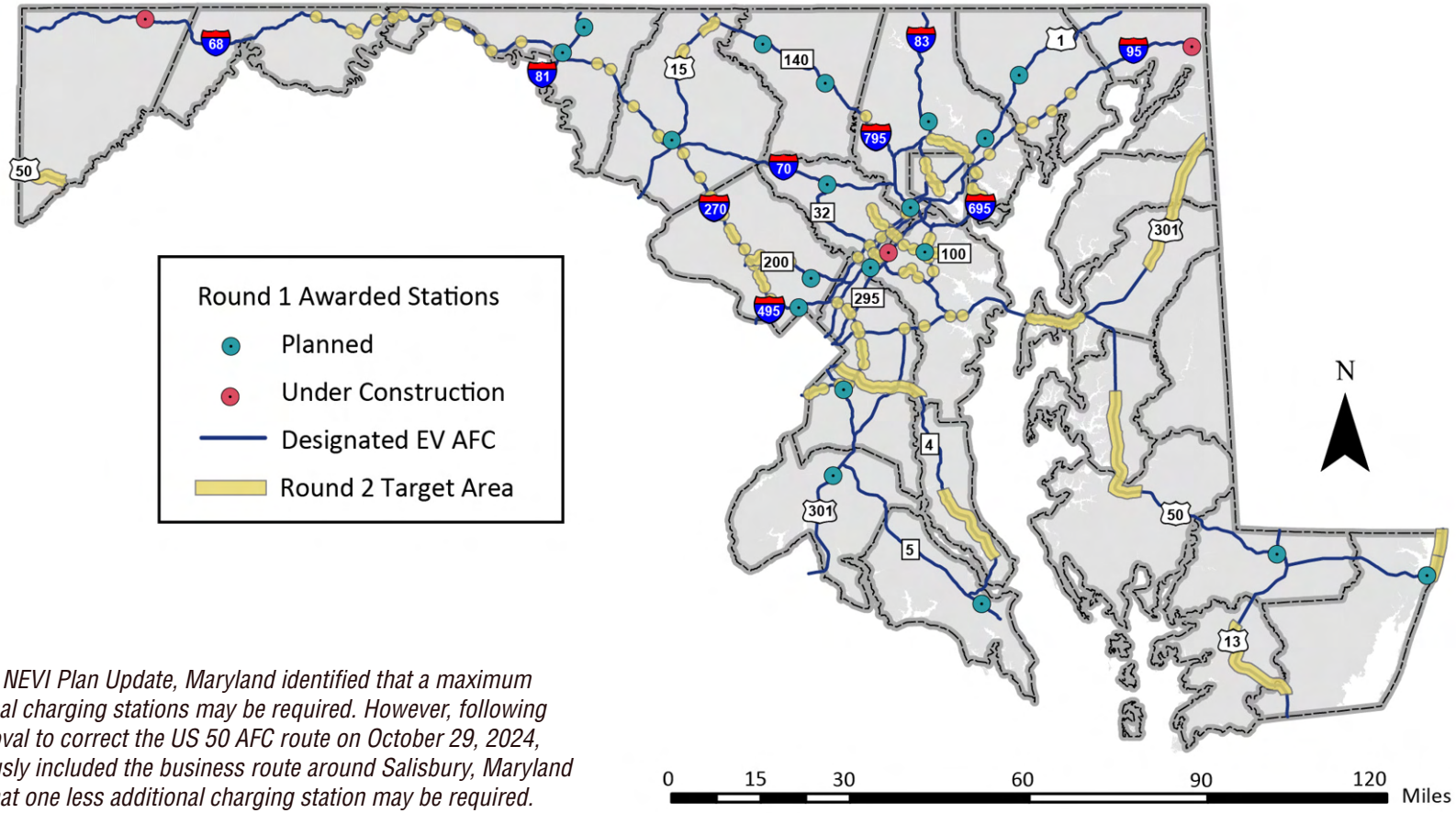
** The State EV Charging Location Unique ID represents the state (MD), the interstate or route number followed by the exit number, if applicable, or the station address number if there are no exits along the route.*

In 2024, Maryland awarded 22 Round 1 stations located along designated EV Alternative Fuel Corridors. The stations are in various stages of planning and construction.



PLANNING TOWARDS A FULLY BUILT OUT DETERMINATION

Maryland determined that a maximum of 28 additional charging stations may be required to reach a fully built out determination under previous program guidance.[1] As such, the Round 2 RFP of Maryland's NEVI Program solicited proposals for target areas using this prior gap analysis available at the time of issuance.



[1] *In the 2024 NEVI Plan Update, Maryland identified that a maximum of 29 additional charging stations may be required. However, following FHWA's approval to correct the US 50 AFC route on October 29, 2024, which previously included the business route around Salisbury, Maryland determined that one less additional charging station may be required.*

MARYLAND NEVI BUILD-OUT METHOD

Following Round 2 conditional awards, Maryland may perform another gap analysis under the 2025 interim final NEVI guidance to determine a new estimate for charging stations required.

To support the goals of the NEVI Program, Maryland is generally using the following criteria to determine fully built out status:

- Strive to have a 50-mile distance between stations located on designated AFCs within state lines
- Strive to have a 1 driving mile distance from the AFC exit or intersection to a station
- Consider planned or operational NEVI stations in neighboring states to support a connected EV charging network

Maryland reserves the right to make discretionary exceptions to these criteria to ensure a strategic and efficient corridor build-out that best serves all Marylanders. Once all required stations are under contract with the state, Maryland will request fully built out certification from FHWA.

Corridor	Round 1 Stations	Max. Possible Needed Stations
I-495	1	1
I-68	1	1
I-695	1	1
I-70	1*	2
I-795	0	2
I-81	2	-
I-83	1	1
I-95	1	2
I-97	1	1
US 1	2	1
US 13	1*	1
I-270	-	2

Corridor	Round 1 Stations	Max. Possible Needed Stations
US 15	1	1
US 301	1	1
US 50	2*	3
MD 100	0	2
MD 140	2	-
MD 32	1*	1
MD 4	0	2
MD 5/MD 235	2	-
MD 528	0	2
MD 295	2	-
ICC/MD 200	1	1

** At least one station supports charging on two AFCs. The station may be included under both AFCs but is only counted once toward the total.*

EV CHARGING INFRASTRUCTURE DEPLOYMENT AFTER BUILD-OUT

Once Maryland achieves a fully built out determination, NEVI funds will be utilized to invest in deploying public charging infrastructure within communities, where it will be the most beneficial in supporting the adoption of EVs. The goals of community charging are to:

- Ensure Convenient and Accessible Charging Infrastructure
- Benefit All Marylanders
- Meet Geographic Demands in Urban and Rural Communities

Maryland has already begun laying the groundwork for a successful transition from corridor charging to community charging. MDOT is developing a set of suitability tools to determine the most suitable locations for public charging infrastructure in Maryland communities, particularly in multi-unit dwelling communities where at-home charging is a greater challenge. These suitability tools, which will be released and available for public use in fall 2025, will reflect input from various state agencies and the public. Through surveys conducted over the past two years, which are discussed in further detail in the Public Engagement section, Maryland stakeholders and community members have identified locations where community charging is preferred, which level of charging would be most beneficial, and opportunities and challenges to consider.

MDOT is also developing an outreach plan that will work closely with key partners to ensure compliance with Md. Code, Envir. § 1-702 throughout the community charging process. This will include focus groups, community events, meetings, and other outreach opportunities.

SHIFTING INVESTMENT TOWARD COMMUNITY CHARGING

MDOT anticipates more than half of the NEVI funds will be invested directly into communities through community charging.

Maryland was apportioned approximately $63 million for NEVI over five years. MDOT expects to allocate FFY 2022, FFY 2023, and some FFY 2024 funds to build out Maryland's AFCs. Maryland's focus is expected to shift to investing in community charging starting with the remaining FFY 2024 funds and continue with the FFY 2025 and FFY 2026 funds.

These funds can be used by themselves or combined with other eligible United States Department of Transportation (USDOT) funding sources to cover up to 80% of eligible project costs for charging infrastructure both along the AFCs or in the community. The remaining 20% must be matched through private, state, or other local funds. In total, at least $78 million will be invested into EV charging infrastructure in Maryland from both federal ($63 million) and private ($15 million) sources.

Federal Fiscal Year	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	Total
Funding Available	$9,298,080	$13,380,042	$13,380,134	$13,380,146	$13,380,174	$62,818,576
Expected Deployment Type	Corridor	Corridor	Corridor and Community	Community	Community	

PUBLIC ENGAGEMENT

Public engagement is critical in the development of Maryland's NEVI Plan and Program for the build-out of AFCs and future investments in communities. MDOT organizes proactive stakeholder engagement and public participation processes to ensure input and feedback from both the public is incorporated throughout the planning process and will continue to be incorporated in all future NEVI Plan updates submitted to FHWA. Since the start of the NEVI Plan and Program in 2022, MDOT has experienced greater survey response rates and webinar attendance each year and plans to continue expanding outreach efforts moving forward.

WEBSITE

The Maryland EV Plan website continues to serve as the primary resource for the public. The website provides an overview of the NEVI Program, annual Plans, milestones, news, updates, resources, and information on completed and upcoming meetings. The public can also provide comments on the deployment of EV infrastructure in Maryland and join the mailing list to receive updates to stay engaged with the planning process.

ELECTRIC VEHICLE CHARGER SITING TOOL

MDOT developed and launched the Electric Vehicle Charger Siting Tool in June 2023. The interactive tool, which is part of MDOT's larger Zero Emission Vehicle (ZEV) Maps and Dashboard, consolidates data from a variety of state and federal agencies and allows for potential applicants to the NEVI Formula Funding Program, CFI Discretionary Grant Program, or other state/local grant programs to determine whether a site may be a good candidate for submission. It can be used for the siting of fueling stations for all five alternative fuels, including hydrogen. A video tutorial on how to use the tool can be found here.

In fall 2025, MDOT will update this resource with a set of EV charging suitability tools focused on corridor, multi-unit dwelling, workplace, and community charging.

COMMUNITY ENGAGEMENT OUTCOMES REPORT

SURVEYS

The Maryland Electric Vehicle (EV) and Infrastructure Planning Survey

The Maryland Electric Vehicle (EV) and Infrastructure Planning Survey was distributed from April 17, 2024, to May 15, 2024, and received a total of 1,418 responses. The survey was shared to all NEVI mailing list subscribers, local governments, and local stakeholders such as Clean Cities and Communities coalitions.

The purpose of the survey was to understand demographics of existing email subscribers, familiarity and education level related to the NEVI Plan and Program, travel behaviors and patterns, perspectives and attitudes about EVs, and to identify recommendations to improve NEVI Plan and Program. The open-response questions asked for input related to the NEVI outreach approach, Plan goals, and additional corridors for consideration.

MDOT found that survey respondents were not familiar with the resources offered through the NEVI Plan and Program and expressed concerns about EVs. On the other hand, survey respondents who own an EV have a better understanding of available resources and shared their experiences owning an EV in Maryland. Respondents also expressed concerns related to Maryland's energy grid capacity and resiliency, understanding electricity generation and plan for lithium battery disposal, high costs of EVs and installing charging stations, and the safety near and at existing charging stations. To enhance education about the NEVI Plan and Program, survey respondents recommended promoting the NEVI Program on local news and radio channels, engaging with the public on social media platforms, and distributing mailers, flyers, or brochures through mail or at locations such as car dealerships and community events. MDOT plans to continue survey distribution, facilitate public webinars, and prepare outreach and communication materials to enhance awareness and understanding of the NEVI Program. MDOT posted a summary of survey results and takeaways on the EV Plan website.

Request For Proposal (RFP) Survey

To collect feedback on Maryland's NEVI Program RFP process, MDOT released a short survey to understand the barriers for interested applicants, which elements of the RFP were successful, and aspects to improve. The survey closed on July 8, 2024, and received 35 responses which informed the design of the Round 2 RFP and will be used to inform future procurement rounds.

The Zero Emission Vehicle Infrastructure Plan (ZEVIP) Survey

MDOT distributed an online survey across the state from April 25, 2025, to June 13, 2025, to gather input from Maryland residents, local fleet managers, and professionals in the EV industry to inform Maryland's Zero Emission Vehicle Infrastructure Plan (ZEVIP). The ZEVIP, expected to be published in early 2026, will include Maryland's NEVI Plan in the broader statewide strategy to build out public charging infrastructure to support the growth of EVs in the state.

The ZEVIP survey built upon the information collected from the 2024 Maryland Electric Vehicle (EV) and Infrastructure Planning Survey. It included 44 questions in English and in Spanish and received a total of 1,487 responses, exceeding the response count from the previous survey. The survey aimed to gauge support for state policies and infrastructure development related to EVs, to identify the challenges and opportunities of EVs, and to assess current EV ownership trends.

To improve on previous outreach, MDOT identified nine outreach areas based on ZIP codes that did not respond to the 2024 survey, are near urbanized areas, and have opportunities for EV infrastructure investment. The nine targeted outreach areas were Perryville, Princess Anne, Swanton, Frostburg, Baltimore, Kingsville, Marriottsville, Mount Rainier, and Bryan Park/Waldorf. MDOT successfully reached eight of the nine areas based on the number of survey responses.

The ZEVIP survey was also distributed to partner agencies, governmental bodies, universities/colleges, non-profit organizations, current mailing list subscribers, previous MDOT webinar participants through email newsletters, website updates, and social media posts.

The survey results highlighted interest in and support for the EV industry in Maryland. It also revealed areas for growth and opportunity with new programs, expanded public education, and more. A full report of takeaways and results from the ZEVIP survey is available on the EV Plan website.

PRESENTATIONS & BRIEFINGS

MDOT continues to participate in forums including ZEEVIC, PSC proceedings, and Maryland Clean Cities and Communities events to provide updates on the NEVI Planning process. These forums provide MDOT with the opportunity to engage with and solicit feedback from key stakeholders including utilities, state agencies, local governments, original equipment manufacturers (OEMs), EV advocacy and environmental organizations, local planning partners, and EV supply equipment (EVSE) manufacturers.

COMMUNITY WEBINARS

In 2024, MDOT hosted three informational virtual webinars to outline the NEVI Plan and Program, share resources for interested or current EV owners, and gather public feedback. MDOT presented the same information at each webinar and utilized meeting and polling functions to increase participation and engagement. Below are the dates and times of each webinar and the number of participants that attended each webinar.

- Tuesday, June 11, 2024, from 11:00 a.m. to 12:30 p.m. (~180 participants)
- Tuesday, June 18, 2024, from 11:00 a.m. to 12:30 p.m. (~90 participants)
- Thursday, June 20, 2024, from 6:00 p.m. to 7:30 p.m. (~20 participants)

Participants were highly engaged throughout the webinar, with a total of 254 participants (87%) answering 18 polling questions. MDOT received a total of 56 questions during all three webinars. Participants submitted questions verbally and through the Question-and-Answer Virtual Chat, which is documented on the EV Plan website. Based on the polling results, MDOT learned that individuals who worked for state agencies were the primary audience of the webinars, and most participants heard about the webinar through the NEVI mailing list. Webinar participants liked that EVs are environmentally friendly, quiet, and have financial incentives. They did not like the high initial costs of purchasing an EV, the unreliability of existing charging stations, and lack of charging stations. Webinar participants demonstrated interest in engaging with MDOT through invitations to podcasts and recommended collaborating with car dealerships and academic researchers. Overall, the three webinars proved to be successful with a high level of participation and learning opportunities for improving engagement and communication efforts.

UTILITY ENGAGEMENT

MDOT meets with FirstEnergy (Potomac Edison), BGE, and SMECO on a monthly basis to continue coordination through the Round 2 RFP process, provide updates on Round 1 projects, and discuss any supply chain and interconnection challenges. Based on feedback from utility partners, opportunities for improving utility coordination in a Round 2 solicitation include earlier utility engagement for NEVI applicants and more streamlined online processes for applicants requesting utility estimates.

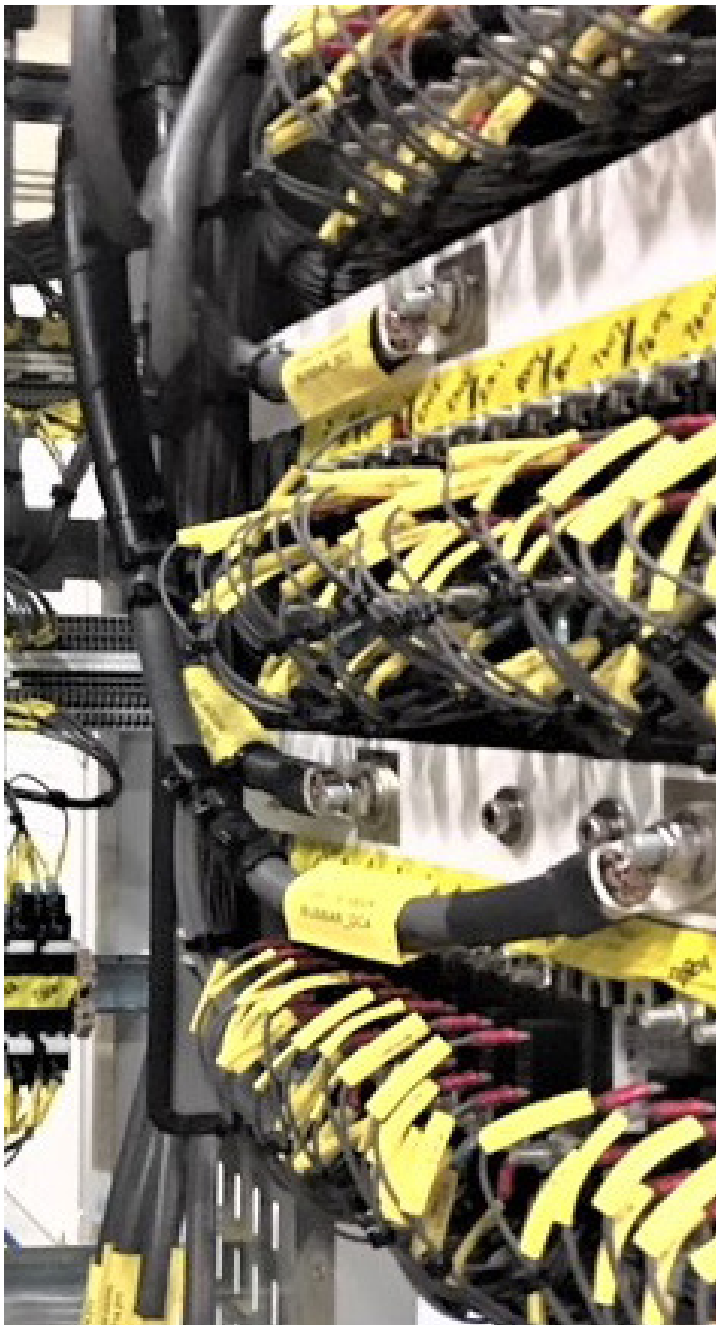
PHYSICAL SECURITY & CYBERSECURITY

Physical security and the safety of Maryland drivers and citizens is a priority and is specifically referenced in MDOT's mission statement. To enhance the physical security of the infrastructure deployed under the NEVI Program, applicants are asked to provide a narrative response on safety measurements at the site, including lighting, driver and vehicle safety, fire prevention, tampering protections, charging locks, surveillance, etc. Proximity to amenities, particularly those that have built-in security/surveillance or are open 24-hours, is important in the evaluation process and used as a differentiator between proposed sites.

Contracting documents specify cybersecurity reporting and auditing requirements. As part of the proposal, applicants are required to confirm the proposed stations will meet the minimum network connectivity requirements for charger-to-charger network, charging network-to-charging network, and charging network-to-grid communications requirements. These minimum requirements address cybersecurity concerns.

Furthermore, Maryland is committed to ensuring that critical infrastructure transportation technologies do not pose cybersecurity or personal privacy risk to Maryland or the United States. The increase in connected devices could lead to risks of cyberattacks, exposure of personal information, and exposure of payment/financial data. Third parties entering into a contract with the state will own, operate, and maintain the EV charging stations, in addition to the stations' data. They are required to provide anonymized data on a recurring basis. Moreover, MDOT will follow its Information Security Plan to handle information received from third-party operators and transfer data to FHWA and the Joint Office.

Third parties are required to publish station location, power ratings, and costs to the various sites tracking EV charging stations, including the US Department of Energy's Alternative Fuel Data Center. As part of the contract, third parties are required to demonstrate compliance with applicable Maryland, regulatory, and federal cybersecurity requirements prior to issuance of NEVI award or other funding. They are also required to maintain cybersecurity of stations throughout the life of the contract, including upgrades for future cybersecurity requirements, and alert MDOT and the Cybersecurity and Infrastructure Security Agency of any known or suspected network or system compromises.



GLOSSARY OF TERMS

AFC – Alternative Fuel Corridor

CFI – Charging and Fueling Infrastructure

CSNA – Climate Solutions Now Act

EV – Electric Vehicle

FFY – Federal Fiscal Year (October 1 – September 30)

FHWA – Federal Highway Administration

GHG – Greenhouse Gas Emissions

Joint Office – Joint Office of Energy and Transportation

MDOT – Maryland Department of Transportation

NEVI – National Electric Vehicle Infrastructure

RFP – Request for Proposals

USDOT – United States Department of Transportation

ZEEVIC – Zero Emission Electric Vehicle Infrastructure Council

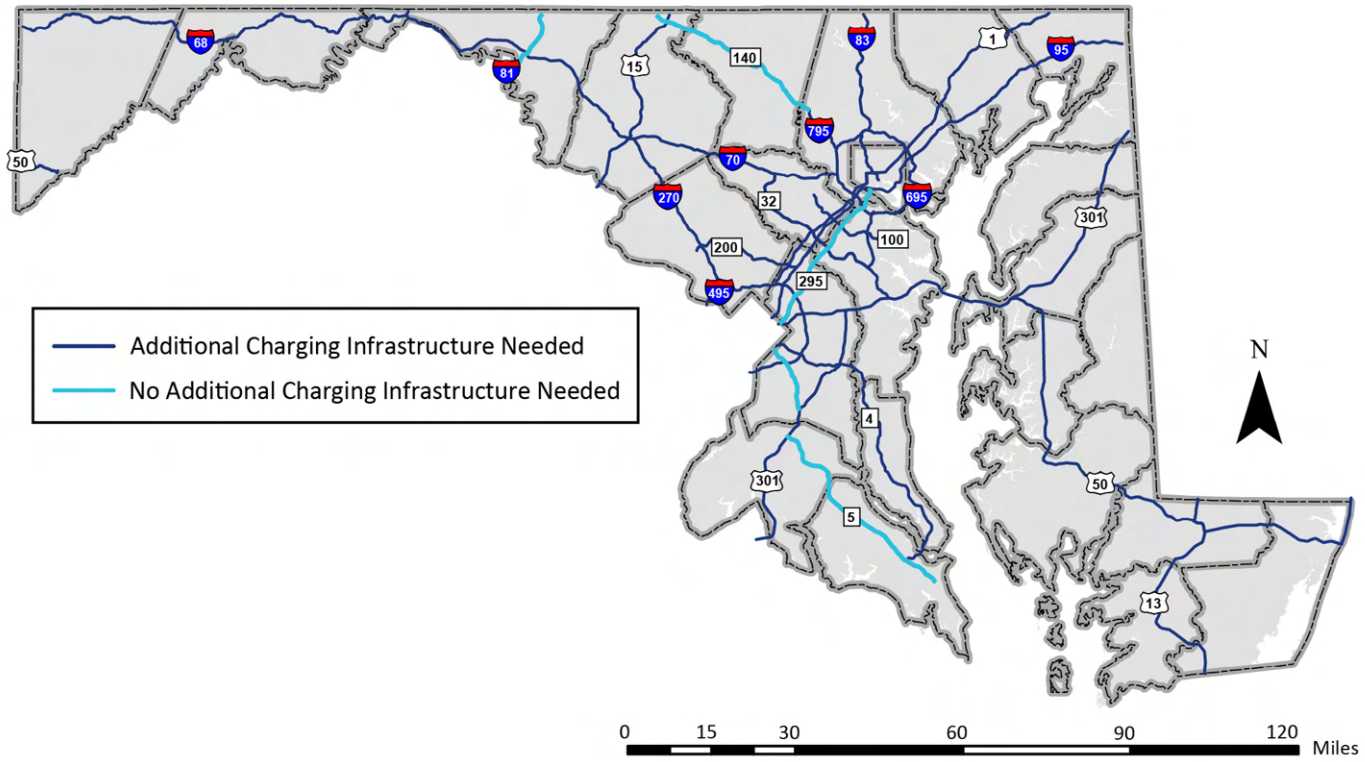
ZEV – Zero Emission Vehicle

ZEVIP – Zero Emission Vehicle Infrastructure Plan

APPENDIX A

MARYLAND AFCS AND DESIGNATION

Maryland has a robust network of AFCs that transverse the entire state. Since the initial AFC Nomination in 2016, MDOT has successfully nominated 23 corridors for designation as EV AFCs. In total, Maryland has designated 10 interstates, 5 US Routes, and 8 Maryland Routes. Under NEVI minimum standards and Maryland's general buildout criteria, Maryland estimates 4 corridors to not require additional infrastructure under the NEVI Program.



Corridor	Length (Miles)	Starting Point	Ending Point	Original Corridor Status	Build-Out Status
I-270	34.5	I-70	I-495	Corridor-Ready	Additional Charging Infrastructure Needed
1-495	16.1	VA State Line	VA State Line	Corridor-Ready	Additional Charging Infrastructure Needed
I-68	79.9	I-70	WV State Line	Corridor-Pending	Additional Charging Infrastructure Needed
I-695	51.3	-	-	Corridor-Ready	Additional Charging Infrastructure Needed
I-70	90.9	I-695	PA State Line	Corridor-Ready	Additional Charging Infrastructure Needed
I-795	8.9	I-695	MD 140	Corridor-Ready	Additional Charging Infrastructure Needed
I-81	12.0	PA State Line	VA State Line	Corridor-Ready	No Additional Charging Infrastructure Needed
I-83	32.9	PA State Line	Fayette Street	Corridor-Ready	Additional Charging Infrastructure Needed
I-95	108.1	DE State Line	VA State Line	Corridor-Ready	Additional Charging Infrastructure Needed
I-97	18.2	I-695	US 50	Corridor Ready	Additional Charging Infrastructure Needed
US 1	24.4	PA State	Joppa	Corridor-Pending	Additional Charging Infrastructure Needed
	60.4	Joppa	DC Line	Corridor Ready	
US 13	42.2	DE State Line	VA State Line	Corridor-Pending	Additional Charging Infrastructure Needed
US 15	37.85	PA State Line	VA State Line	Corridor-Ready	Additional Charging Infrastructure Needed
US 301	67.1	DE State Line	MD 5	Corridor-Ready	Additional Charging Infrastructure Needed
	22.6	MD 5	VA State Line	Corridor-Pending	
US 50	139.7	DC Line	MD 528	Corridor-Ready	Additional Charging Infrastructure Needed
MD 100	16.8	US 29	MD 177	Corridor-Ready	Additional Charging Infrastructure Needed
MD 140	11.5	I-795	Westminster	Corridor-Ready	No Additional Charging Infrastructure Needed
	22.41	Westminster	PA State Line	Corridor-Pending	Requires Infrastructure
MD 32	30.3	I-70	I-97	Corridor-Ready	Additional Charging Infrastructure Needed
MD 4	58.8	DC Line	MD 235	Corridor-Pending	Additional Charging Infrastructure Needed
MD 5	52.8	DC Line	MD 712	Corridor-Ready	No Additional Charging Infrastructure Needed
MD 528	8.6	DE State Line	US 50	Corridor-Pending	Additional Charging Infrastructure Needed
MD 295	30.5	Russell Street	DC Line	Corridor-Ready	No Additional Charging Infrastructure Needed
ICC/MD 200	18.8	US 1	I-270	Corridor-Pending	Additional Charging Infrastructure Needed

MARYLAND DEPARTMENT
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