

EVs and EV Infrastructure in Dane County

2026 Update

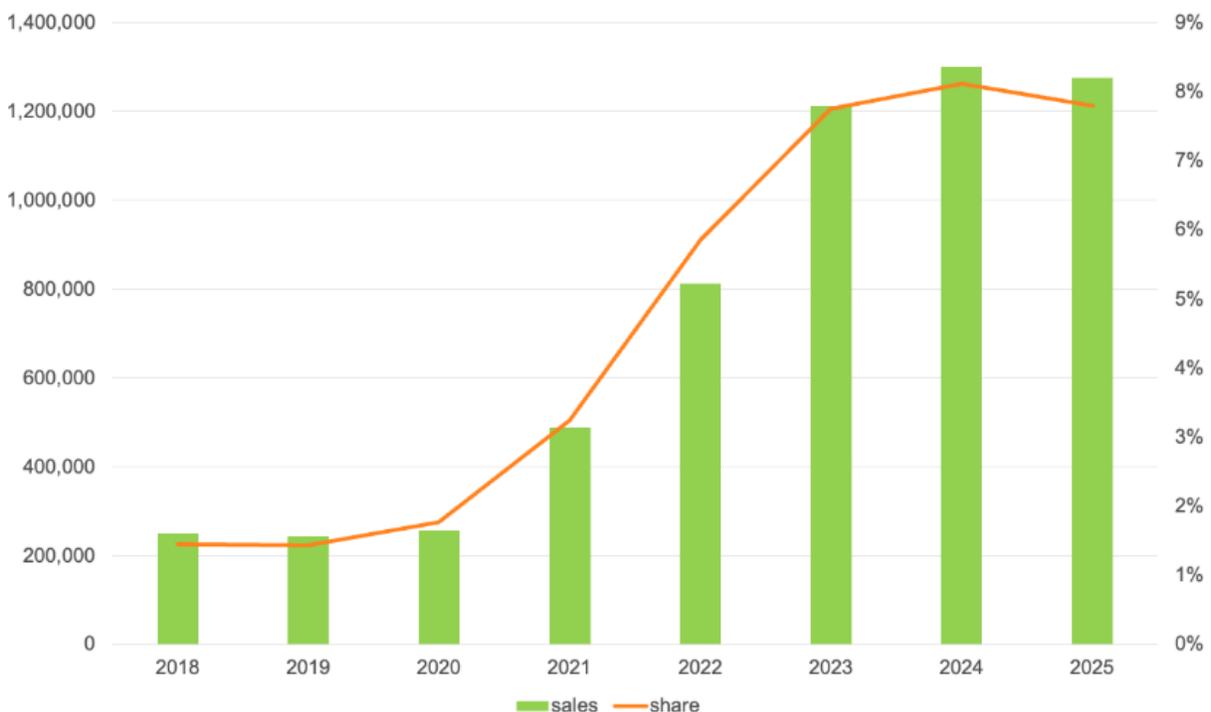
Introduction

One of the recommendations in the Greater Madison MPO's [Dane County Electric Vehicle Charging Infrastructure Plan](#) is for local governments to monitor trends in electric vehicle (EV) ownership and charging needs. The MPO has compiled this brief update to help Dane County communities stay abreast of trends in electric vehicle (EV) ownership, charging availability, and EV-related grant programs.

National Trends

Total 2025 new EV sales fell about 2% short of sales in 2024, as shown in Figure 1. This is largely due to the revocation of government-backed sales incentives, which ended in October and resulted in a 46% reduction in sales during the 4th quarter of 2025.

Figure 1 New US Electric Vehicle Sales and Share



Source: Cox Automotive. <https://www.coxautoinc.com/insights-hub/q4-2025-ev-sales-report-commentary>.

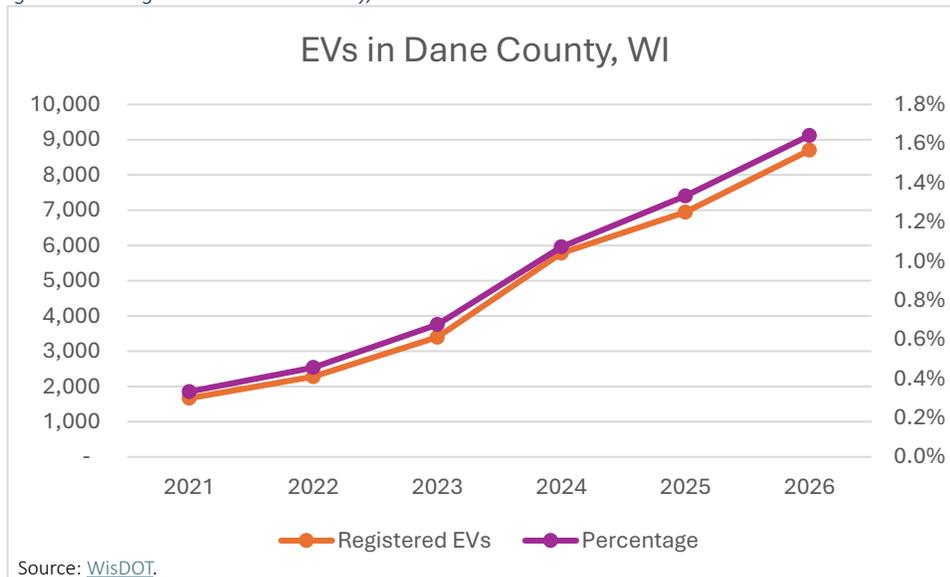
Since the presidential transition in 2025, the administration has made a number of changes with the goal of reducing federal support for EVs and EV infrastructure expansion. The changes impacting

federal NEVI and CFI grants for EV charging infrastructure are discussed in the [Local Grant Funding Update](#), below.

Local Trends

The number of EVs registered in Dane County grew by about 25% during 2025. There are now about 8,700 EVs registered in the county, representing 1.6% of total registered vehicles, as shown in Figure 2.

Figure 2 EVs Registered in Dane County, 2021-2026



The availability of public charging infrastructure in Dane County over the last year has also increased but at a slower rate. Between February 2025 and March 2026, the number of level 3 charging ports grew from 91 to 100, a 10% increase, and the number of level 2 charging ports grew from 244 to 265, an increase of 9%.

Eight of these new level 3 charging ports are located at two new NEVI-funded fast-charging stations at the Kwik Trip in Mount Horeb, along US Highway 18/151, and the Edgerton Travel Plaza, along I-90. These new fast-charging sites significantly expand the reach of the fast-charging network into western and southeastern parts of the county and provide additional charging opportunities for long-distance travelers.

Local Grant Funding Update

National Electric Vehicle Infrastructure (NEVI) Program

The NEVI Program provides 5 years of funding for states to expand level 3 charging infrastructure along key highways and in communities. In May 2024 WisDOT announced the first set of grant

awards. However, an FHWA paused the program in February 2025, stopping all projects for which construction had not yet been approved and halting the issuance of further awards.

In May 2025, Wisconsin joined other states in a lawsuit arguing that the administration had acted illegally in ending the program. Following a [summary judgement](#) issued in January 2026 that found that the administration's actions had violated the Administrative Procedures Act, funding has been restored and the NEVI Program is again moving forward.

To date, five sites in Dane County have been selected for NEVI funding. Aside from the new charging stations in Mount Horeb and Edgerton, which are now operational, three other NEVI-funded charging stations in Dane County are in the pre-construction phase.

More information on the location and status of NEVI-funded charging stations can be found on WisDOT's [WEVI Dashboard](#).

Charging and Fueling Infrastructure (CFI) Grant Program

The CFI grant program has suffered some of the same setbacks as the NEVI program.

Dane County's CFI grant project, Charge Up Dane County, a regional initiative to install EV charging in locations that would otherwise be underserved, was selected for funding in 2024 and awarded a total of \$13.2 million. Right now, the County is using \$1.2 million of that funding to plan for and select sites for EV charging stations, but the status of funding for station construction remains uncertain.

Under CFI grant rules, Dane County needs the Federal Highway Administration (FHWA) to approve the NEPA-related documentation it has prepared for the planned stations before funding for construction can be accessed. While the County has already submitted NEPA documents to FHWA, for the first set of selected charging locations, it has not yet received approval. The County is planning to submit its second set of NEPA documents this week.

CFI grantees elsewhere that received FHWA approval for their NEPA documentation, however, have still not received the contract amendment needed to begin construction. In response, a group of states, including Wisconsin, are now suing FHWA and the US Department of Transportation to force the release of construction funding.

Kathy Kuntz, Director of the Dane County Office of Energy & Climate Change, said that it will likely be several months before the lawsuit is settled, but that she is cautiously optimistic and expects station construction to begin in 2027. About 50 sites in Dane County have been selected for new CFI-funded charging infrastructure so far.

The third and final RFP is open until April 2nd for organizations interested in hosting CFI-funded charging stations. Visit the [Charge Up Dane County](#) website to learn more about how to become a site host and sign up for email alerts.

Conclusion

While growth in sales of new EVs and construction of new public charging stations has slowed in the past couple of years, EVs continue to make up a growing share of vehicles on the road.

Charging infrastructure along key highways, needed to support long-distance travel in EVs, has grown substantially over the past year. New NEVI-funded high-speed charging infrastructure in Edgerton and Mount Horeb, has made public level 3 charging more accessible in western and southeastern parts of Dane County. With the construction of the other three NEVI-funded charging sites currently in the pre-construction phase and new privately funded fast charging sites, the public fast-charging network in the county is expected to continue growing in 2026.

The availability of public level 2 charging infrastructure is also increasing. While not as quick as level 3 charging, it costs much less to charge using a public level 2 charger, making it a more attractive option for day-to-day charging for people who lack a good place to charge their cars at home. If the current lawsuit is resolved favorably, Dane County's CFI-funded charging infrastructure program, [Charge Up Dane County](#), will further increase the availability of public level 2 chargers in underserved areas, particularly in neighborhoods where residents lack the ability to charge their vehicles at home.

Overall, residents of Madison and other Dane County communities are continuing the transition to EVs, and the availability of public charging infrastructure, both in Dane County and along the major corridors into and out of the region, is expanding. For more information about electric vehicles, charging infrastructure, and related information, refer to the [Dane County Electric Vehicle Charging Infrastructure Plan](#).