



— EV CHARGING REPORT

State of the EV Charging Industry

A comprehensive look at reliability, utilization and network growth across the U.S. fast-charging landscape.

2026 EDITION

INSIDE THIS REPORT

Table of Contents

01	EV Charging Infrastructure DCFC stations, ports and power-level mix	5
02	Utilization & Reliability Utilization trends, state performance and reliability	12
03	EV Charging Pricing State pricing models and price dispersion	18
04	Appendices Terminology, methodology, and data sources	21
05	About Paren Our platform, coverage, and report team	24

ABOUT THIS REPORT

The State of the Industry report is Paren's quarterly deep-dive into U.S public fast charging — tracking infrastructure growth, network reliability, operator market share, deployment and pricing trends. We publish it free of charge to give the industry a shared, standardized view of the data. It is independent work: not sponsored, and not affiliated with any charge point operator or automaker.

Data reflects all publicly accessible DCFC ports in the U.S., updated daily — Paren monitors more than 99% of the U.S. DCFC infrastructure in real time. In this edition, we've also given the floor to a leading industry expert to share their perspective on where the market is heading. We hope you enjoy the report.

Paren's Q2 SOTI Data Reveal Mixed Signals for CPOs

Newer CPOs aggressively expanding footprint, while incumbents focus on customer experience and profitability

Q2 2026 was another strong quarter for the deployment and performance of DC charging stations in the US, but Paren's data also points to warning signs — especially for second-tier and local/regional CPOs.

For EV drivers, the positive story is that deployment continues to keep pace with growth in vehicles in operation, as reflected in strong session growth while utilization remains relatively flat.

But from a business perspective, the signal is more mixed. The 4,382 new ports added in Q2 2026 was 10% lower than the 4,865 added in Q2 2025. Year to date, the 7,903 new ports added in 2026 is 7.4% lower than the 8,532 added in the first half of 2025. A two-quarter YoY decline is not definitive proof of a slowdown, but combined with recent CPO layoffs and pullbacks, it reinforces the industry's new mantra: operations, customer experience, and profitability.

The strong June YoY increase in sessions of 3.5 million (+29%) was a great sign for charging companies, but it is potentially concerning that sessions per port and utilization remained basically flat for the same period.

CPOs are focusing on reliability, customer experience, and strategic growth — heading toward profitability.

The industry is also entering a clear Charging 2.0 phase. Newer players such as Ionna, Walmart, Red E, Mercedes-Benz HPC, and Pilot Flying J are aggressively building national footprints, while Tesla, Electrify America, and EVgo are increasingly using a retail clustering strategy — adding stations within existing urban markets to capture more share of charge.

On connectors types, while several newer CPOs are adding a roughly 50-50 mix of CCS and NACS, much of the industry remains overweighted on CCS. As nearly every new EV now comes with a NACS port, CPOs that lag on NACS risk losing share to more NACS-centric competitors.

Reliability continues to improve driven primarily by the large volume of more reliable new ports being added. But for CPOs, reliability is now table stakes and does not drive high utilization, however, poor reliability will kill utilization.

Paren's SOTI report has become the industry leading barometer for the DC fast charging industry and the data in this Q2 2026 report underscores the maturation of the industry with a growing focus on reliability, customer experience, strategic growth — heading toward profitability.



Loren is Paren's former Chief Analyst and is currently the founder of Chargeonomics.

Loren McDonald
CEO, Chief Analyst at Chargeonomics

2026 EDITION

State of the US Fast Charging Industry Report

Industry Snapshot

Source: Paren US DCFC Data Sets

Utilization Rates

US Average



DCFC Session Volume

US Total, Q2 2026

46.0M▲
39.95M in Q1 2026

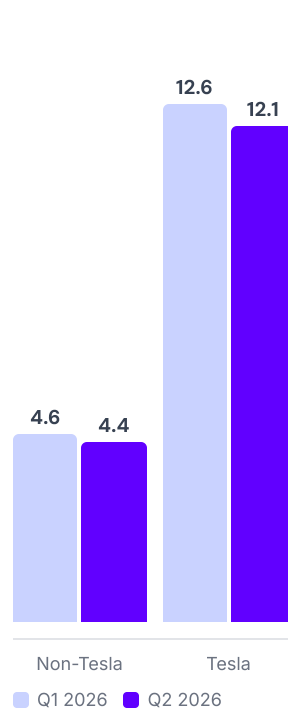
Reliability Score

US Average, Q2 2026

93.8▲
93.6 in Q1 2026

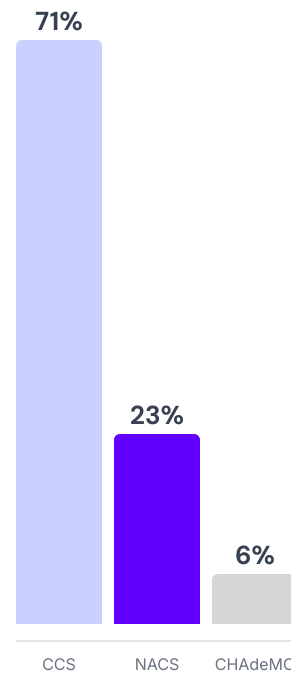
Ports Per Station

US Avg, Q1 2026 vs Q2 2026



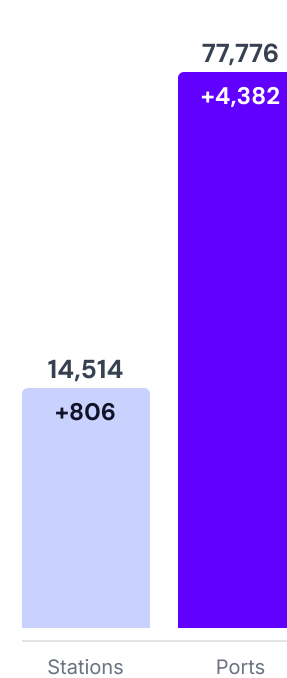
Port Types Deployed

Q2 New, Non-Tesla



Network Expansion

Total & Added, Q2 2026



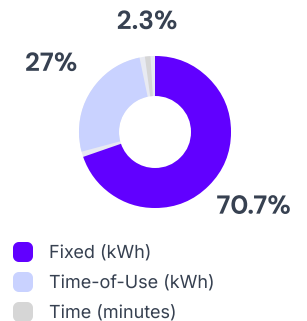
Price Per kWh

US Average, Q2 2026

\$0.538▲
\$0.53 in Q1 2026

Pricing Models

% of Stations, Q2 2026



SECTION 01

Charging Infrastructure Expansion

How many DCFC stations and ports opened in Q2 2026, where they are, and what power levels they deliver to drivers.

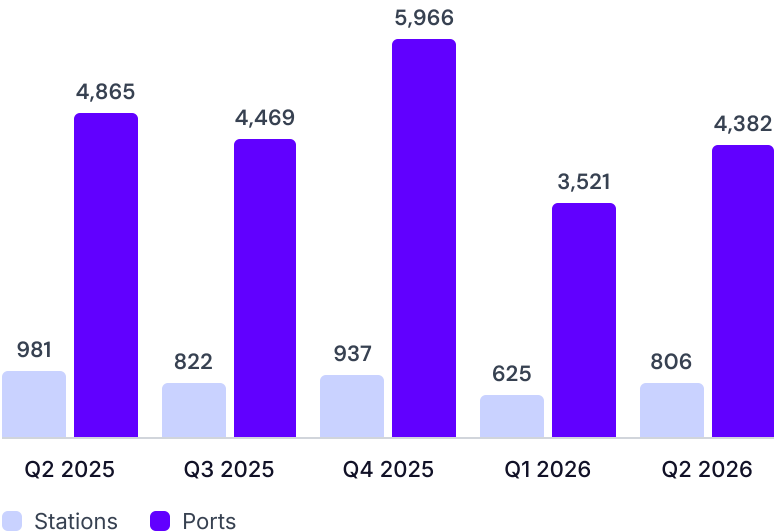
SECTION

Deployment Steadies Off the Q1 Floor but Stays Below 2025's Peak Pace

New Public DCFC Stations & Ports

Stations vs. Ports

Source: Paren



Key Insights

Analysis & context

DEPLOYMENT REBOUNDS OFF THE Q1 LOW

Operators opened 4,382 new ports across 806 new stations in Q2 2026, well above Q1's 3,521 ports and 625 stations — including a large deployment push registered at the 06-30 close. This is the first quarter of recovery after Q1's seasonal low, echoing the same soft-Q1-then-rebound pattern seen in the prior year.

THE PACE REMAINS UNDER 2025'S HIGHS

Q2 2026's 4,382 new ports sit well below the 4,865 added in Q2 2025 and short of the 5,966-port Q4 2025 peak. The shape of the year is normalization: a high-water Q4, a Q1 reset, and a strong Q2 rebound.

NETWORKS BREAKDOWN

New-port deployment is broad across operators: Tesla led with 1,185 new ports (27.0% of the 4,382 quarter total), followed by Walmart (368), ChargePoint (333), and Red E (315); no other network topped ~5%.

4,382 new ports added, Q2 2026

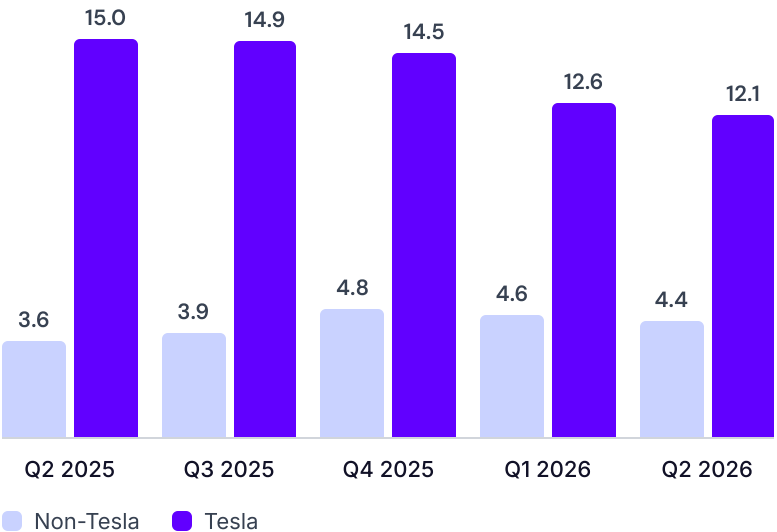
806 new stations added, Q2 2026

Tesla's Site Density Eases While Non-Tesla Operators Keep Building Bigger

Ports per Station

Non-Tesla vs. Tesla Networks

Source: Paren



Key Insights

Analysis & context

NON-TESLA NETWORKS CONTINUE TO ADD CAPACITY PER SITE

Average ports per station at non-Tesla networks reached 4.4 in Q2 2026, up from 3.6 a year earlier — a steady, multi-quarter climb as operators standardize on larger, multi-port sites. The figure eased slightly from the 4.8 Q4 2025 high but remains well above year-ago levels.

TESLA'S PER-SITE DENSITY HAS MODERATED

Tesla averaged 12.1 ports per station in Q2, down from 15.0 in Q2 2025, as its expansion has leaned toward adding new locations rather than continuing to enlarge existing ones.

TESLA STILL RUNS FAR DENSER SITES

Tesla averaged 12.1 ports per station in Q2 versus 4.4 at non-Tesla networks — roughly a 2.7x difference. The two are moving on separate tracks: non-Tesla operators are standardizing on larger multi-port sites, while Tesla is adding new locations rather than enlarging existing ones.

Tesla's All-Time Share Falls Below 50% for the First Time

Top CPOs by New Ports — Q2 2026

Source: Paren

Total ports & market share by operator

CPO/NETWORK	Total Ports		Market Share	
	Q2 2026	All Time	Q2 2026	All Time
Tesla	1,185	38,733	27.0%	49.8%
Walmart	368	612	8.4%	0.8%
ChargePoint	333	4,713	7.6%	6.1%
Red E	315	1,974	7.2%	2.5%
Electrify America	202	5,185	4.6%	6.7%
EVgo	197	3,963	4.5%	5.1%
Ionna	186	1,201	4.2%	1.5%
Pilot Flying J	146	1,279	3.3%	1.6%
Mercedes-Benz HPC	120	872	2.7%	1.1%
Blink	113	2,123	2.6%	2.7%
Other Networks	1,217	17,121	27.8%	22.0%
Total	4,382	77,776	100%	100%

Key Insights

Analysis & context

TESLA'S GRIP LOOSENING

Tesla added 1,185 new ports in Q2 2026, 27.0% of the quarter's 4,382 total, well below its ~50% share of the all-time active base. Its grip on incremental supply continues to loosen.

GROWTH BROADLY DISTRIBUTED

The next several networks together added well more than Tesla alone. Walmart (368), ChargePoint (333) and Red E (315) each cleared 300+ new ports, with no single non-Tesla operator above 8.4% share. Networks outside the top 10 collectively added 1,217 new ports — 27.8% of the quarter's total, more than any single named operator except Tesla.

FAST RISERS RESHAPING RANKS

Newer entrants scaled fastest relative to their footprint — Walmart (8.4% of Q2 new ports vs 0.8% all-time), Red E (7.2% vs 2.5%), Ionna (4.2% vs 1.5%) and Mercedes-Benz HPC (2.7% vs 1.1%) all punched well above their installed base, alongside newcomers like Pilot Flying J (3.3% of Q2 new ports vs 1.6% all-time).

27.0%

Tesla's share of new port openings, Q2 2026

27.8%

share captured by operators outside the top 10

Q2 2026's 806 New Stations Spread Nationwide, Led by California, Texas and Florida

US EV Charging Stations Opened in 2026 Q2 — 806 unique stations.
Urban vs Rural

Source: Paren

Loading map...

80%

Urban — about 4 in 5 of the 806 new stations opened in urban markets; deployment is still concentrating in dense, high-utilization corridors.

40%

From 5 states — California, Texas, Florida, Illinois and New York drove roughly 40% of Q2 openings; California alone about 1 in 7 (120 stations).

Key Insights
Analysis & context

SPREAD NATIONWIDE

The Q2 buildout was national, not concentrated in a few metros. Operators brought 806 new public fast-charging stations online across nearly every state in Q2 2026. California led by a wide margin — roughly 120 new stations — followed by Texas, Florida, Illinois and New York, with South Carolina, Washington, Pennsylvania and Michigan each adding around 30. The footprint mirrors where demand and the installed base are deepest — coastal metros, Texas, the industrial Midwest and the Southeast.

SKEWS URBAN

The new sites skew urban. Roughly four in five of the new stations sit in urban areas, versus about one in five rural — operators are still prioritizing dense, high-traffic corridors where utilization runs highest. The rural share reflects steady fill-in along interstates and secondary markets rather than a move away from cities.

BROAD-BASED GROWTH

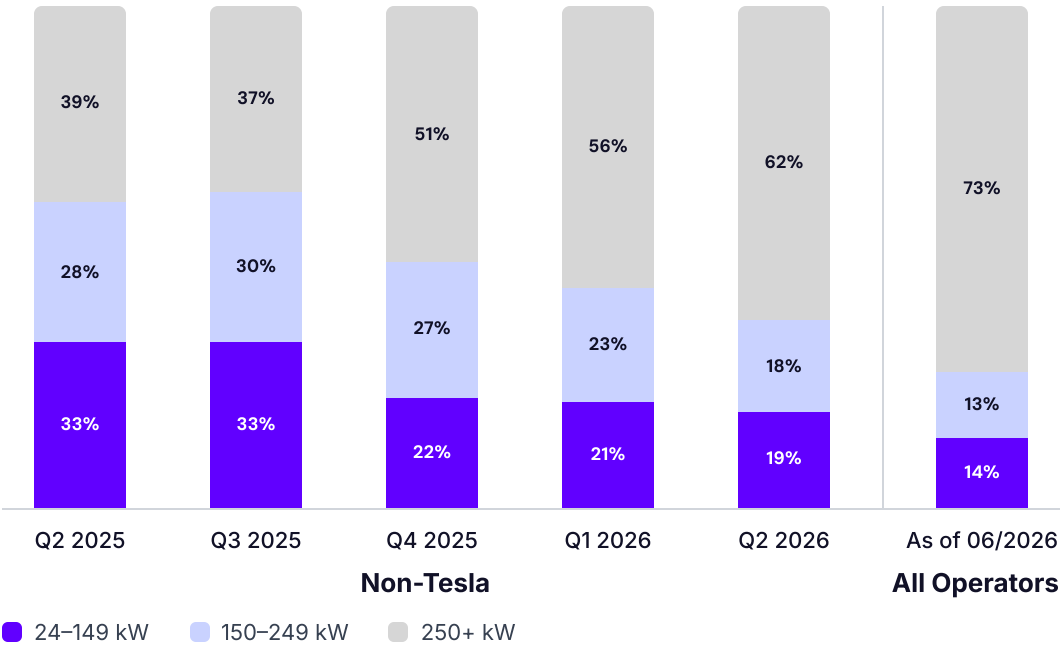
Growth is broad across operators, too. The new stations come from a wide set of networks rather than any single builder (see the leaderboard), so the quarter's expansion was broad-based on both geography and operator. Capacity keeps following demand into populated corridors — consistent with utilization holding steady even as the base expands.

High Power Is Now the Default – 250 kW+ Captures the Majority of New Ports

New DCFC Ports Opened by kW Power Level

Non-Tesla quarterly · All operators as of 06/2026

Source: Paren



Key Insights

Analysis & context

HIGH POWER DEFINES NEW BUILDS

Among non-Tesla networks, ~62% of new Q2 2026 ports were 250 kW+, up from 39% a year earlier, while the sub-150 kW share fell to ~20% from 33%. The mid-band (150–249 kW) eased to ~18%.

250 KW+ IS THE STANDARD

Including Tesla, ~72% of the quarter's new ports were 250 kW+ and just ~14% were sub-150 kW — confirming high power as the industry default rather than a single-segment trend.

LOW-POWER NOW PURPOSE-SPECIFIC

The 24–149 kW band (623 ports) reflects targeted urban and fleet-adjacent siting rather than a reversal of the high-power trajectory; vehicle capability, not charger capability, is now the binding constraint.

62%

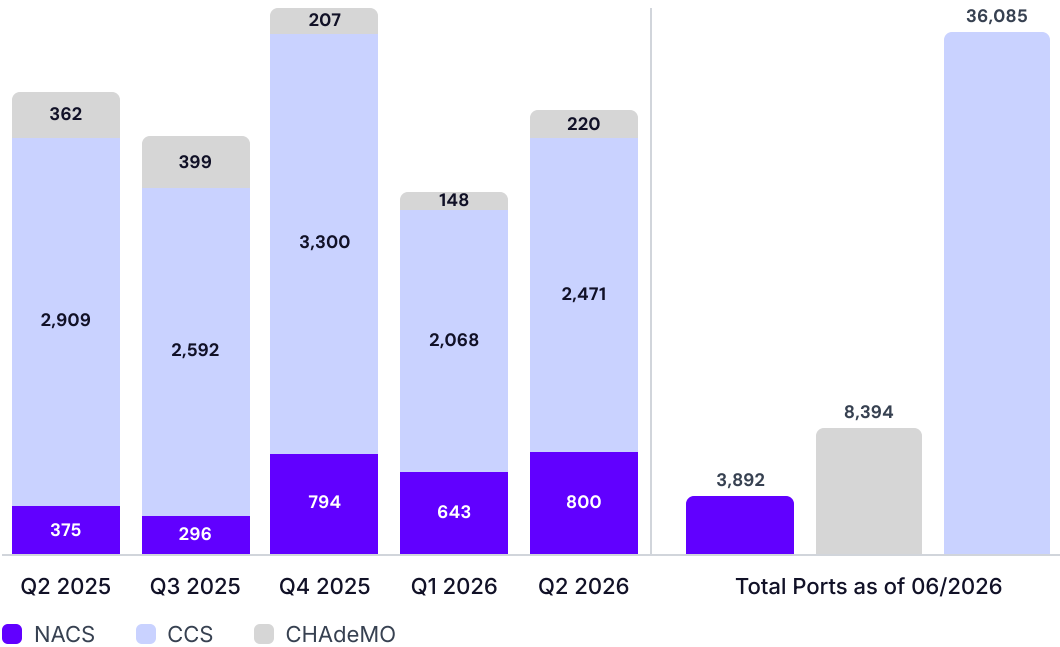
new ports at 250+ kW, Q2 2026

NACS Has Roughly Doubled Its Share of New Builds; the Installed Base Is Still CCS-Dominated

Connectors Deployed at Non-Tesla Charging Networks

New ports by connector type · Total ports as of 06/2026

Source: Paren



Key Insights

Analysis & context

NACS SHARE HAS DOUBLED

NACS reached 22.9% of new non-Tesla connectors in Q2 2026 (800 ports), up from ~10% in Q2 2025 — broadly in line with Q1 2026 (22.5%), as more operators add the standard alongside CCS.

GROWTH ADDITIVE, NOT CONVERGING

CCS still accounted for 70.8% of new non-Tesla connectors in Q2 (2,471) and CHAdeMO for 6.3% (220). Operators are layering NACS onto CCS-first builds rather than switching.

INSTALLED BASE STILL TRAILS

Across the broader non-Tesla DCFC base of 48,371 ports, CCS holds 74.6%, CHAdeMO 17.4%, and NACS just 8.0%. Even at the current new-build pace, parity is years away — mixed-connector infrastructure and adapters will define near-term access.

36,085 total CCS ports deployed, as of 06/2026

SECTION

SECTION 02

Utilization & Reliability

How utilization and reliability are trending across the U.S. as the fast-charging network scales through Q2 2026

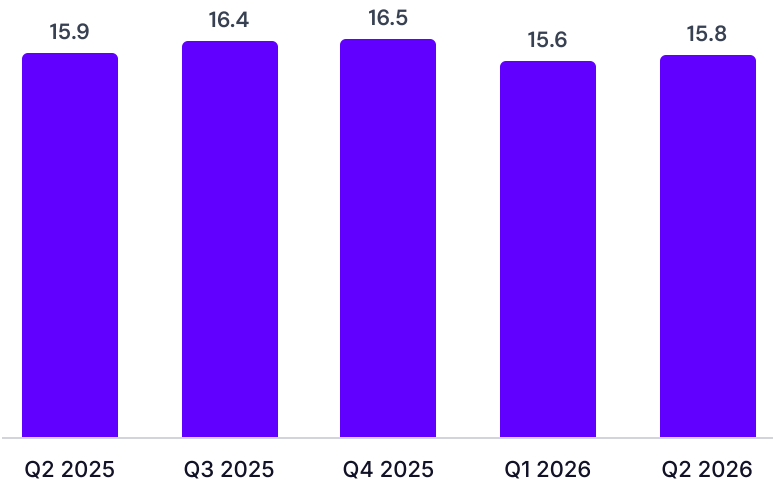
UTILIZATION

Utilization Holds in a Narrow Band as the Charging Base Keeps Expanding

Avg Utilization Rate by Quarter

% of charging time in use · all public DCFC ports

Source: Paren



Key Insights

Analysis & context

UTILIZATION HOLDS GENERALLY CONSISTENT ACROSS FIVE QUARTERS

The national average has moved within a roughly 0.85-point band, from a 16.49% high in Q4 2025 to a 15.64% low in Q1 2026, with full-quarter Q2 2026 at 15.76%. Over the same window station count grew sharply — up 16.4% — yet the utilization rate held steady. Drivers are filling up the new capacity roughly as fast as it's being built, not falling behind it.

16.5% peak utilization, Q4 2025

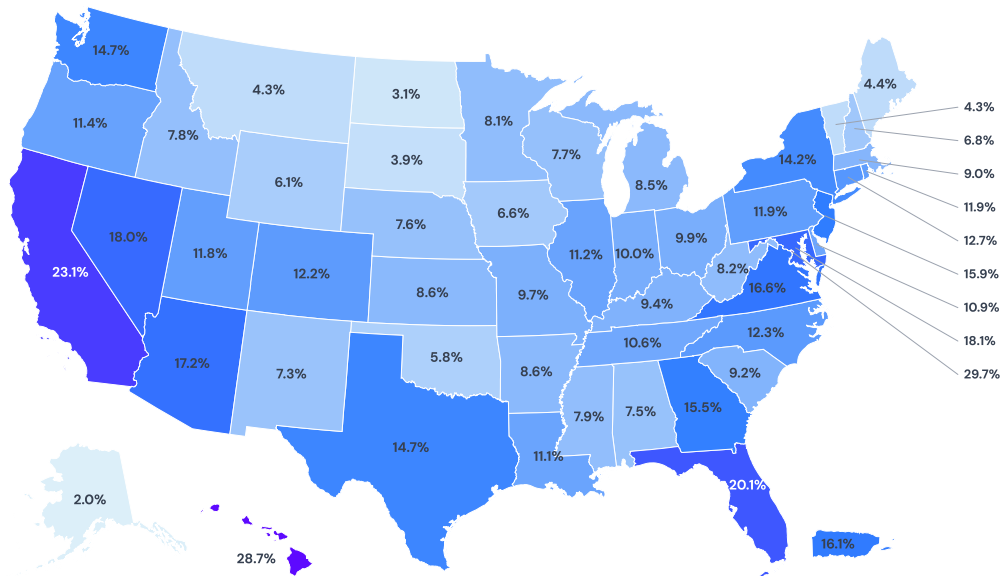
+16.4% year-over-year station growth

UTILIZATION

Utilization Concentrates in Dense, High-Demand Markets While Rural States Trail

Avg DCFC Utilization Rate by State
% of charging time ports are in active use

Source: Paren



Key Insights

Analysis & context

HIGH-DEMAND LEADERS

The District of Columbia (29.7%), Hawaii (28.7%) and California (23.1%) post the highest utilization, followed by Florida (20.1%), Maryland (18.1%), Nevada (18.0%) and Arizona (17.2%). California pairs a top-tier rate with by far the largest footprint in the dataset (17,374 ports).

LOW-DENSITY STATES TRAIL

Alaska (2.0%), North Dakota (3.1%), South Dakota (3.9%), Montana (4.3%) and Vermont (4.3%) record the lowest utilization, consistent with thinner demand across smaller charging populations.

UNEVEN YEAR-OVER-YEAR SHIFT

In Q2 2025, national utilization slipped from 15.9% to 15.8%. Gains concentrated in smaller markets climbing off low bases — Hawaii rose the most, up 4.6 points to 28.7% — while several large, mature markets softened as added capacity outran demand.

29.7% DC — highest state utilization

2.0% Alaska — lowest state utilization

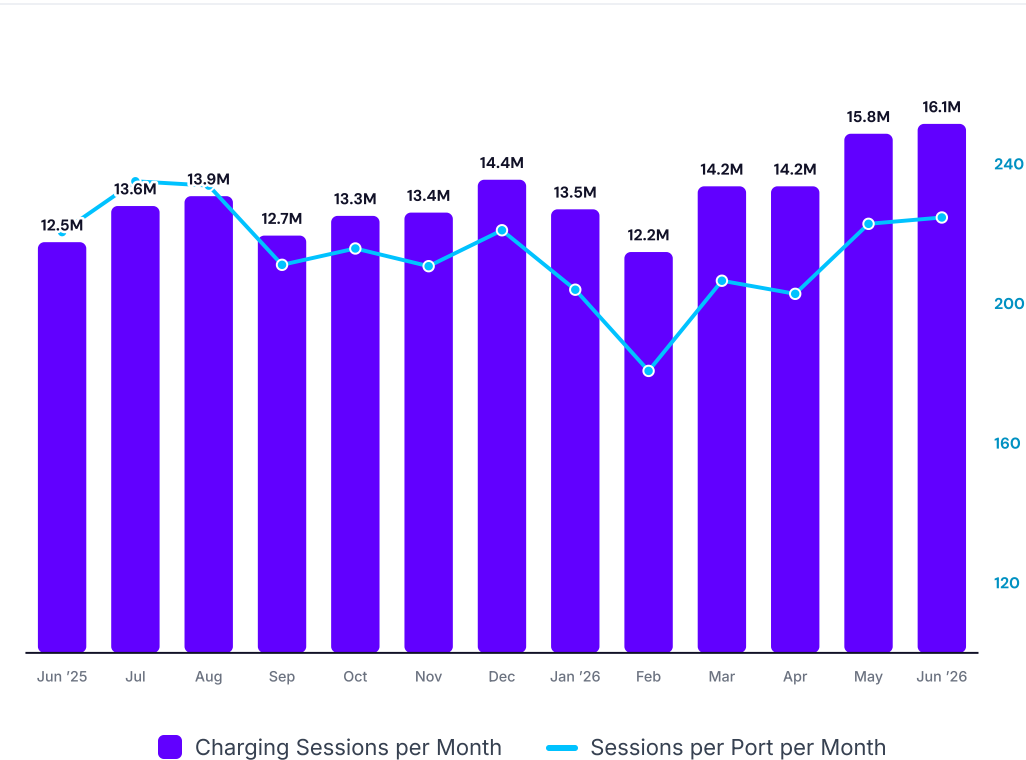
UTILIZATION

Sessions per Port Recovers Through Spring as Volume Climbs Past 16 Million a Month

Sessions per Port & Volume of Charging Sessions

Monthly charging sessions & sessions per port, stable trailing window

Source: Paren



Key Insights

Analysis & context

SPRING AHEAD OF Q1

Total monthly session volume climbed from 14.1 million in April to 15.76 million in May and 16.1 million in June 2026 — the quarter's high — with sessions per port rising from 202.9 in April to 222.9 in May and 224.7 in June.

GROWTH TRACKS SUPPLY

The recovery lines up with utilization holding essentially flat — 15.8% in Q2 versus 15.6% in Q1 and 15.9% a year ago. More sessions land on a port base that keeps expanding, so throughput per port recovers seasonally while the utilization rate stays range-bound — demand is growing roughly in line with capacity, not ahead of it.

46.0M total charging sessions, Q2 2026

224.7 sessions per port, June 2026

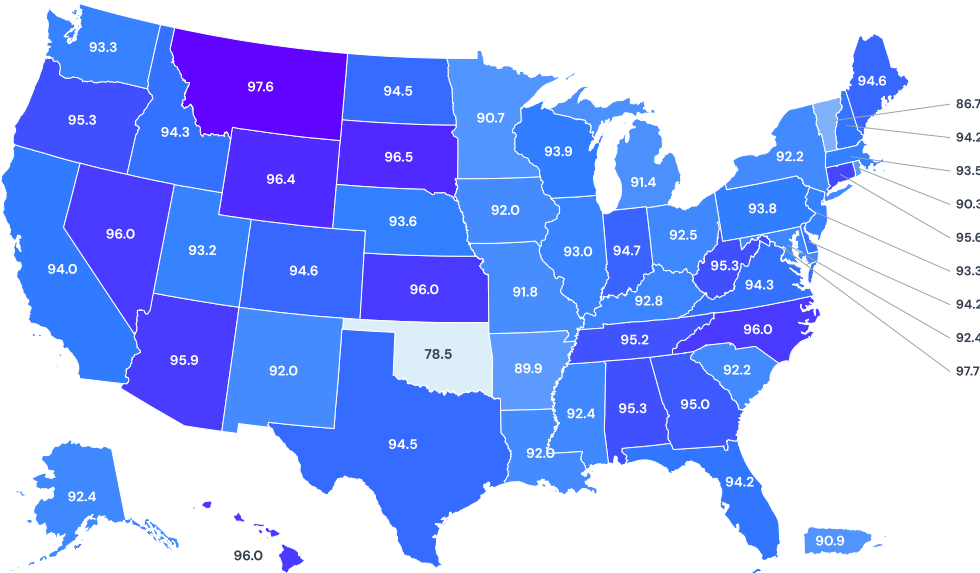
RELIABILITY

Reliability Clusters in the Mid-90s, With Oklahoma a Clear Outlier

Avg DCFC Reliability Rate by State

Uptime, retries, and downtime by state

Source: Paren



Key Insights

Analysis & context

TIGHTLY GROUPED

Measured as the reliability rate, most geographies fall in the low-to-mid 90s. The District of Columbia (97.7), Montana (97.6), and South Dakota (96.5) lead, with Wyoming (96.4), Kansas (96.1), North Carolina (96.0), and Nevada (96.0) close behind.

OUTSIDE THE PACK

Oklahoma records 78.5, more than eight points below the next-lowest geography. Vermont (86.7) and Arkansas (89.9) are the only others under 90, followed by Rhode Island (90.3), Minnesota (90.7), and Puerto Rico (90.9).

FEWER LOW OUTLIERS

The number of geographies scoring under 90 on reliability fell from 8 to 3 year-over-year. Oklahoma remained the clear low outlier, though it improved from 73.6 to 78.5; Vermont and Arkansas were the only other two still under 90. Five states crossed above 90 in the same period — Alaska, Iowa, Maryland, South Carolina and Delaware.

97.7% DC — highest state reliability

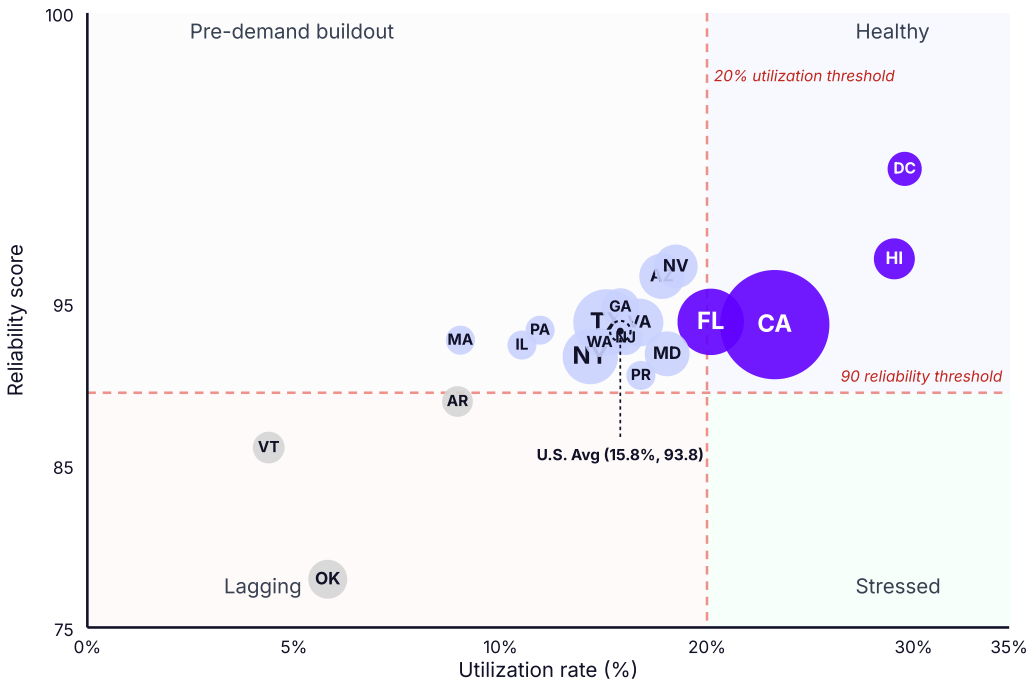
78.5% Oklahoma — lowest state reliability

UTILIZATION

Fixed Thresholds Reveal Two Small Extremes and One Dominant Middle Group

Utilization vs. Reliability by State
bubble size = number of ports · 20 of 52 states shown

Source: Paren



Healthy Stressed Pre-Demand Buildup Lagging

Key Insights

Analysis & context

TWO SMALL EXTREMES, ONE DOMINANT MIDDLE.

Of 52 states and territories, only four land in Healthy — DC, Hawaii, California and Florida — and three in Lagging: Oklahoma, Vermont and Arkansas. The remaining 45 (86.5%) sit in Pre-demand buildout: strong reliability, utilization under 20%. The chart shows 20 representative states — the 7 extremes plus key markets.

STRESSED IS EMPTY.

No state combines high utilization with weak reliability — every state above 20% utilization also clears 90 reliability, and vice versa.

NEAR-HEALTHY TIER.

Nevada (18.0%), Maryland (18.1%), Arizona (17.2%), Virginia (16.6%), and Puerto Rico (16.1%) are closest to crossing into Healthy — worth watching, since only closing real utilization ground gets them there.

PRICE DOESN'T SORT IT.

Healthy states span a wide price range (\$0.51–\$0.86), and Oklahoma — the least reliable state — still prices above the \$0.538 national average.

4 states land in the Healthy quadrant — DC, Hawaii, California and Florida

86.5% of states sit in the dominant Pre-demand Buildout middle group

SECTION

SECTION 03

EV Charging Pricing

How fast-charging prices and pricing models vary across U.S. states, and why the market remains structurally fragmented.

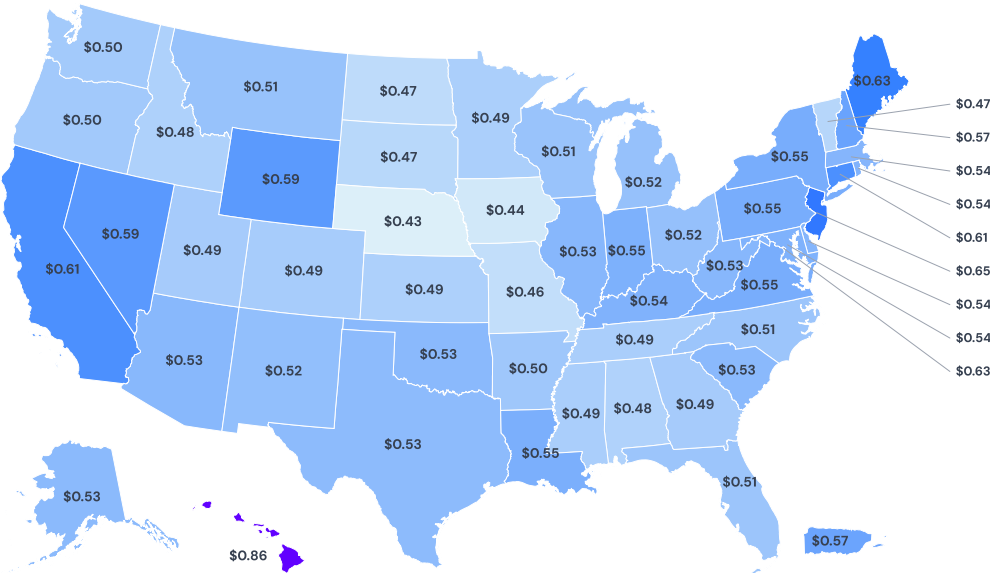
PRICING

Average Prices Held Largely Stable in Q2 2026, With Supply-Constrained States at the Top

Avg Pricing at All Stations by State

Average pricing across all charge point operators

Source: Paren



Key Insights

Analysis & context

PRICES STAYED CLUSTERED

State-level prices stayed clustered, with a national average of \$0.538 per kWh.

CONSTRAINED MARKETS LEAD

Hawaii (\$0.856 per kWh) remains by far the most expensive, more than \$0.20 above the next-highest state. New Jersey (\$0.651) is a distant second, followed by Maine (\$0.634) and Washington D.C. (\$0.631) — likely reflecting higher-load demand in dense and constrained regions. California and Connecticut round out the top of the range, tied at \$0.606.

PLAINS STATES CHEAPEST

Nebraska (\$0.428) and Iowa (\$0.442) are the least expensive in the country, followed by Missouri (\$0.460), North Dakota (\$0.465) and South Dakota (\$0.472) — lower-density, lower-utilization markets where simpler fixed pricing keeps rates close to cost. Demand looks largely inelastic at current utilization levels; price responsiveness may become more visible as time-of-use adoption expands.

\$0.86/kWh

Hawaii — highest state pricing

\$0.43/kWh

Nebraska — lowest state pricing

PRICING

Fixed Pricing Remains the Norm, but Large Markets Are Splitting Toward Time-of-Use

Pricing Models Used — Q2 2026

Source: Paren

Top & Bottom Five States with 25+ Stations—Sorted By Fixed Pricing

STATE	FIXED (KWH)	TOU (KWH)	TIME (MINUTES)
Vermont	94.7%	2.1%	1.1%
Idaho	92.3%	6.2%	1.5%
Montana	91.9%	2.7%	5.4%
Maine	90.8%	7.9%	1.3%
Wyoming	90.6%	3.1%	6.2%
Arizona	64.6%	34.9%	0.5%
Maryland	59.7%	39.9%	0.4%
Virginia	59.3%	39.8%	0.9%
Nevada	59.2%	39.2%	1.5%
California	54.1%	45.3%	0.5%
US Average	70.7%	27.0%	2.3%

Key Insights

Analysis & context

FIXED STILL LEADS

Fixed per-kWh pricing accounted for 70.7% of qualifying stations at the Q2 2026 close, with time-of-use at 27.0% and per-minute billing at 2.3%.

LARGE MARKETS SHIFT TO TOU

California (45.3%), Maryland (39.9%), Virginia (39.8%) and Nevada (39.2%) show by far the highest time-of-use adoption — each with less than 60% of stations still on fixed rates, a sharp departure from the near-universal fixed pricing seen in smaller states.

WYOMING'S OUTLIER STRUCTURE

Wyoming pairs a high 90.6% fixed-pricing share with just 3.1% time-of-use — but 6.2% per-minute billing, the highest share among the states shown, with Montana close behind at 5.4%.

45.3% California — highest state time-of-use share

94.7% Vermont — highest state fixed-pricing share

SECTION 04

Appendices

Supporting data, definitions, and reference materials.

SECTION

Appendix A: Terminology

Charging Infrastructure

CPO

Charge Point Operator

Fast Charging

Charging port of a minimum of 24 kW

NACS

North American Charging Standard; Tesla's charging connector now adopted by many networks.

NEVI

National Electric Vehicle Infrastructure program under the Bipartisan Infrastructure Law.

Connector

A charging plug conforming to CCS, CHAdeMO, or NACS (J3400) standard

Port

A charging unit with one or more connectors capable of charging one EV.

Station

A physical location with one or more EVSEs (charging ports).

Utilization & Reliability

Reliability Index

The Paren-specific calculation that measures charger reliability taking into account recent successful charge sessions with and without retries, failed charge attempts, and station downtime over a specific time period.

Tesla

Tesla is a reference to the Tesla Superchargers

Utilization

The percentage of tracked time spent on both successful and unsuccessful charging activity at a charger over the time period open per day.

EV Charging Pricing

Fixed Price

Refers to a consistent rate per kWh for the entire charging day.

Time-of-Use (TOU)

Pricing changes based on the time of day with higher prices during expected peak demand time. It encourages off-peak charging and can help balance grid demand.

Dynamic Pricing

Pricing changes based on an ad-hoc changes not tied to a specific time. Typically, dynamic pricing daily spreads are within the same minimum and maximum of the TOU model.

Time

Charges by the minute or hour. Often used where energy-based pricing is restricted.

Appendix B: Methodology

Changes in 2026

Continuous Refinement:

We introduced targeted refinements to improve accuracy and better reflect real-world market conditions. Some figures may differ slightly from earlier editions. Most notably, in Q2 2026, our session counting methodology improved across busy charging stations, resulting in more tracked, successful charging sessions.

Infrastructure Methodology:

We enhanced how we measure station growth and identify new stations, reducing reliance on AFDC open-date fields and incorporating additional signals for more accurate activation timing.

Pricing Methodology:

We updated our average pricing model to exclude free chargers from calculations to reduce distortion. Prior-quarter figures were recalculated using this updated methodology for comparability.

Port-Count Universes:

Port counts vary by analysis because the report uses different validated data universes. Network-size figures use Paren's reconciled installed DCFC port base. CPO market-share tables use the subset of installed ports that can be attributed to a charging network/operator. Sessions, utilization and reliability use ports within Paren's real-time observed coverage for the reporting period.

These totals answer different questions and should not be read as competing counts. Installed-base figures describe network scale; operator-attributed figures support leaderboard and market-share analysis; observed-coverage figures support performance metrics such as sessions per port, utilization and reliability.

Data Sources

- Paren Public Charging Infrastructure Dataset
- AFDC
- Select NEVI RFP documents and award data
- Proprietary charging session / utilization models

About Paren

Paren is the intelligence layer of EV charging infrastructure.

Paren operates the most complete, real-time view of fast charging in North America — aggregating, enriching and standardizing data across networks into a single source of truth. Automakers, charge point operators, map makers, ride share platforms and government agencies rely on Paren to turn fragmented signals into decisions they can trust. With historical depth back to January 2024 and live data today, we give the industry a consistent standard for how performance is measured.

We value your feedback — hello@paren.app ↗

77,776

Total DCFC ports in the US

100M+

Real-time events processed per day

99%

Real-time coverage of the US's DCFC ports

100%

DCFC port coverage in the US

Access historical and real-time data through three platforms



Flat files

Rich datasets for BI tools



API

Real-time access to granular insights



Online portal

Advanced dashboards and self-serve portal for specific projects



Book a meeting

Scan to talk with our team

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Paren in the news



CPO/Network leaderboard



Report Team



Florent Breton
Co-founder, Chief Executive Officer



Bill Ferro
Co-founder, Chief Data Officer



Laura McDonald
Business Operations Manager

♦ **Strategic Advisors**

Gabe Klein
Former head of JOET, Chicago/D.C. DOTs,
Entrepreneur

Garth Saloner
Former Dean of Stanford GSB

Luc Vincent
Founder Google Street View, Lyft Level 5

♦ **Accreditation**

Certified B Corporation.
SOC 2 Type II certified.



♦ **Investors**

Paren is backed by leading venture capital
funds, including Base10.

■ **Offices**

Paren HQ is in San Francisco and Québec.

In the News

Paren is regularly featured in leading news outlets
such as The Wall Street Journal, The Washington
Post and The New York Times, as well as industry-
specialized outlets such as Electrek and InsideEVs.

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