Electric charging stations by state

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There were over 61,000 publicly accessible electric vehicle charging stations in the United States as of February 2024. The vast majority of EV charging occurs at home, but access to public infrastructure is tightly linked with Americans" opinions of electric vehicles themselves.

As reported by EVAdoption, the number of EV charging stations in each state varies significantly, reflecting regional differences in EV adoption rates and infrastructure investments. Leading the charge is California, with a staggering 930,811 charging stations, far

This chart shows the growth of U.S. public and private electric vehicle (EV) charging infrastructure since 2011. The number of electric vehicle (EV) charging ports has grown consistently, and the number of EV charging station locations has also increased steadily.

As of September 31, 2021 there were 2,147,070 electric vehicles (BEV and PHEV) in the United States and 109,307 charger ports. The following table shows the number of charger ports, EVs sold in the US through September 31, 2021, and the ratio of EVs to charger ports per state and the District of Columbia.

The median ratio was 14.2 EVs to ports, with Wyoming having the best (lowest) ratio at 4.2 to 1 and New Jersey had the worst (highest) at 41.7 to 1.

1) Ports: Number of individual charging plugs, sockets, connectors. While some DC fast chargers have multiple connectors/cables -- the majority of the charging networks report this data to the AFDC as a single”port” ability to charge at one time. Alternative Fueling Station Locator As of September 31, 2021.

2) Cumulative EVs (BEV and PHEV) 2011 to September 2021 – Source: Alliance for Automotive Innovation (2021). Advanced Technology Vehicle Sales Dashboard. Data compiled by the Alliance for Automotive Innovation using information provided by IHS Markit (2011-2018, Nov 2019-2021) and Hedges & Co. (Jan 2019-Oct 2019)., Advanced Technology Vehicles Sales Dashboard)

Wyoming had the best (lowest) ratio at 4.2 to 1 and North Dakota was second best with a ratio of 4.9 to 1. In general, states with a low percentage of EVs also have a low ratio suggesting that EV charging infrastructure tends to outpace EV sales until the sales and sales share starts to scale. And several states with a high EV sales share and/or sales share tend to have a relatively high ratio of EVs to charger ports. Among the states with the worst ratio, New Hampshire is a bit of an outlier as its EV sales share only ranks the state in 24th spot.

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