GET CONNECTED

ELECTRIC VEHICLE QUARTERLY REPORT

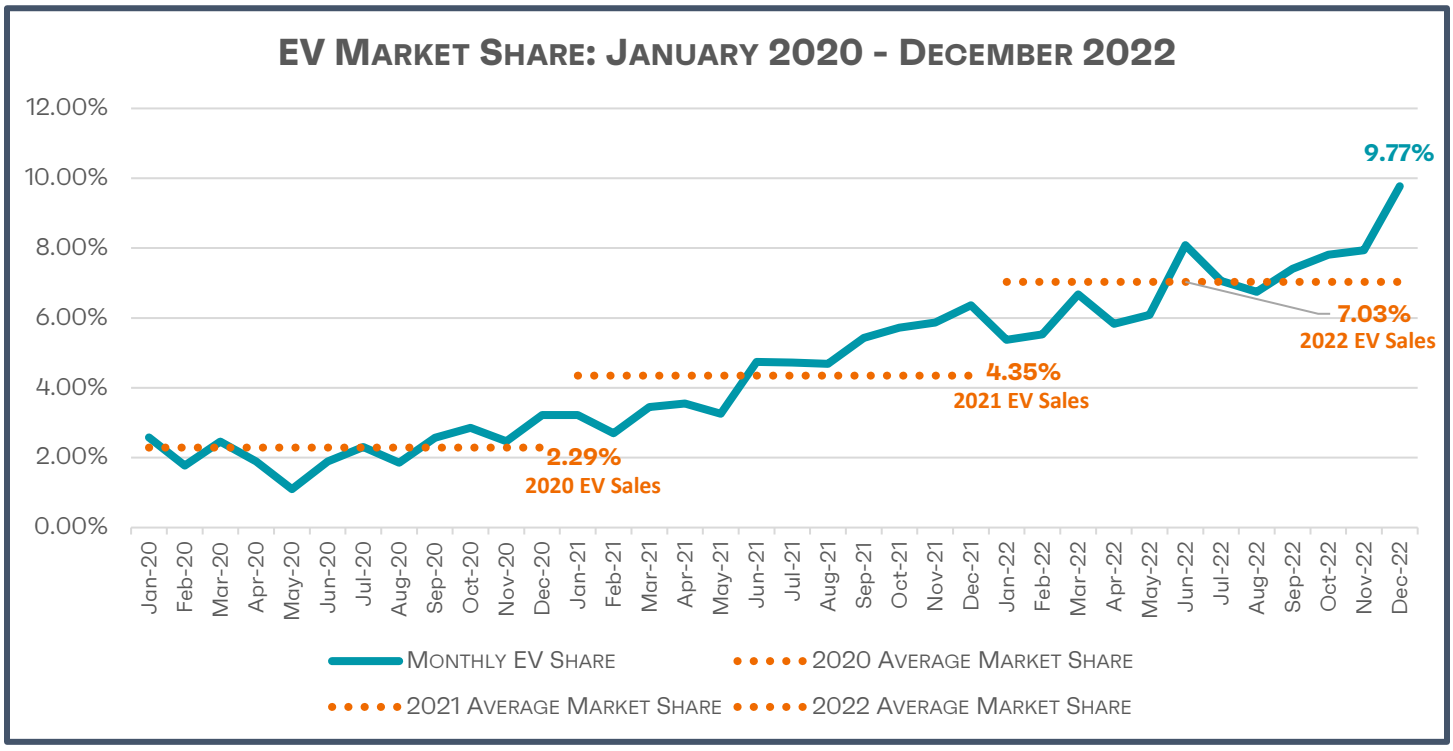
ALLIANCE FOR AUTOMOTIVE INNOVATION

FOURTH QUARTER, 2022

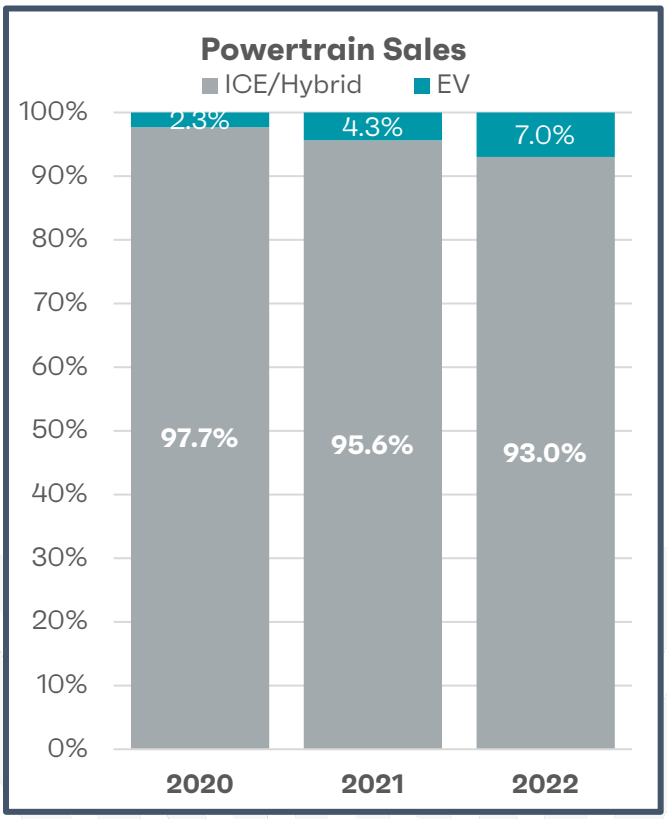
Contents

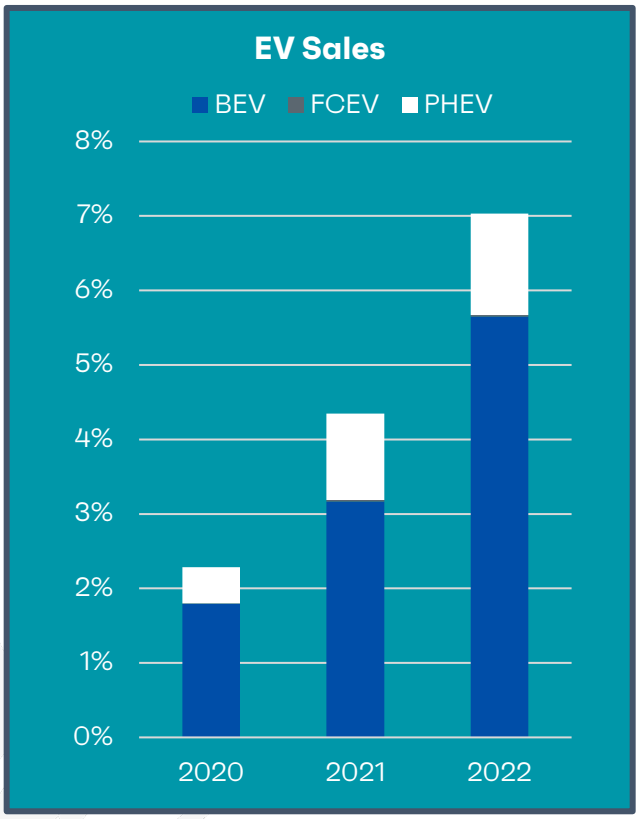
ELECTRIC VEHICLE SALES OVERVIEW (2022)

In the fourth quarter of 2022, automakers sold about 283,000 electric vehicles (EVs, including battery, plug-in hybrid, and fuel cell electric vehicles) in the United States, representing 8.5 percent of overall light-duty vehicle sales, a 2.52 percentage point (pp) increase over the fourth quarter of 2021, and a 1.5 pp increase from the third quarter of 2022[1]. For all of 2022, automakers sold almost 935,000 EVs, amounting to 7.03 percent of all light vehicle sales and an increased market share of 2.7 pp over 2021. EV sales in 2022 were up by 44 percent despite an overall decrease of 11 percent in total light-duty vehicle sales. For comparison, internal combustion engine (ICE) vehicle market share decreased by 3.4 pp during 2022 compared to 2021[2].



[1] *See* past editions of "Get Connected: Electric Vehicle Report" for previous quarters.
[2] Hybrid vehicles comprised the remainder of the gains in vehicle share.





SEE ADDITIONAL HISTORIC DATA ON EV SALES HERE

ELECTRIC VEHICLE SALES BY SEGMENT

While passenger cars once dominated the EV market, manufacturers continue to introduce new models to satisfy a variety of consumer needs. Utility vehicle (UV) offerings continue to grow, and while electric pickup trucks are a relatively new entry to the market (making their commercial debut in September 2021), more models and deliveries are expected soon. As a result, non-car segments are continuing to make gains, and in the fourth quarter of 2022, light truck (UVs, minivans, and pickups) sales comprised more than 68 percent of the EV market.

Quarterly sales of BEV and PHEV UVs have grown from about 19 percent of EVs at the start of 2020 to 61 percent in the fourth quarter of, and for all of 2022.

EV MODEL AVAILABILITY

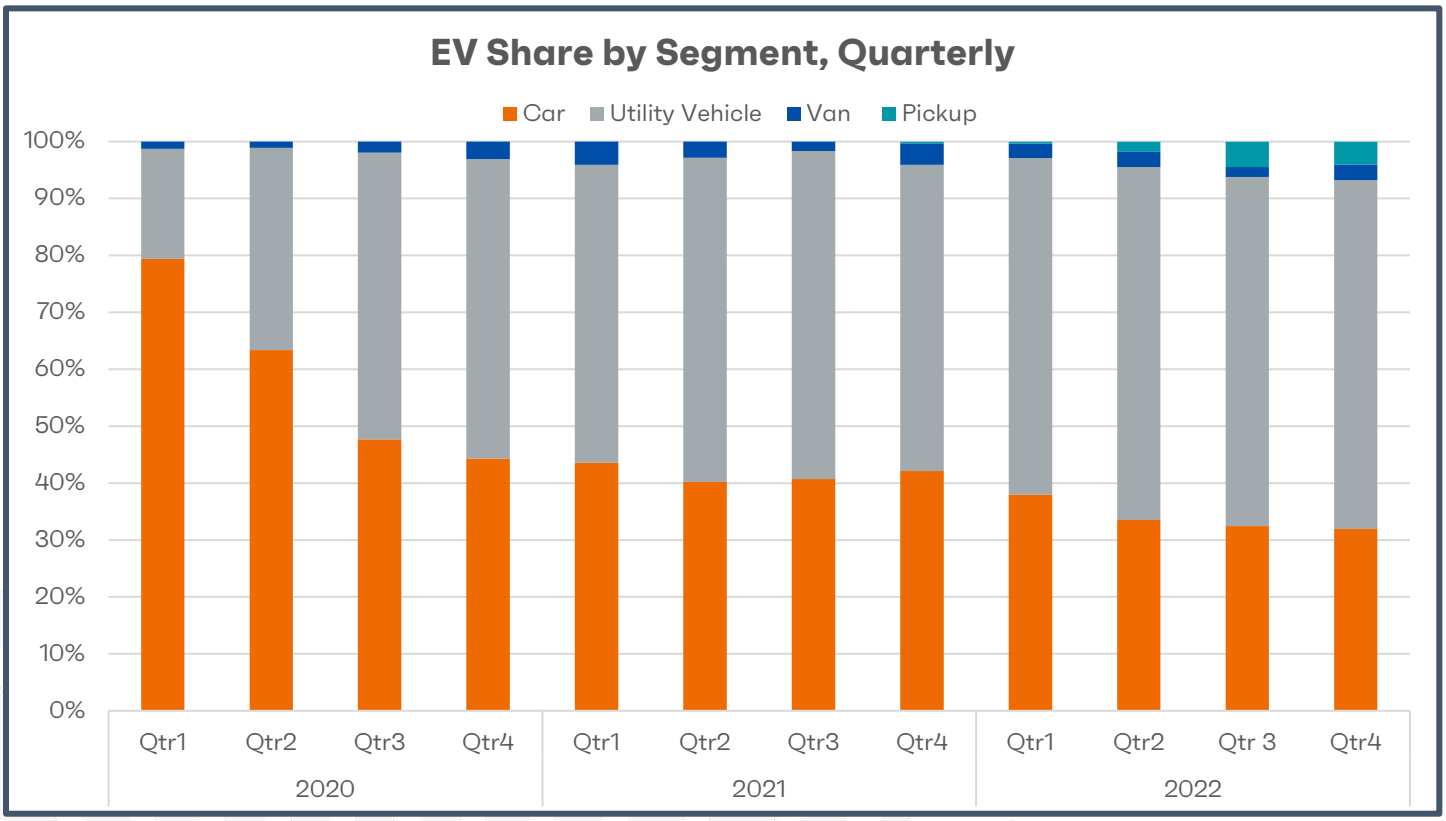
91 Vehicle Models Sold in Q4 2022:

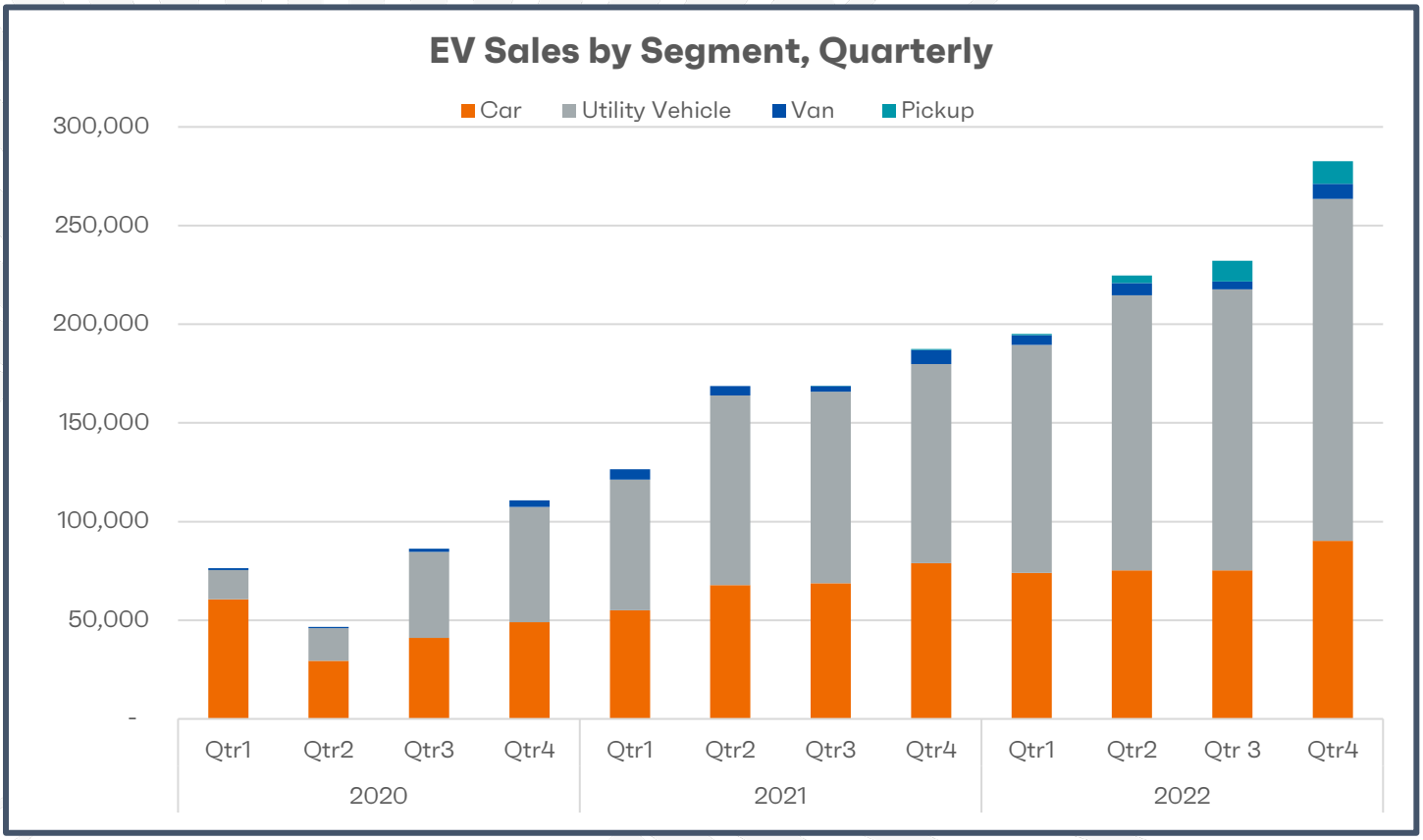
47 Battery Electric Vehicles
- 17 Cars
- 25 Utility Vehicles
- 3 Pickups
- 2 Vans

42 Plug-in Hybrid Vehicles
- 17 Cars
- 24 Utility Vehicles
- 1 Van

2 Fuel Cell Electric Vehicles
- 1 Car
- 1 Utility Vehicle

See more information about ***EV CHOICE HERE***

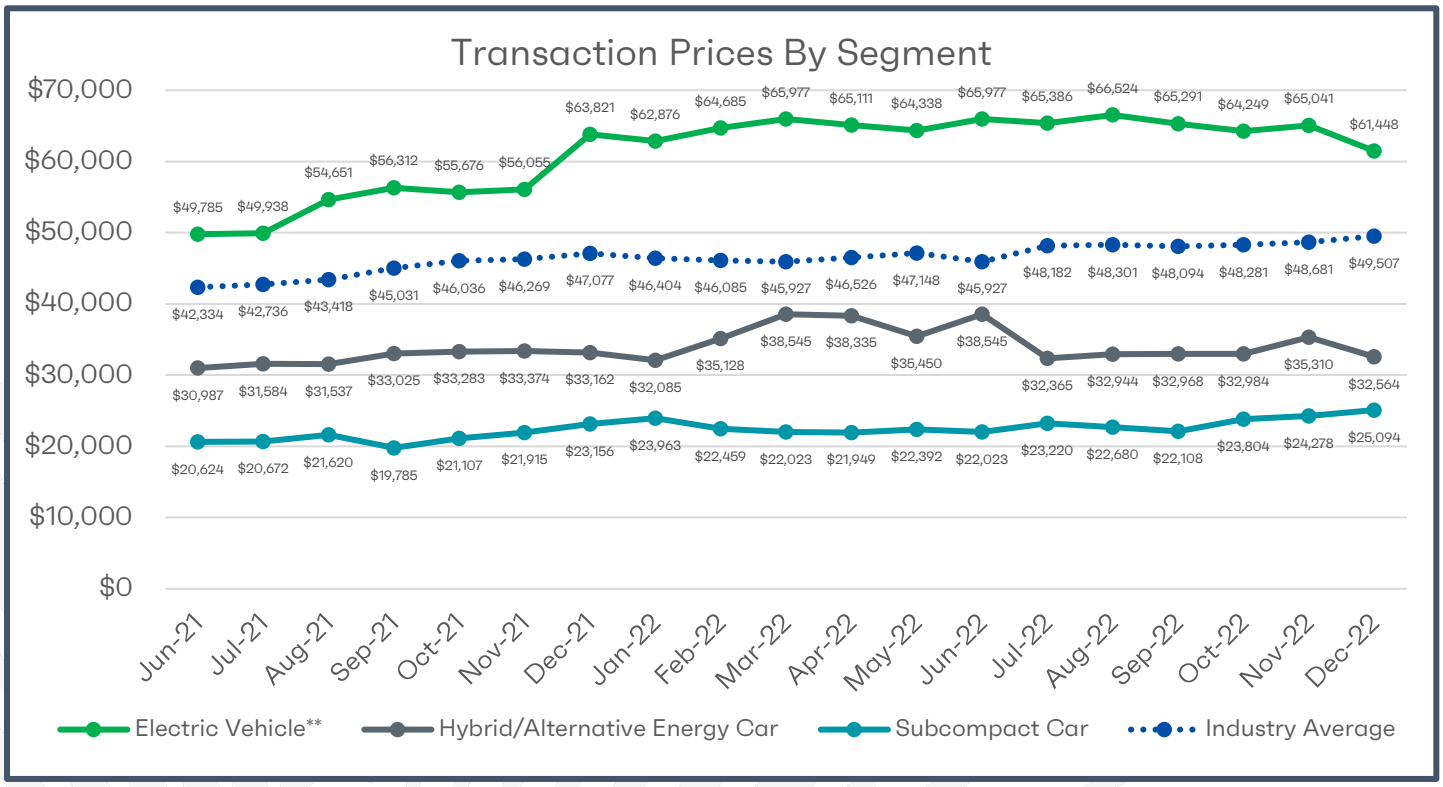




Source: Figures compiled by Alliance for Automotive Innovation with new registrations for retail and fleet data provided by S&P Global Mobility covering January 1, 2020 – December 31, 2022

Electric Vehicle Transaction Prices

The cost of the average EV in the fourth quarter of 2022 was about $63,600 while the average cost of all new light-duty vehicles in that time period was about $48,800. Year-over-year, EV prices rose more than $5,000 from the fourth quarter of 2021 while the average cost of all new light vehicles rose just under $2,400.[3]



Electric Vehicle Sales by State

For the Fourth Quarter of 2022:

California continued to lead the nation in EV sales, with BEVs, PHEVs and FCEVs making up more than 23 percent of new light-duty vehicle registrations in the fourth quarter of 2022. There are currently 24 additional states[4] and the District of Columbia with new vehicle EV registrations above 5 percent.

The market share of new EVs registered increased in all but two states[5], year-over-year, in the fourth quarter of 2022. Eighteen states and the District of Columbia witnessed increased market share of EVs by 2 pp or more. Making the largest increases were Washington (7.9 pp), California (6.9 pp), Oregon (4.9 pp), Maryland and Nevada (3.4 pp).

For The Full Year, 2022:

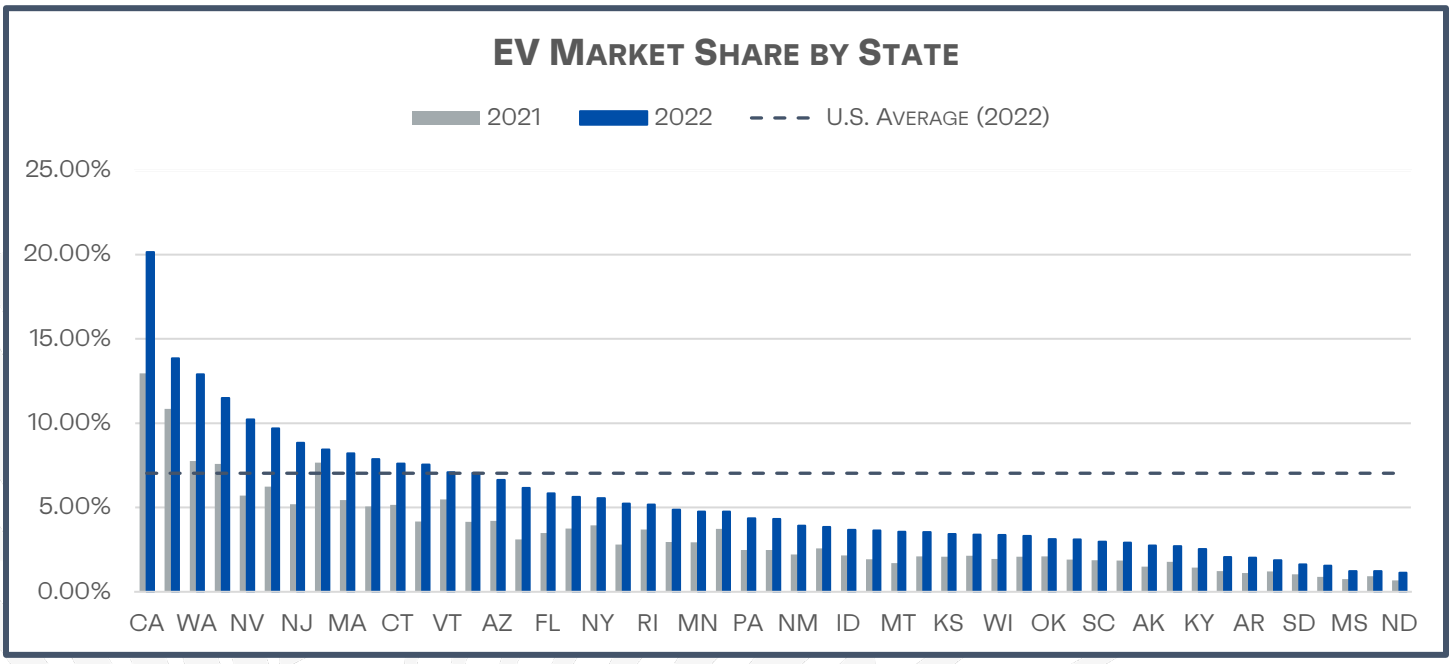
[3] Average transaction prices from Kelley Blue Book, monthly press releases

[4] States with more than a 5 percent market share of EVs: California, Washington, District of Columbia, Oregon, Nevada, Colorado, New Jersey, Massachusetts, Maryland, Hawaii, Virginia, Vermont, Connecticut, Utah, Arizona, Illinois, Delaware, Florida, New York, Georgia, Minnesota, Rhode Island, North Carolina, Missouri, Pennsylvania, and Maine.

[5] Mississippi and Oklahoma

More than 20 percent of sales in California were EVs, which also had the largest year-over-year increase for the period at 7.2 pp. Following California, the states with the largest market share gains were Washington (5.1 pp), Nevada (4.5 pp), Oregon (3.9 pp) and New Jersey (3.6 pp). Fifteen states and the District of Columbia increased their year-over-year EV market share by 2 pp or more. Eleven states increased by less than 1 pp. While some states continue to have strong EV sales, 13 states had new EV registrations of less than three percent; six of those states were under two percent. All states had a market share above 1.0 percent for EV sales.

For the year, 20 states and the District of Columbia had an EV market share above 5 percent, including four states and DC above 10 percent.



2022 EV Market Share by State

1	CA*	20.1%	**11**	CT*	7.6%	**21**	RI*	5.2%	**31**	MT	3.6%	**41**	AK	2.7%
2	DC	13.8%	**12**	VA*	7.5%	**22**	NC	4.9%	**32**	TN	3.5%	**42**	IA	2.7%
3	WA*	12.9%	**13**	VT*	7.1%	**23**	MN*	4.8%	**33**	KS	3.4%	**43**	KY	2.5%
4	OR*	11.5%	**14**	UT	7.1%	**24**	ME*	4.7%	**34**	MI	3.4%	**44**	AL	2.1%
5	NV*	10.2%	**15**	AZ	6.6%	**25**	PA	4.4%	**35**	WI	3.4%	**45**	AR	2.0%
6	CO*	9.7%	**16**	IL	6.2%	**26**	TX	4.3%	**36**	IN	3.3%	**46**	WY	1.9%
7	NJ*	8.8%	**17**	FL	5.8%	**27**	NM	3.9%	**37**	OK	3.1%	**47**	SD	1.6%
8	HI	8.4%	**18**	DE	5.6%	**28**	NH	3.8%	**38**	OH	3.1%	**48**	LA	1.5%
9	MA*	8.2%	**19**	NY*	5.5%	**29**	ID	3.7%	**39**	SC	3.0%	**49**	MS	1.2%
10	MD*	7.9%	**20**	GA	5.2%	**30**	MO	3.6%	**40**	NE	2.9%	**50**	WV	1.2%
												51	ND	1.1%

6

[6] Figures compiled by Alliance for Automotive Innovation with new registrations for retail and fleet data provided by S&P Global Mobility covering January 1 – December 31, 2022
*Denotes states that have adopted California's ZEV program

Fourth Quarter 2022, New Light-Duty Vehicle Registrations By Powertrain					Change In Market Share (2022 Q4 vs 2021 Q4), New Light-Duty Vehicle Registrations Powertrain			
State	Advanced Powertrain Market Share				Advanced Powertrain Market Share (Percentage Point Change)			
	PHEV	BEV	FCEV	ZEV	PHEV	BEV	FCEV	ZEV
AK	0.63%	2.82%	0.00%	**3.45%**	0.11	1.77	0.00	**1.88**
AL	0.62%	1.83%	0.00%	**2.44%**	-0.08	0.62	0.00	**0.54**
AR	0.53%	1.35%	0.00%	**1.89%**	0.05	0.27	0.00	**0.32**
AZ	1.31%	6.38%	0.00%	**7.69%**	0.23	1.72	0.00	**1.95**
CA*	3.16%	20.40%	0.17%	**23.73%**	0.13	6.74	0.00	**6.87**
CO*	2.67%	8.56%	0.00%	**11.24%**	0.51	2.52	0.00	**3.03**
CT*	2.52%	6.32%	0.00%	**8.84%**	0.34	1.71	0.00	**2.05**
DC	3.61%	11.38%	0.00%	**14.98%**	-0.60	3.07	0.00	**2.47**
DE	1.51%	5.39%	0.00%	**6.89%**	-0.04	1.38	0.00	**1.34**
FL	0.98%	5.60%	0.00%	**6.58%**	0.28	1.25	0.00	**1.53**
GA	0.89%	5.39%	0.00%	**6.28%**	0.01	2.11	0.00	**2.12**
HI	1.61%	8.30%	0.00%	**9.92%**	0.08	2.20	-0.01	**2.27**
IA	0.99%	2.08%	0.00%	**3.07%**	0.20	0.41	0.00	**0.61**
ID	1.43%	2.64%	0.00%	**4.07%**	0.49	0.90	0.00	**1.40**
IL	1.43%	6.00%	0.00%	**7.42%**	0.38	2.86	0.00	**3.24**
IN	0.95%	2.99%	0.00%	**3.94%**	0.00	1.22	0.00	**1.21**
KS	1.14%	3.12%	0.00%	**4.27%**	0.14	1.58	0.00	**1.72**
KY	0.76%	2.14%	0.00%	**2.90%**	0.23	0.76	0.00	**0.99**
LA	0.54%	1.23%	0.00%	**1.77%**	-0.08	0.44	0.00	**0.36**
MA*	2.94%	7.31%	0.00%	**10.26%**	0.62	2.74	0.00	**3.36**
MD*	2.21%	7.71%	0.00%	**9.92%**	0.19	3.25	0.00	**3.44**
ME*	2.35%	3.20%	0.00%	**5.55%**	0.09	1.36	0.00	**1.45**
MI	1.33%	2.84%	0.00%	**4.17%**	0.33	1.25	0.00	**1.58**
MN*	1.52%	4.72%	0.00%	**6.24%**	0.51	1.93	0.00	**2.45**
MO	1.72%	3.95%	0.00%	**5.67%**	0.58	2.28	0.00	**2.86**
MS	0.38%	0.86%	0.00%	**1.24%**	-0.19	0.15	0.00	**-0.05**
MT	0.86%	3.14%	0.00%	**4.00%**	0.10	0.92	0.00	**1.01**
NC	1.27%	4.76%	0.00%	**6.03%**	0.29	1.63	0.00	**1.92**
ND	0.58%	0.81%	0.00%	**1.39%**	0.22	0.37	0.00	**0.59**
NE	1.28%	2.09%	0.00%	**3.37%**	0.38	0.82	0.00	**1.20**
NH	1.44%	2.96%	0.00%	**4.40%**	0.12	0.98	0.00	**1.09**
NJ*	1.78%	9.15%	0.00%	**10.93%**	0.29	2.62	0.00	**2.92**
NM	1.18%	3.25%	0.00%	**4.43%**	0.41	0.77	0.00	**1.18**
NV*	1.46%	11.22%	0.00%	**12.68%**	0.17	3.27	0.00	**3.44**
NY*	1.89%	4.58%	0.00%	**6.48%**	0.15	1.43	0.00	**1.58**
OH	1.03%	2.40%	0.00%	**3.44%**	0.32	0.71	0.00	**1.02**
OK	1.05%	3.36%	0.00%	**4.41%**	-3.84	1.93	0.00	**-1.91**
OR*	3.50%	11.31%	0.00%	**14.81%**	0.13	4.78	0.00	**4.92**
PA	1.37%	4.21%	0.00%	**5.58%**	0.41	1.84	0.00	**2.25**
RI*	2.09%	3.95%	0.00%	**6.05%**	0.13	1.30	0.00	**1.44**
SC	0.78%	2.42%	0.00%	**3.20%**	0.03	0.42	0.00	**0.45**
SD	0.82%	1.22%	0.00%	**2.03%**	0.15	0.45	0.00	**0.60**
TN	0.80%	2.87%	0.00%	**3.67%**	0.04	0.45	0.00	**0.49**
TX	0.78%	4.21%	0.00%	**4.99%**	0.10	1.23	0.00	**1.33**
UT	1.52%	6.68%	0.00%	**8.20%**	0.37	1.90	0.00	**2.26**
VA*	1.82%	7.93%	0.00%	**9.74%**	0.56	2.77	0.00	**3.33**
VT*	3.03%	5.99%	0.00%	**9.02%**	0.23	2.32	0.00	**2.55**
WA*	2.15%	16.32%	0.00%	**18.47%**	0.60	7.24	0.00	**7.85**
WI	1.09%	3.12%	0.00%	**4.21%**	0.27	1.44	0.00	**1.71**
WV	0.47%	1.03%	0.00%	**1.51%**	-0.04	0.26	0.00	**0.22**
WY	1.00%	1.33%	0.00%	**2.32%**	0.01	0.43	0.00	**0.44**
U.S.	**1.57%**	**6.93%**	**0.02%**	**8.52%**	**0.14**	**2.38**	**0.00**	**2.52**

*Denotes states that have adopted California's ZEV program

Source: Figures compiled by Alliance for Automotive Innovation with new registrations for retail and fleet data provided by S&P Global Mobility covering October 1 - December, 2021, and October 1 – December 31, 2022

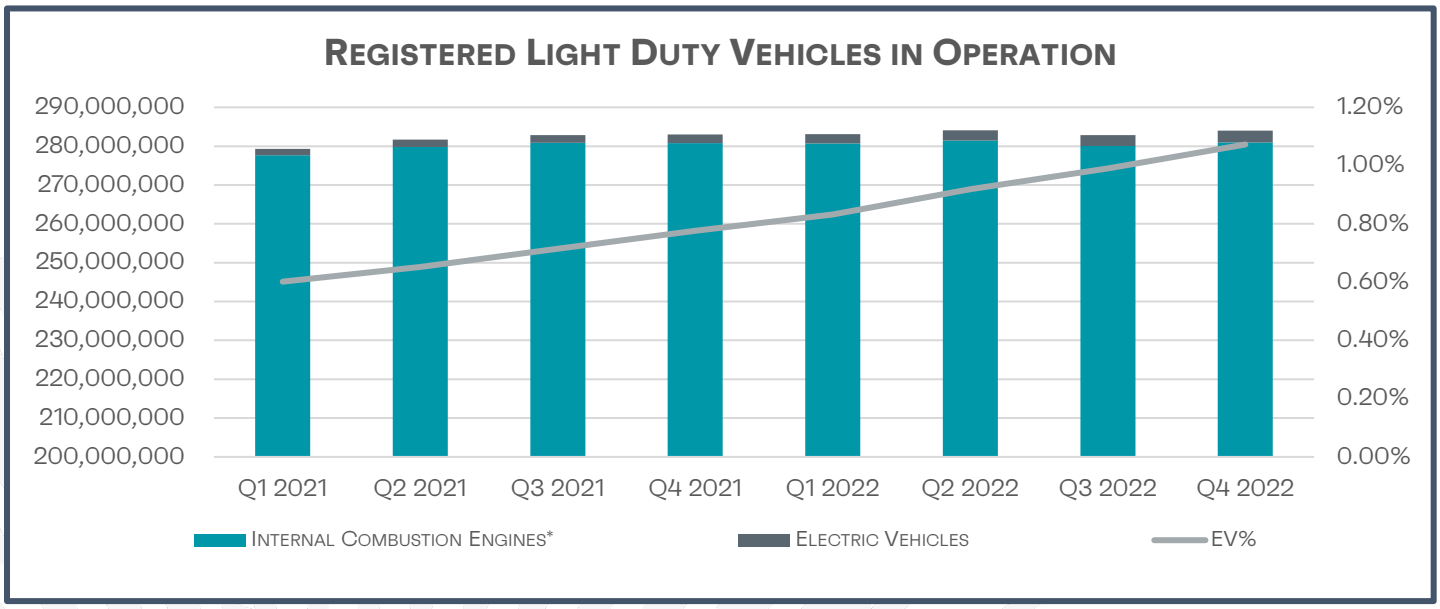
2022 New Light-Duty Vehicle Registrations By Powertrain					Change In Market Share (2022 vs 2021), New Light-Duty Vehicle Registrations Powertrain			
State	Advanced Powertrain Market Share				Advanced Powertrain Market Share (Percentage Point Change)			
	PHEV	BEV	FCEV	ZEV	PHEV	BEV	FCEV	ZEV
AK	0.61%	2.12%	0.00%	**2.74%**	0.16	1.09	0.00	**1.25**
AL	0.50%	1.57%	0.00%	**2.06%**	0.08	0.75	0.00	**0.83**
AR	0.49%	1.53%	0.00%	**2.02%**	0.12	0.79	0.00	**0.91**
AZ	1.06%	5.56%	0.00%	**6.62%**	0.24	2.17	0.00	**2.41**
CA*	2.78%	17.17%	0.17%	**20.13%**	-0.31	7.49	-0.02	**7.16**
CO*	2.17%	7.51%	0.00%	**9.68%**	0.51	2.93	0.00	**3.44**
CT*	2.37%	5.22%	0.00%	**7.59%**	0.41	2.03	0.00	**2.44**
DC	3.44%	10.37%	0.00%	**13.81%**	-0.47	3.43	0.00	**2.96**
DE	1.38%	4.24%	0.00%	**5.62%**	0.30	1.56	0.00	**1.87**
FL	0.94%	4.88%	0.00%	**5.82%**	0.35	1.97	0.00	**2.32**
GA	0.80%	4.42%	0.00%	**5.22%**	0.20	2.22	0.00	**2.42**
HI	1.76%	6.66%	0.01%	**8.43%**	0.33	0.44	0.00	**0.76**
IA	0.87%	1.83%	0.00%	**2.70%**	0.21	0.71	0.00	**0.92**
ID	1.00%	2.67%	0.00%	**3.68%**	0.28	1.24	0.00	**1.53**
IL	1.22%	4.94%	0.00%	**6.15%**	0.38	2.67	0.00	**3.05**
IN	0.86%	2.45%	0.00%	**3.31%**	0.17	1.05	0.00	**1.22**
KS	0.89%	2.54%	0.00%	**3.43%**	0.23	1.13	0.00	**1.36**
KY	0.70%	1.84%	0.00%	**2.54%**	0.26	0.83	0.00	**1.09**
LA	0.44%	1.10%	0.00%	**1.54%**	0.11	0.53	0.00	**0.64**
MA*	2.60%	5.60%	0.00%	**8.20%**	0.47	2.28	0.00	**2.75**
MD*	1.86%	6.00%	0.00%	**7.86%**	0.21	2.59	0.00	**2.80**
ME*	2.14%	2.53%	0.00%	**4.67%**	0.03	0.90	0.00	**0.93**
MI	1.20%	2.19%	0.00%	**3.38%**	0.37	0.88	0.00	**1.25**
MN*	1.12%	3.63%	0.00%	**4.74%**	0.31	1.50	0.00	**1.81**
MO	1.11%	2.51%	0.00%	**3.63%**	0.48	1.21	0.00	**1.69**
MS	0.36%	0.86%	0.00%	**1.22%**	0.06	0.40	0.00	**0.46**
MT	0.82%	2.73%	0.00%	**3.56%**	0.27	1.59	0.00	**1.86**
NC	1.00%	3.86%	0.00%	**4.86%**	0.23	1.68	0.00	**1.91**
ND	0.36%	0.78%	0.00%	**1.13%**	0.06	0.39	0.00	**0.45**
NE	1.01%	1.91%	0.00%	**2.92%**	0.25	0.82	0.00	**1.07**
NH	1.27%	2.56%	0.00%	**3.83%**	0.17	1.10	0.00	**1.27**
NJ*	1.63%	7.20%	0.00%	**8.83%**	0.40	3.24	0.00	**3.64**
NM	0.94%	2.97%	0.00%	**3.91%**	0.28	1.41	0.00	**1.69**
NV*	1.38%	8.84%	0.00%	**10.22%**	0.37	4.16	0.00	**4.52**
NY*	1.79%	3.76%	0.00%	**5.54%**	0.19	1.41	0.00	**1.61**
OH	0.84%	2.25%	0.00%	**3.10%**	0.27	0.91	0.00	**1.18**
OK	1.08%	2.04%	0.00%	**3.12%**	-0.13	1.15	0.00	**1.02**
OR*	3.02%	8.47%	0.00%	**11.49%**	0.41	3.50	0.00	**3.91**
PA	1.15%	3.21%	0.00%	**4.36%**	0.36	1.52	0.00	**1.88**
RI*	1.91%	3.26%	0.00%	**5.17%**	0.29	1.19	0.00	**1.48**
SC	0.79%	2.15%	0.00%	**2.94%**	0.22	0.83	0.00	**1.06**
SD	0.58%	1.05%	0.00%	**1.63%**	0.13	0.47	0.00	**0.59**
TN	0.76%	2.78%	0.00%	**3.54%**	0.25	1.19	0.00	**1.44**
TX	0.65%	3.66%	0.00%	**4.31%**	0.16	1.67	0.00	**1.83**
UT	1.25%	5.80%	0.00%	**7.05%**	0.35	2.55	0.00	**2.89**
VA*	1.55%	5.99%	0.00%	**7.54%**	0.50	2.87	0.00	**3.37**
VT*	2.65%	4.44%	0.00%	**7.09%**	0.15	1.45	0.00	**1.60**
WA*	1.76%	11.14%	0.00%	**12.90%**	0.40	4.74	0.00	**5.14**
WI	0.88%	2.49%	0.00%	**3.37%**	0.28	1.14	0.00	**1.41**
WV	0.39%	0.83%	0.00%	**1.22%**	0.00	0.29	0.00	**0.30**
WY	0.58%	1.28%	0.00%	**1.86%**	0.00	0.66	0.00	**0.66**
U.S.	**1.37%**	**5.64%**	**0.02%**	**7.03%**	**0.20**	**2.47**	**0.00**	**2.68**

*Denotes states that have adopted California's ZEV program

Source: Figures compiled by Alliance for Automotive Innovation with new registrations for retail and fleet data provided by S&P Global Mobility covering January 1 –December 31, 2021, and January 1 – December 31, 2022

REGISTRATIONS AND INFRASTRUCTURE

Share of Registered EVs In U.S. Light-Duty Fleet Continues to Increase Incrementally. As sales of EVs increase, so does the total number of EVs operating on U.S. roads. While there are nearly 284 million light-duty vehicles in operation (VIO) in the United States, electric vehicles represent just 1.1 percent of all light vehicles in the country (just over 3.0 million EVs). Fourth quarter 2022 marks the first time EVs represented more than 1 percent of total VIO. The EV VIO of 1.1 percent is an increase of 0.3 pp since the end of 2021 and an increase of 0.5 pp since the end of the first quarter in 2021.[7]



U.S. Public Charging Infrastructure: Overview

While the U.S. Department of Energy notes that roughly 80 percent of all electric vehicle charging occurs at home, reliable and convenient access to workplace and public charging and refueling stations help to support customers that purchase EVs. Workplace and public charging infrastructure not only eases perceived "range anxiety" concerns but also increases consumer awareness of the technology. The bipartisan Infrastructure Investment and Jobs Act (IIJA) that was signed into law in November 2021, includes $5 billion in funding for states to establish a nationwide EV charging network and $2.5 billion in competitive grants to deploy publicly available EV charging, hydrogen fueling, propane fueling, and natural gas fueling stations through 2026. Here is a snapshot of publicly available, non-proprietary EV charging and refueling infrastructure available across the United States at the end of 2022[8]:

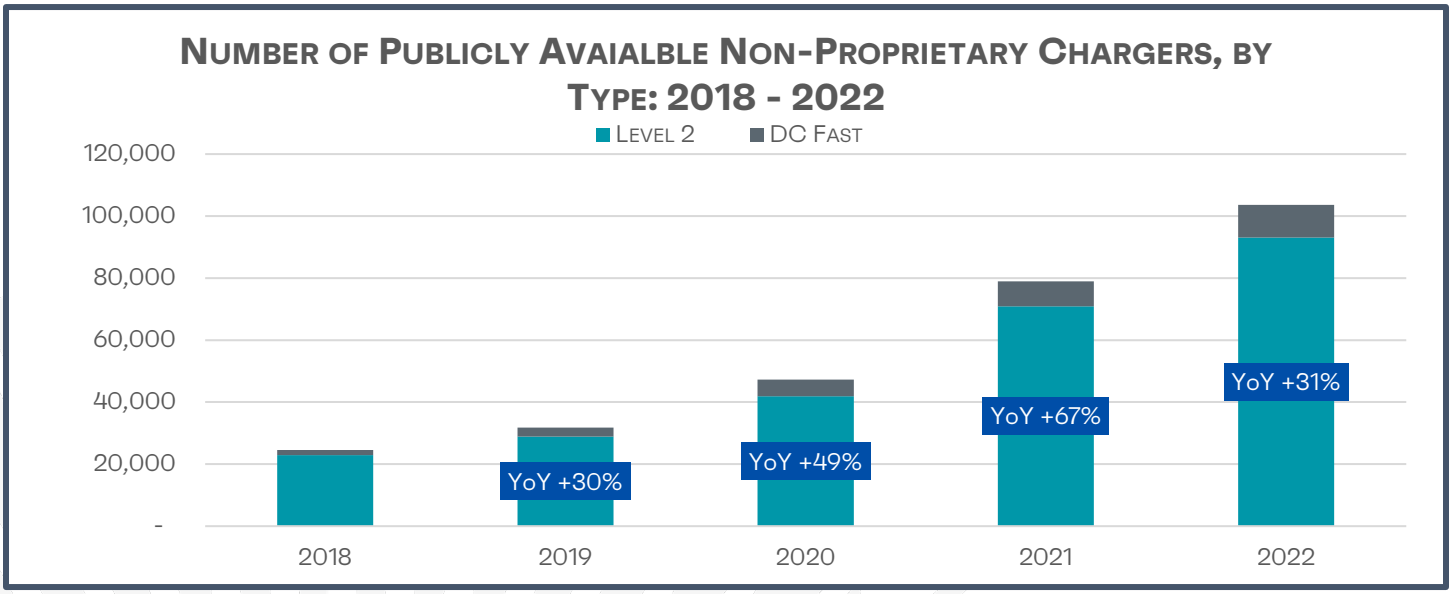
Level 2: 41,398 Locations, 93,070 EVSE Ports*
DC Fast: 4,880 Locations, 10,512 EVSE Ports*
Hydrogen Refueling: 56 Stations (55 are in California)
U.S. Total: *45,242 Locations, 103,582 EVSE Ports*
**Non-proprietary charging ports*

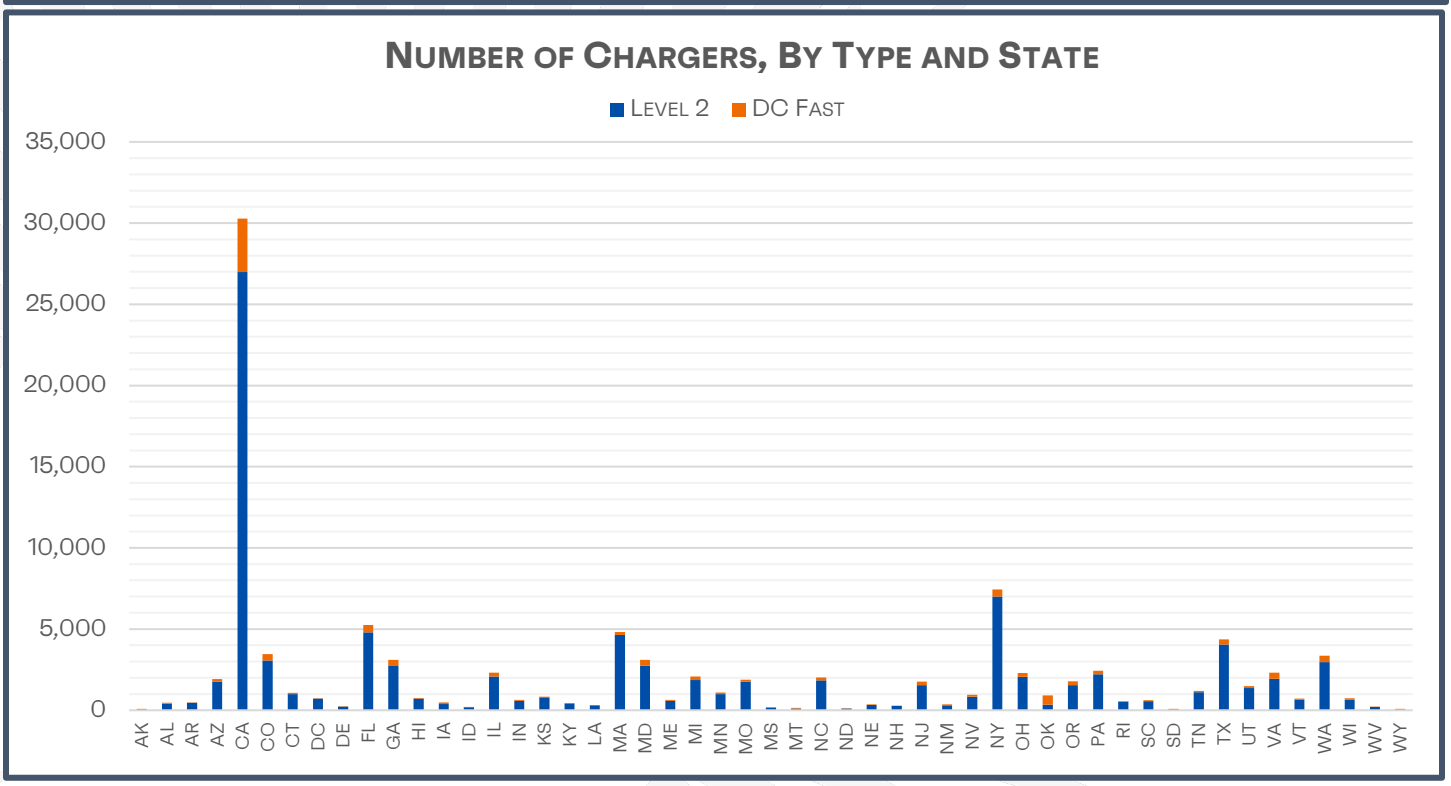
See Recommended Attributes for EV Charging Stations

[7] Registered vehicles in operation compiled by Alliance for Automotive Innovation with data provided by S&P Global Mobility covering January 1, 2021 –December 31, 2022

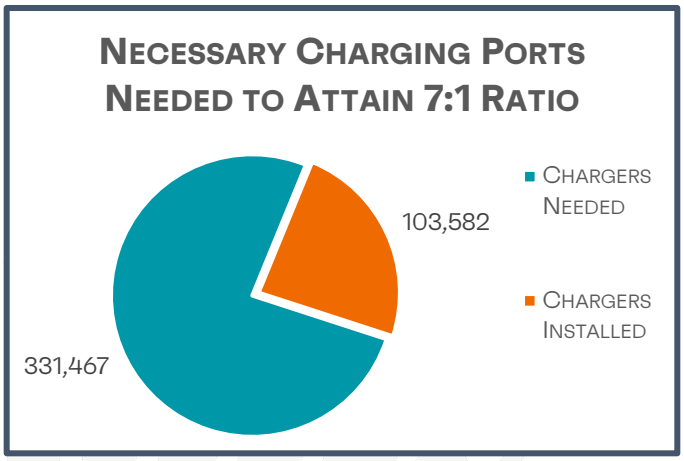
[8] Charging information from U.S. Department of Energy Alternative Fuels Data Center, stations in operation as of 12/31/2022;
Note: prior editions of this report included proprietary chargers

Level 2 Chargers and DC Fast Chargers. Both Level 2 and DC fast charging play important roles in electrifying the fleet. However, the key difference between Level 2 and DC Fast is how fast each will charge an EV's battery. Level 2 equipment is common for home, workplace, and public charging. Level 2 chargers can charge a BEV from empty in 4-10 hours and a PHEV from empty in 1-2 hours. DC Fast Charging equipment enables rapid charging along heavy-traffic corridors at installed stations and can charge a BEV to 80 percent in just 20 minutes to 1 hour. Wider installation of both Level 2 chargers, DC Fast chargers, and hydrogen fueling will be necessary for the transformation to electric vehicles. The number of non-proprietary Level 2, DC Fast, and total chargers all increased 31 percent, year-over-year (from about 79,000 in 2021 to about 103,000 in 2022)





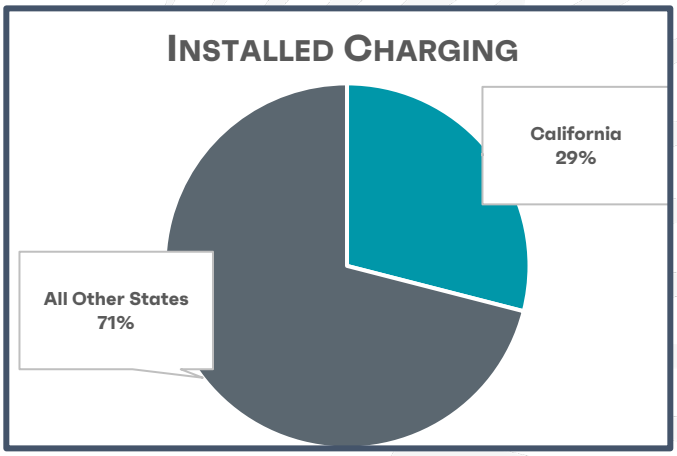
Infrastructure Still Well Below Estimated Needed Ratio of 7:1. An assessment by the California Energy Commission concluded that 700,000 public and shared private chargers are needed to support 5 million EVs, amounting to a ratio of 7 EVs per public charger. At the end of 2022, there were about 103,000 non-proprietary public charging outlets across the country and 3.04 million EVs on the road, a ratio of 29 EVs per charger. For charging to meet the 7:1 ratio, more than 330 thousand additional chargers are needed today, which is more than triple the currently available non-proprietary chargers across the U.S. as of December 31, 2022. Many additional chargers will be needed to support future sales of EVs through 2030 and beyond.



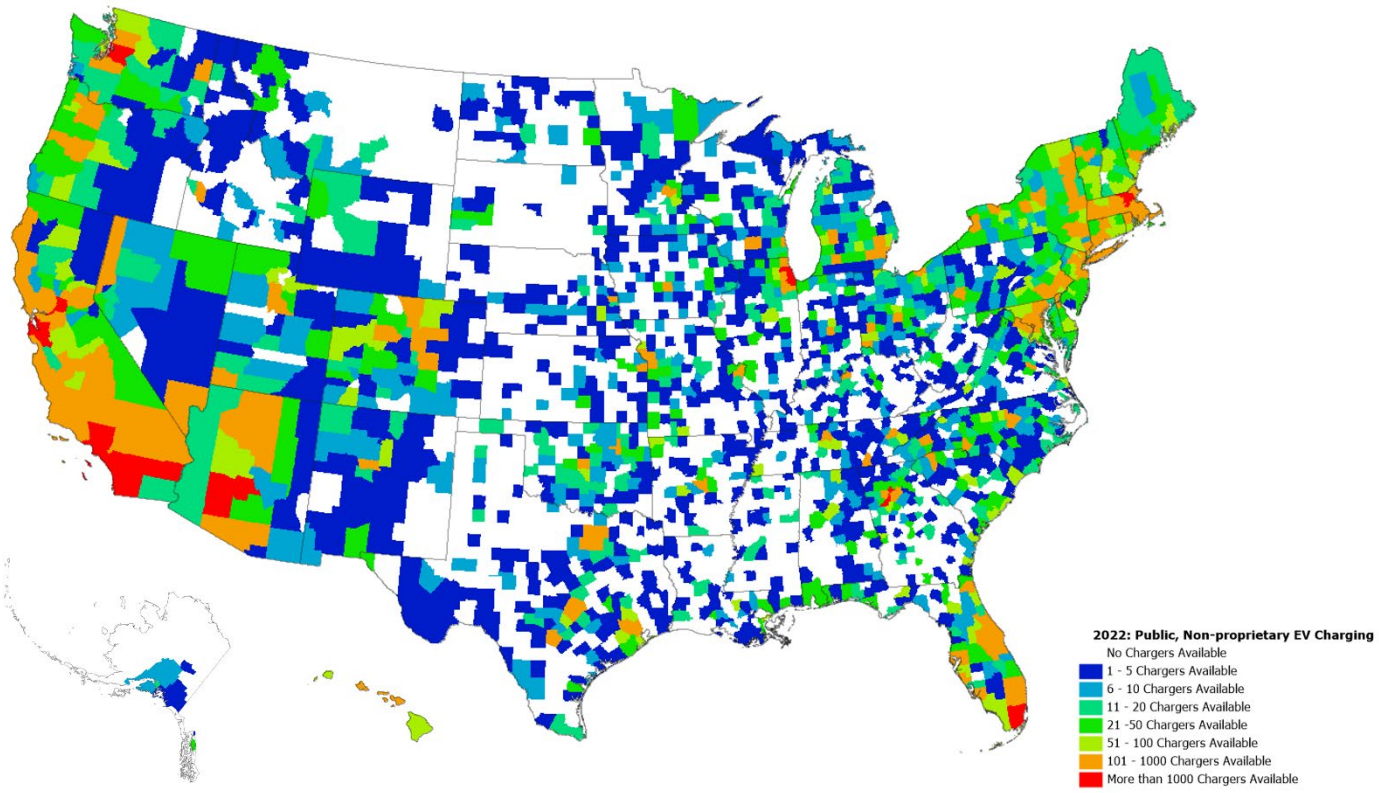
Infrastructure Disparities by Geography

Geographic disparities in charging infrastructure are pervasive. At the end of 2022, nearly 30% of all public charging infrastructure was located in California, which had 37 percent of all registered EVs.

Of the more than 3,100 counties and city-counties in the U.S., 63 percent had five or fewer chargers installed; 39 percent had zero. The top 14 counties with the highest number of chargers accounted for 30 percent of all U.S. EV charging infrastructure.



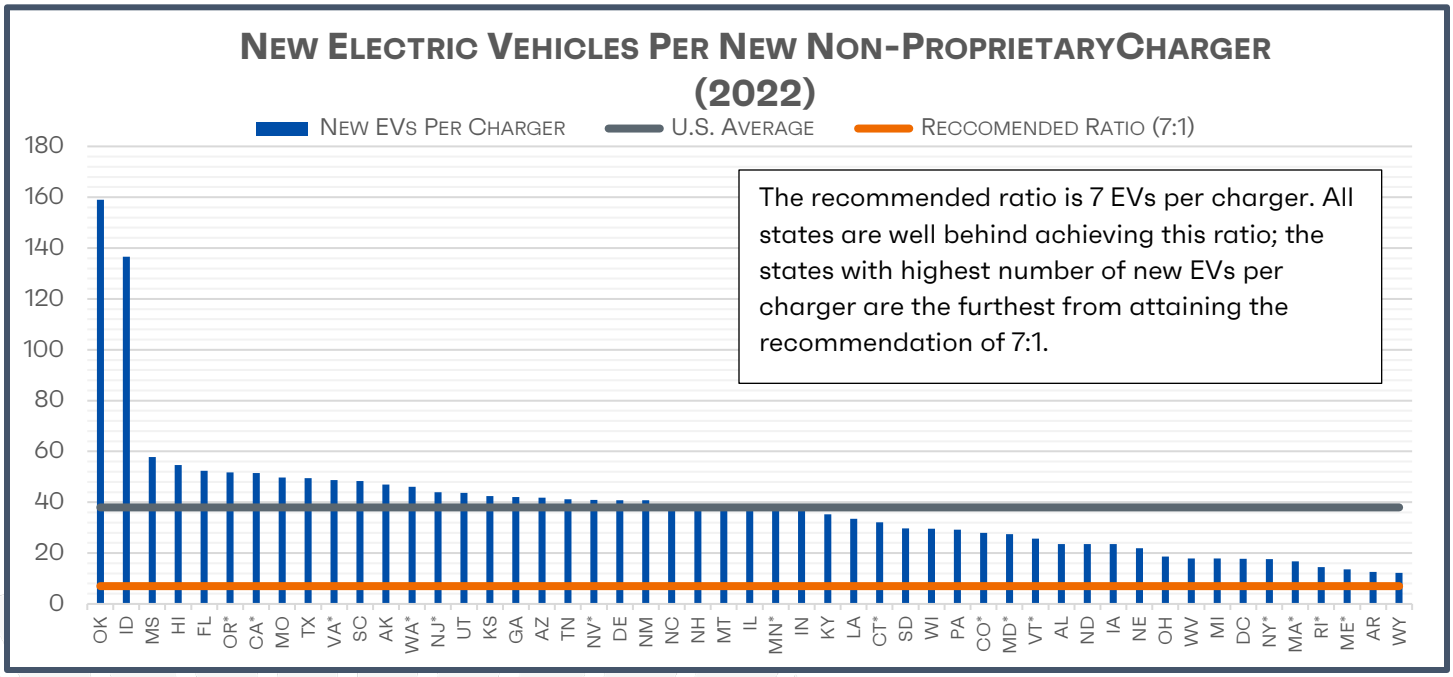
AVAILABLE U.S. PUBLIC CHARGING AT THE END OF 2022[9]

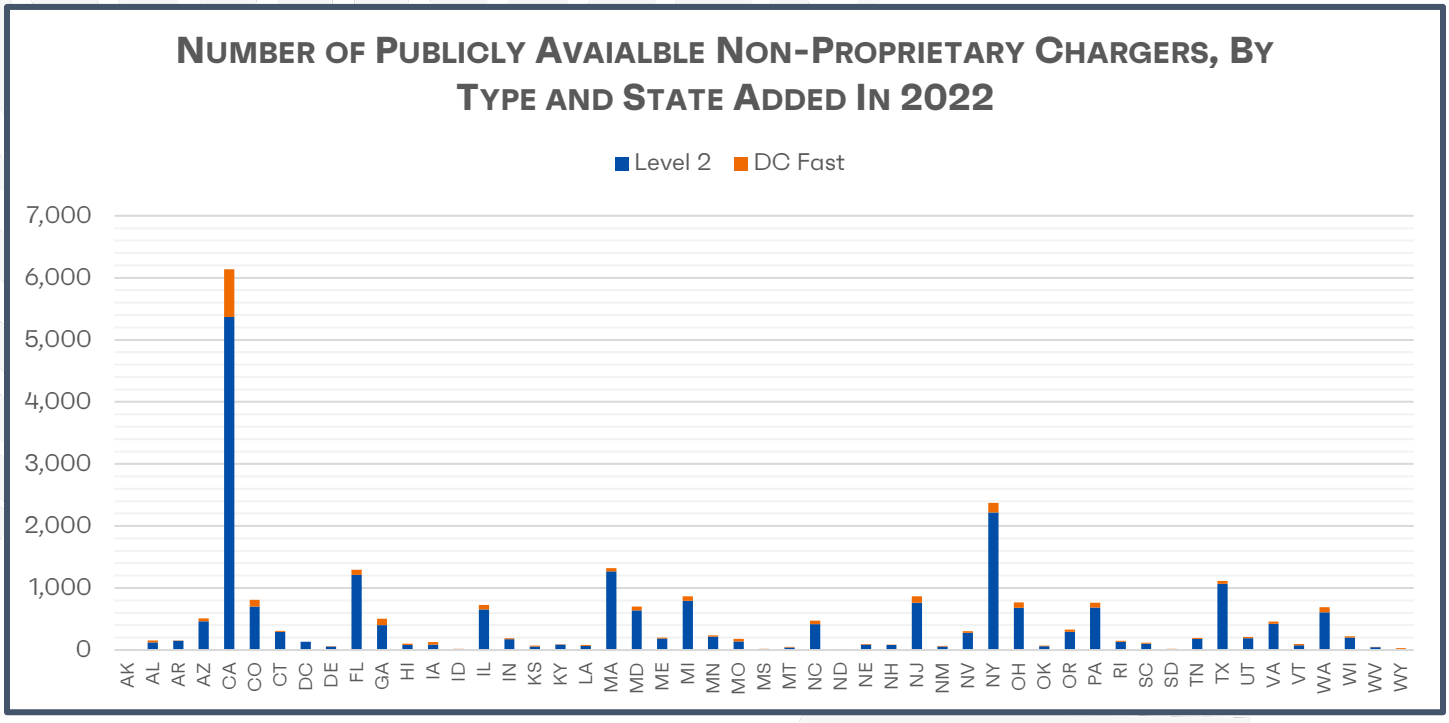


New 2022 Charging Infrastructure

Progress Adding Chargers, But Still Behind: More than 934,958 new EVs were added to the roads in 2022, but only 24,622 new chargers were added –a ratio of 38 new EVs for every new public port – well behind the recommended ratio of 7:1. Every state and the District of Columbia was behind the recommended ratio. Contrary to recent narratives, the U.S. is falling further behind in installing publicly available chargers for the number of EVs that are being sold, and that government regulations require in the near future.

[9] Including proprietary chargers, there were about 147,000 public ports available at the end of 2022

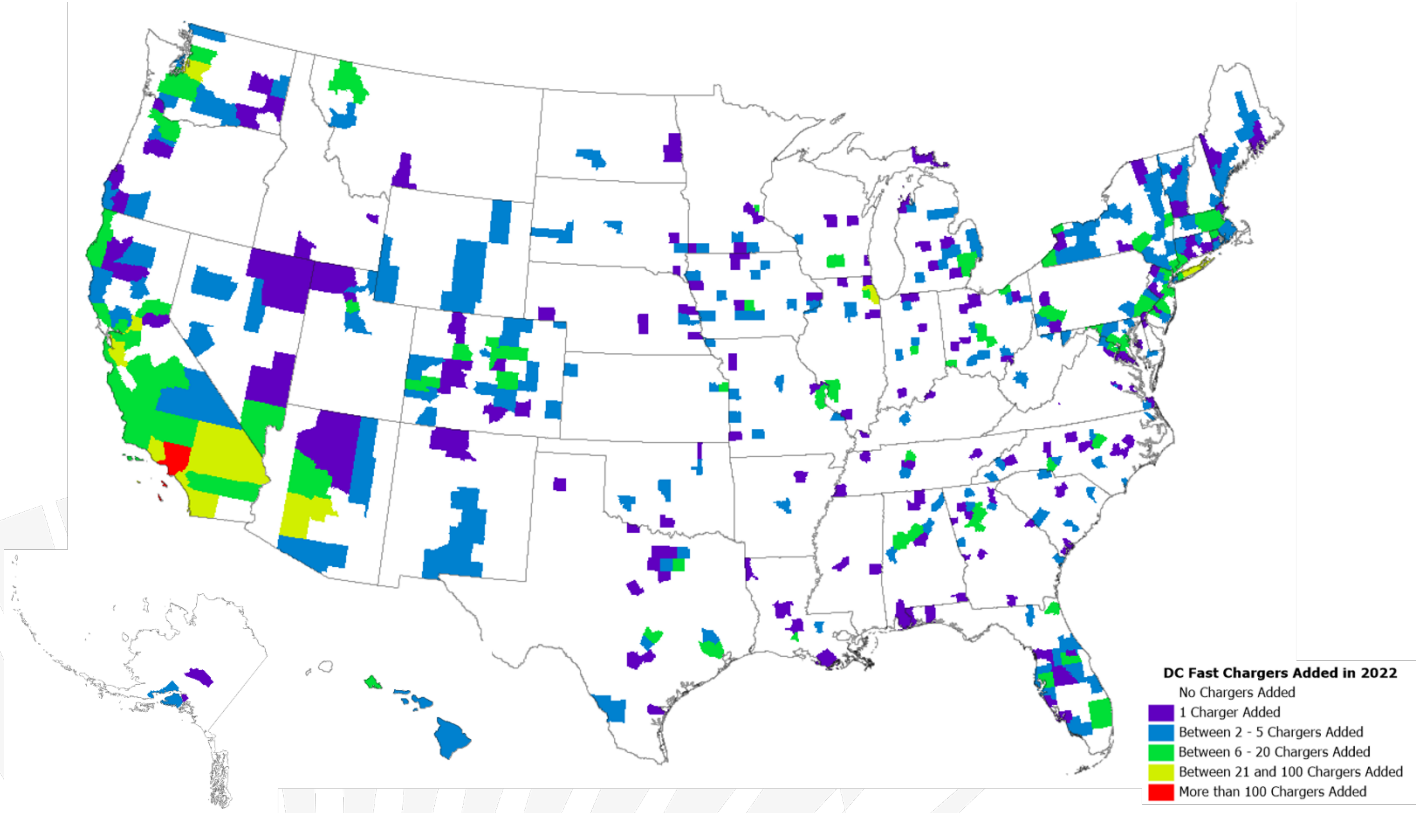




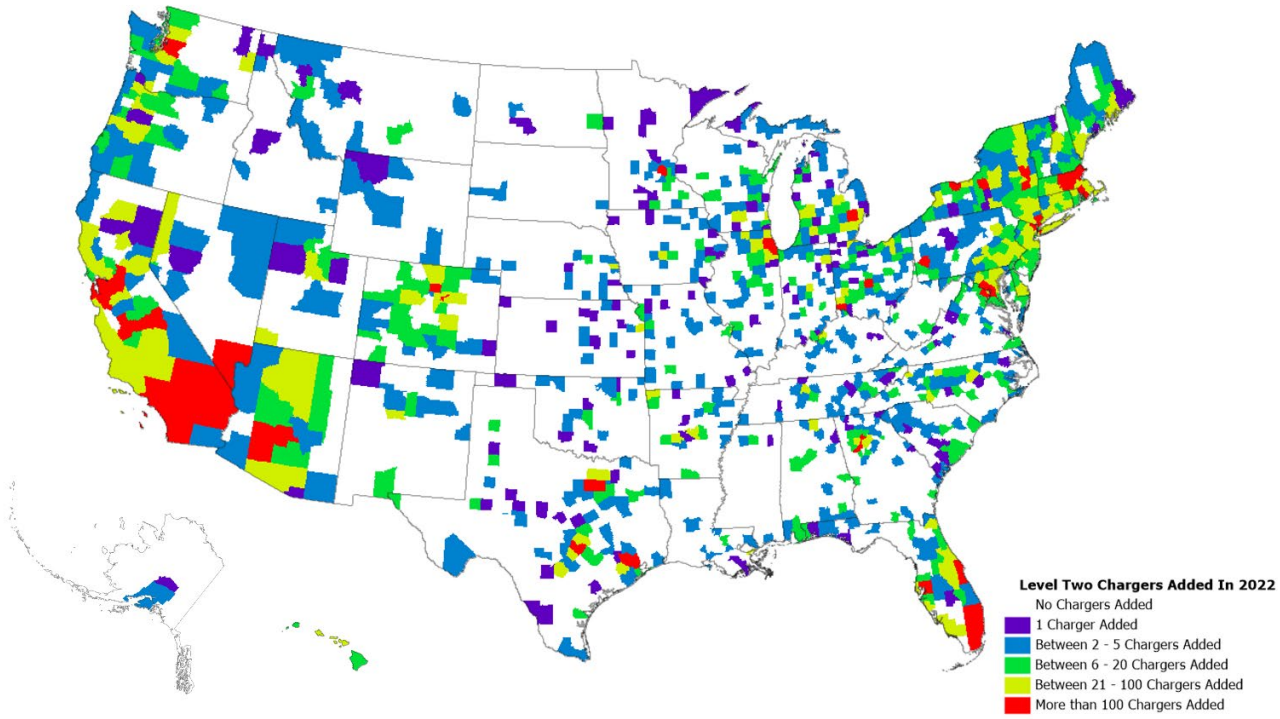
New Charging Installations Also Face Geographic Disparities. In 2022, 24,622 non-proprietary chargers (+31 percent, YoY) were added across all 50 states and the District of Columbia (about 3,100 counties and city-counties), however, of that:

- 53 percent of counties added NO new chargers
- 75 percent of U.S. counties added 5 or fewer chargers in 2022
- 51 percent of all new charging was added in just 2 percent of U.S. counties
- 25 percent of all new charging was added in California
- 160 counties added only 1 new charger

DC Fast Public Charging Added in 2022, by County



Level 2 Public Charging Added in 2022, by County



Source: Charging information from U.S. Department of Energy Alternative Fuels Data Center, stations in operation as of 12/31/2022 sorted to county with Department of Housing and Urban Development Crosswalk files (zip code to county). Includes only public, non-proprietary chargers.

Vehicles in Operation and Charging by State

Public, Non-Proprietary Charging Outlets And Registerd EVs (as of 12/31/2022)

	EV Level 2	EV DC Fast	H2** Fueling	Total	Percent EVs of Total VIO***	Share of Registered EVs****	EVs Per Charger	Additional Chargers Needed to Support 25% EV VIO*****	EVs Per 10K Residents
AK	64	16	-	80	0.41%	0.08%	29	20,572	31.77
AL	405	67	-	472	0.22%	0.38%	24	181,960	23.37
AR	463	27	-	490	0.21%	0.19%	12	97,812	19.56
AZ	1,756	165	-	1,921	1.12%	2.55%	40	244,752	108.31
CA*	26,982	3,297	55	30,334	3.62%	37.15%	37	1,086,969	286.05
CO*	3,062	395	-	3,457	1.36%	2.43%	21	191,111	129.86
CT*	985	86	-	1,071	1.04%	1.01%	29	104,529	86.09
DC	714	16	-	730	2.32%	0.26%	11	11,569	113.57
DE	232	21	-	253	0.78%	0.23%	28	32,254	73.73
FL	4,793	462	-	5,255	1.01%	6.18%	36	657,462	88.31
GA	2,737	362	-	3,099	0.71%	2.21%	22	332,888	63.93
HI	716	46	1	763	2.00%	0.76%	30	40,508	162.54
IA	377	109	-	486	0.31%	0.32%	20	113,418	31.22
ID	179	33	-	212	0.45%	0.29%	42	70,048	50.46
IL	2,073	234	-	2,307	0.78%	2.60%	34	359,786	62.22
IN	576	65	-	641	0.40%	0.80%	38	218,099	36.33
KS	791	51	-	842	0.37%	0.35%	13	103,021	36.92
KY	429	21	-	450	0.25%	0.33%	22	142,392	22.58
LA	296	31	-	327	0.20%	0.25%	24	135,529	16.60
MA*	4,635	180	-	4,815	1.30%	2.33%	15	189,736	102.68
MD*	2,755	348	-	3,103	1.19%	1.99%	20	178,808	100.29
ME*	583	60	-	643	0.75%	0.33%	16	47,093	74.77
MI	1,853	232	-	2,085	0.55%	1.53%	22	301,955	46.63
MN*	1,001	92	-	1,093	0.62%	1.05%	29	182,512	56.98
MO	1,768	116	-	1,884	0.42%	0.78%	13	200,190	38.80
MS	161	12	-	173	0.12%	0.12%	21	106,231	12.09
MT	117	26	-	143	0.30%	0.15%	32	54,737	43.66
NC	1,838	190	-	2,028	0.60%	1.88%	28	337,162	55.20
ND	101	22	-	123	0.14%	0.04%	9	28,269	14.51
NE	316	47	-	363	0.32%	0.22%	18	74,332	34.72
NH	260	33	-	293	0.78%	0.35%	36	47,838	77.86
NJ*	1,545	223	-	1,768	1.31%	3.09%	53	255,302	105.77
NM	300	64	-	364	0.49%	0.32%	27	70,443	46.71
NV*	832	132	-	964	1.47%	1.21%	38	88,435	121.49
NY*	7,012	423	-	7,435	1.13%	4.30%	18	405,097	66.96
OH	2,060	234	-	2,294	0.44%	1.55%	21	380,907	40.34
OK	341	582	-	923	0.54%	0.82%	27	163,122	63.00
OR*	1,540	242	-	1,782	1.65%	2.05%	35	133,600	149.06
PA	2,219	215	-	2,434	0.60%	2.17%	27	391,104	51.49
RI*	526	43	-	569	0.79%	0.22%	12	29,584	63.07
SC	569	50	-	619	0.33%	0.58%	29	188,801	34.84
SD	71	18	-	89	0.20%	0.06%	22	35,615	22.26
TN	1,104	93	-	1,197	0.40%	0.89%	23	239,557	40.22
TX	4,050	309	-	4,359	0.66%	5.23%	37	857,728	55.52
UT	1,373	114	-	1,487	1.14%	1.10%	22	103,133	105.58
VA*	1,940	369	-	2,309	0.87%	2.16%	28	268,316	77.07
VT*	663	48	-	711	1.54%	0.28%	12	19,109	136.23
WA*	2,962	401	-	3,363	1.72%	3.95%	36	246,942	159.67
WI	668	63	-	731	0.43%	0.75%	31	189,257	39.12
WV	204	7	-	211	0.19%	0.10%	14	55,289	16.23
WY	73	20	-	93	0.20%	0.04%	14	23,389	22.95
U.S.	**93,070**	**10,512**	**56**	**103,638**	**1.07%**	**100.00%**	**29**	**10,038,272**	**93.09**

*Denotes states that have adopted California's ZEV program; **Hydrogen count denotes stations
*** VIO is vehicles in operation; **** State share of U.S. Total; *****Calculated at 1:7 ratio at 25 percent of the existing state fleet. Ratio derived from CEC AB 2127 Report of July 14, 2021; VIO at the end of the 4th quarter was about 284 million vehicles (25% = 71 million)
Source: Figures compiled by Alliance for Automotive Innovation with registered vehicle data provided by S&P Global Mobility as of December 31, 2022; Charging information from U.S. Department of Energy Alternative Fuels Data Center, as of 12/31/2022.

REGISTRATIONS

EV registrations as a share of all registered light-duty vehicles are 1.07 percent (as of December 31, 2022.) There are nearly 284 million registered light-duty vehicles in the U.S.

At the end of 2022, California accounted for 37 percent of all registered light-duty EVs in the U.S.

States with highest portion of total EVs registered:

1. CA* (1,131,523, 3.62%)
2. DC (7,978, 2.31%)
3. HI (23,088, 2.0%)
4. WA* (120,323, 1.72)
5. OR* (62,466, 1.65%)
6. VT* (8,532, 1.54%)
7. NV* (36,865, 1.47%)
8. CO* (73,960, 1.36%)
9. NJ* (94,226, 1.31%)
10. MA* (70,872, 1.30%)

States with worst ratio of registered EVs per non-proprietary public charger:

1. NJ*
2. ID
3. AZ
4. NV*
5. IN
6. CA*
7. TX
8. NH
9. FL
10. WA*

Read more about automakers plans for an ***ELECTRIC FUTURE HERE***