## Table F31: Fuel ethanol consumption estimates, 2023

| State | Commercial | Industrial | Transportation | Total | Commercial [a] | Industrial [a] | Transportation [a] | Total [a] |
|---|---|---|---|---|---|---|---|---|
| | Thousand barrels | | | | Trillion Btu | | | |
| Alabama | 113 | 92 | 7,435 | 7,639 | 0.4 | 0.3 | 25.9 | 26.6 |
| Alaska | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Arizona | 210 | 210 | 7,168 | 7,588 | 0.7 | 0.7 | 24.9 | 26.4 |
| Arkansas | 59 | 78 | 3,565 | 3,703 | 0.2 | 0.3 | 12.4 | 12.9 |
| California | 1,169 | 672 | 31,786 | 33,628 | 4.1 | 2.3 | 110.6 | 117.0 |
| Colorado | 145 | 117 | 4,914 | 5,177 | 0.5 | 0.4 | 17.1 | 18.0 |
| Connecticut | 103 | 43 | 3,441 | 3,588 | 0.4 | 0.2 | 12.0 | 12.5 |
| Delaware | 27 | 15 | 1,227 | 1,270 | 0.1 | 0.1 | 4.3 | 4.4 |
| Dist. of Col. | 8 | 4 | 246 | 258 | (s) | (s) | 0.9 | 0.9 |
| Florida | 591 | 486 | 21,359 | 22,436 | 2.1 | 1.7 | 74.3 | 78.1 |
| Georgia | 261 | 135 | 11,677 | 12,073 | 0.9 | 0.5 | 40.6 | 42.0 |
| Hawaii | 37 | 31 | 1,001 | 1,069 | 0.1 | 0.1 | 3.5 | 3.7 |
| Idaho | 31 | 55 | 1,739 | 1,825 | 0.1 | 0.2 | 6.1 | 6.4 |
| Illinois | 285 | 214 | 9,857 | 10,355 | 1.0 | 0.7 | 34.3 | 36.0 |
| Indiana | 157 | 111 | 7,082 | 7,350 | 0.5 | 0.4 | 24.6 | 25.6 |
| Iowa | 70 | 87 | 4,075 | 4,232 | 0.2 | 0.3 | 14.2 | 14.7 |
| Kansas | 61 | 86 | 2,837 | 2,984 | 0.2 | 0.3 | 9.9 | 10.4 |
| Kentucky | 86 | 57 | 5,181 | 5,324 | 0.3 | 0.2 | 18.0 | 18.5 |
| Louisiana | 88 | 83 | 5,068 | 5,239 | 0.3 | 0.3 | 17.6 | 18.2 |
| Maine | 33 | 24 | 1,634 | 1,691 | 0.1 | 0.1 | 5.7 | 5.9 |
| Maryland | 197 | 63 | 5,962 | 6,222 | 0.7 | 0.2 | 20.7 | 21.7 |
| Massachusetts | 163 | 88 | 6,070 | 6,321 | 0.6 | 0.3 | 21.1 | 22.0 |
| Michigan | 229 | 165 | 10,033 | 10,427 | 0.8 | 0.6 | 34.9 | 36.3 |
| Minnesota | 135 | 158 | 7,071 | 7,363 | 0.5 | 0.5 | 24.6 | 25.6 |
| Mississippi | 51 | 41 | 3,980 | 4,071 | 0.2 | 0.1 | 13.8 | 14.2 |
| Missouri | 140 | 101 | 7,454 | 7,695 | 0.5 | 0.4 | 25.9 | 26.8 |
| Montana | 15 | 34 | 1,124 | 1,173 | 0.1 | 0.1 | 3.9 | 4.1 |
| Nebraska | 37 | 69 | 1,988 | 2,094 | 0.1 | 0.2 | 6.9 | 7.3 |
| Nevada | 98 | 51 | 2,818 | 2,967 | 0.3 | 0.2 | 9.8 | 10.3 |
| New Hampshire | 36 | 20 | 1,669 | 1,725 | 0.1 | 0.1 | 5.8 | 6.0 |
| New Jersey | 247 | 148 | 8,747 | 9,141 | 0.9 | 0.5 | 30.4 | 31.8 |
| New Mexico | 46 | 64 | 2,334 | 2,443 | 0.2 | 0.2 | 8.1 | 8.5 |
| New York | 336 | 311 | 12,322 | 12,969 | 1.2 | 1.1 | 42.9 | 45.1 |
| North Carolina | 253 | 139 | 11,330 | 11,722 | 0.9 | 0.5 | 39.4 | 40.8 |
| North Dakota | 12 | 40 | 1,017 | 1,068 | (s) | 0.1 | 3.5 | 3.7 |
| Ohio | 338 | 171 | 10,894 | 11,402 | 1.2 | 0.6 | 37.9 | 39.7 |
| Oklahoma | 91 | 86 | 4,249 | 4,425 | 0.3 | 0.3 | 14.8 | 15.4 |
| Oregon | 106 | 74 | 3,567 | 3,747 | 0.4 | 0.3 | 12.4 | 13.0 |
| Pennsylvania | 310 | 163 | 10,237 | 10,709 | 1.1 | 0.6 | 35.6 | 37.3 |
| Rhode Island | 23 | 14 | 871 | 908 | 0.1 | (s) | 3.0 | 3.2 |
| South Carolina | 149 | 65 | 6,430 | 6,644 | 0.5 | 0.2 | 22.4 | 23.1 |
| South Dakota | 16 | 30 | 1,165 | 1,212 | 0.1 | 0.1 | 4.1 | 4.2 |
| Tennessee | 146 | 127 | 8,011 | 8,284 | 0.5 | 0.4 | 27.9 | 28.8 |
| Texas | 576 | 431 | 36,157 | 37,164 | 2.0 | 1.5 | 125.8 | 129.3 |
| Utah | 43 | 42 | 2,709 | 2,794 | 0.1 | 0.1 | 9.4 | 9.7 |
| Vermont | 15 | 10 | 648 | 672 | 0.1 | (s) | 2.3 | 2.3 |
| Virginia | 253 | 83 | 9,766 | 10,102 | 0.9 | 0.3 | 34.0 | 35.2 |
| Washington | 180 | 114 | 6,349 | 6,643 | 0.6 | 0.4 | 22.1 | 23.1 |
| West Virginia | 38 | 26 | 1,899 | 1,964 | 0.1 | 0.1 | 6.6 | 6.8 |
| Wisconsin | 132 | 116 | 6,359 | 6,607 | 0.5 | 0.4 | 22.1 | 23.0 |
| Wyoming | 9 | 22 | 668 | 699 | (s) | 0.1 | 2.3 | 2.4 |
| United States | 7,955 | 5,667 | 325,186 | 338,808 | 27.7 | 19.7 | 1,131.6 | 1,179.0 |

[a] In estimating the Btu consumption of fuel ethanol, the Btu content of denaturant (petroleum products added to ethanol to make it unsuitable for human consumption) is removed. This identifies the renewable portion of fuel ethanol and avoids double-counting when summing data across energy sources.

Where shown, (s) = Physical unit value less than 0.5 or Btu value less than 0.05.

Notes: • Fuel ethanol blended into motor gasoline, which is accounted for under motor gasoline, is shown separately in this table to display the use of renewable energy. Because of differences in data sources and estimation methods, the ratio of fuel ethanol consumption and motor gasoline consumption should not be interpreted as the average ethanol blend rate. • Totals may not equal sum of components due to independent rounding.

Data source: U.S. Energy Information Administration, State Energy Data System. See technical notes. https://www.eia.gov/state/seds/