Table F41: Estimated consumption of electricity by light-duty electric vehicles, 2023

State	Plug-in hybrid electric vehicle (PHEV) [a]	Battery electric vehicle (BEV) [b]	Total
	Million kilowatthours		
Alabama	10	19	29
Alaska	2	5	7
Arizona	45	156	201
Arkansas	5	8	13
California	670	1,908	2,578
Colorado	61	154	215
Connecticut	29	50	79
Delaware	6	12	18
Dist. of Col.	6	13	20
Florida	96	363	459
Georgia	36	126	163
Hawaii	11	38	49
Idaho	8	14	23
Illinois	64	160	224
Indiana	23	41	64
Iowa	12	15	27
Kansas	10	18	28
Kentucky	10	18	28
Louisiana	6	12	19
Maine	13	12	24
Maryland	48	105	153
Massachusetts	71	117	188
Michigan	59	90	150
Minnesota	31	64	95
Mississippi	4	6	9
Missouri	29	44	73
Montana	5	10	15
Nebraska	8	12	20
Nevada	19	77	96
New Hampshire	11	16	27
New Jersey	60	200	260
New Mexico	8	17	25
New York	133	205	337
North Carolina	41	104	145
North Dakota	2	2	4
Ohio	44	81	125
Oklahoma	35	38	73
Oregon	49	103	152
Pennsylvania	58	111	169
Rhode Island	8	10	18
South Carolina	15	29	44
South Dakota	3	3	6
Tennessee	21	50	71
Texas	91	326	417
Utah	23	66	89
Vermont	9	12	21
Virginia	45	123	167
Washington	70	239	309
West Virginia	3	4	7
Wisconsin	23	38	61
Wyoming	2	2	4
United States	2,151	5,444	7,596

[a] Plug-in hybrid electric vehicle (PHEV) is a vehicle that can both (1) plug into an electric power source and store power in a battery pack and (2) use petroleum-based or other liquid- or gas-based fuel to power an Internal combustion engine (ICE). Data include electricity consumption only and exclude gasoline consumption.

[b] Battery electric vehicle (BEV) is an all-electric vehicle that receives power by plugging into an electric power source and storing the power in a battery pack. BEVs do not use any petroleum-based or other liquid- or gas-based fuel during operation.

Where shown, (s) = value less than 0.05.

Notes: · All data are estimates based on experimental models. Data are for on-road, light-duty vehicles less than or equal to 8,500 pounds only (passenger cars and light trucks). · Electric vehicle electricity end-use consumption is included across multiple end-use sectors in electricity sales to ultimate customers and not discretely allocated to any of the end-use sectors. · Totals may not equal sum of components due to independent rounding.

Data source: The estimates published in these tables are based on a model that uses administrative and third-party data from the U.S. Environmental Protection Agency, National Oceanic and Atmospheric Administration, U.S. Department of Transportation, S&P Global Mobility, Wards Intelligence, Alliance for Automotive Innovation, Hedges & Co, and Geotab. See full data disclaimer in the technical notes. http://www.eia.gov/state/seds/