

Clean Cities Alternative Fuel Price Report

January 2013



U. S. Department of Energy

WELCOME!

Welcome to the January 2013 issue of the Clean Cities Alternative Fuel Price Report, a quarterly report designed to keep Clean Cities coalitions and other interested parties up to date on the prices of alternative and conventional fuels in the United States. This issue summarizes prices that were collected between January 10, 2013 and January 25, 2013 from Clean Cities Coordinators, fuel providers, and other Clean Cities stakeholders.

METHODOLOGY

In order to collect price information for both alternative and conventional fuels from areas across the country, Clean Cities coordinators, fuel providers, and other key stakeholders were requested to provide prices for fuels in their area on a voluntary basis. Prices were collected on all major alternative fuels currently in widespread use (natural gas, propane, biodiesel, and ethanol), as well as prices for conventional fuels at stations that also sell alternative fuels (or stations nearby). Prices were collected from public and private refueling stations throughout the country between January 10, 2013 and January 25, 2013. Prices were then averaged to determine regional price trends by fuel and variability in fuel price within and among regions.¹ Consistent with the fuel price reporting format the U.S. Energy Information Administration (EIA) uses, prices in this report are grouped by the Petroleum Administration for Defense Districts (PADD); the districts are illustrated in the map to the right.



This report's prices represent retail, at-the-pump sales prices for each fuel, including federal and state motor fuel taxes. In some cases, prices were collected from government or utility refueling facilities and these taxes were not included in the prices reported to Clean Cities. In these instances, although these users are not required to pay these taxes, the appropriate federal and state taxes were added to the reported prices to provide a more representative basis for comparison. In some cases, states may charge a flat annual fee for state motor fuel taxes, especially for gaseous fuels like compressed natural gas (CNG) and liquid propane gas (LPG). These flat fees are not considered in the prices reported in these pages.

¹ Fuel price averages for this report are determined by simply averaging the individual data points received. A comparison of average fuel prices for private and for public stations by region can be found on pages 13-14.

SUMMARY OF CURRENT REPORT INFORMATION

Table 1 shows overall nationwide average prices for conventional and alternative fuels.² As this table illustrates, alternative fuel prices relative to conventional fuels vary, with some (biodiesel) higher and some (CNG, E85, and propane) lower. On an energy-equivalent basis, CNG is about \$1.19 less than gasoline. On a per-gallon basis, E85 is about 12 cents less than gasoline and propane is about 61 cents less than gasoline. B20 prices are higher than regular diesel by about 9 cents, while B99/B100 blends have a cost of about 48 cents per gallon more than regular diesel.³

Relative to the last report from October 2012, the average prices for most of the liquid fuels have decreased by as much as 53 cents, while B99/B100 increased by 5 cents. The gaseous fuel prices experienced an increase of 12 cents (LPG) and a decrease of 2 cents (CNG). It should be noted that the price changes occur as a result of a number of factors, including an actual change in price, a slightly differing sample of prices (both location and quantity), and seasonal variations of demand.

Prices in this report were collected and are reported in the units in which they are typically sold (dollars per gallon or dollars per gasoline gallon equivalent). Because of these fuels have differing energy contents per gallon, the price paid per unit of energy content can differ somewhat from the price paid per gallon. Table 2 illustrates the fuel prices from Table 1 for the current reporting period normalized to a price per gasoline gallon equivalent (GGE), per diesel gallon equivalent (DGE), or per million British thermal units (BTU) of energy. This calculation uses the nominal lower heating values in BTU per gallon of fuel from in Oak Ridge National Laboratory's [Transportation Energy Data Book](#).⁴ Prices for the alternative fuels in terms of cost per-gallon equivalent are generally higher than their cost per gallon because of their lower energy content per gallon.⁵ However, consumer interest in alternative fuels generally increases when the alternative fuel price is less than the conventional fuel price and as the price differential per gallon increases, even if the differential does not translate to savings on an energy-equivalent basis.

Table 1. Overall Average Fuel Prices

	Nationwide Average Price for Fuel This Report	Nationwide Average Price for Fuel Last Report	Change in Price This Report vs. Last Report	Units of Measurement
Gasoline (Regular)	\$3.29	\$3.82	(\$0.53)	per gallon
Diesel	\$3.96	\$4.13	(\$0.17)	per gallon
CNG	\$2.10	\$2.12	(\$0.02)	per GGE
Ethanol (E85)	\$3.17	\$3.47	(\$0.30)	per gallon
Propane	\$2.68	\$2.56	\$0.12	per gallon
Biodiesel (B20)	\$4.05	\$4.18	(\$0.13)	per gallon
Biodiesel (B99-B100)	\$4.44	\$4.39	\$0.05	per gallon

Table 2. January 2013 Overall Average Fuel Prices on Energy-Equivalent Basis

	Nationwide Average Price in Gasoline Gallon Equivalents	Nationwide Average Price in Diesel Gallon Equivalents	Nationwide Average Price in Dollars per Million Btu
Gasoline	\$3.29	\$3.66	\$28.47
Diesel	\$3.55	\$3.96	\$30.77
CNG	\$2.10	\$2.34	\$18.15
Ethanol (E85)	\$4.48	\$4.99	\$38.79
Propane	\$3.70	\$4.13	\$32.10
Biodiesel (B20)	\$3.70	\$4.13	\$32.07
Biodiesel (B99-B100)	\$4.37	\$4.88	\$37.89

² A very small sample (4 points) of hydrogen information was received: average price for hydrogen was \$3.51 per gasoline gallon equivalent in this report. One of the four locations for which data was received reported hydrogen at zero cost (free) for vehicle use. This data point was not factored into the average price reported here.

³ ASTM specifications now include blends of up to 5% biodiesel as regular diesel fuel, therefore the separate listing for B2/B5 was discontinued as of October 2009.

⁴ A listing of the conversion factors used appears as an appendix at the end of this report.

⁵ For ethanol flexible-fuel vehicles, the actual difference in fuel used per mile is somewhat less than would be calculated simply on the difference in energy content of the fuels, as some sources have noted some FFVs can achieve better energy efficiency (miles per unit of energy) on E85 than on gasoline. This effect is not currently included in these calculations as the magnitude of the effect varies by specific FFV model.

GASOLINE AND DIESEL PRICES

Table 3 illustrates average prices for gasoline and diesel as collected by Clean Cities coordinators and other stakeholders (supplemented where necessary with other EIA reference sources for conventional fuels). These prices were collected from refueling stations selling both conventional and alternative fuels, and from conventional refueling stations near alternative fuel stations. There were 712 price points collected for gasoline and 453 for diesel. The average price for gasoline ranged from a low of \$2.89 per gallon in the Rocky Mountain region to a high of \$3.65 per gallon in the New England region. Diesel prices ranged from \$3.70 in the Rocky Mountain region to \$4.19 per gallon in the New England region. Because prices for conventional fuels were collected from stations and regions providing alternative fuel price information, data collection was not uniform across the regions of the country. However, the information is representative of refueling stations selling both alternative fuels and conventional fuels.

Table 4 illustrates average prices as provided by EIA on the petroleum information section of its website.⁶ These prices are averages of prices from a selection of 900 gasoline and 350 diesel retail fuel stations across the country. Note that EIA's average nationwide prices match relatively closely with the average prices reported by Clean Cities stakeholders, differing by 15 cents or less for gasoline and 11 cents or less for diesel in each region on a per gallon basis. Comparisons in this document between conventional and alternative fuel prices will be made using prices collected from Clean Cities sources wherever possible, as these prices are most representative of stations selling both conventional and alternative fuels.

Table 3. Average Gasoline and Diesel Prices by Region from Clean Cities Sources

	Regular Gasoline Information Reported by Clean Cities (\$/gal)		Diesel Information Reported by Clean Cities (\$/gal)	
	Average Price/ Standard Deviation of Price	Number of Data Points	Average Price/ Standard Deviation of Price	Number of Data Points
New England	\$3.65 / 0.15	38	\$4.19 / 0.25	41
Central Atlantic	\$3.56 / 0.21	70	\$4.06 / 0.31	66
Lower Atlantic	\$3.34 / 0.15	112	\$3.90 / 0.18	64
Midwest	\$3.19 / 0.15	208	\$3.84 / 0.25	96
Gulf Coast	\$3.11 / 0.10	64	\$3.78 / 0.15	24
Rocky Mountain	\$2.89 / 0.21	98	\$3.70 / 0.18	52
West Coast	\$3.54 / 0.28	122	\$4.11 / 0.31	110
NATIONAL AVERAGE	\$3.29 / 0.30	712	\$3.96 / 0.30	453

Table 4. EIA Gasoline and Diesel Price Averages

	Gasoline Average Price from EIA, Week of 1/21/13	Diesel Average Price from EIA, Week 1/21/13
New England	\$3.50	\$4.16
Central Atlantic	\$3.49	\$4.09
Lower Atlantic	\$3.34	\$3.90
Midwest	\$3.22	\$3.85
Gulf Coast	\$3.15	\$3.83
Rocky Mountain	\$2.88	\$3.68
West Coast	\$3.50	\$4.00
NATIONAL AVERAGE	\$3.32	\$3.90

⁶ <http://www.eia.doe.gov/petroleum/>

COMPRESSED NATURAL GAS (RELATIVE TO GASOLINE)

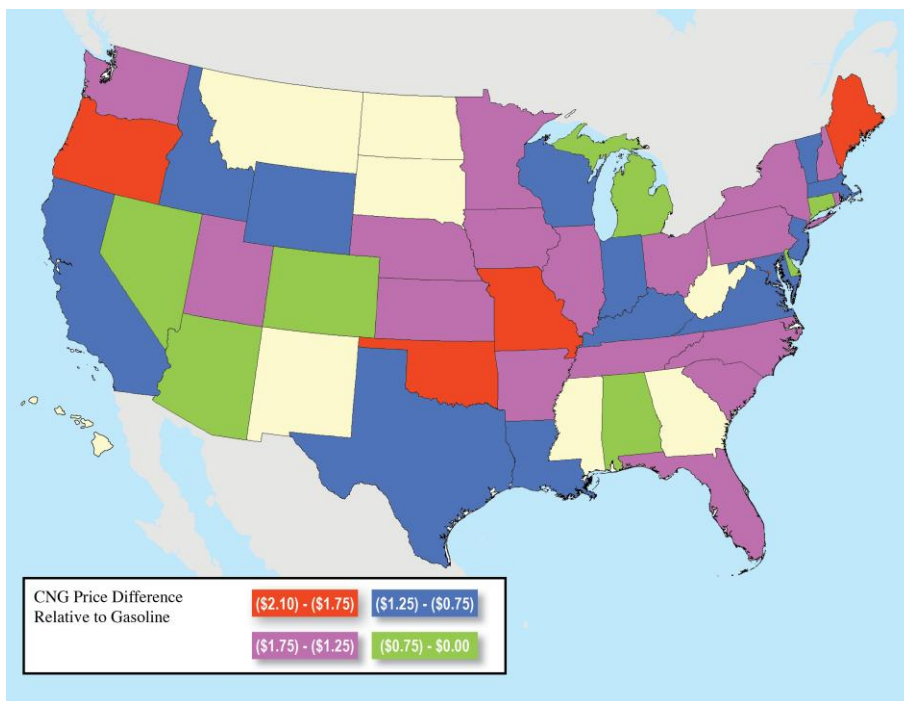
Table 5 illustrates average prices for compressed natural gas (CNG) for vehicle use, grouped by region, as well as regular gasoline prices as provided by Clean Cities representatives. These 440 CNG prices were collected from across the country from Clean Cities coordinators, fuel providers, and other stakeholders on a voluntary basis.

As Table 5 illustrates, CNG has a lower price than gasoline for all regions of the country for which prices were obtained, with the Lower Atlantic region having the largest difference (\$1.41 per GGE). On average nationwide, CNG costs about \$1.19 less than gasoline on a per gasoline gallon equivalent basis. CNG prices varied more (based on a standard deviation analysis) than gasoline prices during this time period.

Table 5. Compressed Natural Gas Average Prices by Region from Clean Cities Sources

	Natural Gas (CNG) Information Reported by Clean Cities (\$/GGE)		Regular Gasoline Information Reported by Clean Cities (\$/gal)	
	Average Price/Standard Deviation of Price	Number of Data Points	Average Price/Standard Deviation of Price	Number of Data Points
New England	\$2.42 / 0.77	24	\$3.65 / 0.15	38
Central Atlantic	\$2.17 / 0.62	84	\$3.56 / 0.21	70
Lower Atlantic	\$1.93 / 0.44	21	\$3.34 / 0.15	112
Midwest	\$1.82 / 0.55	68	\$3.19 / 0.15	208
Gulf Coast	\$2.08 / 0.64	14	\$3.11 / 0.10	64
Rocky Mountain	\$1.76 / 0.50	95	\$2.89 / 0.21	98
West Coast	\$2.39 / 0.50	134	\$3.54 / 0.28	122
NATIONAL AVERAGE	\$2.10 / 0.61	440	\$3.29 / 0.30	712

The map to the right illustrates some cost differentials by state for natural gas relative to gasoline, based on differentials between natural gas and gasoline prices for each state (versus the regional averages illustrated in Table 5). In this map, negative numbers represent costs for natural gas lower than costs for gasoline. States not highlighted with a color did not have any natural gas data points in the current report. As the map illustrates, CNG prices (per GGE) were favorable relative to gasoline in most states across the country, with the most favorable pricing found in the Midwest, West Coast and New England states.



Tech Note: Prices for CNG were provided by the individual stakeholders in gasoline gallon equivalents from the “price at the pump.” It should be noted that the internal conversion factor between the physical quantities of gas delivered and gasoline gallon equivalent was not collected from each of the refueling stations. Regional differences in gas heat content relative to the internal pump conversion factor may change the price per gasoline gallon equivalent, but this report did not determine these differences.

COMPRESSED NATURAL GAS (RELATIVE TO DIESEL)⁷

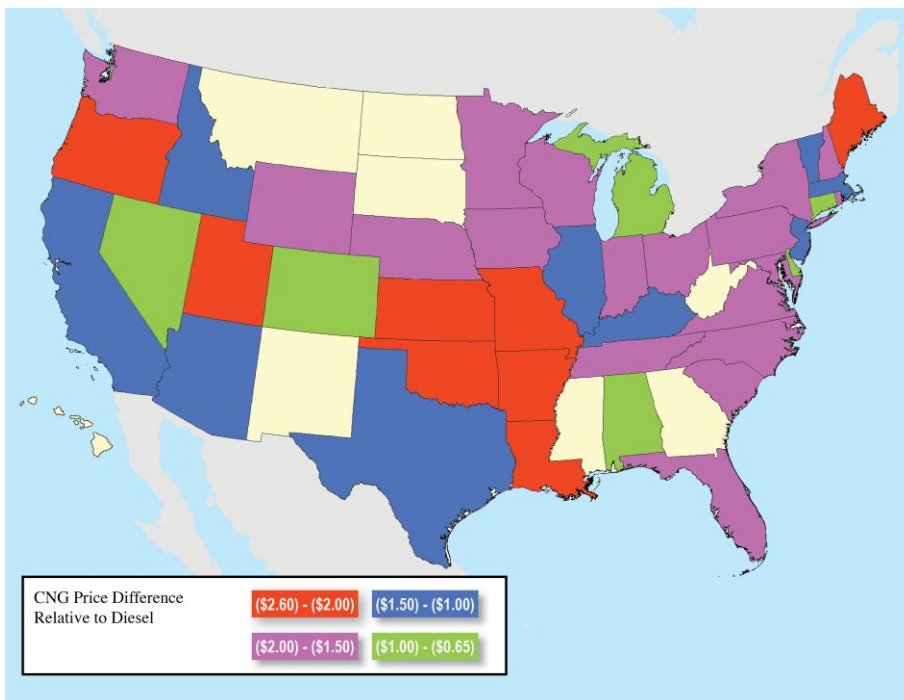
Table 6 illustrates average prices for compressed natural gas for vehicle use, grouped by region, as well as conventional diesel fuel prices as provided by Clean Cities representatives and supplemental sources. These prices were collected from across the country from Clean Cities coordinators, fuel providers, and other stakeholders on a voluntary basis. The CNG prices in Table 6 are based upon the same group of prices as for Table 5, but converted to a cost per diesel gallon equivalent basis instead of a cost per gasoline gallon equivalent, to compare directly with diesel prices.

Table 6. Compressed Natural Gas Average Prices by Region from Clean Cities Sources

	Natural Gas (CNG) Information Reported by Clean Cities (\$/DGE)		Diesel Information Reported by Clean Cities (\$/gal)	
	Average Price/ Standard Deviation of Price	Number of Data Points	Average Price/ Standard Deviation of Price	Number of Data Points
New England	\$2.70 / 0.85	24	\$4.19 / 0.25	41
Central Atlantic	\$2.42 / 0.69	84	\$4.06 / 0.31	66
Lower Atlantic	\$2.16 / 0.49	21	\$3.90 / 0.18	64
Midwest	\$2.03 / 0.61	68	\$3.84 / 0.25	96
Gulf Coast	\$2.32 / 0.71	14	\$3.78 / 0.15	24
Rocky Mountain	\$1.96 / 0.56	95	\$3.70 / 0.18	52
West Coast	\$2.67 / 0.56	134	\$4.11 / 0.31	110
NATIONAL AVERAGE	\$2.34 / 0.68	440	\$3.96 / 0.30	453

As Table 6 illustrates by region, CNG has a lower price than diesel for all regions of the country, with the largest difference (\$1.81 per DGE) being in the Midwest region. On average, CNG costs about \$1.62 less than diesel on a per diesel gallon equivalent basis. Based on standard deviation calculations, CNG appears to have had more variability in price during this time period relative to diesel fuel.

The map to the right illustrates some cost differentials by state for natural gas relative to diesel, based on differentials between natural gas prices and diesel prices for each state (versus the regional averages illustrated in Table 6). In this map, negative numbers represent costs for natural gas lower than costs for diesel. States not highlighted with a color did not have any natural gas data points in the current report. As this map shows, natural gas prices relative to diesel were favorable for all states across the country where data was provided, with the most favorable pricing found in Midwest and Gulf Coast states.



⁷ A total of 12 LNG price points were collected with an average fuel price of \$2.01 per gallon, or \$3.45 per DGE. Because of the small number of price points, this data is not reflected in the table.

ETHANOL (E85)

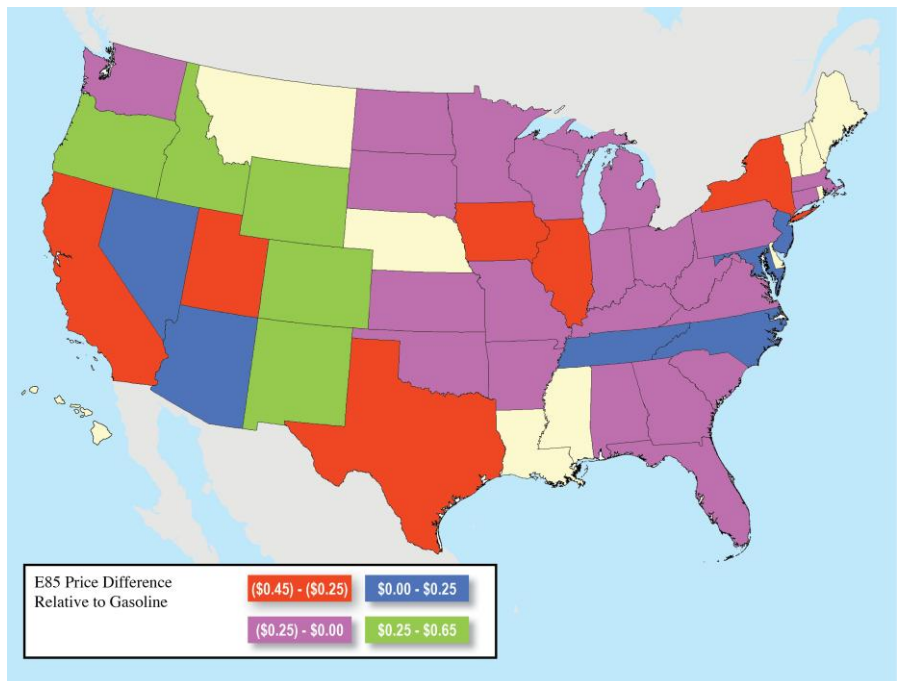
Table 7 illustrates average prices for ethanol in an 85% blend with 15% gasoline (E85), grouped by region, as well as regular gasoline prices as provided by Clean Cities representatives. These 494 price points were collected from across the country from Clean Cities coordinators, fuel providers, and other stakeholders on a voluntary basis.

Note that E85 has a lower average price per gallon than regular gasoline for the regions with the exception of the Rocky Mountain Region (Table 7). On average, E85 is about 12 cents lower in price than regular gasoline on a per-gallon basis, with the largest average differential (27 cents) being found in the New England region. Based on the calculated standard deviations in this set of E85 price information, the average national price variability for E85 was lower than the price variability for gasoline within the period. However, in several regions, E85 had higher pricing variability than that of gasoline.

Table 7. Ethanol (E85) Average Prices by Region from Clean Cities Sources

	Ethanol (E85) Information Reported by Clean Cities (\$ per gal)		Regular Gasoline Information Reported by Clean Cities (\$ per gal)	
	Average Price/ Standard Deviation of Price	Number of Data Points	Average Price/ Standard Deviation of Price	Number of Data Points
New England	\$3.38 / 0.09	3	\$3.65 / 0.15	38
Central Atlantic	\$3.35 / 0.22	83	\$3.56 / 0.21	70
Lower Atlantic	\$3.24 / 0.20	64	\$3.34 / 0.15	112
Midwest	\$3.04 / 0.15	176	\$3.19 / 0.15	208
Gulf Coast	\$3.02 / 0.13	45	\$3.11 / 0.10	64
Rocky Mountain	\$3.11 / 0.21	60	\$2.89 / 0.21	98
West Coast	\$3.34 / 0.25	63	\$3.54 / 0.28	122
NATIONAL AVERAGE	\$3.17 / 0.23	494	\$3.29 / 0.30	712

The map to the right illustrates some cost differentials between E85 and regular gasoline by state, based on differentials between E85 and gasoline prices for each state (versus the regional averages illustrated in Table 7). In this map, negative numbers represent costs for E85 lower than for gasoline, and positive numbers represent costs for E85 higher than gasoline, on a per-gallon basis. States not highlighted with a color did not have any E85 data points in the current report. In the time period for this report, a number of states across the country had favorable E85 pricing relative to gasoline, with the most favorable E85 pricing found in the Central Atlantic and Midwest states.



Tech Note: Ethanol (E85) contains about 30% less energy (BTUs) per volume than gasoline. FFVs operating on E85 do not experience a loss in operational performance, but may experience a 25-30% decrease in miles driven per gallon compared to operation on gasoline. The appendix at the end of this report provides conversion factors for calculating E85 prices on a GGE and DGE basis. For a side-by-side comparison of available flexible fuel and other alternatively fueled vehicles, visit fuelconomy.gov.

PROPANE

Table 8 shows average prices for propane, grouped by region, as well as regular gasoline prices as provided by Clean Cities representatives. These 334 propane price points were collected from across the country from Clean Cities coordinators, fuel providers, and other stakeholders on a voluntary basis. Some stations charge a different price for propane used in vehicles versus other uses. Where provided, the vehicle price has been included in this report.

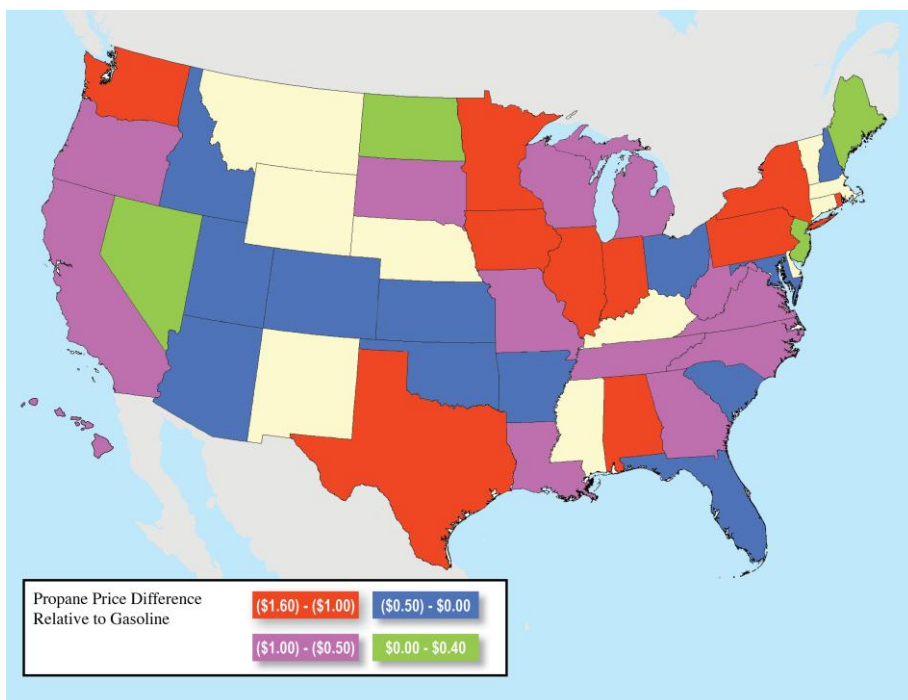
As Table 8 illustrates, propane prices are lower than gasoline in all regions for this report on a per-gallon basis. Overall, propane was about 61 cents per gallon less than gasoline with the largest average price differential of 95 cents found in the Gulf Coast region. Based on calculations of standard deviation in prices, propane prices for vehicle use seem to have varied significantly more than gasoline prices during this sampling period. Propane prices in this report are from both private fleet refueling stations and public refueling sites that can provide propane for vehicles and for other uses. The prices at private stations serving fleets are generally lower than public stations. (See Table 12, page 13.)

The map to the right illustrates some cost differentials between propane and regular gasoline on a per-gallon basis, based on differentials between propane and gasoline prices for each state (versus the regional averages illustrated in Table 8). In this map, negative numbers represent costs for propane lower than costs for gasoline, and positive numbers represent propane prices higher than gasoline. States not highlighted with a color did not have any propane data points in the current report. Most of the states had favorable propane prices (per gallon) relative to gasoline. The most favorable prices were found in the Central Atlantic and Midwest regions, as well as some states in the Gulf Coast, Lower Atlantic, and West Coast regions.

Tech Note: Propane contains about 25% less energy (BTUs) per volume than gasoline and about 35% less energy (BTUs) per volume than diesel. The appendix at the end of this report provides conversion factors for calculating propane prices on a GGE and DGE basis.

Table 8. Propane Average Prices by Region from Clean Cities Sources

	Propane Information Reported by Clean Cities (\$ per gal)		Regular Gasoline Information Reported by Clean Cities (\$ per gal)	
	Average Price/ Standard Deviation of Price	Number of Data Points	Average Price/ Standard Deviation of Price	Number of Data Points
New England	\$3.32 / 0.60	11	\$3.65 / 0.15	38
Central Atlantic	\$2.77 / 0.78	41	\$3.56 / 0.21	70
Lower Atlantic	\$2.84 / 0.46	47	\$3.34 / 0.15	112
Midwest	\$2.45 / 0.65	53	\$3.19 / 0.15	208
Gulf Coast	\$2.17 / 0.72	53	\$3.11 / 0.10	64
Rocky Mountain	\$2.70 / 0.48	49	\$2.89 / 0.21	98
West Coast	\$2.93 / 0.62	80	\$3.54 / 0.28	122
NATIONAL AVERAGE	\$2.68 / 0.68	334	\$3.29 / 0.30	712



BIODIESEL BLENDS: B20

Table 9 illustrates average prices for biodiesel in a 20% blend with 80% diesel (B20), grouped by region, as well as regular diesel prices as provided by Clean Cities representatives. These 169 B20 price points were collected from across the country from Clean Cities coordinators, fuel providers, and other stakeholders on a voluntary basis.

Biodiesel in a B20 blend has an average price per gallon that is somewhat higher than conventional diesel fuel in most of the regions for this report (ranging from 19 cents more to 15 cents less per gallon). Based

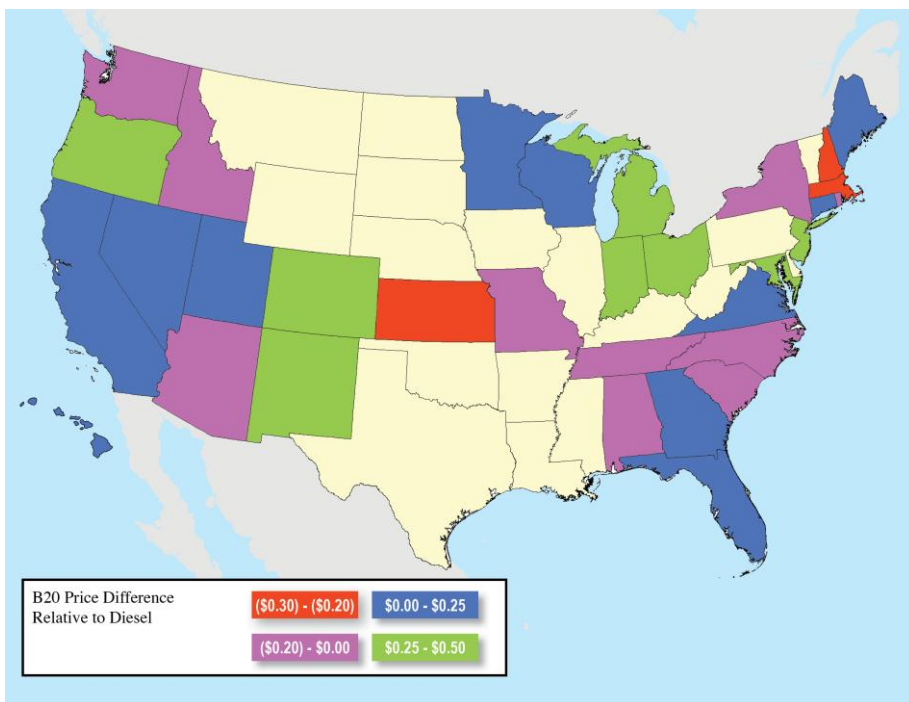
on calculations of standard deviation during this collection period, regional price variability for B20 was larger in some areas, and lower in other areas, than that for conventional diesel, but similar on a national basis. On average in the U.S., biodiesel in a B20 blend costs about 9 cents more per gallon than conventional diesel fuel based on current information.

The map to the right illustrates some cost differentials between B20 and diesel on a per-gallon basis, based on differentials between biodiesel and diesel prices for each state (versus the regional averages illustrated in Table 9). In this map, negative numbers represent costs for B20 lower than costs for diesel, and positive numbers represent B20 prices higher than diesel. States not highlighted with a color did not have any B20 data points in the current report. B20 had favorable pricing (per gallon) in a number of states located around the country with the most favorable pricing found in states in the New England and Midwest regions.

Tech Note: B20 contains only about 2% less energy (BTUs) per volume than diesel. The appendix at the end of this report provides conversion factors for calculating B20 prices on a GGE and DGE basis.

Table 9. Biodiesel (B20) Average Prices by Region from Clean Cities Sources

	Biodiesel (B20) Information Reported by Clean Cities (\$ per gal)		Diesel Information Reported by Clean Cities (\$ per gal)	
	Average Price/ Standard Deviation of Price	Number of Data Points	Average Price/ Standard Deviation of Price	Number of Data Points
New England	\$4.04 / 0.20	9	\$4.19 / 0.25	41
Central Atlantic	\$4.25 / 0.26	22	\$4.06 / 0.31	66
Lower Atlantic	\$3.99 / 0.17	28	\$3.90 / 0.18	64
Midwest	\$3.91 / 0.30	37	\$3.84 / 0.25	96
Gulf Coast	\$3.91 / 0.20	7	\$3.78 / 0.15	24
Rocky Mountain	\$3.83 / 0.19	14	\$3.70 / 0.18	52
West Coast	\$4.19 / 0.32	52	\$4.11 / 0.31	110
NATIONAL AVERAGE	\$4.05 / 0.30	169	\$3.96 / 0.30	453



BIODIESEL BLENDS: B99/B100

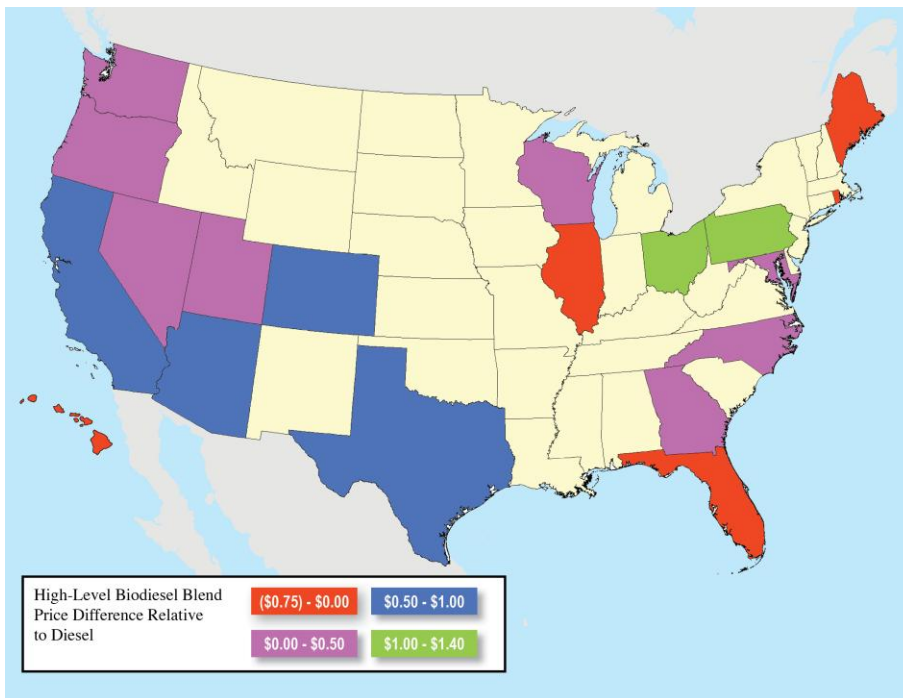
Table 10 illustrates average prices for high-level blends of biodiesel (99% or 100% biodiesel with diesel fuel), grouped by region, as well as regular diesel prices provided by Clean Cities representatives. These 55 price points were collected from across the country from Clean Cities coordinators, fuel providers, and other stakeholders on a voluntary basis.

The cost of B99/B100 is more than the cost of diesel fuel per gallon in nearly all of the regions for which data was collected, ranging from about 64 cents less than diesel in the New England region, up to 83 cents more than diesel in the Central Atlantic region. On average across the nation, B99/B100 is about 48 cents per gallon higher than regular diesel. Based on standard deviation calculations on these price points, it appears that prices for B99/B100 varied more widely for most areas in this time period than regular diesel.

Table 10. Biodiesel (B99/B100) Average Prices by Region from Clean Cities Sources

	Biodiesel (B99/B100) Information Reported by Clean Cities (\$ per gal)		Diesel Information Reported by Clean Cities (\$ per gal)	
	Average Price/ Standard Deviation of Price	Number of Data Points	Average Price/ Standard Deviation of Price	Number of Data Points
New England	\$3.55 / 0.21	2	\$4.19 / 0.25	41
Central Atlantic	\$4.89 / 0.64	4	\$4.06 / 0.31	66
Lower Atlantic	\$4.18 / 0.23	14	\$3.90 / 0.18	64
Midwest	\$4.33 / 0.60	3	\$3.84 / 0.25	96
Gulf Coast	\$4.39 / 0.57	2	\$3.78 / 0.15	24
Rocky Mountain	\$4.34 / 0.44	5	\$3.70 / 0.18	52
West Coast	\$4.62 / 0.56	25	\$4.11 / 0.31	110
NATIONAL AVERAGE	\$4.44 / 0.53	55	\$3.96 / 0.30	453

The map to the right illustrates some cost differentials between high-level biodiesel blends and regular diesel on a per-gallon basis, based on differentials between biodiesel and diesel prices for each state (versus the regional averages illustrated in Table 10). In this map, negative numbers represent costs for these blends that are lower than costs for diesel, and positive numbers represent prices for these blends that are higher than diesel. States not highlighted with a color did not have any high-level biodiesel blend data points in the current report. Where data was available for this report, prices for B99/B100 (per gallon) were most favorable in states located in the New England, Lower Atlantic, West Coast, and Midwest regions.



Tech Note: B100 contains about 10% less energy (BTUs) per volume than diesel. The appendix at the end of this report provides conversion factors for calculating B100 prices on a GGE and DGE basis.

COMPARISON OF PRICES OF THIS REPORT VERSUS LAST REPORT

Table 11 below summarizes the average prices collected for this report by region, and compares them to prices collected in the Price Report from October 2012. It should be noted that a portion of the price changes could be attributed to differing sample sizes and locations between the two reports.

Table 11. Comparison of Prices, Last Price Report versus Current Price Report

		Price for January 2013 Period	Price for October 2012 Period	Price Differential January vs. October
<i>Gasoline (\$ per gallon)</i>	<i>National Average</i>	\$3.29	\$3.82	(\$0.53) / (14%)
	New England	\$3.65	\$3.93	(\$0.28) / (7%)
	Central Atlantic	\$3.56	\$3.90	(\$0.34) / (9%)
	Lower Atlantic	\$3.34	\$3.66	(\$0.32) / (9%)
	Midwest	\$3.19	\$3.77	(\$0.58) / (15%)
	Gulf Coast	\$3.11	\$3.53	(\$0.42) / (12%)
	Rocky Mountain	\$2.89	\$3.74	(\$0.85) / (23%)
	West Coast	\$3.54	\$4.26	(\$0.72) / (17%)
	<i>Diesel (\$ per gallon)</i>	<i>National Average</i>	\$3.96	\$4.13
New England		\$4.19	\$4.05	\$0.14 / 4%
Central Atlantic		\$4.06	\$4.03	\$0.03 / 1%
Lower Atlantic		\$3.90	\$3.96	(\$0.06) / (1%)
Midwest		\$3.84	\$4.06	(\$0.22) / (6%)
Gulf Coast		\$3.78	\$4.01	(\$0.23) / (6%)
Rocky Mountain		\$3.70	\$4.20	(\$0.50) / (12%)
West Coast		\$4.11	\$4.47	(\$0.36) / (8%)
<i>Compressed Natural Gas (\$ per GGE)</i>		<i>National Average</i>	\$2.10	\$2.12
	New England	\$2.42	\$2.47	(\$0.05) / (2%)
	Central Atlantic	\$2.17	\$2.15	\$0.02 / 1%
	Lower Atlantic	\$1.93	\$1.86	\$0.07 / 4%
	Midwest	\$1.82	\$1.95	(\$0.13) / (7%)
	Gulf Coast	\$2.08	\$2.14	(\$0.06) / (3%)
	Rocky Mountain	\$1.76	\$1.71	\$0.05 / 3%
	West Coast	\$2.39	\$2.41	(\$0.02) / (1%)
	<i>Ethanol (E85) (\$ per gallon)</i>	<i>National Average</i>	\$3.17	\$3.47
New England		\$3.38	\$3.43	(\$0.05) / (1%)
Central Atlantic		\$3.35	\$3.50	(\$0.15) / (4%)
Lower Atlantic		\$3.24	\$3.45	(\$0.21) / (6%)
Midwest		\$3.04	\$3.46	(\$0.42) / (12%)
Gulf Coast		\$3.02	\$3.32	(\$0.30) / (9%)
Rocky Mountain		\$3.11	\$3.37	(\$0.26) / (8%)
West Coast		\$3.34	\$3.69	(\$0.35) / (10%)

Table 11. Comparison of Prices, Last Price Report versus Current Price Report

		Price January 2013 Period	Price for October 2012 Period	Price Differential January vs. October
<i>Propane (\$ per gallon)</i>	<i>National Average</i>	\$2.68	\$2.56	\$0.12 / 5%
	New England	\$3.32	\$3.07	\$0.25 / 8%
	Central Atlantic	\$2.77	\$2.51	\$0.26 / 10%
	Lower Atlantic	\$2.84	\$2.87	(\$0.03) / (1%)
	Midwest	\$2.45	\$2.47	(\$0.02) / (1%)
	Gulf Coast	\$2.17	\$1.90	\$0.27 / 14%
	Rocky Mountain	\$2.70	\$2.66	\$0.04 / 2%
	West Coast	\$2.93	\$2.83	\$0.10 / 4%
<i>Biodiesel (B20) (\$ per gallon)</i>	<i>National Average</i>	\$4.05	\$4.18	(\$0.13) / (3%)
	New England	\$4.04	\$3.84	\$0.20 / 5%
	Central Atlantic	\$4.25	\$4.24	\$0.01 / 0%
	Lower Atlantic	\$3.99	\$4.04	(\$0.05) / (1%)
	Midwest	\$3.91	\$4.05	(\$0.14) / (4%)
	Gulf Coast	\$3.91	\$4.26	(\$0.35) / (8%)
	Rocky Mountain	\$3.83	\$4.27	(\$0.44) / (10%)
	West Coast	\$4.19	\$4.41	(\$0.22) / (5%)
<i>Biodiesel (B99/B100) (\$ per gallon)</i>	<i>National Average</i>	\$4.44	\$4.39	\$0.05 / 1%
	New England	\$3.55	\$3.94	(\$0.39) / (10%)
	Central Atlantic	\$4.89	\$5.67	(\$0.78) / (14%)
	Lower Atlantic	\$4.18	\$4.13	\$0.05 / 1%
	Midwest	\$4.33	\$4.35	(\$0.02) / 0%
	Gulf Coast	\$4.39	\$3.77	\$0.62 / 16%
	Rocky Mountain	\$4.34	\$4.40	(\$0.06) / (1%)
	West Coast	\$4.62	\$4.46	\$0.16 / 3%

COMPARISON OF PRICES BY REGION FOR PUBLIC AND PRIVATE REFUELING STATIONS

Table 12 below summarizes the comparison of fuel prices included in this report, separated into averages for privately-owned stations or stations available only to selected fleets (private refueling stations) and stations open to the public (public refueling stations). Private fleet fueling stations can typically negotiate prices lower than retail public stations, if they are willing to commit to purchasing large quantities of fuel over an extended period of time. However, private fleet pricing can sometimes be higher than retail public stations if there are unusual circumstances (remote locations; sites that use very small quantities of fuel; or special contracts where unique billing, accounting, or fleet service management fees are rolled into the price of the fuel).

As with the other prices in this report, all of these averages are prices with state and federal taxes included, using the protocols outlined at the beginning of this document.

Table 12. Comparison of Prices by Fuel Type, Region, and Station Type

		<i>Private Refueling Station Average</i>	<i>Public Refueling Station Average</i>
		<i>Price</i>	<i>Price</i>
<i>Gasoline (\$/gallon)</i>	<i>National Average</i>	\$3.34	\$3.28
	New England	\$3.58	\$3.66
	Central Atlantic	\$3.54	\$3.56
	Lower Atlantic	\$3.28	\$3.34
	Midwest	\$3.26	\$3.19
	Gulf Coast	\$--	\$3.11
	Rocky Mountain	\$2.91	\$2.89
	West Coast	\$3.36	\$3.56
<i>Diesel (\$/gallon)</i>	<i>National Average</i>	\$3.90	\$3.97
	New England	\$3.91	\$4.24
	Central Atlantic	\$4.06	\$4.07
	Lower Atlantic	\$3.54	\$3.92
	Midwest	\$4.22	\$3.84
	Gulf Coast	\$4.09	\$3.77
	Rocky Mountain	\$3.62	\$3.71
	West Coast	\$3.81	\$4.14
<i>Natural Gas (CNG) (\$/GGE)</i>	<i>National Average</i>	\$1.79	\$2.21
	New England	\$2.13	\$2.48
	Central Atlantic	\$2.01	\$2.34
	Lower Atlantic	\$1.80	\$1.96
	Midwest	\$1.83	\$1.82
	Gulf Coast	\$1.57	\$2.12
	Rocky Mountain	\$1.52	\$1.95
	West Coast	\$1.84	\$2.45
<i>Ethanol (E85) (\$/gallon)</i>	<i>National Average</i>	\$3.23	\$3.16
	New England	\$--	\$3.38
	Central Atlantic	\$3.38	\$3.35
	Lower Atlantic	\$3.50	\$3.23
	Midwest	\$3.05	\$3.04
	Gulf Coast	\$--	\$3.02
	Rocky Mountain	\$2.86	\$3.13
	West Coast	\$3.51	\$3.32
<i>Propane (\$/gallon)</i>	<i>National Average</i>	\$1.88	\$2.81
	New England	\$3.10	\$3.35
	Central Atlantic	\$1.90	\$3.02
	Lower Atlantic	\$1.80	\$2.86
	Midwest	\$1.77	\$2.50
	Gulf Coast	\$1.70	\$2.55
	Rocky Mountain	\$--	\$2.70
	West Coast	\$2.39	\$2.98

Table 12. Comparison of Prices by Fuel Type, Region, and Station Type

		<i>Private Refueling Station Average</i>	<i>Public Refueling Station Average</i>
		<i>Price</i>	<i>Price</i>
<i>Biodiesel (B20) (\$/gallon)</i>	<i>National Average</i>	\$4.13	\$4.03
	New England	\$4.03	\$4.06
	Central Atlantic	\$4.20	\$4.43
	Lower Atlantic	\$4.05	\$3.99
	Midwest	\$4.00	\$3.90
	Gulf Coast	\$-.-	\$3.91
	Rocky Mountain	\$3.68	\$3.86
	West Coast	\$4.17	\$4.20
	<i>National Average</i>	\$4.99	\$4.39
<i>Biodiesel (B99/B100) (\$/gallon)</i>	New England	\$-.-	\$3.55
	Central Atlantic	\$-.-	\$4.89
	Lower Atlantic	\$-.-	\$4.18
	Midwest	\$-.-	\$4.33
	Gulf Coast	\$4.79	\$3.99
	Rocky Mountain	\$-.-	\$4.34
	West Coast	\$5.06	\$4.56

HISTORICAL ALTERNATIVE FUEL PRICES FROM PREVIOUS REPORTS

The graphs on this page illustrate the historical prices for the alternative fuels included in these reports (specifically natural gas, propane, ethanol (E85), and biodiesel) relative to gasoline and diesel. These graphs include prices collected as part of the current Price Report activity, which began in September 2005. Natural gas (in GGE), propane, and ethanol (E85) have been graphed against gasoline prices, while natural gas (in DGE) and biodiesel have been graphed against diesel prices.

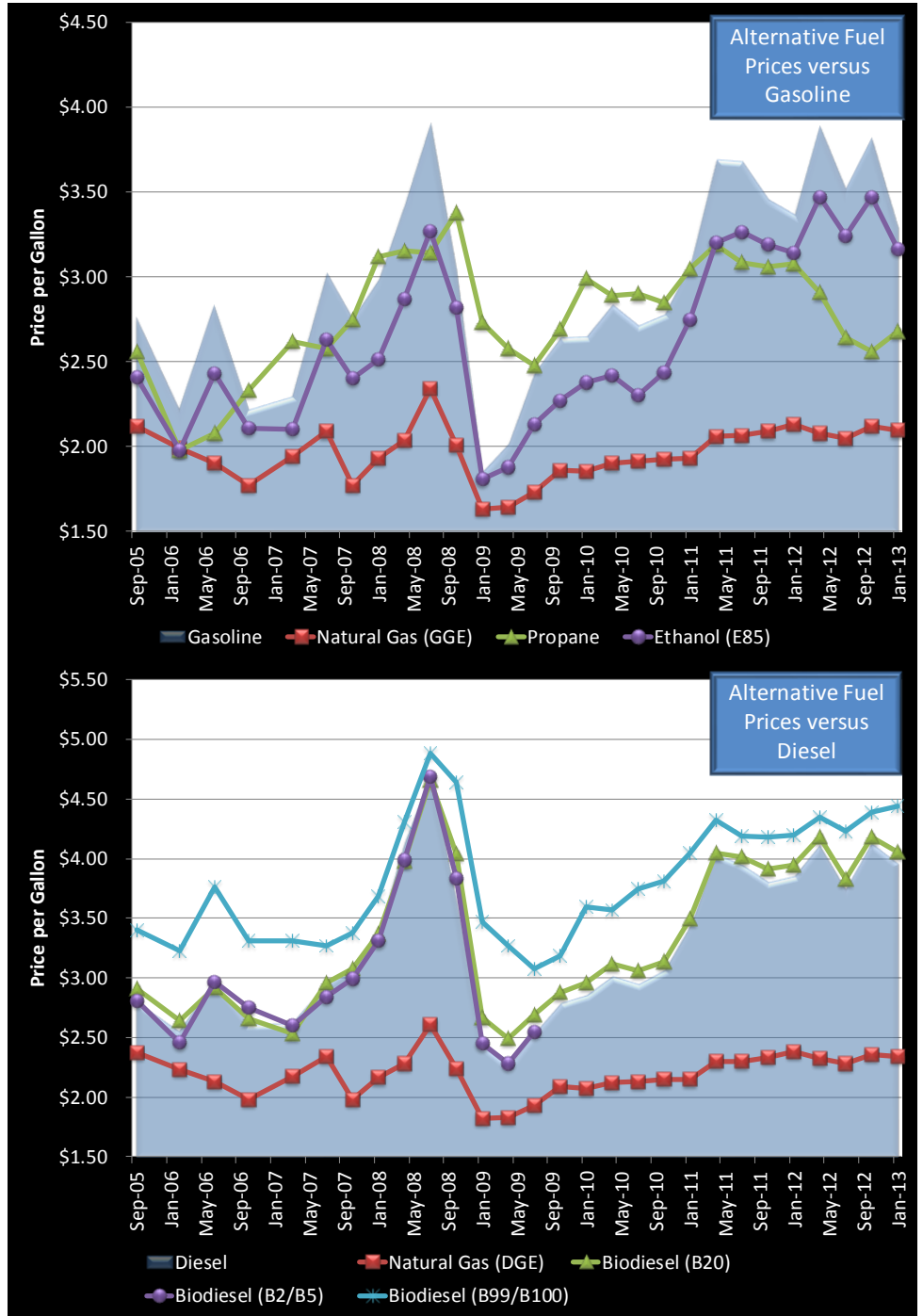


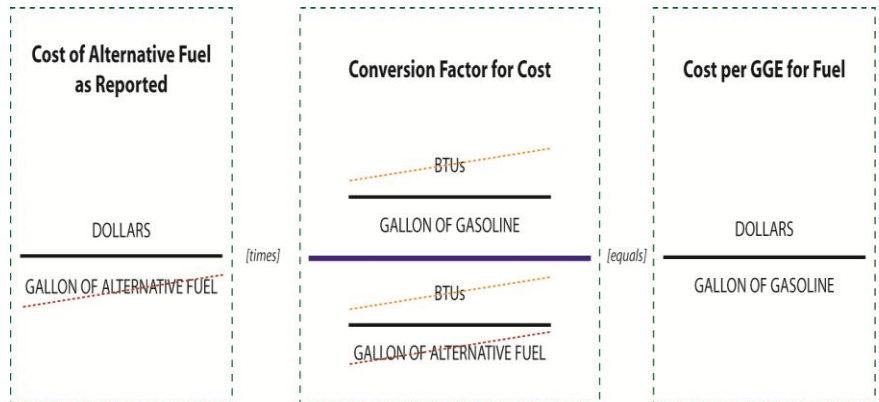
ILLUSTRATION OF CONVERSION FACTORS FOR FUELS

The standard lower heating values for fuels from the Transportation Energy Data Book 30 are listed below.

	Lower Heating Value
Gasoline	115,400 BTU/gal
Diesel	128,700 BTU/gal
Compressed Natural Gas	960 BTU/cubic foot
Ethanol	75,700 BTU/gal
Propane	83,500 BTU/gal
Biodiesel	117,093 BTU/gal

Conversion factors to establish prices in dollars per gasoline gallon equivalent are illustrated below, and were developed using the lower heating values outlined above. The conversion factors are derived in the manner shown in the graphic to the right.

In the case of CNG, prices are provided to us in GGE, so no conversion is necessary. (The representative heating value of CNG is provided above as a reference.) To convert a price from dollars per gallon to dollars per gasoline gallon equivalent, multiply the price per gallon by the conversion factor.



Note that the units of BTU and Gallon of Alternative Fuel cancel out, leaving Dollars per Gallon of Gasoline (or GGE)

	Conversion factor to GGE
CNG	1.00
Ethanol (E85)	1.41
Propane	1.38
Biodiesel (B20)	0.91
Biodiesel (B100)	0.99

Conversion factors to establish prices in dollars per diesel gallon equivalent are illustrated below, and were developed using the lower heating values outlined above. To convert a price from dollars per gallon to dollars per diesel gallon equivalent, multiply the price per gallon by the conversion factor.

	Conversion factor to DGE
Ethanol (E85)	1.58
Propane	1.54
CNG (in GGE)	1.12
Biodiesel (B20)	1.02
Biodiesel (B100)	1.10

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WOULD YOU LIKE TO PARTICIPATE?

If you would like to provide prices for alternative fuels in your region and be part of the data collection effort for this report, please contact:

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