

THE ALTERNATIVE FUEL PRICE REPORT



This is the fifth issue of the Clean Cities Alternative Fuel Price Report, a quarterly newsletter keeping you up to date on the price of alternative fuels in the U.S. and their relation to gasoline and diesel prices. This issue discusses prices that were gathered from Clean Cities coordinators and stakeholders during the months of January and February, 2002, with comparisons to the prices in the previous Price Report, which were collected in October, 2001.

Gasoline and Diesel Prices

Regular grade gasoline averaged \$1.107 per gallon nationwide during the week of February 11, 2001. This represents a decrease of \$0.158 per gallon from the previous Price Report (October 2001), as illustrated in the table to the right. Prices for the various regions of the country are also illustrated in this table. (A map of the regions is shown at the bottom of this page.) During the week of February 11, prices ranged from a low of \$1.045 in the Gulf Coast region to a high of \$1.228 on the West Coast. The price in the Rocky Mountains fell most sharply since October 2001.

Gasoline Price Trends

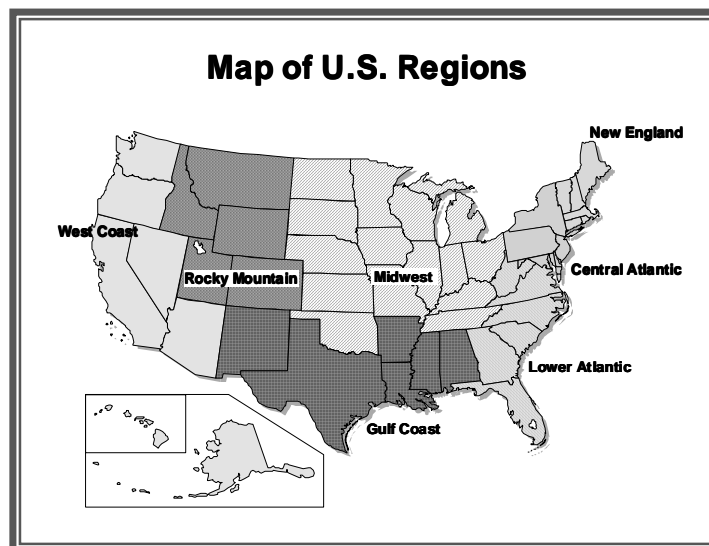
	Week of 10-22-01	Week of 2-11-02	Change in Price
New England	\$1.336	\$1.149	(\$0.187)
Central Atlantic	\$1.298	\$1.131	(\$0.167)
Lower Atlantic	\$1.163	\$1.048	(\$0.115)
Midwest	\$1.184	\$1.085	(\$0.099)
Gulf Coast	\$1.179	\$1.045	(\$0.134)
Rocky Mountain	\$1.418	\$1.104	(\$0.314)
West Coast	\$1.505	\$1.228	(\$0.277)
Nationwide Average	\$1.265	\$1.107	(\$0.158)

Diesel fuel averaged \$1.153 per gallon nationwide during the week of February 11, 2001. This represents a decrease of \$0.165 per gallon from the previous Price Report (October 2001). Prices for the various regions of the country are illustrated in the table to the right. During the week of February 11, diesel prices ranged from a low of \$1.122 in the Gulf Coast region to a high of \$1.285 in New England. Between October 22, 2001, and February 11, 2002, prices for diesel dropped in each region of the country.

Diesel Price Trends

	Week of 10-22-01	Week of 2-11-02	Change in Price
New England	\$1.420	\$1.285	(\$0.135)
Central Atlantic	\$1.377	\$1.267	(\$0.110)
Lower Atlantic	\$1.239	\$1.131	(\$0.108)
Midwest	\$1.329	\$1.128	(\$0.201)
Gulf Coast	\$1.255	\$1.122	(\$0.133)
Rocky Mountain	\$1.408	\$1.132	(\$0.276)
West Coast	\$1.417	\$1.232	(\$0.185)
Nationwide Average	\$1.318	\$1.153	(\$0.165)

Gasoline and diesel prices shown are retail prices; they include federal, state, and local taxes. These prices were obtained from the Energy Information Administration.



Natural Gas (CNG) Prices

Average natural gas (CNG) retail pump prices for the various regions of the country are illustrated in the accompanying table. Regional average CNG prices ranged from a low of \$1.00 per GGE in the Rocky Mountain region to a high of \$1.43 per GGE in New England during the week of February 11, 2002. Prices for CNG were collected from across the country by Clean Cities Coordinators and DOE Regional Office contacts. (No prices were reported from the Lower Atlantic, Gulf Coast, or West Coast regions.)

CNG Price Trends

	Week of 10-22-01	Week of 2-11-02	Change in Price	Number of Respondents
New England	No Info	\$1.43	-	3
Central Atlantic	\$1.34	\$1.37	\$0.03	1
Lower Atlantic	\$0.94	No Info	-	0
Midwest	\$1.26	\$1.09	(\$0.17)	4
Gulf Coast	\$1.08	No Info	-	0
Rocky Mountain	\$1.19	\$1.00	(\$0.19)	1
West Coast	\$1.18	No Info	-	0

Propane Prices

Propane retail pump prices in the various regions of the country during the week of February 11, 2002 are illustrated in the accompanying table. Regional average propane prices ranged from a low of \$1.13 per gallon (\$1.52 per GGE) in the Midwest region to a high of \$1.32 per gallon (\$1.77 per GGE) in the Central Atlantic region. Prices for propane were collected from across the country by Clean Cities Coordinators and DOE Regional Office contacts. (No prices were reported from areas in the New England, Lower Atlantic, Gulf Coast, or West Coast regions.)

Propane Price Trends

	Week of 10-22-01	Week of 2-11-02	Change in Price	Number of Respondents
New England	No Info	No Info	-	0
Central Atlantic	\$2.09	\$1.32	(\$0.77)	3
Lower Atlantic	\$1.64	No Info	-	0
Midwest	\$1.24	\$1.13	(\$0.11)	4
Gulf Coast	\$1.57	No Info	-	0
Rocky Mountain	\$1.62	\$1.21	(\$0.41)	2
West Coast	\$1.42	No Info	-	0

Electricity Prices

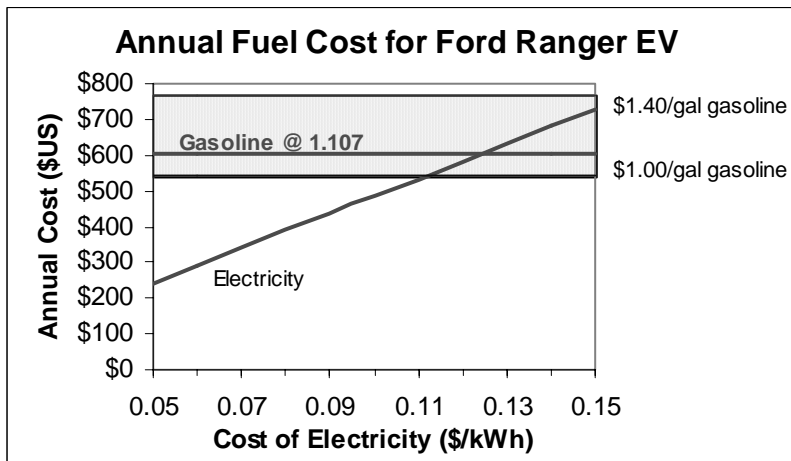
Residential electricity prices in the United States ranged from 7¢ to 12¢ per kilowatt-hour in November 2001, according to the Energy Information Administration's Electric Power Monthly newsletter of February 2002. Commercial electricity rates ranged from 5¢ to 10¢ per kilowatt-hour. The Rocky Mountain region boasted the lowest electricity prices in both the residential and commercial sectors; the highest prices were in New England.

It is difficult to estimate regional fuel costs of electric vehicles with any precision because of the complexity of electricity pricing structures. However, one method for comparing electricity to conventional fuels is to calculate the fuel cost per year for sample vehicles. The table below illustrates three sample electric vehicles; the Ford Ranger, the Toyota Rav4, and the Nissan Altra¹. Fuel costs per year were calculated based upon the EPA-published fuel economy ratings for gasoline vehicles (in MPG) and for electric vehicles (in kilowatt-hours per mile). Each vehicle was assumed to travel 12,000 miles per year. Fuel costs for electric vehicles were chosen from the range of prices shown above. The national average price of gasoline (\$1.107 per gallon) was used to calculate the annual fuel cost for gasoline vehicles. The gasoline counterpart to the Nissan Altra was the Nissan Altima, a midsize car that could serve the same fleet purpose as the midsize electric Altra.

Annual Fuel Cost Comparison

	Electric Vehicle (5¢/kWh)	Electric Vehicle (7.5¢/kWh)	Electric Vehicle (10¢/kWh)	Electric Vehicle (12.5¢/kWh)	Gasoline Vehicle
Ford Ranger	\$240	\$360	\$490	\$610	\$600
Toyota Rav4	\$180	\$270	\$360	\$450	\$510
Nissan Altra	\$170	\$250	\$330	\$410	\$530

¹ The 2002 Ford Ranger EV is compared to a 2002 Ford Ranger 2WD with 4 cylinders, 4-valve dual overhead cam, 2.3 liters, and automatic transmission. The 2002 Toyota Rav4 EV is compared to a 2002 Toyota Rav4 2WD with 4 cylinders, 2 liters, and automatic transmission. The 2000 Nissan Altra is compared to the 2002 Nissan Altima with 4 cylinders, 2.5 liters, and automatic transmission. Fuel economy data was not available for a 2002 Nissan Altra.



The graph to the left shows the annual fuel cost of an electric Ford Ranger over a range of electricity prices from 5¢ to 15¢ per kilowatt-hour. At the national average gasoline price of \$1.107 per gallon, the fuel cost of an electric Ranger is less than that of its conventional counterpart unless the electricity price is over 12¢ per kilowatt-hour. If gasoline costs \$1.40 per gallon, the electric vehicle will have a lower fuel cost than its conventional counterpart unless the electricity price is over 15¢ per kilowatt-hour.

Ethanol (E85) Prices

For the week of February 11, 2002, E85 prices were obtained from the Central Atlantic, Lower Atlantic, Midwest, and Rocky Mountains regions. Regional average prices range from a low of \$1.09 per gallon (\$1.36 per GGE), to a high of \$1.48 per gallon (\$1.85 per GGE).² Prices for E85 were collected from across the country by Clean Cities Coordinators and DOE Regional Office contacts.

Ethanol Price Trends

	Week of 10-22-01	Week of 2-11-02	Change in Price	Number of Respondents
New England	No Info	No Info	-	0
Central Atlantic	No Info	\$1.48	-	1
Lower Atlantic	\$1.60	\$1.23	(\$0.37)	2
Midwest	\$1.58	\$1.09	(\$0.49)	3
Gulf Coast	No Info	No Info	-	0
Rocky Mountain	\$1.42	\$1.33	(\$0.09)	6
West Coast	\$2.15	No Info	-	0

Biodiesel (B20) Prices

Biodiesel prices for the week of February 11, 2002, are shown in the table to the right. The prices shown represent B20, a fuel composed of conventional diesel (80%) and biodiesel (20%). Regional average prices ranged from \$1.06 per gallon in the Lower Atlantic region to \$1.77 per gallon in New England. Prices for biodiesel were collected from across the country by Clean Cities Coordinators and DOE Regional Office contacts. (No prices were reported from areas in the Central Atlantic region.)

Biodiesel Price Trends

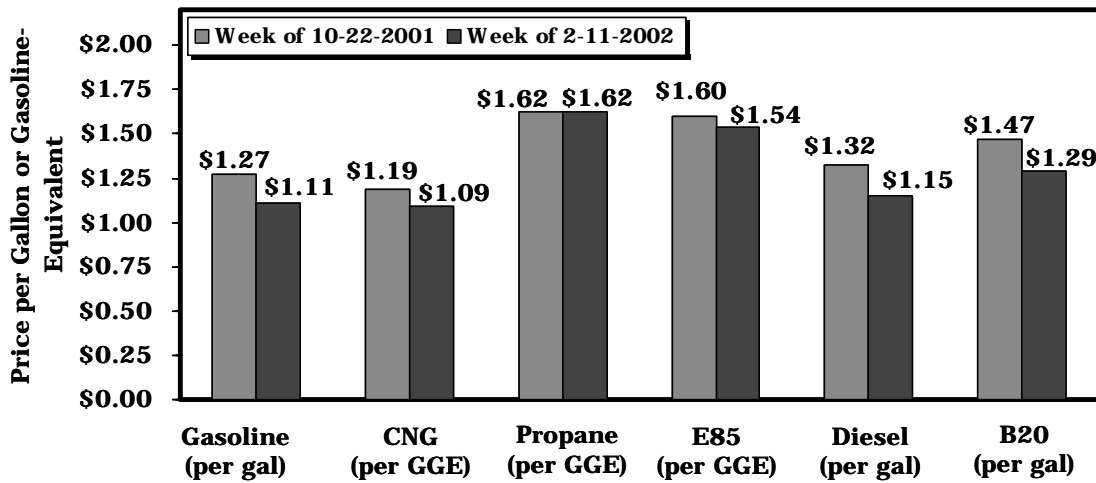
	Week of 10-22-01	Week of 2-11-02	Change in Price	Number of Respondents
New England	No Info	\$1.77	-	1
Central Atlantic	\$1.80	No Info	-	0
Lower Atlantic	\$1.45	\$1.06	(\$0.39)	1
Midwest	\$1.47	\$1.27	(\$0.20)	2
Gulf Coast	No Info	\$1.40	-	1
Rocky Mountain	No Info	\$1.29	-	1
West Coast	\$1.80	\$1.40	(\$0.40)	1

² Includes a 10% decrease in energy use per mile for E85 relative to gasoline.

Summary

During the week of February 11, 2002, gasoline and diesel prices were lower across the country than they had been during the week of October 22, 2001 (the time period of the previous Price Report). The price of CNG increased in one region and decreased in at least two regions. Propane prices decreased in reporting regions. The graph below illustrates the relative prices of gasoline, diesel, CNG, propane, E85, and biodiesel.³

Selected Fuel Prices in the U.S.



³ Gasoline and diesel prices in the graph are national averages; CNG, propane, E85, and B20 prices are median values.



Do you have fuel prices you wish to share for inclusion in the next newsletter? To do so, contact:

Melissa Lott
QSS Group, Inc.
4500 Forbes Boulevard, Suite 200
Lanham, MD 20706
Phone: (301) 429-4583
FAX: (301) 731-1384
E-mail: mlott@qssgroupinc.com

This document highlights work sponsored by agencies of the U.S. Government. Neither the U.S. Government nor any agency thereof, nor any of their employees, makes any warranty, express or implied, or assumes any legal liability or responsibility for the accuracy, completeness, or usefulness of any information, apparatus, product, or process disclosed, or represents that its use would not infringe privately owned rights. Reference herein to any specific commercial product, process, or service by trade name, trademark, manufacturer, or otherwise does not necessarily constitute or imply its endorsement, recommendation, or favoring by the U.S. Government or any agency thereof. The views and opinions of authors expressed herein do not necessarily state or reflect those of the U.S. Government or any agency thereof.