

Gasoline Retail Prices

Tips for Reducing Transportation Fuel Use

- Avoid high speeds. As speed increases, aerodynamic drag on the car increases exponentially. For example, driving 62 mph instead of 75 mph reduces fuel consumption about 15 percent.
- Don't accelerate or brake hard. Anticipating traffic and applying slow steady acceleration and braking may increase fuel economy by as much as 20 percent.
- Keep air pressure in tires at the level recommended by the manufacturer.
- Use air conditioning sparingly. When the air conditioner is on, it puts an extra load on the engine, using more fuel. The defroster on most vehicles also uses the air conditioner.
- Keep windows closed. Open windows, especially at highway speeds, increase drag and decrease fuel economy by as much as 10 percent.
- Service your vehicle regularly. Dirty air filters, old spark plugs and low fluid levels can worsen fuel economy.
- Use cruise control. Maintaining a constant speed over long distances often saves gas.
- Avoid carrying heavy loads. Remove sand bags from your truck in the spring and pack lightly for long trips.
- Avoid idling a long time. If you anticipate stopping for more than a minute, shut off the car. Restarting uses less fuel than idling.
- Buy a fuel-efficient car. Small vehicles with manual transmission usually provide great fuel economy.

Source: www.gasbuddy.com

Transportation Fuel Prices On August 15, 2005

\$3.20 per gallon for regular grade gasoline in Vallejo, California

\$2.55 is the national average gasoline retail price – regular grade (last year \$1.85)

\$2.57 is Oregon's average retail price – regular unleaded grade (last year \$1.92)

\$2.75 is the average price in California

\$2.63 is the average price in Washington State

\$2.48 is the average price in Idaho

\$2.42 is the average price in Montana

Compared to March 22, 2003

\$1.70 National average gasoline price – regular grade

\$1.74 Oregon average gasoline price – regular grade

\$1.81 National average diesel price – regular grade

Estimated component costs of Oregon gasoline

March 2004

\$0.94	Crude delivered for refinement
\$0.31	Refining
\$0.15	Distribution and marketing
\$0.184	Federal tax
<u>\$0.246</u>	State of Oregon tax
\$1.83	

Influences on global price

- As an international commodity, crude oil price is based on global demand
- Organization of Petroleum Exporting Countries quotas (wellhead production)
- Demand (much higher during the Northern Hemisphere summer)
- Composite refinery capacity and throughput rates
- Futures prices of crude in the commodities market (selling price in future)
- Demand for other petroleum products shifts crude availability for gasoline
- Constraints to supply from political unrest

Influences on national or regional price

- Over 80% of the crude oil refined for Oregon use comes from Alaska
- Oregon gets most of refined petroleum products from four Puget Sound refineries
- Unexpected slowdowns or shutdowns in those four adversely impacts local cost
- Over 90% of Oregon supply delivered on Olympic Pipeline from Anacortes, WA.
- Seasonal changeover from heating oils to gasoline
- Seasonal changeover of gasoline formulations and higher summer demand
- Distance from refineries increases transportation cost of fuel
- No new refineries serving North America in more than a dozen years
- West coast (PADD 5) historically has slightly higher than national average prices

2001 Oregon data

3.8 million motor vehicles registered for use in Oregon (3.0 million passenger)
More than one car for every man, woman and child (3.4 million people)
National average is 765 vehicles per 1,000 people

31 billion vehicle miles traveled by passenger vehicles in Oregon
Enough for 120,000 trips to the moon
Approximately 8,700 vehicle miles traveled for every person

10,300 average vehicle miles traveled (VMT) per passenger vehicle

19.1 average miles per gallon fuel (mpg) economy for Oregon passenger vehicles

1.5 billion gallons of taxed gasoline use

190 million gallons of taxed diesel used

1,797 fuel dispensing sites in Oregon

28,192 certified fuel-dispensing pumps in Oregon

Other price considerations

Variables remaining relatively the same during recent gas price increases

- Federal tax on fuels
- State tax on fuels
- Pipeline wholesale distribution cost
- Marketing and distribution cost