City of Portland Bureau of Planning & Sustainability

Renewable Fuel Standard Technical Advisory Committee (RFS TAC)
Thursday, April 16, 2026 – In-person meeting
Minutes

TAC Members Present: Matthew Jubitz – Chair, Andrew Dyke – Vice-Chair, Antonio Machado, Ender Reed, Marc Ventura, Chris Efird, Jim Verburg

Facilitators: Pam Neild and Marti Frank

Staff liaison: Pam Neild

Registrants:
Lies Ainouche, Emily Cekander, Jordan Godwin, Beth Hilbourn, Leila Kerr, Nancy Koultourides, Paul Loera, Jesse Nowicki, Molly O'Connell, Evelyn Olson, Lei Peralta, Kara Pike, Jennifer Reed, Karen Renwick, Michael Roy, Garrett Skipper, Angie Smith, Miles Swanson, David Vant Hof, Cory-Ann Wind, Ryan Woodward

Minutes: Pam Neild with assistance from MS Copilot.

Call to Order and Introduction

Chair, Matthew Jubitz, called the meeting to order at 10:02 AM PST. He welcomed TAC members and members of the public to the online meeting.

The Conflict-of-Interest statement was read and roll call was held. The meeting has quorum.

Members then voted to approve meeting minutes from the January 8, 2026, meeting.

Voting results: 7 – yeas, 0 – nays, 0 – abstentions

Pam introduced the agenda and showed the 2026 work schedule.

Next, members reviewed the updated bylaws. The only change was removal of an erroneous sentence on page 2 that appeared to be leftover template text requiring a "specific number" of TAC members. TAC members voted to approve the bylaws.

Voting results: 7 – yeas, 0 – nays, 0 – abstentions

Program Updates

Pam reviewed retail price observations for diesel, regular and premium gasoline. Information was gathered during site visits that were conducted in February 2026. Given the price volatility since February current prices are higher than the data shown. Diesel and gasoline prices varied by quadrant; many regions saw slight increases from 2025 to Q1 2026. Three sites were selling R99, with prices slightly lower in 2026 than in 2025.

Retail Station Site Visits 2025 - 2026

Regular/Premium 92– average observed prices in USD

Location	2025 Ave.	Q1 2026	Q2 2026	Q3 2026	Q4 2026
N	3.87/4.36	4.01/4.57			
NE	3.80/4.31	3.87/4.40			
SE	3.96/4.51	4.01/4.49			
NW	3.99/4.49	4.23/4.83			
SW	3.97/4.43	3.95/4.55			
Portland	3.92/4.42	4.25/4.49			
I-5 Corridor	3.79/ NA	3.82/4.28			
I-84 Corridor	3.81/ NA	3.70/4.23			
Oregon	3.93/ NA	3.92/4.40			

Retail Station Site Visits 2025 – 2026

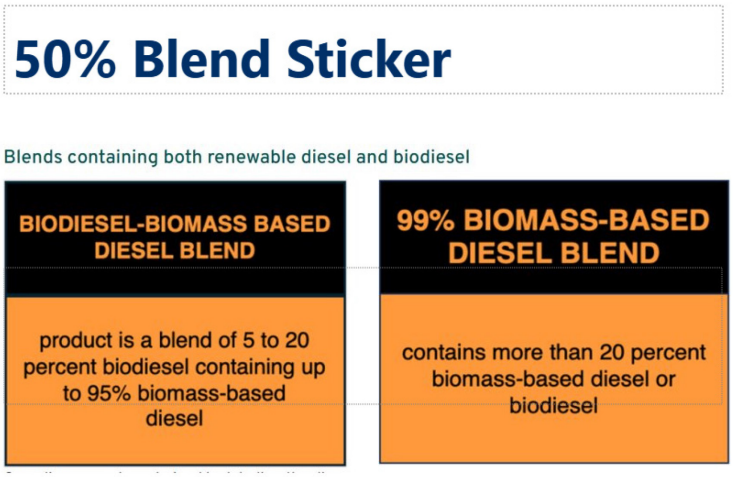
Diesel – average observed prices in USD

Location	2025 Ave.	Q1 2026	Q2 2026	Q3 2026	Q4 2026
N	4.16	4.29			
NE	4.07	3.94			
SE	4.21	4.46			
NW	4.30	4.39			
SW	4.30	4.22			
Portland	4.18	4.26			
I-5 Corridor	4.07	4.30			
I-84 Corridor	4.08	4.02			
Oregon	4.24	4.33			
R99 (3 sites)	4.45	4.27			

Pam then asked TAC members to discuss federal requirements for labeling biofuel at the pump and what would change in July, 2026 when the 50% blend goes into effect. The discussion acknowledged that FTC labeling is outdated and confusing for customers, particularly regarding renewable vs biodiesel terminology. Retailers are ultimately responsible for installing correct labels. See FTC labeling regulation, section 306.12 for the correct labeling requirements. Requirements that relate to the 50% blend requirement are:

> ***"For biomass-based diesel blends containing more than 20 percent biomass-based diesel by volume.*** The requirements are the same as in paragraph (a)(5) of this section, except that the black band at the top of the label shall contain the numerical value representing the volume percentage of biomass-based diesel in the fuel followed immediately by the percentage symbol (e.g., "70%") and then the term "Biomass-Based Diesel Blend." In addition, the words directly underneath the black band shall read "contains more than 20 percent biomass-based diesel or biodiesel.""

Link: eCFR :: 16 CFR Part 306 -- Automotive Fuel Ratings, Certification and Posting



Next, Kyle Diesner, RFS staff, discussed the timeline for the current and future administrative rule updates. The current proposed administrative rule changes are being finalized based on public comments. The goal is to have them adopted by the end of April, 2026. The City received clear comments with detailed recommendations and was able to accept/propose most of recommendations. There will be no additional comment period because the changes are not substantive. The City now uses a centralized city administrator process, which may affect timing but is not expected to delay.

A separate process will be used to update the City's CI standard to meet the State's GREET 4.0 model. BPS is waiting for Oregon Department of Environmental Quality (DEQ) to finish certifying approximately 21 remaining biofuel pathway codes (FPCs), or about half of all renewable diesel pathways. The results are expected within a week. The target effective date for CI updates is by May 15; ideally earlier.

Upcoming compliance dates were confirmed as:

- May 15: Distributors must supply at least a 50% renewable diesel blend.
- July 1: Retailers must sell at least a 50% renewable diesel blend.

Market Updates

Pam noted the TAC does not need to produce a report to the director in 2026 and invited TAC members to share their reflections on current market conditions.

Members shared observations on current supply, pricing, and market dynamics:

- Global instability (Venezuela, Middle East) is causing higher petroleum prices, which could improve competitiveness of renewable fuels.
- Oregon's Clean Fuels Program (CFP) credit prices are high due to:
    - Low credit bank,
    - Lower LCFS credit values in California,
    - Supply–demand dynamics pulling renewable product toward Oregon.
- Nationally, recent EPA Renewable Volume Obligation (RVO) rules are supportive of biomass-based diesel, potentially increasing available supply.
- Supply uncertainty remains high; long-term impacts are unclear and evolving.
- A Maryland Commission found states with an LCFS program were seeing decreasing fuel costs.
- SAF (sustainable aviation fuel) markets seeing narrowing deltas between jet and SAF, impacting blending economics. The demand for SAF may be on the rise.

BPS Director, Eric Engstrom, joined the meeting. A concern was raised that the city's Critical Energy Infrastructure Hub (CEI Hub) policy update project—which includes a drawdown proposal that would reduce tank capacity by 20% for each facility in the CEI Hub. A TAC member notes that this could undermine renewable fuel availability. Director Engstrom clarified:

- The drawdown proposal will be considered by Council. Portland is aware of fuel industry concerns that the proposal conflicts with RFS goals for 100% renewable fuel by 2030.
- The drawdown in fuel storage capacity is not in the zoning code. The code has not been written yet, but is proposed to be included in a different part of the city code.
- The non-land-use components (including drawdown proposal) will be open for public comment later this year, likely over the summer.
- RFS TAC may choose to submit comments as a committee or individually.

A suggestion was made to do an assessment of tankage and whether the reduced capacity would be sufficient to accommodate RFS requirements. Director Engstrom

noted the Bureau's preliminary analysis suggested the reduced tankage would be sufficient. It is the expectation that not all tanks would be seismically upgraded, and the proposal will include the ability to transfer storage to other tanks.

It was noted that tanks have safety measures such as only storing fuel in 80% of the tank and limiting fuel storage reduces ability to store extra fuel for emergencies. Reduced storage also reduces the ability to store segregated fuels.

Director Engstrom asked whether current global dynamics around fuel pricing is hurting or helping Portland's move towards renewables. Currently the dynamic is helping renewables, but it will not stay this way. It remains to be seen if the pricing disruptions are temporary or not and what the long-term consequences will be.

Director Engstrom asked whether Oregon is still competing with California for renewables. In short, yes. Oregon doesn't have refining capacity so will be at the mercy of other States/markets. While we may have domestic/US supply, we are still participating in a global market. The differential between the cost of renewable and the cost of petroleum is decreasing

Next Meeting

Members discussed the October 8 market expert panel. A list of previous speakers was shown. Members noted a preference for keeping the same speakers as the previous year for consistency. Pam will contact speakers and be prepared to provide an update prior to the next scheduled RFS TAC meeting scheduled for July 30, 2026.

In addition to existing speakers the following suggestions were made:

- End-user like a local fleet manager/business
- A member of the Oregon Fuels Association (Pam noted that this was where previous local speakers came from)
- Someone to speak about City Council's political direction on fuels policy.

- Will Faulknew from Carbon Acumen (suggestion provided via chat from Lies Ainouche) Carbon Acumen: LCFS & Renewable Fuel Standards Information & Intelligence

Next, members discussed the upcoming July 30 meeting which will take place online using ZOOM. The recommended agenda is to review Program updates, including finalized admin rules and CI updates. Discuss any market updates including early impacts of the 50% distributor and retailer blend requirements. Finally, to finalize the list of potential October panelists.

Public Comment

No public comment.

Adjourn

Chairman, Matthew Jubitz, adjourned the meeting at 11:02 AM PST.

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