City of Portland Bureau of Planning & Sustainability

Renewable Fuel Standard Technical Advisory Committee (RFS TAC)
Thursday, September 11, 2025
Minutes

TAC Members Present: Mark Bunch – Chair, Andrew Dyke – Vice-Chair, Matthew Jubitz, Antonio Machado, Marc Ventura, Chris Efird

Facilitators: Pam Neild, Marti Frank

Staff liaison: Pam Neild

Registrants:
Ashley Burton, Kyle Diesner, David Dugas, Eric Engstrom, Laura Feldman, Marilyn Herman, Kathryn Hillis, Andria Jacob, Masanobu Kubota, Paul Loera, Erin McInally, Sharla Moffett, Jesse Nowicki, Connor Roberts, Garrett Skipper, Quyen Sullivan, Miles Swanson, Chintan Trivedi, David Vant Hof, Kelly Yearick

Minutes: Pam Neild

Call to Order and Introduction

Chair, Mark Bunch, called the meeting to order at 9:30 am. He welcomed TAC members and members of the public. The hybrid meeting took place online and in the BPS office.

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

Members voted to approve meeting minutes from the June 2025 meeting.

Voting results: 6 – yeas, 0 – nays, 0 – abstentions

Pam introduced the agenda. Members voted to approve the agenda.

Voting results: 6 – yeas, 0 – nays, 0 – abstentions

Public Comment

There was no public comment provided.

Program Work Schedule and Data Review

Pam began a slide presentation that included the 2025 work schedule. Members noted an error on the slide. The next two dates scheduled for RFS TAC meetings are September 25 and October 2, 2025. Pam will correct the error.

Next, staff presented results from station site visits across Portland, organized by quadrant. Beginning in Q3, R99 average prices are being tracked at three sites. A fourth site in NE Portland also sells R99 but inconsistently, so its data was left in the NE average rather than included in the R99 breakout. Observations at that site showed inconsistent labeling and conflicting information from staff (B20 vs. R99), making data reliability uncertain. Price data for Portland is currently in line with statewide averages, which is expected at this stage of RFS implementation. Staff confirmed that all monitored site visits have remained consistent over time.

Gasoline price tracking is also underway at the same sites. Portland's additional $0.10/gallon city tax on gasoline was noted as a factor that differentiates local prices from the rest of Oregon.

Retail Station Site Visits

Diesel – average observed prices in USD

Location	Q4 2024	Q1 2025	Q2 2025	Q3 2025
N	3.84	3.92	3.88	4.47
NE	3.87	3.9	3.91	4.30
SE	4.21	3.84	4.10	4.50
NW	NA	NA	NA	4.31
SW	4.67	4.39	3.99	4.47
Portland	4.15	4.01	3.97	4.41
I-5 Corridor	3.82	NA	3.66	4.29
I-84 Corridor	3.77	NA	3.67	4.37
Oregon	3.84	NA	3.98	4.49
R99 (3 sites)				4.52

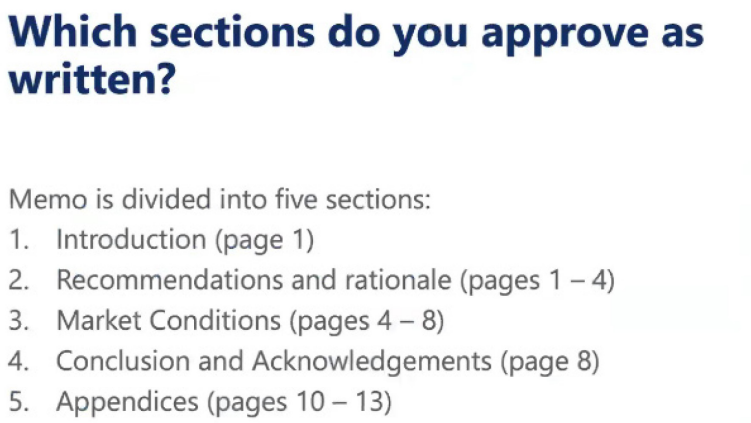
Retail Station Site Visits

Regular/Premium 92– average observed prices in USD

Location	Q4 2024	Q1 2025	Q2 2025	Q3 2025
N	NA	3.81	3.91/ 4.46	4.03/4.43
NE	NA	3.77	3.91/4.35	3.86/4.39
SE	NA	3.77	4.09/4.64	4.17/4.63
NW	NA	NA	NA	4.10/4.60
SW	NA	4.18	3.83/4.36	4.06/4.49
Portland	NA	NA	3.94/4.45	4.04/4.51
I-5 Corridor	NA	NA	3.80	3.82
I-84 Corridor	NA	NA	3.80	3.82
Oregon	NA	NA	4.05/NA	3.98

Draft Memo to the Director

The remaining portion of the meeting was dedicated to discussing recommendations and the memo to the Director. Staff used the following slide for reference:



Overall, the group agreed quickly that the memo wasn't ready for a vote. The TAC emphasized market volatility, the need for flexibility, and framing recommendations as pauses rather than rollbacks. Members agreed to maintain transparency through reporting, refine memo structure and citations, and to try and finalize recommendations for the Director during the next meeting. The group discussed the following topics:

Recommendations & Rationale

- Numbered options will be re-labeled as "majority-selected" and "top ranked choice," A brief note will be added explaining voting methodology (majority vs. ranked-choice).
- Two options remain under consideration:
    - Simple Majority: Pause the carbon intensity (CI) standard and review after two years
    - Highest Average Rank: Align carbon intensity with current OR-GREET 4.0 model or the latest version adopted by Oregon DEQ, reduce the biofuel percentage requirement from 50% to 20%, and review decision after one year.
    -
- Language will emphasize "pause/delay" rather than "remove."
- Agreement that state-level programs (Clean Fuels Program) will continue to drive CI reductions even if the city pauses its own requirement. The policy's CI value

should align with whatever the current version of the Oregon Clean Fuels Program Oregon GREET model happens to be.
- Consensus that ongoing data reporting should continue, even if enforcement is paused.

Market Conditions

- Strengthen language on market volatility and uncertainty.
- Hyperlinks may be replaced by bulleted text and citations for clarity and accessibility.
- Stillwater report citation issue flagged (may require special handling if behind a paywall).
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Appendices, Conclusion, and Acknowledgements not ready for approval yet.

- Members debated structure with some preferring leading with recommendations (executive-summary style) and others suggesting starting with market conditions for context.
- The conflict of interest statement should be added as an appendix.
- Group leaned toward not including a formal conclusion section, instead including links to the relevant policy and TAC information hosted on the city's website.
- Acknowledgements should include:
    - Guest presenters (Stillwater, Opus, Jason Powell, Bill Peters, etc.).
    - Prior TAC members.
    - Public participants (general statement).
    - Exclude "special thanks" to keep tone professional.

Code Change vs. Enforcement

There was some discussion around the legal process around each recommendation. Director Engstrom and Andria Jacob explained:

- Some of the recommendations that are currently being considered would require a City Code amendment, needing Council action.
- An alternative that would not require a code change would be to maintain requirements but rely on enforcement discretion in the short term.

Before moving to the final section of the agenda, a vote was taken to approve the Introduction section as written.

Voting results: 6 – yeas, 0 – nays, 0 – abstentions

Next Meeting – September 25:

The next meeting scheduled for September 25, 2025 will take place online. Member hope to take a final vote on the recommendations. A placeholder meeting is still set for October 2, in case it is needed. A debrief and lessons-learned section will be added to that agenda.

The meeting was adjourned at noon PST

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