



Meeting Minutes Nevada Fuel Resiliency Committee

Attendance	DATE		Thursday, March 5, 2026		
	TIME		9:00 AM		
	METHOD		Zoom		
	RECORDER		Loren Borst		
Brett Compston	X	Dr. Kristopher Sanchez	X	Vinson W. Guthreau	X
Cathy Reheis-Boyd	X	Nathan P. Bouvet	X	Lindsay Anderson	X
Jae Pullen	X	J.J. Goicoechea	X	Assemblyman Bert Gurr	X
Dwayne McClinton	ABS	Robert Ghiglieri	ABS	Senator Rochelle Nguyen	ABS
Stephanie Mullen	X	Jennifer Carr	X	Assemblyman Max Carter	X
Brian O'Neal	X	Senator Robin L. Titus	X		
Drew Spence	X	Casey Sullivan	X	Allison Robinson	ABS
Allen Fore	X	Joseph Biscardi	ABS	Jodie Muller	X
Chris Adams	X	Miranda Hoover	X	Christopher Pelligreen	X
Steve Leshner	X	Paul J. Enos	X		
Tiffany K. Roberts	X	Jeffrey Glasgow	ABS		
Samantha Ladich – Senior Deputy Attorney General			Office of the Nevada Attorney General		X
Loren Borst – Administrative Assistant			Nevada Office of Emergency Management		X
Gracie Garrett			Governor’s Policy Advisor on Natural Resources		X
Rick Perdomo			Advisor to NDEP Administrator		X

1. Call to Order and Roll Call

Chair Brett Compston, Administrator Office of Emergency Management and Homeland Security (OEM/HS), called the meeting to order. Loren Borst, OEM/HS performed the roll call. A quorum was established for the meeting.

2. Public Comment

Chair Brett Compston, OEM/HS, opened the first period of public comment.

Mark Landrum presented 6 of his 8 questions that he implored the Committee to consider in their analysis of the fuel resilience in the state. The complete list of questions to the Committee have been attached for reference.

Chair Compston closed the first period of public comment.

3. Introduction of New Members

Chair Compston asked the new members for a short introduction of themselves to the public and other members.

Max Carter, Assembly Majority representative of District 12, is a lifelong, third generation resident of Southern Nevada. Mr. Carter is glad to be involved in what's helping the state move forward and be more secure.

Jodie Muller, Western States Petroleum Association (WSPA) President and CEO, notes WSPA represents the oil and gas industry in Nevada, Oregon, Arizona, California, and Washington. Ms. Muller has worked with the Vice Chair on other projects for 25 years and she looks forward to providing insight and helpful information to the Committee.

Chris Pelligreen, Omega Partners III LLC, is the principal owner of Omega Partners. They own and operate petroleum terminals in the Sparks Reno market. They have two operations, one ties to a pipeline, the other to a rail facility. Omega handles distribution of gasoline, diesel fuel, jet fuel for the airport, local retail, and other demands in the market. Mr. Pelligreen appreciates the opportunity to join the Committee.

Mr. Compston welcomed the members and moved on to the next agenda item.

4. Nevada's Fuel Regulation

Director J.J. Goicoechea, Director of the Department of Agriculture (NDA), presented a program overview of the NDA Petroleum Technology Program that has operated for over 30 years. It was predominantly for consumer protection and resided with Business and Industry (B&I) for a long time then transferred to NDA.

There are two laboratories, the Sparks Petroleum lab and the Las Vegas Petroleum Lab. There are 3 projects within the program, fuel quality, motor oil quality, and antifreeze registration and quality. The main objectives are consumer protection, marketplace fairness, and protection of air quality. Director Goicoechea referenced a bill presented last year that would properly reflect prices for consumer protection.

Director Goicoechea stated NRS 581 is the statute that authorized NDA to regulate weights and measures, including fuel pumps. NRS 590 authorizes the Board of Agriculture and the State Sealer, who, by definition, is the Director of Agriculture, to enforce fuel, petroleum, and antifreeze standards. NAC 590 is the regulation under which NDA operates for fuel specifications, gas, diesel, biofuel, and ethanol including heating oil, kerosene, and diesel exhaust fluid (DEF).

They do annual testing of every retail fuel outlet statewide at minimum once a year, while also responding to complaints. When bad gas is located it gets diverted from routinely checked outlets, testing and cleanup become the priority. 70% of tests are conducted in the Las Vegas lab, the other 30% goes to the Sparks lab.

Capacity overflow does happen in the Vegas lab; therefore, if there is a run on tests, or something occurs in Las Vegas, where they receive most complaints, the tests get shipped to the Sparks lab. This is because the majority of fuel pumps are located near Las Vegas.

Their historical failure rate is about 3%. Last year's was slightly higher, however, some of the increase was due to one supplier. He noted gasoline is regulated by NAC 590.062, diesel by NAC 590.050, Aviation gas and jet fuel NAC 590.055, biodiesel NAC 590.051, and ethanol fuel blends NAC 590.053.

Director Goicoechea stated the NDA fuel supply disruption plan guides staff in operations response and communications in most circumstances that may negatively impact the availability of petroleum-based motor vehicle and aviation fuel supplies in the state. NDA coordinates with OEM/HS, local governments, Nevada Association of Counties (NACO), California Energy Commission, PG&E, Southern California Edison, NV Energy, Kinder Morgan, Holly Energy Partners and others.

He went on to break down their three response phases: Readiness phase, which is normal operations, verification phase which has one or more supply sources down, with on-hand supply remaining adequate, and the pre-emergency phase where supply sources are down and there is an imminent risk of supply. In this stage NDA coordinates with Governor's Office of Energy (GOE) and OEM/HS.

Response actions include coordination, planning and analysis, public communication programs, mitigation and conservation programs. It is up to Director Goicoechea to determine roles and responsibilities and what phase the agency is in, if he is unavailable the Deputy Director takes command, there is a chain of custody should they both be unavailable. Their Chemist V monitors situations and briefs the director of any pertinent changes or areas of concern. Between the Chemist and Director's communication with partners they can determine what to expect, create a timeline for when things should be operational again, and assist if flying crews that need to be brought in to mitigate. Their public information officer (PIO) remains up to date with all communications between OEM/HS, and the Governor's office to ensure accurate and timely decision making and notification of the incident to the public.

Director Goicoechea spoke to their supply chain relationships saying they have trusted communication with pipeline carriers, terminal operators, and downstream retail networks. As well as regulatory authority and effective compliance and oversight systems already in place, working closely with NDEP. If waivers are needed the Governor's office assists by declaring an emergency when appropriate. This allows fuel to be pulled from tanks to assist

in emergencies which is the statutory authority for the NDA.

Vinson Guthreau, Executive Director of NACO, asked how NDA monitors and manages air quality differently from NDEP. Director Goicoechea stated they work in concert with one another to monitor and manage air quality standards.

Vice Chair Cathy Reheis-Boyd, CEO Sandhana Solutions, asked what the biggest challenge has been in an emergency situation. Director Goicoechea noted the biggest challenge is when there is an unknown length of disruption on a large pipeline coming from California. He noted they are always trying to plan for the worst-case scenario from the beginning and rely on the Nevada Trucking Association when things get difficult. After 3-4 days they begin looking at burn rates, another difficulty is inaccurate information released to the public causing runs on fuel. Getting the right information out and working through the plan is how they mitigate difficulties during emergencies.

Chief Brian O'Neal, Clark County Fire District Emergency Manager, asked if a declaration of emergency is necessary for their plan to be activated. Director Goicoechea assured him they do not need a declaration to activate the plan, and they take a forward-leaning approach if they anticipate any issues. Waivers are the only thing dependent on a declaration.

5. Determination of whether to close the meeting

Chair Compston, OEM/HS, asked for a motion to close the meeting. Vice-Chair Cathy Reheis-Boyd, CEO of Sadhana Solutions, made a motion. Vinson Guthreau, Executive Director of the NACO, seconded the motion. Motion passed unanimously.

The meeting was closed to the public.

6. Closed Session

- **Presentation on the Nevada Fuel Emergency Management and Homeland Security Concerns**

[Redacted – Closed Session Pursuant to NRS 239C.140]

7. Determination on whether to re-open meeting

Chair Compston, OEM/HS, reopened the meeting.

8. Friction Points and Barriers to Fuel Resiliency

Chair Compston, OEM/HS, asked the industry members to present any friction points, barriers and impediments that they face related to building fuel resiliency and redundancy, increasing capabilities, capacities and storage or investment in the Nevada fuel ecosystem.

Drew Spence, Holly Frontier, began by stating permitting and permit streamlining is an issue for air quality, specifically when going to the state for assistance with permitting requests on potentially new-built tanks. He noted a clause or form of legislation could help expedite the process. Permit timelines for infrastructure builds are currently taking undetermined amounts of time, putting a 30-day timeline for response would be helpful.

Director J.J. Goicoechea, NDA, said some of the permitting needed for pipeline infrastructure will

REDACTED FUEL RESILIENCY MINUTES 03 05 2026

come from federal partners like BLM; specifically, what can be done immediately, and what has EPA already contributed, is there an opportunity to join their efforts. Local jurisdictions need to determine where tank farms will go, and if racks are put in distribution. NDA and NDEP can help but most permitting is generated by the federal government in this case.

Allen Fore, Kinder Morgan, began by saying expansion of a pipeline can be difficult due to terrain, additionally, there needs to be commercial demand for an expansion. Commercial viability determines if funding is provided for line expansions or the update of older lines like that coming from California to Nevada. If there are power outages or shortages pumping through stations becomes difficult with the amount of power needed to force the product through the line, everyday generators aren't going to fulfill the need and with most of the pump stations to Nevada residing in California this creates a shortage of supply. The idea that building reserve tanks is good, if there is commercial viability and buy-in is present, otherwise companies won't fund the project. Furthermore, consideration for who owns and stores the tanks, and a cycling plan needs to be in place if the storage tanks were produced, fuel can't sit forever. Permitting is difficult though the Federal Government but there are programs in place like the Energy Dominance Council and FAST41 to move things forward. California also enacted laws that make commercial viability of bringing fuel from the East difficult, so California legislation also has an impact.

Chief Brian O'Neal, Clark County Emergency Manager, asked if power generation is a significant expense for planned power outages, and if there are unplanned power outages, have small modular reactors been considered. Additionally, if there was a way to change the power generation to smaller micro-reactors to try to stabilize the situation.

Mr. Fore noted there are many alternatives being considered to counteract shortages of power including electric or natural gas driven but the reactor hasn't been looked at. But, in larger facilities those discussions are happening. He further noted that getting a sense of the power needed, their options, and the cost of generating the power would need to happen. Vice-Chair Cathy Reheis-Boyd acknowledged that in California small reactors are being discussed with a piece of legislation being considered to exempt small reactors from the process.

Chris Adams, Chevron, said the cost of capital is significant there should be incentives for tank owners to bring up and hold their product in tanks but there is a diminishing return to be considered when doing that. There needs to be alternatives in an emergency, the trucking industry usually fills the gap, but can't always, there needs to be discussion around capabilities, trucking slots, and manpower available. How it's determined they're needed is also unclear, do they have somewhere to go and is there a place for them to offload needs to be discussed. There also needs to be a backup plan if Nevada intends to separate from California's pipelines, California has access to the ports so in order to maintain supply diversity an alternative needs to be identified.

Jodie Muller, WSPA, said the more fuel diversity available the better resiliency the state will have. She also encouraged continued communication with California and being vocal about concerns as long-term plans and emergencies come up.

Joseph Biscardi, PBF Energy, said the impact of cost to PBF refineries as a result of California's capital is a challenge. It is another example of how California policy could impact the viability of

refineries due to associated costs.

Miranda Hoover, ECAN, said there's concern with the language in Senator Cortez-Masto's Refined Fuel Reserve Act that they are working through. There is a difference in how long refined versus crude product can be stored that needs to be cleared up with refined lasting 1-3 years and crude oil lasting decades. Utah's fuel export tax looks to be mitigated at the moment, but confirmation is uncertain until their legislative session ends. Conversations continue with Nevada federal legislators regarding the U.S. Environmental Protection Agency (EPA) and the potential to cut red tape. Fuel price discussions of how long it may continue to rise, and the impact of the Iranian conflict are being worked through for possible solutions and timelines.

Paul Enos, Nevada Trucking Association, acknowledged that trucking is a poor way to move large amounts of fuel in emergencies, rail cars are more efficient for moving that level of product. Other issues that arise are where the assets and drivers are located, and how long the trip will take. The starting point of the product determines how much can be hauled; in California it's 8,000 gallons, in Utah it's 12,000 so the starting point factors into things like time waivers and liability for drivers. Additionally, what's being delivered needs to be considered, drivers don't like delivering Jet A fuel long stretches due to volatility, and this too, increases liability.

Senator Titus stated the time waivers may be something legislature could assist with during emergency situations.

Allison Robinson, U.S. Energy, noted the bulk facility in North Las Vegas offers 80 plus railcars and 100,000 barrels of existing tankage. There is significant room for growth and additional rail supply

Chris Pelligreen, Omega Partners III LLC., said Omega Partners is looking to expand in the Northern Nevada region, specifically Sparks. Permitting is a challenge with air and storage permitting in particular due to the amount of time they take to receive. City representatives that approve permits can also be challenging to expansion. Expansion of railroads has also been a pinch point due to the traditional railway company objectives and goals. Mr. Pelligreen noted there are storage areas like Sawtooth in Utah that may assist with storage of fuel. He asked if there was a set-aside program in emergencies to ensure fuel is delivered to Nevada rather than California having the opportunity to displace it to a facility in their state.

Vice-Chair Reheis-Boyd said she was in talks with Sawtooth and the conversation has been going well and they are interested in helping Nevada store fuel. Chair Compston added that there is currently no set-aside program to ensure fuel intended for Nevada is delivered in an emergency to bar relocation to California facilities.

Steve Leshner, Shell USA, said their main pinch point continues to be investment signals set by legislators and the government. If permitting could be streamlined, or just signaling traditional fuel investment is welcome companies may invest in Nevada. In the past Nevada has focused on implementing similar restrictions on fuel development as others around them. Focusing on the administration, policy-wise, to change signaling to encourage fuel development and traditional fuel development could entice companies to invest in the state.

Jennifer Carr, NDEP, asked for specifics on types of air quality permits the industry is challenged

with, and the locations. She also noted Clark County Air Quality Management District is interested in speaking at a Fuel Resiliency meeting due to several non-attainments for ozone in Clark County. They say the type of fuel used at various times of the year has a direct impact on their ability to manage air quality, particularly in Clark County.

Vinson Guthrie, Nevada Association of Counties (NACO), agreed with Ms. Carr that he would also like to see the specific stress points for permitting from those experiencing it. The timelines could potentially be shortened if there was an agreement in place. He continued by stating local government does have a role in the permitting process and could be included in this situation.

9. Update on Fuel Analysis Projects

Vice-Chair Reheis-Boyd, Sadhana Solutions, announced the funding for the analysis project has a commitment to fund by the State of Nevada. Chair Compston will go before the Board of Examiners and the Interim Finance Committee in April, on the 14th and 16th respectively. The request is for \$350,000 of state money to fund the update to the 2023 analysis presented at the previous meeting as well as looking into the future projections, which speak to some economic viability that's been discussed at today's meeting, as well as gaps and recommendations.

Chair Compston said the analysis will happen behind the scenes while the Committee continues to run on its concurrent schedule. The analysis will take time, and the Committee will have to work through purchasing on the letting of the contract which will also take time

Vice-Chair Reheis-Boyd added that the scope of work is very granular and specifically looks at company projects and confidential conversations with those companies to collect specific questions that the Committee needs to know if a solution is to be found to move forward. It will also break the North and South into much more detail.

Chair Compston said whoever does the analysis will be asked to meet with all the partners that have contributed thus far, and the Committee members, and any other interested parties not already on the Committee and offer non-disclosure agreements so they can have frank conversations. The members of the Committee may not receive all the information from those conversations, but the analytics team will be able to process and synergize the data into a methodology that can be used to make recommendations to the Governor and the Legislature.

Jodie Muller, WSPA, mentioned WSPA is also conducting an update to the initial analysis that will look at supply risk, fuel demand modelling and tracking, regional pipeline logistics, and they are very focused on legislative and regulatory support that impacts resilience in Nevada. WSPA hopes to have their analysis done within the next month or two and are happy to share the information to further discussion.

10. Public Comment

Chair Compston opened the second period of public comment.

There was no public comment.

11. Adjournment

Chair Compston, OEM/HS, called for a motion to adjourn.

Co-Chair Reheis-Boyd, CEO of Sadhana Solutions, motioned to adjourn. Director J.J. Goicoechea, Department of Agriculture, seconded the motion. All were in favor with no opposition. Motion passed. Meeting adjourned at 11:08 AM.

DRAFT

My name is Mark Landrum. I am a resident of Clark County and Las Vegas. I commend the Members of the Nevada Fuel Resiliency Committee for your willingness to serve and to grapple with issues affecting the security and reliability of the State of Nevada's gasoline, diesel and jet fuel supplies. Given Nevada's dependency on transportation fuel supply chains originating outside of our State's borders, the Committee is urged to thoroughly consider key questions regarding:

1. Long-term mechanical integrity of the existing petroleum products pipeline infrastructure, including in-line reinspection intervals to ensure reliable and accurate data for decision making and performance-based risk management regulations adapted to fit Nevada's unique circumstances.
2. Reliability, Availability and Maintainability (RAM) study data for the primary pipelines playing a crucial role in the supply of the liquid fuels consumed in the Las Vegas area to identify and evaluate the biggest influencers on unplanned downtime and the means and timing to minimize those potential vulnerabilities.
3. Debottlenecking opportunities and ways to obtain incremental capacity on the UNEV Pipeline to better balance supply sources and set a higher foundation for future growth in refined products demand.
4. Public-Private Partnerships in Refined Products Storage at existing or new storage terminals, both in-state (such as North Las Vegas) or strategically-located, existing out-of-state locations – Cedar City, Utah; San Bernadino County, California; or Phoenix, Arizona.
5. What might be called Nevada Strategic Petroleum Products Reserves (NSPPR) of segregated barrels of non-CARB gasoline and diesel at these terminals or other locations in south and north Nevada.
6. In light of likely future fuel supply constraints from California refinery sources, consider transportation fuel quality specifications and new pipeline corridors for delivery of transportation fuels to diversify supply sources for the State.
7. Composition of the group of Anchor Shippers and parties with Firm and Interruptible Transportation Rights on the existing infrastructure (the main pipeline segments into the State of Nevada – among them retailers, oil companies, traders, and distributors), and
8. Further, the Committee is requested to consider ways the State of Nevada could help accelerate development and construction of new scalable pipeline corridors for resilience and diversification of supplies of transportation fuels, such as the proposed Western Gateway Pipeline for which a binding open season is underway.

Western Gateway would provide Nevadans with connectivity and access to liquid fuels produced and refined in the Texas Panhandle and Midwest U.S., reducing future dependence on California refinery sources or quantities of blendstocks imported via ocean tankers into California ports. Finally, ways to encourage the Owners and the Operator to compress the timetable (to prior to January 2029) for construction and commissioning of the Western Gateway Pipeline System, and reversal of the Santa Fe Pacific Products (SFPP) Line to enable east-to-west flows.