

Submitter: Erik Zander  
On Behalf Of:  
Committee: House Committee On Climate, Energy, and Environment  
Measure, Appointment or Topic: HB3119

My name is Erik Zander, and I am the COO of Omega Morgan, an Oregon-based company specializing in heavy transportation, machinery moving, millwright services, and crane operations. We serve the Western United States and proudly employ over 650 hardworking individuals.

I'm here today to strongly urge your support for HB 3119.

As a heavy transportation company, our operations often involve moving loads with gross combination weights ranging from 200,000 to over 1,000,000 pounds. We are a critical partner for companies like PGE, PacifiCorp, and BPA, moving the majority of power transformers in the state of Oregon.

The problem is clear: there is currently no electric truck on the market capable of handling the unique demands of our work. Even if one existed, there is no charging infrastructure that could support it.

Let me break this down:

Under current regulations, I would need to purchase a \$550,000 electric truck that I cannot use, just to be allowed to buy the trucks I actually need at \$250,000 each. To make matters worse, I reached out to our local utility company regarding the infrastructure needed for charging. It would take six months for the utility to confirm pricing and service availability, followed by another 45–60 weeks to order the necessary equipment. The installation alone would cost roughly \$190,000, bringing the total investment for a single internal combustion engine tractor in 2025 to nearly \$1 million.

At Omega Morgan, we've already taken significant steps to reduce our environmental impact. For the past two years, we've run R99 renewable diesel in our fleet, upgrading equipment and replacing over 40 older tractors with cleaner, more efficient diesel engines. When available, R99 allows us to achieve nearly a 67% reduction in lifecycle CO2 emissions per truck compared to 39% for battery electric vehicles (BEVs) — a statistic supported by ATRI's April 2024 report, Renewable Diesel: A Catalyst for Decarbonization.

The Advanced Clean Truck (ACT) regulations simply do not work for us. We're being penalized for the inability to purchase technology that doesn't yet exist for our specific use case. Moreover, these costs will force us to halt further upgrades to our fleet —

upgrades that have already delivered real, measurable emissions reductions.

I respectfully ask for your support of HB 3119 to ensure that businesses like ours, which provide essential services to Oregon's infrastructure, are not burdened with impossible requirements that harm both our operations and our efforts to reduce emissions.

Thank you for your time and consideration. I appreciate your help.