Benefits of adopting California’s Heavy-Duty Vehicle Omnibus Standards and a 100% sales requirement in New Jersey

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In July 2020, fifteen states and the District of Columbia, who together represent roughly 35% of the U.S. medium- and heavy-duty (M/HD) market, signed a Memorandum of Understanding (MOU), committing themselves “to work together to foster a self-sustaining market for zero-emission medium- and heavy-duty vehicles.”¹ The signatories of this Multi-State MOU share a goal of 30% M/HD zero-emission vehicle (ZEV) sales by 2030 and 100% ZEV sales no later than 2050. The MOU further recognizes the importance of “low-NOx heavy-duty trucks to reduce harmful emissions of NOx, particulate matter, and toxic air contaminants that adversely impact public health.” Taken together, the combined actions of these signatories have the potential to accelerate the national transition toward the cleanest combustion engines and to rapidly expand the fleet of zero-emission M/HD vehicles.

The State of California has adopted two regulations that are cornerstones in the state’s effort to reduce emissions from heavy-duty vehicles and meet the targets of the M/HD ZEV MOU. If adopted by other signatories, these regulations could assist states in achieving the goals of the M/HD ZEV MOU: the Advanced Clean Trucks (ACT) rule, which requires the sale of at least 30% zero-emission trucks by 2030, and the Heavy-Duty Vehicle Omnibus rule, which requires a 90% reduction in NOx emissions from model year 2027 engines. States could go even further and adopt a 100% ZEV sales requirement, as the New York State legislature has done, or the California Air Resources Board proposes to do under a new Advanced Clean Fleets rule.

The ICCT commissioned Sonoma Technology, Inc. (STI) in 2022 to estimate the cumulative avoided nitrogen oxides (NOx), fine particulate matter (PM2.5) and well-to-wheel carbon dioxide equivalent (WTW CO₂e) emission reductions expected from implementation of these rules beginning in 2027 in New Jersey. These results update estimates first published in 2021.² This revised analysis includes lower


estimates of vehicle electricity consumption to account for the fact that ZEVs are more efficient on a tank-to-wheel basis than conventional vehicles, updates to upstream emission factors taken from GREET2021, and adjustments to account for energy transmission losses from EVSE equipment. The full spreadsheet analysis with detailed emissions and vehicle population projections is available on the ICCT website.\(^3\) New Jersey has already adopted the ACT program, and it is now reflected in the business as usual (BAU) case. Regulatory scenarios evaluated include Omnibus and ACT combined, along with a new scenario reflecting 100% M/HD ZEV sales in 2040.

Table 1 shows the estimated cumulative emissions avoided between 2020 and 2050 in New Jersey compared to the Business as Usual (BAU) emissions scenario. These results reflect the benefits of all M/HD ZEVs following California’s approach to estimating in-use fleet penetration under the ACT program without adjustments to account for vehicles purchased out-of-state, ZEVs that may migrate out-of-state over time, or ZEVs that would have been produced to meet other requirements like the federal GHG Phase II standards. For estimates with these adjustments, which enable direct comparisons to the California Air Resources Board ACT benefits estimates, please refer to the ‘ACT-only’ scenario results included in the accompanying spreadsheet files.

**Table 1.** Cumulative M/HD emissions benefits in New Jersey compared to BAU, 2020–2050

<table>
<thead>
<tr>
<th>Program</th>
<th>Cumulative emissions reduction</th>
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<tbody>
<tr>
<td></td>
<td>NO(_x) (U.S. tons)</td>
</tr>
<tr>
<td>100% HD ZEV sales in 2040</td>
<td>32,760</td>
</tr>
<tr>
<td>HDV omnibus</td>
<td>33,150</td>
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<tr>
<td>HDV omnibus + 100% HD ZEV sales in 2040</td>
<td>60,490</td>
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</tbody>
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*million metric tons

Figures 1–3 illustrate the emissions trends in New Jersey over the timeframe of the analysis.

**Figure 1.** Tank-to-wheel HDV NO\(_x\) emissions by scenario 2020–2050

\(^3\) Available at https://theicct.org/benefits-ca-multi-state-reg-data/
Figure 2. Tank-to-wheel HDV PM emission by scenario 2020–2050

![Cumulative PM$_{2.5}$ Emissions, 2020-2050, US tons](chart1.png)

**Figure 3.** Well-to-wheel HDV CO$_2$e emissions by scenario 2020–2050

![Well-to-Wheel CO$_2$e Emissions by Scenario, 2020-2050, million metric tons per year](chart2.png)

**Related Publications**

Title: Benefits of state-level adoption of California medium- and heavy-duty vehicle regulations
Authors: Jeff Houk, Joey Huang, Shih Ying Chang, and Doug Eisinger for Sonoma Technology

Title: Update: Benefits of adopting California medium- and heavy-duty vehicle regulations under Clean Air Act Section 177
Authors: Ray Minjares
Download: https://theicct.org/publication/state-level-hdv-emissions-reg-fs-dec21/

Supporting files and detailed estimates are available, by state, year, rule, vehicle category, and pollutant are also posted here: https://theicct.org/benefits-ca-multi-state-reg-data/

Contact: Ray Minjares, ray@theicct.org