NEW YORK STATE | NYSERDA
New York State Energy Research and Development Authority

New York Truck Voucher Incentive Program PROGRESS UPDATE

MAY 2026

New York State Energy Research and Development Authority (NYSERDA)
New York Truck Voucher Incentive Program (NYTVIP)

About the Program

The **New York Truck Voucher Incentive Program (NYTVIP)** is a statewide initiative administered by the New York State Energy Research and Development Authority (NYSERDA) in partnership with the New York Department of Environmental Conservation. The program incentivizes the adoption of **medium- and heavy-duty low- and zero-emission vehicles and equipment** operated by New York-based fleets. The program offers point-of-sale vouchers to reduce the upfront costs for fleets purchasing or leasing a variety of vehicle types, including plug-in battery electric, hydrogen fuel cell electric vehicles, and compressed natural gas (CNG) vehicles. NYTVIP has supported the deployment of three major vehicle categories:

- **Medium- and heavy-duty trucks,** including Class 4-7 and Class 8 yard tractors, delivery vehicles, and cargo handling equipment.
- **Transit buses,** including those operated by regional transit agencies and at airports.
- **School buses** operated by a range of school districts and contractors across the State.

Program Progress to Date

Since 2020, the program has provided vouchers to support the deployment of 249 low- and zero-emission vehicles. The program is also currently undergoing a re-launch with additional funding, new incentive amounts, and expanded vehicle categories to include Class 3 trucks. Starting in the second half of 2025, the program offered $53 million in new funds and refocused around the vehicle categories of **medium- and heavy-duty trucks, transit buses, and electric non-road equipment.**[1]

[1] *School bus incentives are now administered under NYSERDA's School Bus Incentive Program (NYSBIP).*

FUNDING SOURCES

Through Q4 2025, all program capitalization has come from two sources: the VW Mitigation Settlement (administered by NYSDEC) and the federal Congestion Mitigation and Air Quality Improvement Program (CMAQ; administered by NYSDOT).

To date, NYTVIP has provided $43.1 million in VW funds and $8.3 million in CMAQ funds to support vehicle deployments at New York State fleet locations. An additional $2.6 million is associated with in-progress voucher applications.

In August 2025, NYTVIP expanded to include an additional $53 million in program funding, supported by new VW funds under the Environmental Protection Agency Diesal Emissions Reducation Act option and the Regional Greenhouse Gas Initiative (RGGI).

While NYTVIP has historically funded hybrid and compressed natural gas (CNG) vehicles, the program now focuses exclusively on battery electric vehicles.

NYTVIP Participants

Vehicle Fleets apply for vouchers to lower the cost of adding zero-emission vehicles to their day-to-day operations

Vehicle Dealers apply to be listed as an eligible dealer approved for participation in NYTVIP

Vehicle Manufacturers apply to have their vehicles listed for approval to be funded by program vouchers

Program Participation

As a condition of receiving vouchers for vehicle purchase, NYSERDA requires participating fleets to provide data on vehicle and equipment usage. These data are aggregated and exclusively used for analysis of how vehicles and equipment are performing. NYSERDA uses this analysis to inform ongoing program development and to enable the sharing of learnings.

Program Timeline

2018-2019

Original VW and NYSDOT funding announcement and program launch for Class 3-8 trucks and transit buses.

2020

Program refresh to incorporate cargo handling equipment and school buses.

2021-2024

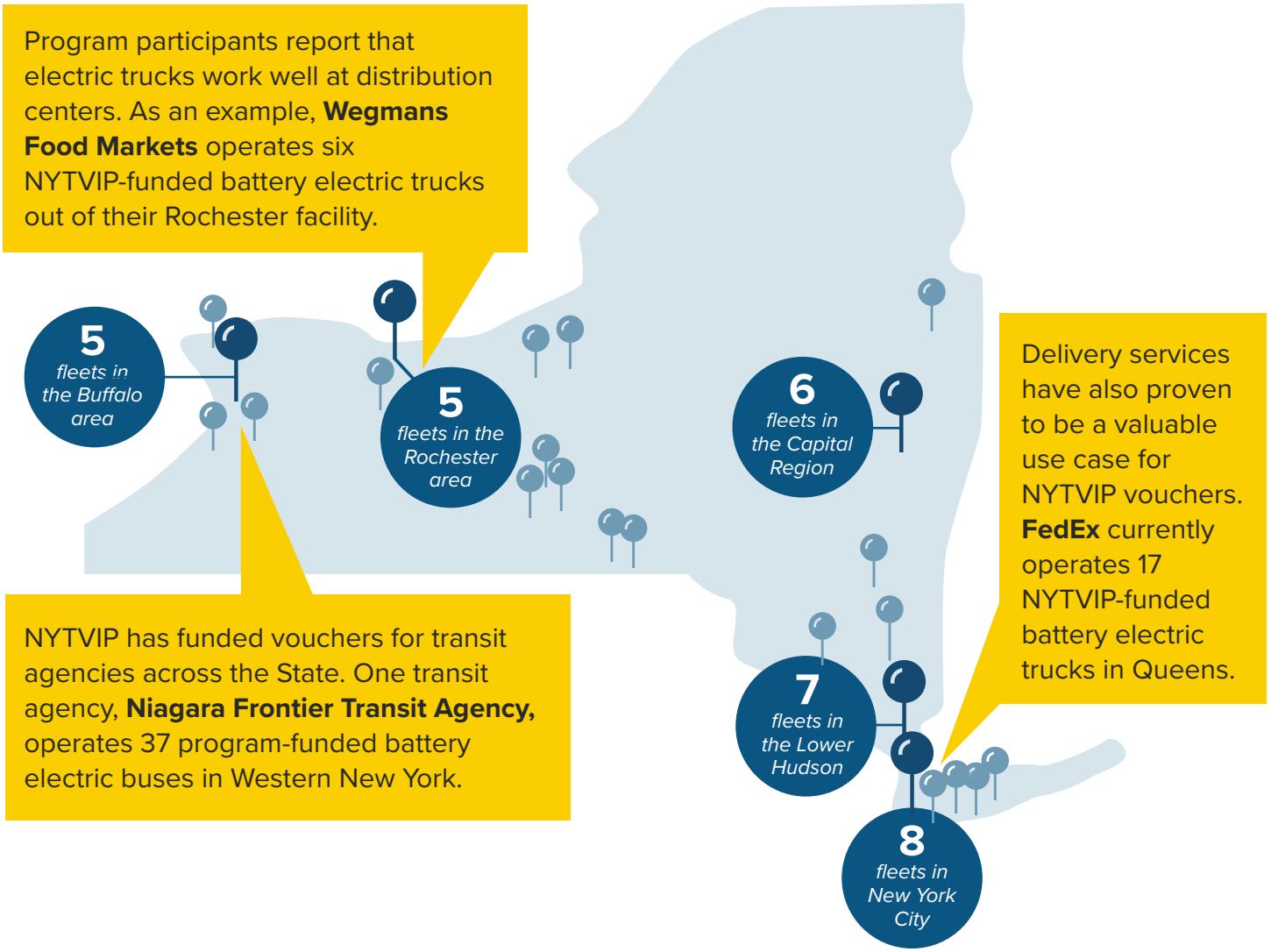
New VW funds added in 2021 and 2022. NY School Bus Incentive Program (NYSBIP) launched in 2023, receiving more funds under the Bond Act in 2024.

2025+

Program relaunch with new funding sources and revised focus on Trucks, Non-Road Equipment, and Transit Bus vehicle categories.

Voucher Recipients: 51 Fleets across the State

Program participants report that electric trucks work well at distribution centers. As an example, **Wegmans Food Markets** operates six NYTVIP-funded battery electric trucks out of their Rochester facility.



NYTVIP has funded vouchers for transit agencies across the State. One transit agency, **Niagara Frontier Transit Agency,** operates 37 program-funded battery electric buses in Western New York.

Delivery services have also proven to be a valuable use case for NYTVIP vouchers. **FedEx** currently operates 17 NYTVIP-funded battery electric trucks in Queens.

Vehicles Funded

109
Trucks

82
Transit Buses

58
School Buses*

**Note that school buses are now funded under NYSBIP.*

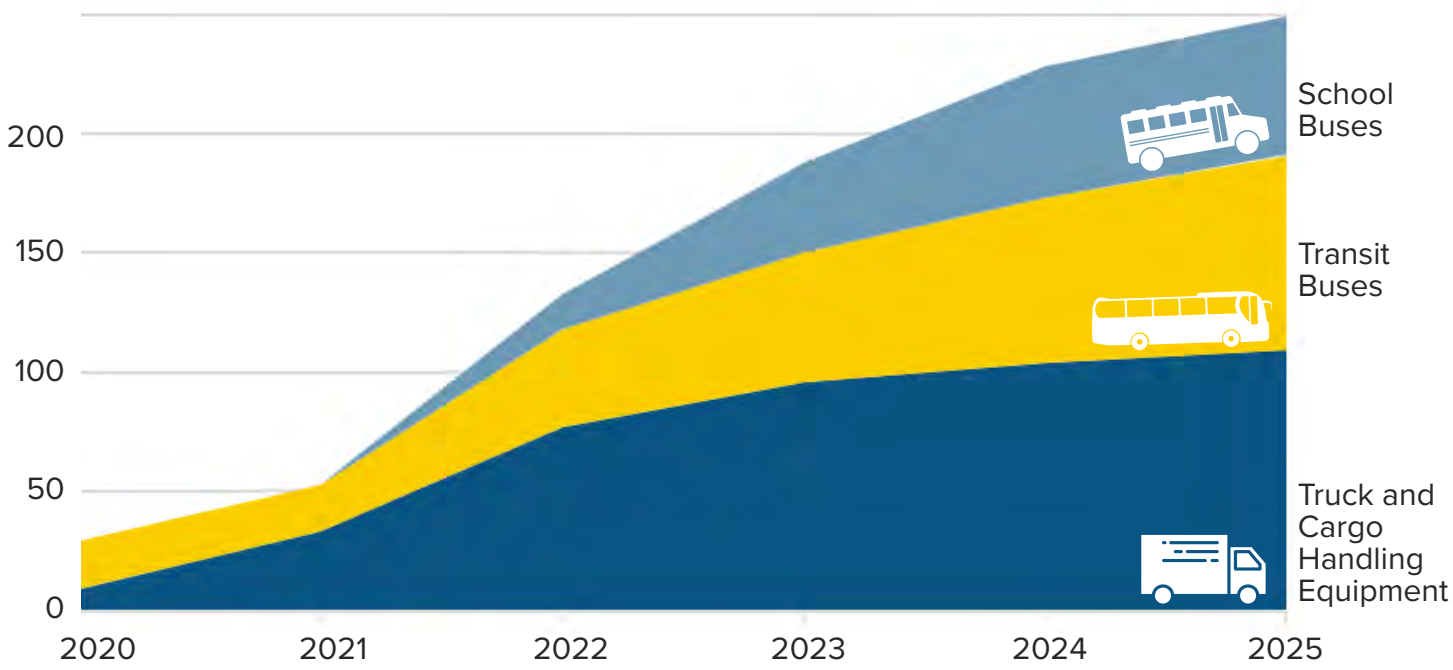
Program Impacts

	TRUCKS AND CARGO HANDLING EQUIPMENT	TRANSIT BUSES	SCHOOL BUSES
INCENTIVE FUNDS DISPERSED	$11.3 million	$30.5 million	$9.6 million
AVERAGE INCENTIVE AMOUNT*	$208,000	$215,000	$214,000
AVOIDED DIESEL FUEL USE	673,000 gallons	1,007,000 gallons	111,000 gallons

**Incentive amount varies due to several factors, including vehicle MSRP, funding category, and DAC status.*

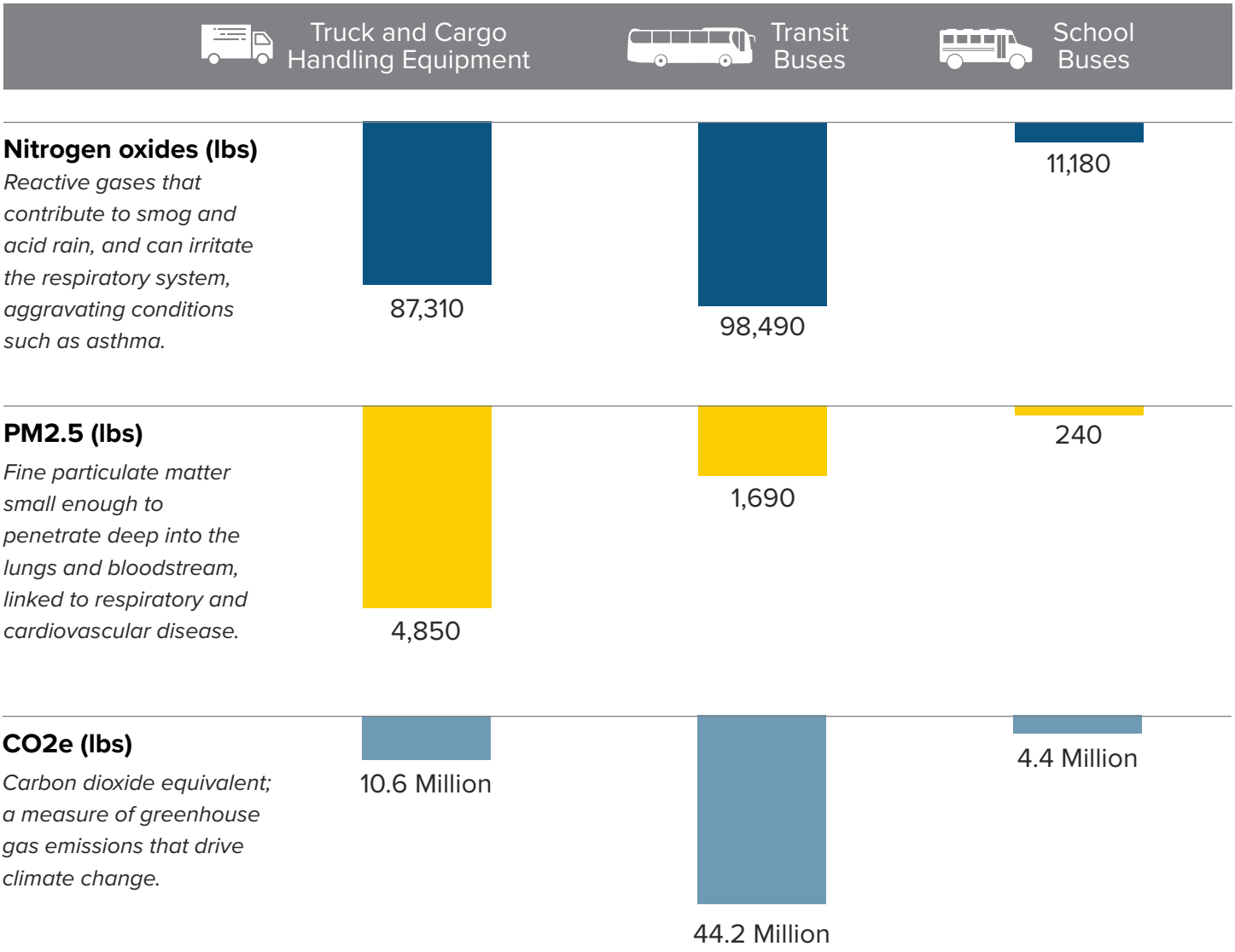
Progress over the Years

Count of vehicles deployed under the program



Avoided Emissions Estimates

Replacing older diesel vehicles with new NYTVIP voucher-funded battery electric and CNG vehicles has resulted in avoided emissions. Achieved emissions reductions are affected by a range of factors, including: miles traveled, time spent idling, fuel usage on cabin heating, and the emissions intensity of the scrapped vehicle.



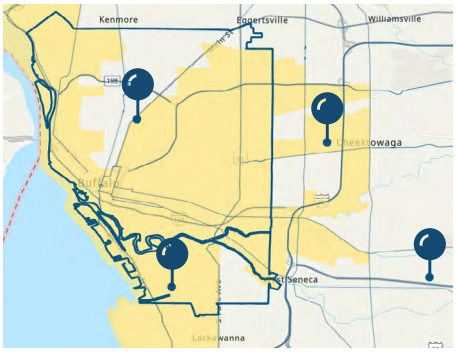
Emissions Calculations Methodology

NYTVIP's emissions savings estimates are calculated using fleet-reported vehicle usage information and county-level emissions factors and methods adapted from Argonne National Laboratory's Alternative Fuel Life-Cycle Environmental and Economic Transportation (AFLEET) Tool. The emissions from operating each voucher-funded vehicle are subtracted from the emissions that would have been created by operation of an equivalent diesel-powered vehicle. The net difference in emissions is assumed to be the emissions savings associated with each program-funded vehicle.

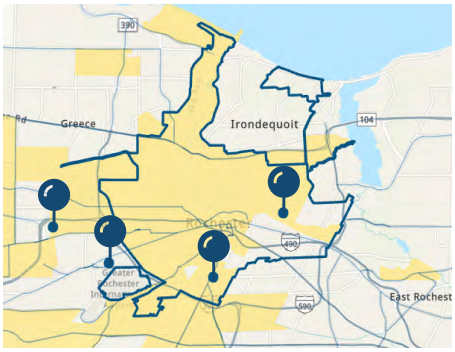
VEHICLE DEPLOYMENTS IN DISADVANTAGED COMMUNITIES

To ensure emissions reductions and improvements in air quality are shared with all New Yorkers, NYTVIP prioritizes certain funds for fleets with either locations or operations within New York State Disadvantaged Communities (DAC). Additional information on New York's definitions for Disadvantaged Communities is available on the NYSERDA and Climate Act websites.

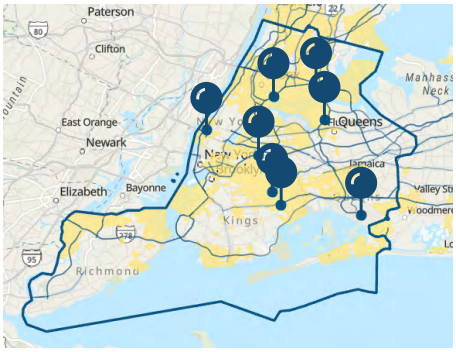
Example Disadvantaged Community Participating Fleet Locations



Buffalo



Rochester



NYC

KEY

- **Disadvantaged Community**
- **NYTVIP Fleet**
- **City boundary**
- **Highway or Interstate**

AVOIDED EMISSIONS ESTIMATES IN DISADVANTAGED COMMUNITIES

NYTVIP has ensured emissions reductions are achieved by fleets operating in disadvantaged communities. Specifically within DACs, NYTVIP vehicle deployments have resulted in over 5,000 pounds of avoided PM2.5 particulate emissions and over 160,000 pounds of avoided NOx emissions. NYTVIP vehicle deployments have resulted in over 5,000 pounds of avoided PM2.5 particulate emissions and over 160,000 pounds of avoided NOx emissions in DACs. While PM2.5 may have the lowest emissions in pounds, it has the largest effect on localized health impacts, representing $658,000 in emissions reductions benefits across the program, with $491,000 of those benefits being in DACs.

Opportunities and Challenges

Program Relaunch – The 2025 NYTVIP relaunch includes new funding sources, simplified vehicle funding categories, streamlined participation requirements, and the new inclusion of Class 3 trucks. Combined with renewed program outreach efforts and press coverage, these changes will support increased levels of program participation for fleets. Initial application submissions represent a strong uptick from 2024.

Scrappage Requirements – To ensure the achievement of emissions reductions, NYTVIP originally required fleets receiving voucher funds to replace a diesel fleet vehicle that is scrapped. Since scrapped vehicles had to be from model year 2009 or earlier, and 2009 is now 17 years ago, fewer fleets had vehicles that qualified for scrappage. To address this challenge, the 2025 NYTVIP relaunch removes scrappage requirements to help more fleets access the programs. Fleets that are able to scrap an older diesel vehicle are eligible for an incentive adder.

Maintenance Data Collection – The reporting requirements for participating fleets include a comparison between maintenance costs for voucher-funded electric vehicles and existing diesel vehicles. In some cases, fleets have struggled to provide the necessary information, largely due to new electric vehicles' maintenance activities still being covered under warranty by the manufacturer. Vehicle age and duty cycle also vary between electric and diesel fleet vehicles, limiting the effectiveness of the comparison. Fleet operators are still able to offer qualitative comparisons on maintenance needs between diesel and electric vehicles.

Program Testimonials from Fleet Operators

"The EVs are easier to pre-use inspect, service, and operate. Drivers state there is less fatigue at the end of their day. Reduced vehicle vibration is helpful when trailers are backing up, as it makes rear view mirrors easier to use."

"Our operators are very complimentary about the buses. Smooth and quiet, for the most part, plenty of power."

"In addition to reduction in fuel and maintenance cost there is no longer a need to hike trucks between campuses or rent sub units due to lengthy diesel [maintenance] downtime."

"The vehicles are holding up pretty well. Other than basic greasing of moving parts, the maintenance is less than a comparable diesel vehicle. One thing that's evident is that these trucks go through tires much faster than a comparable diesel vehicle."

"The vehicle has impressive efficiency and smooth acceleration, however improvements to external charging infrastructure and overall range would be helpful, especially on longer trips."