

New York Truck Voucher Incentive Program

Voucher Funding to Accelerate Fleet Electrification in New York

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Agenda

- NYTVIP Background
- Program Updates
- Program Funding
- Locational and Scrappage Requirements
- Voucher Amounts
- Fleet Eligibility
- Voucher Process – Voucher Help Center
- Questions & Discussion

New York Truck Voucher Incentive Program

- \$58.3M incentive pool supporting medium and heavy-duty trucks, transit buses, school buses, and repowers
- Vouchers reduce the upfront purchase cost and accelerate or eliminate the payback period associated with zero-emission vehicles
- Brings together vehicle manufacturers, dealers, and fleets to get cleaner trucks and buses on the road
- Scrappage option accelerates removal of the oldest, dirtiest diesel engines from New York State roads

Program Updates

- **NYTVIP is now a 100% zero-emission truck and bus program**
 - As of April 1, 2022, all remaining funding for hybrid electric, CNG, and propane trucks or buses has been reallocated to battery electric vehicles (BEVs) and hydrogen fuel cell vehicles (FCEVs)
- **Voucher redemption timelines extended from 12 to 18 months**
 - Extensions may be granted for up to a total of 24 months

Program Funding

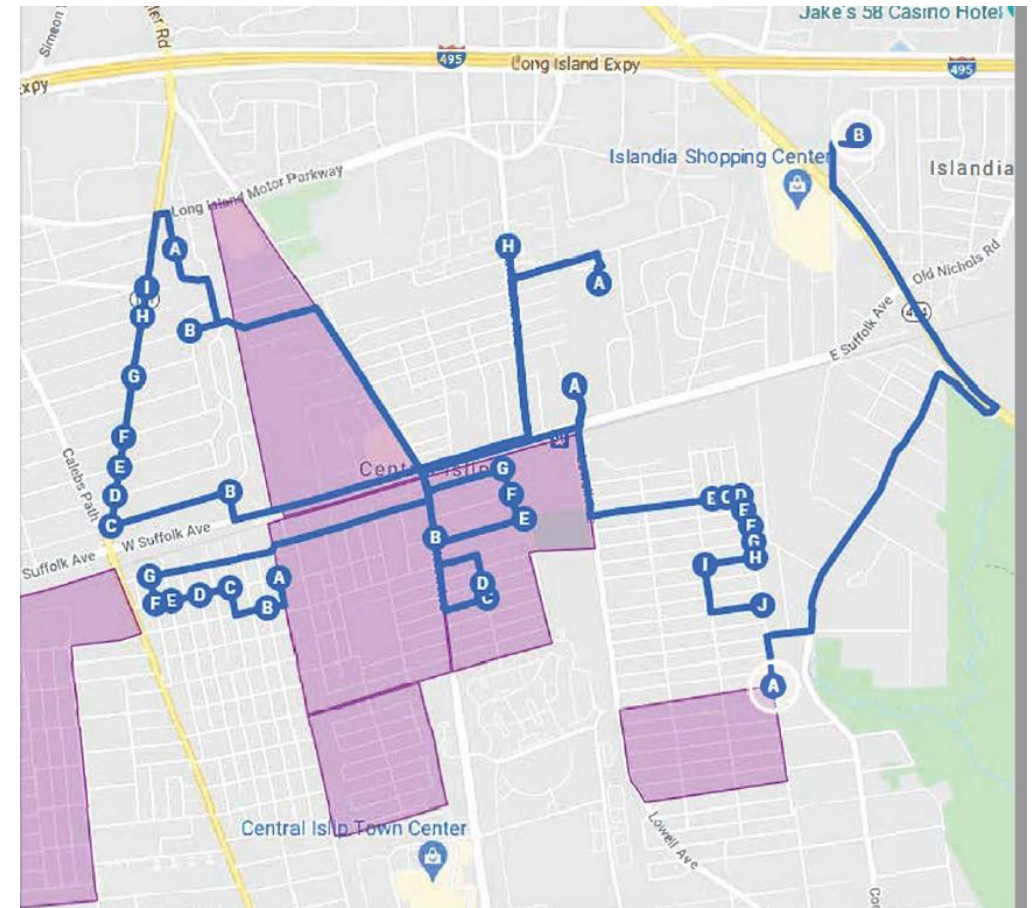
- Funding available for Class 3-8 zero emission vehicles (FCEV and BEV) across categories
 - On-Road Trucks
 - Transit Buses
 - School Buses
 - Non-Road Port Cargo Handling Equipment

Program Funding

Funding Source	Vehicle Types	Amount
CMAQ	Class 3-8 Battery Electric Vehicles	\$10M
Volkswagen Settlement	Class 4-7 Trucks	\$4.8M
	Class 8 Trucks	\$3.6M
	Class 4-8 Electric Transit Buses	\$33M
	Class 4-8 Electric School Buses	\$6M
	Non-road Cargo Handling Equipment (CHE)	\$0.9M
TOTAL		\$58.3M

Locational Requirements – Disadvantaged Communities

- All-electric transit and school buses must be domiciled in, or operated within 0.5 miles of, a Disadvantaged Community (DAC)
- If a depot is not in a DAC, the fleet must identify proposed route(s) in the application



Vehicle Scrappage Requirements

- Goal: Reduce diesel exhaust emissions by replacing older, dirtier diesel vehicles with new electric vehicles
- Eligibility: Vehicles with 1992-2009 model year diesel engines
 - GVWR must be similar to new vehicle
 - Must meet annual usage requirements

Note: scrappage must occur after Voucher Application is approved



Vehicle Scrappage Requirements

- Definition: “Scrapped” shall mean to render inoperable and available for recycle, and, at a minimum, to:
 - Cut a 3-inch hole in the engine block
 - Disable the chassis by cutting frame rails completely in half
- It is recommended that a fleet representative attend the scrappage event to ensure it is properly documented
- Documentation:
 - The completed NYSDEC Vehicle Scrappage Certification
 - Before photos (vehicle, chassis, engine, VIN)
 - After photos (engine destruction, cut chassis)



What if we don't have any EMY 2009 or older diesels?

- Ownership flexibility for school buses and trucks
 - Registered in NY for 24 of the most recent 27 months
 - Registration and mileage requirements **may be met by previous owner**
- Class size flexibility for BEV truck purchases
 - Within Class size 4-7, the scrappage vehicle may be up to two class sizes different than the new vehicle

Voucher Amounts

		Voucher Amounts and Caps						
Vehicle Type	Fuel Type	Incremental Cost %	Vehicle Weight Class (GVWR)					
			3	4	5	6	7	8
On-Road Trucks	BEV / FCEV	95%	\$ -	\$ 100,000	\$ 110,000	\$ 125,000	\$ 150,000	\$ 185,000
Transit Buses	BEV / FCEV	100%	\$ -	\$ 100,000	\$ 125,000	\$ 150,000	\$ 250,000	\$ 385,000
School Buses	BEV	100%	\$ -	\$ 100,000	\$ 120,000	\$ 150,000	\$ 200,000	\$ 220,000
Non-Road Port Cargo Handling Equipment	New BEV	90%	\$ 170,000 across all classes					
	Repower BEV		\$ 140,000 across all classes					
Other	New BEV	80%	\$ 80,000	\$ 90,000	\$ 100,000	\$ 110,000	\$ 120,000	\$ 130,000
	Repower BEV							

Notes:

- *Funding for "Other" projects is exhausted as of May 2022*
- *Voucher amounts listed in the table above are weight-specific limits, and voucher amounts listed and on the Eligible Vehicles List are estimates. The final voucher amount will be confirmed upon an individual project's approval.*

Fleet Eligibility

- NYTVIP is available to any public, private, or non-profit fleets (except for Federal government fleets)
- No single fleet may claim more than 25% of funding from any category
 - Transit buses and non-road port cargo handling equipment (CHE) are exempt from this requirement
- Vehicles purchased through the Program must be operated for a minimum of five years and meet minimum annual usage requirements
- Fleet Usage Reports are required for three years following voucher payment
- Lease term must be at least five years
 - Leasing company is purchaser of record, responsible for ensuring compliance with all requirements (e.g., reporting)

Fleet Eligibility

Vehicle Type	Annual In-Service and Term Requirements for New Vehicle	Annual In-Service and Term Requirements for Scrapped Vehicle
Truck	≥5,000 miles annually on average during the five-year in-service period	≥5,000 miles (or ≥1,000 hours in-service for off-road vehicles) annually over the two most recent years
Transit Bus	≥15,000 miles annually on average during the five-year in-service period	Must be part of active fleet for at least the previous 24 months. A transit bus that is part of a contingency fleet, or considered a spare bus, is not eligible.
School Bus	≥8,000 miles annually on average during the five year-in-service period	≥2,500 miles annually over at least one of the last two years
Non-Road Port Cargo Handling Equipment	≥700 hours annually on average during the five-year in-service period (located and operated exclusively at the approved port)	≥700 hours a year for at least one of the last two years at an eligible NYS port

Involved Parties

Manufacturers

Original Equipment Manufacturers (OEM), Upfit/Retrofit Manufacturers (URM), or engine/powertrain producers with vehicle(s) to be sold through the Program

- Submit *Vehicle Eligibility Application*

Contractors

Dealers / vendors that market and sell approved vehicles through the Program and receive voucher payment from NYSERDA

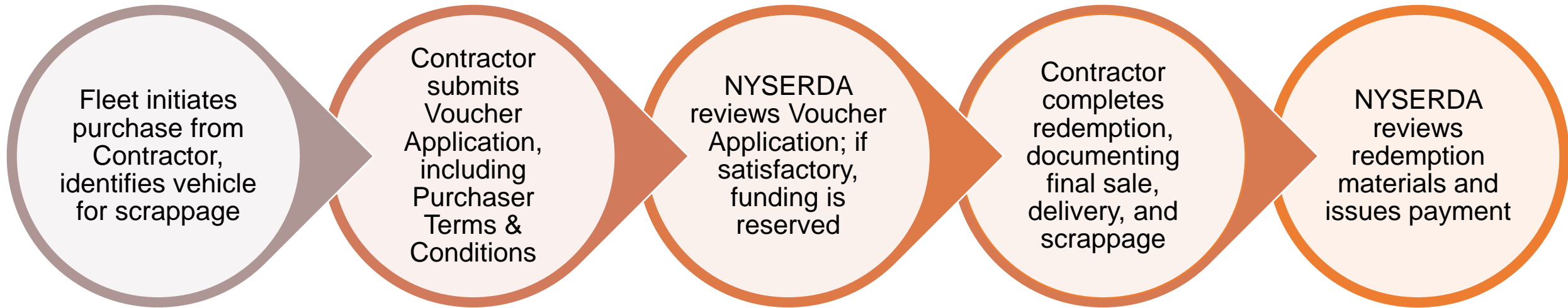
- Submit online *Contractor Application*
- Submit online *Voucher Application*
- Responsible for providing documentation to VHC to redeem voucher

Vehicle Fleets

Commercial, non-profit, or non-federal government fleets that use point-of-sale discounts to purchase or lease new zero-emission vehicle

- Responsible for scrapping an eligible diesel vehicle (if applicable)
- Works with Contractor to supply all information for Voucher Application / redemption
- Responsible for compliance with Fleet Usage reporting requirement

Voucher Process at a Glance



Voucher Help Center (VHC)

- Operated by the Center for Sustainable Energy (CSE)
 - Manages intake of Vehicle, Contractor, and Voucher Applications
 - Works with NYSERDA to approve/deny and process applications
 - Point of entry for general inquiries
- Contact the Voucher Help Center
 - NYTVIP@energycenter.org
 - 866-595-7917**

Charging Infrastructure Support

- Electric utilities in NY are implementing a Medium- and Heavy-Duty Make Ready Pilot (MRP)
 - Provides \$15 million for make-ready infrastructure for MHDV fleets receiving vehicle incentives through NYTVIP
- NYTVIP team working with NYS utilities to coordinate processes and create a seamless experience for accessing vehicle + infrastructure incentives for MHD EVs
- Program overview and contacts:
<https://jointutilitiesofny.org/ev/make-ready/mhd-pilot-program>

Thank you!

For more information, visit the **NYTVIP website**:
<https://nyserda.ny.gov/truck-voucher-program/>

Contact the **Voucher Help Center**:
NYTVIP@energycenter.org
866-595-7917