

Recognizing that the volume of motor vehicle fuels purchased annually does not reflect the degree to which all Vermonters and visitors benefit from our transportation system, and recognizing that the taxes collected from motor vehicle fuel sales are declining and will not be a sustainable funding source for our transportation infrastructure in the long term given increased vehicle fuel economy, recent declines in vehicle miles traveled (VMT) and state policy supporting electric vehicles and reduction in VMT, the Vermont Agency of Transportation should explore alternative models for funding transportation as a public good. These models should explore:

- 1. Identification and analysis of alternative funding sources for the construction and improvement of Vermont's transportation infrastructure.*
- 2. Options for reserving a greater portion of the gasoline tax for programs to abate air pollution as well as programs and infrastructure that help enable a more efficient use of the transportation system and transportation fuels through the provision of transportation efficiency services in keeping with 30 V.S.A. § 202a.*
- 3. Models for delivery of services described in section (2).*
- 4. Options for financing incentives for purchase and lease of light duty EVs*
- 5. Methods for evaluating, measuring, and verifying public good benefits resulting from services described. in section (2)*

30 V.S.A. § 201. Definitions

§ 201. Definitions

(a) As used in this chapter, the word "company" or "companies" means and includes individuals, partnerships, associations, corporations and municipalities, owning or conducting any public service business or property used in connection therewith and covered by the provisions of this chapter. The term "company" or "companies" also includes electric cooperatives organized and operating under chapter 81 of this title, the Vermont public power supply authority to the extent not inconsistent with chapter 84 of this title, and the Vermont Hydro-electric Power Authority to the extent not inconsistent with chapter 90 of this title. In the context of actions requiring prior approval under section 107 of this title, the term "company" shall also mean any individual, partnership, association, corporation, group, syndicate, operating division, joint stock company, trust, other entity, or municipality which would be defined as a company pursuant to this section if such approval were to be granted.

(b) As used in this chapter, "energy" means not only the traditional scientific characteristic of "ability to do work" but also the substances or processes used to produce heat, light, or motion, including but not being limited to: petroleum or other liquid fuels; natural or synthetic fuel gas; solid carbonaceous fuels; solar radiation; geothermal sources; nuclear sources; biomass; organic waste products; wind; or flowing water. (Amended 1969, No. 257 (Adj. Sess.), § 1; 1981, No. 236 (Adj. Sess.), § 3; 1985, No. 48, § 3; 1985, No. 224 (Adj. Sess.), § 6; 1989, No. 96, § 1, eff. June 14, 1989; 1991, No. 170 (Adj. Sess.), § 5, eff. May 15, 1992; 2003, No. 121 (Adj. Sess.), § 103, eff. June 8, 2004.)

§ 202a. State energy policy

It is the general policy of the state of Vermont:

(1) To assure, to the greatest extent practicable, that Vermont can meet its energy service needs in a manner that is adequate, reliable, secure and sustainable; that assures affordability and encourages the state's economic vitality, the efficient use of energy resources and cost effective demand side management; and that is environmentally sound.

(2) To identify and evaluate on an ongoing basis, resources that will meet Vermont's energy service needs in accordance with the principles of least cost integrated planning; including efficiency, conservation and load management alternatives, wise use of renewable resources and environmentally sound energy supply. (Added 1981, No. 236 (Adj. Sess.), § 4; amended 1983, No. 170 (Adj. Sess.), § 13, eff. April 19, 1984; 1991, No. 259 (Adj. Sess.), § 1.)