

October 31, 2017

Tricia Treece Arkansas Department of Environmental Quality Epidemiology Supervisor 5301 Northshore Drive North Little Rock, AR 72118-5317

VIA Email: <a href="mailto:treecep@adeq.state.ar.us">treecep@adeq.state.ar.us</a>

## REF: BENEFICIARY MITIGATION PLAN (BMP) - VOLKSWAGEN MITIGATION TRUST

Dear Ms. Treece:

I am writing to submit Waste Management's comments regarding the portion of these above-mentioned funds to be used for private Class 8 fleets. We have a great story to tell about how much farther our trucks go towards reducing NOx, plus private fleets have to spend 75% of the costs, and that makes Arkansas' monies in this BMP go much further.

Should Waste Management be considered, our company will purchase natural gas powered vehicles (NGVs) with engines offering a 90% NOx reduction over the EPA's strictest emission standards, making them the cleanest commercially available technology.

NGVs are far more cost-effective in delivering emission reductions than other alternative fuel options, such as hybrid and electric vehicles.

Waste Management currently has 6,141 NGVs in our operations, and we are continually adding more.

## NGVs are:

- 1. Sustainable: NGVs maximize long-term emission reductions.
- 2. Responsible: NGVs extend the funding and foster economic development.
- 3. Available: NGVs meet the diverse operating requirements of every fleet application.

## Related Recommendations for Environmental Mitigation Trust (EMT) Funding

## Ensure that funding incentivizes adoption by both public and private fleets

- While it might be tempting to fund public vehicles at the 100% level, this will limit the total number of deployed vehicles and therefore lessen the overall emission reductions.
- Funding levels should be large enough to offset the incremental cost of new, cleaner vehicles, as well as to address the fact that replaced vehicles must be scrapped.

If I can be of any assistance to the Department regarding this or any other matter, please do not hesitate to call upon me.

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