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Sent: Saturday, May 19, 2018 1:27 AM
To: ARB Helpline <helpline@arb.ca.gov>; pruitt.scott@epa.gov
Cc: 60m@cbsnews.com
Subject: Disposition Volkswagen/Audi 'Dieselgate' fine monies

To the California Air Resources Board and US EPA Administrator Scott Pruitt:

It has come to my attention that on May 25, the California Air Resources Board intends to vote on finalizing a plan to spend \$423 million collected from Volkswagen Inc. on incentives for truck, bus, and marine vessel operators to upgrade to newer vehicles & vessels, or newer engines. That's a lot of money.

In a Sacramento Bee report on this plan, dated May 16, 2018, Bee reporter (Dale Kasler) wrote, 'The idea is to eventually take as much pollution out of California's air as Volkswagen's dirty cars put in—especially the heavy volume of smog-forming nitrogen oxide, or NOx, caused by the VW vehicles.' Additionally, your heavy duty strategies section manager, Peter Christensen was quoted by the Bee as saying, 'This is about offsetting the emissions impact, specifically the NOx impact.' Furthermore, the Bee report said that 85,000 non-compliant Audi/VW diesel-powered vehicles were sold in California—and a total of 600,000 for the USA.

Volkswagen has paid \$25 billion in penalties for their offence. That's an astronomical sum of money. I cannot fathom why the CARB and the US Environmental Protection Agency have not instead collaborated to use the \$25 billion to buy every offending vehicle back from their owners as soon as possible so that those vehicles' emissions could be stopped immediately because both agencies claim that these vehicles' emissions constitute a threat to the public health. This ought to be explained by the CARB and the US EPA because the \$25 billion appears to be more than enough—if not sufficient—to buy back every offending vehicle, which would eliminate their emissions completely.

Instead, this appears to me to be more of a lucre-motivated feeding frenzy by government agencies than it is about protecting the public health because if the CARB & US EPA were sincere in their belief that the additional emissions from the offending vehicles are as dangerous to the public health as they say they are, then from the time the fines were collected from VW, the CARB & US EPA could've used these funds promptly to buy the vehicles back—for the full purchase price—from their owners, who could then replace them with a new vehicle.

Additionally, people who accepted VW's payments under the class action settlement ought to be compensated for the balance of their purchase price, as should those who opted out of the class action settlement. The buyers of these vehicles are the victims too, and they deserve to be compensated fully—not partially.

Indeed, if these vehicles are such a threat to the public health that the CARB and US EPA allege that they are, these full-purchase-price buy-backs ought to have been made compulsory. Failure of the CARB and US EPA to do this appears instead to be disingenuously avaricious bureaucratic hypocrisy, and thus impeaches any of their allegations that these vehicles' emissions are a clear and present threat to the public health because the only way to offset the emissions effects of the offending vehicles is to take them off the roads. Why was this not done instead of the present course of action being taken by the CARB and US EPA?

This e-mailed letter is my challenge to the CARB and the US EPA to put the monies collected from VW Inc. where their mouths are: buy the remaining vehicles that are still being driven for their actual purchase prices—*everything* their owners paid for them—so that the emissions that CARB & US EPA allege are a clear and present danger to the public health can be halted. Restitution, rectification, and taking the offending vehicles out of service ought to be the priorities in this case, and if the CARB and US EPA won't do this, then it can be surmised that the danger posed to the public health posed by these vehicles' emissions is insignificant, if not real at all, and that CARB & US EPA want to use the monies from VW for purposes other than restitution & rectification.

I should appreciate the courtesy of a timely response from the CARB and the US EPA on this matter.

Sincerely,

John Daniels