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Sent: Saturday, July 18, 2020 9:12 PM

To: Nichols, Mary D. @ARB <mary.nichols@arb.ca.gov>; ARB Board Member Liaison <ARBBoard@arb.ca.gov>; ARB Board Member Liaison <ARBBoard@arb.ca.gov>; ARB Board Member Liaison <ARBBoard@arb.ca.gov>; ARB Board Member Liaison <ARBBoard@arb.ca.gov>; ARB Board Member Liaison <ARBBoard@arb.ca.gov>; ARB Board Member Liaison <ARBBoard@arb.ca.gov>; ARB Board Member Liaison <ARBBoard@arb.ca.gov>; ARB Board Member Liaison <ARBBoard@arb.ca.gov>

Subject: Board Members

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In trying to contact all currently listed Board Members, several are not listed with contacts on the ARB web site, so if any of you could please forward this letter to each of them as well.

John Balmes, Eduardo Garcia, Nathan Fletcher, Dean Florez, Bill Monning, Barbara Riordan, Alexander Sherriffs and Diana Takvorian all are missing from the ARB site.

7/17/2020

**Board Members
1001 I Street
Sacramento, CA 95814**

This is to inform you of the fraudulent actions of the El Monte, CA office of the ARB. These activities are being done by Ms. Jackie Lourenco and Mr. Antonio Martino and possibly others in higher positions at the ARB. For the past 10 years these persons are involved in abuses of their positions by issuing fraudulent EO Test Orders that do not comply with current CA regulations as well as assigning vehicle for testing that were never made by the OEM manufacture. Test orders take between 6 months to a year to get from the El Monte office to respond too, provided you have giving them everything they require in the application asked for. If you're missing anything in an application your lucky if they ever respond! When pointing out the Test Order is in violation of the current Regulations to them, they told me point blank on several different occasions that they do not have to follow the regulations. When I asked them both to provide anything to support their statements they told me they would provide it to me and for 10 years they have not. After waiting for them to reply, they just cancel said Test Orders, stating lack of response from myself. The lack of response was purely on them and it turns out

they have been doing the same to others in the industry as well. Then when I reapplied and they took us down the exact same path, not once more but twice more and I currently have applications sitting in El Monte office again! When I took the matter to Alex Wang ARB Senior Staff Attorney after Jackie referred me to him, he told me that he could not answer for them but that he would refer it back to the Staff at El Monte. I also took this to Mr. Mike Mc Carthy and we had several phone conversations and several e-mails about the issues and he was going to see about getting help on getting it resolved as he read the regulations. For some reason, after he got to the point of understand and saying he would help, everything once again stopped. When *"We the people"* can no longer trust the state officials to follow the legal Regulations, it's time to make changes and clean house!

Now they have submitted to the Board for updates to the regulations, to attempting to cover up what they have been doing for years by changing the rules within the regulations, by making more false and misleading statements about what these new purposed changes are for. All with no supporting documentation for the changes they are asking for. When asking them for supporting documentation for why the changes to the emissions levels are being changed they have been unable to supply anything other than saying "Staff" wants it this way. They claim the purposed changes will streamline the application process and make no mention of the changes they have tried to hide in the emissions levels and test to test variability issues with test equipment. They are attempting to increase the number of applications, increase the number of vehicles required for testing, increase the cost to both industry and ARB and change the emissions regulations that we test under. I have attended in person the workshops, on these updates and we have asked several times why, on certain items with emissions level changes and how it is going to help, again no answers. We purposed that they add a blank statement that "under no circumstance a required test would be greater than what the OEM vehicle test level was". This would allow ARB to test newer vehicles that were tested at higher standards than what's in the current regulations and yet allow older vehicles to be tested to the same standards they were certified with. "Staff" again said no and it's not in the purposed new regulations.

The new purposed changes admit to causing industry to file more applications and with having more applications, there comes addition cost and more time ARB must review the addition applications. This will also cost industry to spend much more money to acquire more vehicles for testing, more applications to be filed and more money spent on testing to requirements that the original vehicles were never certified too, in the first place. At the workshops that I have attended I counted as few as 14 ARB employees and as many as 20 employee's attending. While at any one workshop no more than 4 participated in anyway or did anything other than sit there. With an ARB employee average salary used, this rings up a bill of between \$5115.38 - \$7307 per day for those people to sit there and do nothing! No wonder they cannot get anything done and are now asking in new workshops to add more cost for filing applications to the ARB. It's time for the Board to stop this madness, that we the CA tax payers are footing the bill for! Time for you to clean house at the El Monte, CA office by getting people that know how to run a business properly in place.

I have filed comments to the Clerk of the Board at the California Air Resources Board for "ampts2020" for the Board to review prior to voting on these new purposed amendments. I have asked the Board to deny the purposed changes and have an independent investigation opened into the fraudulent behavior of these two people and any others involved. ARB needs to work with industry and industry needs to work with ARB, but under the present conditions that is an impossible task. With this letter I am putting each Board member on notice. In the dictionary there is a word "Complicit" and it means *"helping to commit a crime or do wrong in some way"*. If you vote to allow these purposed new Amendments to the "Procedures for Exemption of Add-On and Modified Parts" ("ampts2020") it is my opinion that each of you would be Complicit in the on-going fraud at the El Monte ARB office. Get the investigation done and clean up the El Monte offices first, then work with industry to get a set of fair and unbiased changes made to update the "Procedures for Exemption of Add-On and Modified Parts"

SINCERELY,

STEVE COLE
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