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I am urging the CARB board to reject the amendment, and remove the manufacturing decarbonization incentives (MDI) program.

Transit and affordable housing are long term community investments that reduce GHGs and improve affordability for the communities that need it the most.

Cutting the Low Carbon Transit Operations Program means cutting free and reduced fares for seniors, people with disabilities and youth, cutting new transit service people depend on, and cutting funds for electric buses.

The program is called Cap and Invest and the proposed regulations go above the Cap and cut the needed Investment. Why is this being pushed through without adequate information about who is benefiting, are the tradeoffs worth it, and how will this new manufacturing decarbonization initiative impact the market?

We are in affordable housing and climate crises and cannot afford to lose the \$1.4 billion that this proposal will cut from our affordable housing and transit programs. We will also never achieve CARB's own goal of reducing emissions to 40% below 1990 levels by 2030 with this massive giveaway to the biggest polluters in the state!

The 100 biggest oil and gas companies have collectively raked in an extra \$30 million per hour since the war on Iran began. I am outraged that California's air quality regulators are proposing to eliminate critical funding for clean air, clean water, public transit, and affordable housing just to give even more money to Big Oil!

CARB themselves already admit that they have no actual way to enforce greenhouse gas mitigation strategies. Do not defund the Greenhouse Gas Reduction Fund.