

Thea Selby

Hello, CARB Board.

I am a 15-year San Francisco Transit Riders Board Member--putting riders first--and a former City College of San Francisco Trustee. I am writing to ask you to reject any proposal to postpone Cap and Invest regulation changes as it will hit transit riders and transit service hard. Eliminate the Manufacturing Decarbonization Incentive.

Transit is coming back after the devastation of Covid policies in California. We need the GGRF to remain whole and solvent so that the programs for free and subsidized transit service can continue, so that active transportation can continue to be funded, so that paratransit has the opportunity to continue to grow and serve people with disabilities in California.

Bottom Line: Refineries are going to leave whether or not you put the new regulations or not. They have made that decision already. Trading away affordability in one sector (transportation) is short-sighted, bad for the climate, and sends the wrong message to Californians.

An example of the impact: County Connection will lose \$1.5M LCTOP Funding and \$30M in TIRCP funding. Without these funds, these transit agencies cannot serve the people they are mandated to serve and they will not be able to get people out of cars and shopping, etc.

AC Transit serves 1.3M riders, and has driven over 8M miles of zero emission. They are committed to being 100% carbon free by 2040. These cuts will increase the AC Transit deficits to over \$200M. The Tempo BRT line is paid for by these funds.

Finally, youth are California's future and they need public transit. Your proposed changes will stop programs in place for free and subsidized transit for youth. That is short-sighted, and not thinking about the future.

Thank you.

Thea Selby
San Francisco Transit Riders Board
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