

Thank you so much for having this hearing!

I am honored by the opportunity to testify before you and be one of many members sharing our best policy ideas to address the climate crisis.

I ran on addressing climate change as a central tenet of my candidacy for office and I have tried to be the strongest, clearest voice I can on addressing climate change in Congress.

I was proud to be asked by Mr. Lowenthal to help co-lead the Safe Climate Caucus, which works to educate all Members on how we can all better address climate change and elevate Member efforts.

I am also a Co-Chair of the New Democrat Coalition Climate Change Task Force, where I have been working with my colleagues to move an evidence-based, comprehensive framework to address the threat of climate change with the rapid urgency this crisis demands.

We have three overarching policy priorities:

- Promote U.S. global leadership on climate and respond to the threat climate change poses to our national security
- Take an economy-wide and market-oriented approach through policies such as federal investments in tech-inclusive research, development, and deployment, and carbon pricing; and
- Investing in and supporting our communities and workers by resolving inequities and fostering adaptation, resilience, and relief.

The New Democrat Coalition endorsed a slate of bills that correspond with those aims, many of which are bipartisan, and I highly encourage your committee to take a look.

I have my own climate playbook of bills that I am advancing to help in the effort to tackle this crisis.

First and foremost, the Healthy Climate and Family Security Act, which places a cap on carbon pollution to align with the recommendations of the IPCC report.

It then applies a 'polluter pays' principle by requiring polluters to pay to emit carbon within those caps.

Finally, the revenue raised from the sale of those permits is returned straight to the American people.

This is the fastest, clearest way to move us in the right direction.

It recognizes that polluters should pay, helps businesses plan long term and more quickly reduces the burden on disproportionately impacted communities.

On an economy-wide level, the price signal will accelerate innovation and incentivize both greater energy efficiency as well as greater use of lower-carbon energy alternatives.

The second bill I want to mention is my bill which is included in the slate of the bills endorsed by the New Democrat Coalition, the National Ocean and Coastal Security Improvements Act.

This bipartisan bill would support coastal communities' ability to prepare for and respond to a variety of coastal threats, including extreme weather events, climate hazards and changing ocean conditions by improving coastal infrastructure and supporting coastal research, resiliency, conservation and restoration work.

Our states and localities are literally and figuratively underwater in their ability to become climate resilient.

This bill would help address these well-known unmet, imminent needs and ensure we have viable coastal economies for future generations.

This shouldn't be the case where only the rich can become resilient. It is imperative that we help coastal communities adapt.

The third bill I want to mention my soon to be introduced Community Health and Clean Transit Act, which provides zero interest loans to qualified transit districts for the marginal costs of electric and fuel and needed charging infrastructure.

The upfront capital costs of fuel cell or electric buses are prohibitive for many transit and school districts.

They can cost \$150,000 to \$300,000 more than a conventional diesel bus.

This bill would help local transit districts who want to lead on climate or reduce their long-term operating costs by helping them in their goal to invest in electric or fuel cell buses.

Keeping in the transportation theme since it the primary source of carbon emissions – we’ve had some important advances in emissions on the personal vehicle side but continue to lag behind other countries in terms of electrification for commercial vehicles.

I’ll shortly be introducing tax credit legislation modelled off the original EV tax credit to help move vans, pickup, light duty trucks and other commercial vehicles towards a zero emissions future.

And the third bill in my soon to be introduced transportation package, addresses flight – the Cleaner, Quieter Airplanes Act.

My bill would build upon NASA’s existing mission and bolster its capacity to create electrified and non-greenhouse gas emitting flight.

I’ve mentioned economy wide emissions, coastal resilience and adaption, as well as transportation, I also want to mention my bill to help with biodiversity.

The Wildlife Corridors Conservation Act would give species a fighting chance at survival in the face of climate change.

The Wildlife Corridors Conservation Act provides a framework to address the long-term habitat connectivity of native species.

This bill identifies wildlife corridors that aim to mitigate harm to wildlife and threats to public safety by implementing strategies to reduce human and wildlife conflict.

And lastly, I’ll mention a 7th bill in my climate armada – the bipartisan SEA FUEL Act.

To run the aircraft, ships, vehicles, and other equipment necessary to defend our nation and conduct operations abroad, the Department of Defense relies heavily on an extensive logistics chain to transport fuel around the globe.

This transportation infrastructure comes with significant costs and could be targeted by our adversaries to diminish our ability to project power in a foreign conflict.

My bill help address these issues by authorizing the Department of Defense and the Department of Homeland Security to mature new technologies to generate fuel directly from ocean water and the atmosphere, reducing the logistics tail of our military and increasing the resiliency of our overseas operations.

The program builds on existing efforts and patented technology invested in by the U.S. Navy and our national laboratories.

The IPCC report emphasizes the importance of negative emissions technologies in reaching net zero emissions by 2050.

This bill would both address that goal and our national security.

These are 7 of many of the ideas that I am trying to advance to address our climate crisis.

I hope you consider them.

We need everyone invested in this fight and all the good ideas on the table in order to meet net-zero greenhouse gas emissions by 2050 at the latest – and that, as you all know, is only to mitigate the worst impacts of climate change.

I appreciate the opportunity to be here today. This hearing provides hope that we're on the right track.