

Thank you...Mr. Chairman, for the opportunity to come before the Committee and lay out key infrastructure priorities that are of high importance to my district and to this country.

As Co-Chair of the House Sustainable Energy and Environment Coalition (SEEC), I want to emphasize how much of an opportunity we have here to meaningfully act on climate change through sound and sustainable infrastructure policies.

A broad, forward-thinking infrastructure plan, such as the one SEEC put forward last Congress, should focus on sustainability, healthy communities, and environmental protection...which will ultimately best serve our districts and constituents.

One area where we could really engage with communities, businesses, and advocates to find innovative solutions is electrification, of both our transportation sector and buildings.

My local utility in Sacramento, the Sacramento Municipal Utility District, or SMUD, has already done some excellent work in this space...these forward-thinking utilities can serve as a model for policies we can advocate for at the federal level.

SMUD has set ambitious goals to electrify the building and transportation sectors in the Sacramento area.

To this end, improving building codes and supplementing their work with additional federal tax incentives and grants would help communities across the country deploy these strategies, ultimately leading to a faster transition to cleaner and more efficient buildings.

Additionally, our infrastructure package should advocate for cleaner transportation policies, such as my Clean and Efficient Cars Act, to enforce robust fuel economy and greenhouse gas emissions standards.

We can also include further incentives for broad deployment of both electric vehicle – EV – charging technology and for the purchase of zero-emission and electric vehicles.

But it isn't just passenger and light-duty vehicles where we can make an impact within our transportation sector. Further initiatives within the heavy-duty vehicle space are needed.

For example, I introduced the Diesel Emissions Reduction Act this Congress to reauthorize a popular program that provides grants to help upgrade old diesel engines with cleaner technologies...which leads to significant emissions reductions in vehicle fleets across the U.S.

It's grants and other incentives like these that will help us move away from older heavy-duty equipment that is inefficient and harmful to air quality.

Unfortunately, Sacramento ranks the 5th worst city in the country for air pollution...and it is the most vulnerable communities within the city that are hit the hardest – low-income and minority families that live near major traffic corridors.

It is absolutely imperative to the health and well-being of my constituents that we continue to advocate for policy solutions that will transition our transportation sector from fossil fuels to clean vehicle technologies.

The state and City of Sacramento have undertaken great efforts to address some of these issues, but a sweeping infrastructure plan could incorporate policies such as comprehensive federal standards and incentives for businesses and consumers alike would complement these efforts and demonstrate American ingenuity and leadership in this space.

And as you are aware, the Capital Investment Grant Program is the Federal Transit Agency's primary mechanism for providing capital funding to transit projects.

These projects are planned, implemented, and operated by local government, which often would not be able to fund the projects without a federal investment.

A continued commitment to protecting funds provided by this program will assist in Sacramento's downtown revitalization efforts.

Sacramento's urban core has been undergoing significant development and redevelopment. Funds that have been made available for these projects stands to be a catalyst for growth in Sacramento and promises reduce congestion while facilitating connections to the region's business center.

Finally, while it is important to think proactively on how we can prevent further warming of our planet, we must also take this opportunity to address the risks our communities are already facing, including the catastrophic flooding and extreme weather events that are exacerbated by climate change.

Sacramento is particularly vulnerable to these problems, being one of the most flood-prone cities in the U.S. We have already undertaken great efforts to build out sound infrastructure to protect our residents from flood events.

While I have worked tirelessly to secure funding to make these projects possible, more work and funding is needed to have a complete system in place.

Over the past couple of years, hurricanes and intense storms have devastated cities and communities throughout the U.S., from Texas to North Carolina to the Midwest. A broad infrastructure package is a chance to strengthen

existing safeguards and build out additional protections to prevent loss of life, injuries, and millions of dollars of damage to property.

Many of the challenges that communities across America face, including those in my home district, could be addressed in a comprehensive infrastructure package.

For years, we have allowed our nation's critical infrastructure to fall behind and have consistently failed to invest in a plan that embraces proactive policies that advance the best interests of the American people.

While there are many opportunities within an infrastructure package to support our constituents, electrification is truly an area that cuts across a myriad of sectors, cities, and states.

Supporting policies to complement the innovative work of so many communities across the country is a top priority of mine, and I hope it will be one in any upcoming infrastructure proposal.

Thank you again for the opportunity to testify today and I look forward to working with the Committee on these issues in the months ahead.