

Thank you for reaching out and for the work Whidbey Climate Action is doing in our community. I appreciate the opportunity to share some of the work I've been doing in Olympia and where I believe we can make further progress.

On legislation, I've focused particularly on expanding Washington's clean energy future. In 2024, I sponsored and helped pass HB 1924, one of Washington's first major fusion energy laws, helping establish fusion energy as part of our state's clean energy future. I followed that in 2025 with HB 1018, which created a clearer regulatory pathway for siting and developing fusion energy facilities. Together, these laws are helping position Washington as a leader in next-generation clean energy technology, with the potential to provide reliable, carbon-free electricity.

Looking toward the 2027 legislative session, I'm particularly interested in addressing the growing electricity demands of data centers. I've been having discussions about ensuring these large energy users pay their fair share of new infrastructure and electricity costs rather than shifting those expenses onto residential customers.

Regarding Washington's existing climate laws, I recognize the importance of the Clean Energy Transformation Act and Climate Commitment Act in establishing our state's long-term emissions reduction framework. My focus is on turning those goals into results, including cleaner electricity, reduced emissions, and investments that benefit Washington communities.

On ferry electrification, I support Washington's transition toward a 26-vessel fleet that incorporates hybrid-electric technology.

At the same time, as someone who lives on Whidbey Island and depends on our ferries, I know firsthand that we cannot afford to wait years for reliable service. Ferry cancellations affect people's jobs, medical appointments, businesses, and daily lives. We need to restore dependable ferry service now, while continuing to build a cleaner fleet for the future. That means prioritizing vessel maintenance, workforce retention, and getting more operational boats into service as quickly as possible.

I've also sponsored and helped pass HB 1167, which strengthens educational pathways into maritime careers and helps develop the qualified workforce our ferry system needs.

Ultimately, I don't believe environmental progress, affordability, and reliable transportation should be competing goals. We need cleaner energy, dependable ferries, and policies that don't leave working families bearing disproportionate costs.

I'd welcome the opportunity to continue this conversation with Whidbey Climate Action, particularly about specific legislative ideas your members would like us to explore ahead of the 2027 session.

Always at Your Service,

Clyde